Federal Aviation Administration

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South Central (SC) Vol 2 of 5

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02 OCT 2025

Consult the Change Notice (CN) effective 04 SEP 2025 for revised Instrument Procedure Charts for this volume

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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/

For inquiries regarding military charts, please contact **aerohelp@nga.mil**

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Frequently asked questions (FAQ) are answered on our website at: **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

INOP COMPONENTS 25051

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

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

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

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

INOP COMPONENTS 25051

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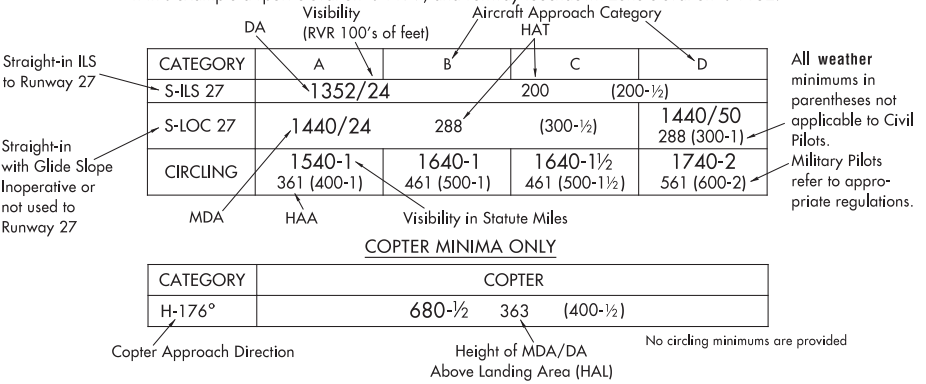
TERMS/LANDING MINIMA DATA 20142

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.



COPTER MINIMA ONLY

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

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 certified 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:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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CIRCLING APPROACH OBSTACLE 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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Users may ignore the presence of C symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

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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.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560**-1¼	463	(500-1¼)	CDE	**560**-1½	463	(500-1½)
	28		AB	**600**-1¼	503	(600-1¼)	CDE	**600**-1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored
Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

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

TERMS/LANDING MINIMA DATA 25163

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-O) 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.

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/headings/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.

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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 →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	(T) Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	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 contolled lighting, e.g., (A1), (V)

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

To activate lights, use frequency indicated in the communications section of the chart with a (L)

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

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ABBREVIATIONS 25107

AAF	Army Air Field
AAUP	Attention All Users Page
ADF	Automatic Direction Finder
ADIZ	Air Defense Identification Zone
AFAUX	Air Force Auxiliary
AFB	Air Force Base
AFRC	Armed Forces Reserve Center/Air Force Reserve Command
AGL	Above Ground Level
AFHP	Air Force Heliport
AFIS	Automatic Flight Information Service
AHP	Army Heliport
ALF	Auxiliary Landing Field
ALS	Approach Light System
ALSF	Approach Light System with Sequenced Flashing Lights
ANGB	Air National Guard Base
ANGS	Air National Guard Station
Ant	Antenna
AOB	At or Below
AP	Autopilot System
APCH	Approach
APP CON	Approach Control
AR	Authorization Required
ARB	Air Reserve Base
ARPT	Airport
ARR	Arrival
AS	Air Station
ASOS	Automated Surface Observing System
ASR	Airport Surveillance RADAR
ASSC	Airport Surface Surveillance Systems
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
AUNICOM	Automated UNICOM
AWOS	Automated Weather Observing System
Baro-VNAV	Barometric Vertical Navigation
BC	Back Course
brg	Bearing
CAPT	Captain
CAT	Category
CCW	Counterclockwise
CDI	Course Deviation Indicator
CGAS	Coast Guard Air Station
Chan	Channel
CIR	Circling
CL	Centerline Lighting System
CLNC DEL	Clearance Delivery
CNF	Computer Navigation Fix
CPDLC	Controller Pilot Data Link Communications
CTAF	Common Traffic Advisory Frequency
CW	Clockwise
D-ATIS	Digital-Automatic Terminal Information Service
DA	Decision Altitude
DEP	Departure
DEP CON	Departure Control
DER	Departure End of Runway
DH	Decision Height
DME	Distance Measuring Equipment
DP	Departure Procedure
DTHR	Displaced Runway Threshold
DVA	Diverse Vector Area
ELEV	Elevation
EMAS	Engineered Material Arresting System
EXEC	Executive
FAF	Final Approach Fix
FD	Flight Director System
FL	Flight Level
FLD	Field
FM	Fan Marker
FMS	Flight Management System
GBAS	Ground Based Augmentation System
GCA	Ground Control Approach
GCO	Ground Communication Outlet
GLS	Ground Based Augmentation System Landing System
GP	Glidepath
GPS	Global Positioning System
GS	Glide Slope
HAA	Height Above Airport
HAL	Height Above Landing
HAT	Height Above Touchdown
HATh	Height Above Threshold
HCH	Heliport Crossing Height
hdg	Heading
HIRL	High Intensity Runway Lights
HUD	Head-up Display
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IF	Intermediate Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
INC	Incorporated
Inop	Inoperative
INT	Intersection
INTCNTL	Intercontinental
INTL	International
JNGB	Joint National Guard Base
JRB	Joint Reserve Base
K	Knots
KIAS	Knots Indicated Airspeed
LAAS	Local Area Augmentation System

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ABBREVIATIONS 25107

LDA	Localizer Type Directional Aid
Ldg	Landing
LIRL	Low Intensity Runway Lights
LNAV	Lateral Navigation
LOA	Letter of Agreement/ Authorization
LOC	Localizer
LOM	Locator Outer Marker
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LR	Lead Radial
LRRS	Long Range RADAR Station
MAA	Maximum Authorized Altitude
MALS	Medium Intensity Approach Lighting System
MALSF	Medium Approach Lighting System with Sequenced Flashers
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAP	Missed Approach Point
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Filed
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCOLF	Marine Corps Outlying Field
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MEML	Memorial
METRO	Metropolitan
MIRL	Medium Intensity Runway Lights
MM	Middle Marker
MOCA	Minimum Obstruction Clearance Altitude
MRA	Minimum Reception Altitude
MSL	Mean Sea Level
MSPEC	Management Specification
MUNI	Municipal
N/A	Not Applicable
NA	Not Authorized
NAAS	Naval Auxiliary Air Station
NAF	Naval Air Facility
NALF	Naval Auxiliary Landing Field
NAS	Naval Air Station
NDB	Nondirectional Radio Beacon
NM	Nautical Mile
NOLF	Naval Outlying Field
NoPT	No Procedure Turn
NOTAM	Notice to Airmen
NS	Naval Station
NTL	National
ODALS	Omnidirectional Approach Lighting System
ODP	Obstacle Departure Procedure
OM	Outer Marker
OPSPEC	Operations Specification
PAR	Precision Approach Radar
PDC	Pre-Departure Clearance
PRM	Precision Runway Monitor
Pvt	Private
R	Radial
RA	Radio Altimeter setting height
RAIL	Runway Alignment Indicator Lights
RCLS	Runway Centerline Light System
REIL	Runway End Identifier Lights
RF	Radius to Fix
RGNL	Regional
RLLS	Runway Lead-in Light System
RNAV	Area Navigation
RNP	Required Navigation Performance
RPI	Runway Point of Interception)
RVR	Runway Visual Range
RWY	Runway
S	Straight-in
SALS	Simplified Short Approach Light System
SALSF	Short Approach Lighting System with Sequenced Flashing Lights
SDF	Simplified Directional Facility
SFB	Space Force Base
SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Light System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force

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ABBREVIATIONS 25107

USCG……	United States Coast Guard
USMC……	United States Marine Corps
USN……	United States Navy
USSF……..	United States Space Force
VASI……	Visual Approach Slope Indicator
VCOA……	Visual Climb Over Airport
VDA……	Vertical Descent Angle
VDP……	Visual Descent Point
VFR……...	Visual Flight Rules
VGSI……..	Visual Glide Slope Indicator
VNAV…….	Vertical Navigation
VOR……...	Very High Frequency Omni-Directional Range
VORTAC……...	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS……	Wide Area Augmentation System
WP/WPT……...	Waypoint

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LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
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

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

x (CFTSP) — 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

5500 Mandatory Altitude
2500 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
5000 Mandatory Block
3000 Altitude

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

LOC/LDA/SDF Transmitter
LOC/DME
(shown when installation is offset from its normal postion off the end of the runway.)

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

LEGEND 23334

SC-2, 07 AUG 2025 to 02 OCT 2025

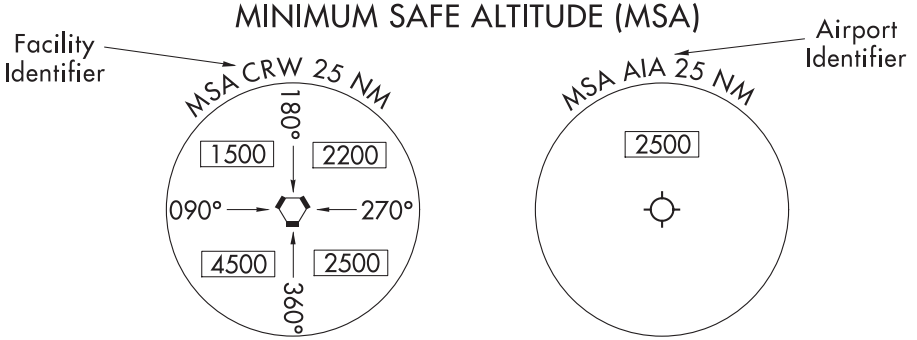
SC-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

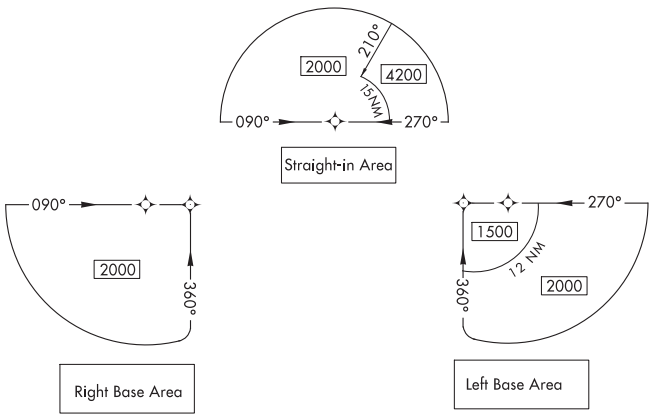
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

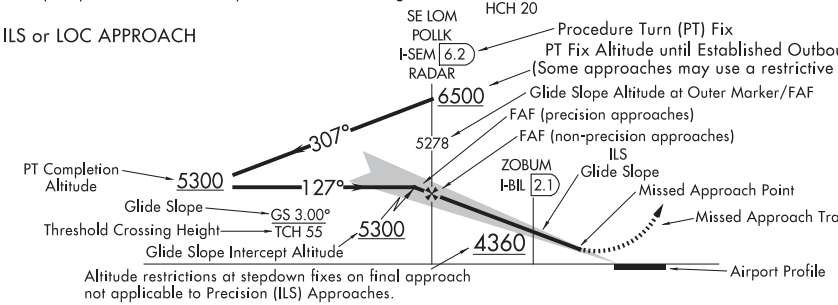
PROFILE VIEW

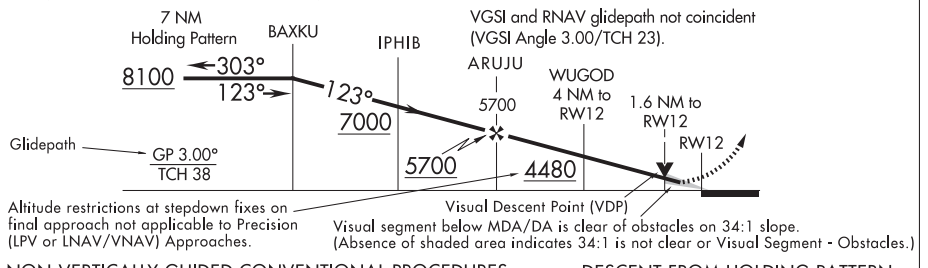
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

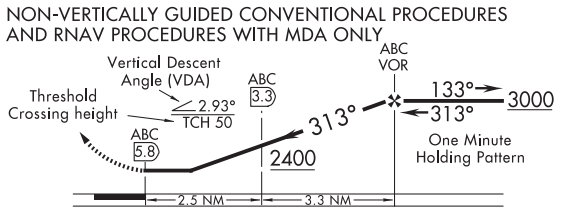
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

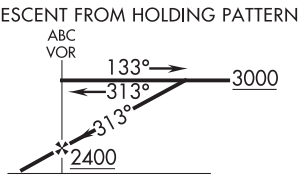
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/TCH 50.

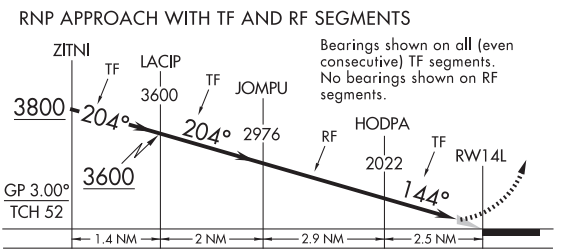
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°/TCH 55. On Copter procedures this is depicted in the following format: 7.30°/HCH 20











ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

SC-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

Holding pattern with maximum restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwys 16L/C/R

Terminus identifier

SC-2, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOC · LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

LOM (Compass locator at outer marker)

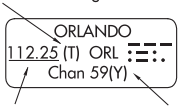
Marker Beacon

Localizer Front Course

BACK COURSE

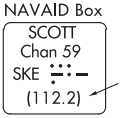
Localizer Back Course (Shading on left)

(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box



VHF Paired Frequency

(Y) 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)

Obvious DME (DME mileage matches route mileage)

75 → DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning

P-Prohibited A-Alert

MOA-Military Operations Area

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

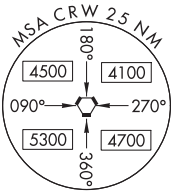
AIRPORTS

Heliport

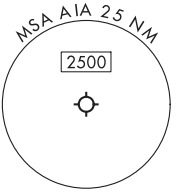
Civil · Military · Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier



Airport Identifier



(arrows on distance circle identify sectors)

LEGEND 23334

SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

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.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel ##
Tanks
Obstructions
Airport Beacon #
Runway Radar Reflectors
Bridges
Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... ←0.3% Down.....0.8% UP→
(shown when rounded runway slope is ≥ 0.3%)

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

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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

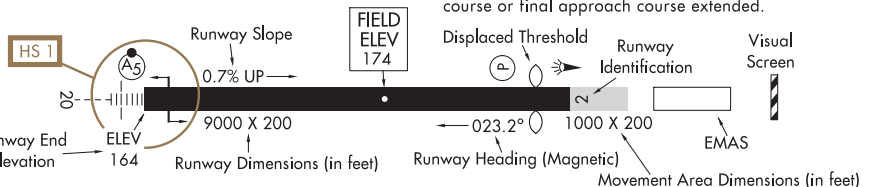
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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.

LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

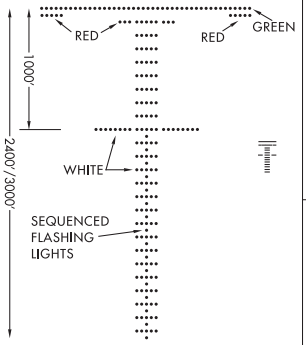
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

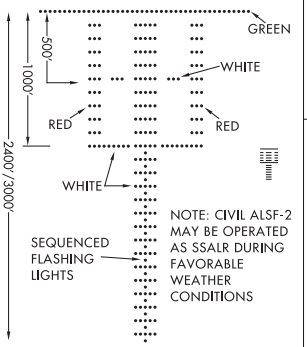


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

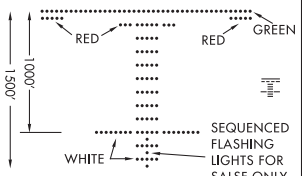


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



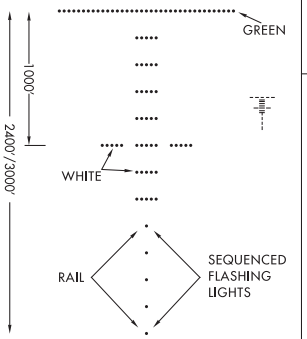
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

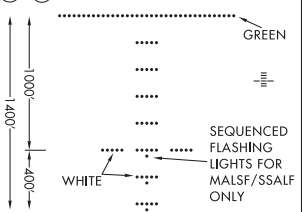
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

(A4) (A4)



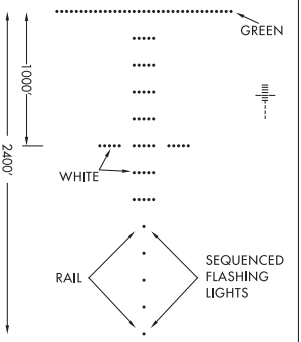
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

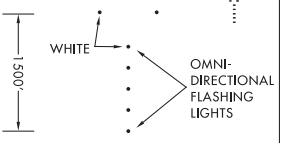
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

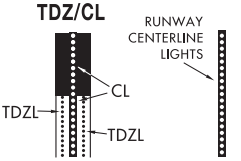
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

LEGEND 22195

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LEGEND 22195

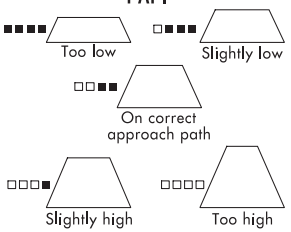
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V), etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

PAPI



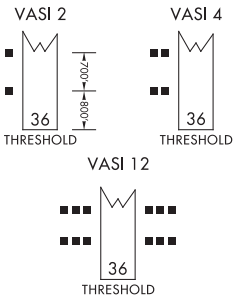
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

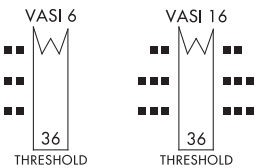
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

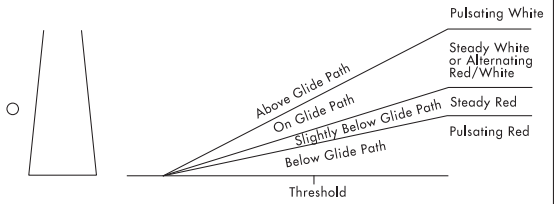
VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

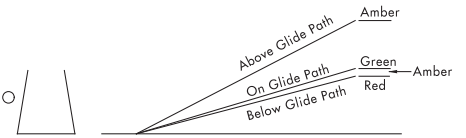
PVASI



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.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

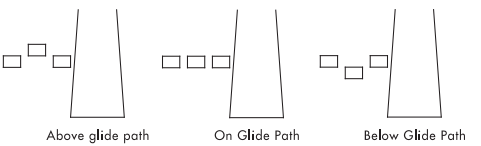
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

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SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
(ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executingdescents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

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RNAV (GPS) RWY 17L 2
RNAV (GPS) RWY 35R 3
LOC RWY 17R 4
VOR-A 5
AIRPORT DIAGRAM 6

ABILENE, TX
---SEE DYESS AFB

ADDISON
---SEE DALLAS, TX

ALBANY, TX
ALBANY MUNI(T23)
IAPS ..... RNAV (GPS) RWY 17 7
RNAV (GPS) RWY 35 8

AMARILLO, TX
RICK HUSBAND AMARILLO INTL(AMA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC RWY 04 9
RNAV (RNP) Z RWY 04 10
RNAV (RNP) Z RWY 13 11
RNAV (RNP) Z RWY 22 12
RNAV (RNP) Z RWY 31 13
RNAV (GPS) Y RWY 04 14
RNAV (GPS) Y RWY 13 15
RNAV (GPS) Y RWY 22 16
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IAPS ..... RNAV (GPS) RWY 16 24

ARLEDGE FLD
---SEE STAMFORD, TX

ARLINGTON, TX
ARLINGTON MUNI(GKY)
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MOTZA ONE Z36
REEKO THREE (RNAV) Z40
SASIE SEVEN Z41
SWVAY FOUR (RNAV) Z50
TRUUK TWO (RNAV) Z52
WESAT TWO (RNAV) Z55
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RNAV (GPS) RWY 36 48

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HALL-MILLER MUNI(ATA)
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NDB RWY 05 50

AVENGER FLD
---SEE SWEETWATER, TX

BIG SPRING, TX
BIG SPRING/MC MAHON-WRINKLE(BPG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
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RNAV (GPS) RWY 17 52
RNAV (GPS) RWY 24 53
RNAV (GPS) RWY 35 54
VOR/DME RWY 17 55
VOR/DME RWY 35 56

BONHAM, TX
JONES FLD(F00)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
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RNAV (GPS) RWY 35 58
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RNAV (GPS) RWY 35 61

BOURLAND FLD
---SEE FORT WORTH, TX

BOWIE, TX
BOWIE MUNI(0F2)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
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BRECKENRIDGE, TX
STEPHENS COUNTY(BKD)
TAKEOFF MINIMUMS L
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IAPS ..... RNAV (GPS) RWY 17 64
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BRIDGEPORT, TX
BRIDGEPORT MUNI(XBP)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 66
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BROWNFIELD, TX
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C DAVID CAMPBELL FLD-CORSICANA MUNI
---SEE CORSICANA, TX

CADDO MILLS, TX
CADDO MILLS MUNI(7F3)
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SASIE SEVEN Z41
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RNAV (GPS) RWY 35 103
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DALLAS, TX

ADDISON(ADS)

TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... EESAT FOUR (RNAV) Z21
FINGR NINE Z22
GREGS ONE Z26
HERBZ TWO (RNAV) Z28
JFRYE FIVE (RNAV) Z30
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CRIKT ONE (RNAV) Z16
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FINGR NINE Z22
GREGS ONE Z26
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DAWGZ TWO (RNAV) Z17
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GIBBI TWO (RNAV) Z25
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DALLAS-FORT WORTH INTL(DFW)(CON'T)

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SULPHUR SPRINGS, TX
SULPHUR SPRINGS MUNI(SLR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 729
RNAV (GPS) RWY 19 730

SWEETWATER, TX
AVENGER FLD(SWW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 731
RNAV (GPS) RWY 17 732
RNAV (GPS) RWY 22 733
RNAV (GPS) RWY 35 734

TERRELL, TX
TERRELL MUNI(TRL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 735
RNAV (GPS) RWY 36 736

TERRY COUNTY
---SEE BROWNFIELD, TX

TRADEWIND
---SEE AMARILLO, TX

TYLER, TX
TYLER POUNDS RGNL(TYR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 04 737
RNAV (GPS) RWY 04 738
RNAV (GPS) RWY 13 739
RNAV (GPS) RWY 18 740
RNAV (GPS) RWY 22 741
RNAV (GPS) RWY 31 742
RNAV (GPS) RWY 36 743
VOR RWY 04 744
VOR RWY 31 745
AIRPORT DIAGRAM 746

VERNON, TX
WILBARGER COUNTY(F05)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 02 747
RNAV (GPS) RWY 20 748

WEATHERFORD, TX
PARKER COUNTY(WEA)
TAKEOFF MINIMUMS L
STARS ..... LIKES THREE (RNAV) Z33
MOTZA ONE Z36
REEKO THREE (RNAV) Z40
SASIE SEVEN Z41
TRUUK TWO (RNAV) Z52
WESAT TWO (RNAV) Z55
IAPS ..... VOR/DME-A 749
DPS ..... BOTCH ONE (RNAV) 750
GARLAND SIX 752
JOE POOL EIGHT 754
KINGDOM FIVE 756
KUSSO ONE (RNAV) 758
NANDR THREE (RNAV) 760

WHEELER, TX
WHEELER MUNI(T59)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 762
RNAV (GPS)-B 763

WICHITA FALLS, TX
KICKAPOO DOWNTOWN(CWC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 764
WICHITA VALLEY(F14)
TAKEOFF MINIMUMS L
IAPS ..... VOR-B 765

WICHITA FALLS, TX
---SEE SHEPPARD AFB/WICHITA FALLS MUNI

WILBARGER COUNTY
---SEE VERNON, TX

WINNSBORO, TX
WINNSBORO MUNI(F51)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 766

WINSTON FLD
---SEE SNYDER, TX

WOOD COUNTY/COLLINS FLD
---SEE MINEOLA/QUITMAN, TX

YOAKUM COUNTY
---SEE PLAINS, TX

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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.

SC-2, 07 AUG 2025 to 02 OCT 2025

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, 1' 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.

Rwy 35, 300-1¾ 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 60' 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, 400-2¼ 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 294° 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)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 162° to 2500 before turning left.

Rwy 34, climb heading 342° to 1400 before turning southeast bound.

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.
Trees 593' from DER, 479' right of centerline, up to 26' AGL/614' MSL.
Transmission tower 3596' from DER, 1433' left of centerline, 112' AGL/702' MSL.
Rwy 34, trees beginning 228' from DER, 403' left of centerline, up to 35' AGL/654' MSL.
Trees beginning 1090' from DER, 439' right of centerline, up to 61' AGL/670' MSL.
Trees 1525' from DER, 339' left of centerline, up to 72' AGL/681' MSL.

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, 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.
Pole, trees 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

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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.
Tree 1330' from DER, 387' 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, catenary, pole beginning 2280' 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, catenaries beginning 2786' from DER, 42' right of centerline, up to 84' AGL/561' MSL.
Rwy 36, 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' left 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 (22223) (FAA)

TAKEOFF MINIMUMS:
Rwys 15, 33, NA-Environmental.
Rwy 23, 300-1⅜ 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 298' 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.
Tree, terrain, fence 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 1684' 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

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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 (24305) (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.
Tank 1.2 NM from DER, 2179' left of centerline, 135' AGL/2859' 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/630' MSL.
Trees 560' from DER, left and right of centerline, 30' AGL/630' MSL.
T-L tower 868' from DER, 575' right of centerline, 38' AGL/655' MSL.
Multiple power poles 1374' from DER, left and right of centerline, 45' AGL/655' 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' left 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.
Fence, 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.

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:

Rwys 4, 22, 13, 31 NA - ATC.

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, 205ft 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, 300-1¼ 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/1169' 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-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, sign 21' from DER, 165' left of centerline, 3266' MSL.
Wind indicator 326' from DER, 362' left of centerline, 3276' MSL.
Pole, tank beginning 471' from DER, 445' left of centerline, up to 3296' MSL.
Pole, building beginning 564' from DER, 425' left of centerline, up to 3297' MSL.
Tree, pole beginning 866' from DER, 161' right of centerline, up to 37' AGL/3293' MSL.
Rwy 13, trees beginning 99' from DER, 4' left of centerline, up to 100' AGL/3352' MSL.
Trees beginning 132' from DER, 25' right of centerline, up to 100' AGL/3349' MSL.
Rwy 31, trees 13' from DER, 471' left of centerline, 100' AGL/3358' MSL.
Trees beginning 46' from DER, 41' left of centerline, up to 100' AGL/3362' MSL.
Trees beginning 79' from DER, 138' right of centerline, up to 100' AGL/3365' MSL.
Trees, pole beginning 293' from DER, 173' right of centerline, up to 100' AGL/3368' MSL.
Trees beginning 835' from DER, 6' left of centerline, up to 100' AGL/3365' MSL.
Trees beginning 1083' from DER, 28' right of centerline, up to 100' AGL/3371' MSL.
Trees beginning 1691' from DER, 98' right of centerline, up to 100' AGL/3375' MSL.
Trees beginning 1772' from DER, 116' left of centerline, up to 100' AGL/3368' MSL.
Trees beginning 1986' from DER, 11' left of centerline, up to 100' AGL/3371' MSL.
Trees beginning 2086' from DER, 23' right of centerline, up to 100' AGL/3378' MSL.

SC-2, 07 AUG 2025 to 02 OCT 2025

CANADIAN, TX

HEMPHILL COUNTY (HHF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ 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.
Trees beginning 1438' from DER, 51' left of centerline, up to 2424' MSL.
Tower, tree beginning 1687' from DER, 504' left of centerline, up to 70' AGL/2434' 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/2549' 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, 2454' MSL.
Tree, terrain beginning 3017' from DER, 1106' right of centerline, up to 2523' MSL.
Tower 1.3 NM from DER, 202' left of centerline, 60' AGL/2614' 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.
Vehicles on road 277' from DER, 488' left of centerline, 2406' MSL.
Trees, vehicles on road beginning 400' from DER, 489' left of centerline, up to 49' AGL/2437' MSL.
Rwy 36, vehicles on road, beginning 67' from DER, 147' left of centerline, up to 2376' MSL.
Trees beginning 1172' from DER, 651' right of centerline, up to 2415' MSL.
Trees beginning 1610' from DER, 716' right of centerline, up to 2421' MSL.
Trees beginning 1632' from DER, 698' right of centerline, up to 2426' MSL.
Tower 3723' from DER, 830' left of centerline, 175' AGL/2517' 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, 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, tree 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-O)

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.

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.
Well drilling rig 1.2 NM from DER, 615' left of centerline, 104' AGL/976' MSL.
Transmission pole, 1817' from DER, 183' left of centerline, 80' AGL/900' MSL.

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 100' AGL/609' MSL.
Power line beginning 1.4 NM from DER, 1425' left 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, 40' 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 OBSTACLE NOTES:

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.

DALHART, TX

DALHART MUNI (DHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 600-2¼ 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/850' MSL.
Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL.
Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.
Rwy 34, service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGI/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 EXEC (RBD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 08NOV18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-2¾ 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.

CON'T

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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 82' 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 778' from DER, 669' left of centerline, 30' AGL/503' 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 8 20FEB25 (25051) (FAA)

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 13R, light poles 34' from DER, 150' right of centerline, 3' AGL/578' MSL.
Light poles 35' from DER, 149' left of centerline, 3' AGL/578' MSL.
Sign 104' from DER, 479' left of centerline, 3' AGL/581' MSL.
Rwy 17C, aircraft tail 741' from DER, 667' right of centerline, 617' MSL.
Rwy 17R, aircraft tail 54' from DER, 462' right of centerline, 617' MSL.
Aircraft tail 741' from DER, 532' left of centerline, 617' 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.
Aircraft tail 1327' from DER, 182' right of centerline, up to 599' MSL.
Rwy 35L, sign 67' from DER, 431' left of centerline, 4' AGL/569' MSL.
Aircraft tails 505' from DER, 587' right of centerline, 599' MSL.
Tank 1992' from DER, 971' left of centerline, 77' AGL/643' MSL.
Rwy 35C, aircraft tails 335' from DER, 560' right of centerline, 599' MSL.
Aircraft tail 505' from DER, 611' left of centerline, 599' MSL.

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DECATUR, TX

DECATUR MUNI (LUD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 17APR25 (25107) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1¼ or std w/min climb of 248'/NM to 2500.

Rwy 35, std w/min climb of 320'/NM to 3500, or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 169° to 1700 before turning north.

VCOA:

Rwy 35, obtain ATC approval for VCOA 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, tree, terrain, pole beginning 119' from DER, 46' right of centerline, up to 1067' MSL.
Tree 120' from DER, 457' left of centerline, 1046' MSL.
Tree 643' from DER, 587' left of centerline, 1065' MSL.
Pole 666' from DER, 467' left of centerline, 35' AGL/1066' MSL.
Tree 699' from DER, 570' left of centerline, 1070' MSL.
Tree 822' from DER, 372' left of centerline, 1071' MSL.
Pole 2287' from DER, 662' left of centerline, 54' AGL/1095' MSL.
Building, smokestack beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL.
Tower 5149' from DER, 895' right of centerline, up to 117' AGL/1173ft MSL.
Rwy 35, trees beginning 17' from DER, 276' right of centerline, up to 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/654' 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.
Tree 2314' from DER, 700' left of centerline, 68' AGL/704' 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.

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, 541' left of centerline, 34' AGL/1465' MSL.
Tree 896' from DER, 408' left of centerline, 55' AGL/1482' MSL.
Pole 460' 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.
Pole 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.
Trees beginning 40' from DER, 300' left of centerline, up to 100' AGL/609' MSL.
Trees beginning 40' from DER, 300' right of centerline, up to 100' AGL/609' 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.

FORT WORTH, TX

BOURLAND FLD (50F)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1⅛ or std w/min climb of 512'/NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 9' from DER, 87' right of centerline, 868' MSL.
Trees beginning 17' from DER, 112' left of centerline, up to 862' MSL.
Trees beginning 34' from DER, 118' right of centerline, up to 886' MSL.
Tree 136' from DER, 440' left of centerline, 877' MSL.
Trees beginning 154' from DER, 28' left of centerline, up to 882' MSL.
Trees beginning 253' from DER, 9' left of centerline, up to 886' MSL.
Trees beginning 792' from DER, 485' right of centerline, up to 893' MSL.
Trees beginning 908' from DER, 97' right of centerline, up to 903' MSL.
Trees beginning 1306' from DER, 75' right of centerline, up to 908' MSL.
Trees beginning 1412' from DER, 65' right of centerline, up to 917' MSL.
Trees beginning 1640' from DER, 54' left of centerline, up to 891' MSL.
Tree 1784' from DER, 243' left of centerline, 892' MSL.
Trees beginning 1795' from DER, 87' right of centerline, up to 919' MSL.
Trees beginning 1814 ' from DER, 12' left of centerline, up to 901' MSL.
Trees beginning 1868' from DER, 164' right of centerline, up to 920' MSL.

CON'T

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TX (CON'T)

BOURLAND FLD (50F) (CON'T)

Rwy 17 (CON'T), trees beginning 1926' from DER, 99' right of centerline, up to 924' MSL.
Trees beginning 2011' from DER, 47 ' left of centerline, up to 908' MSL.
Trees beginning 2019' from DER, 54' right of centerline, up to 949' MSL.
Trees beginning 2193' from DER, 231' left of centerline, up to 915' MSL.
Trees, terrain beginning 2208' from DER, 222' right of centerline, up to 954' MSL.
Trees beginning 2232' from DER, 56' left of centerline, up to 920' MSL.
Trees, terrain beginning 2286' from DER, 114' right of centerline, up to 961' MSL.
Tree 2287' from DER, 158' left of centerline, 921' MSL.
Tree 2296' from DER, 451' left of centerline, 935' MSL.
Trees beginning 2334' from DER, 67' left of centerline, up to 948' MSL.
Trees beginning 2387' from DER, 96' right of centerline, up to 966' MSL.
Trees beginning 2472' from DER, 482' right of centerline, up to 969' MSL.
Trees beginning 2521' from DER, 122' right of centerline, up to 974' MSL.
Trees beginning 2572' from DER, 186' right of centerline, up to 982' MSL.
Trees beginning 2605' from DER, 53' left of centerline, up to 951' MSL.
Trees, terrain beginning 2637' from DER, 90' right of centerline, up to 989' MSL.
Trees, terrain, pole, vehicles on road beginning 2723' from DER, 15' right of centerline, up to 1011' MSL.
Trees, terrain beginning 2789' from DER, 70' left of centerline, up to 962' MSL.
Trees, terrain beginning 3054' from DER, 18' left of centerline, up to 986' MSL.
Trees, terrain beginning 4257' from DER, 49' right of centerline, up to 1013' MSL.
Trees, terrain, vehicles on road beginning 4321' from DER, 130' right of centerline, up to 1016' MSL.
Transmission line, trees, terrain, vehicles on road beginning 4963' from DER, 191' left of centerline, up to 1055' MSL.
Transmission line, vehicle on road, trees beginning 5735' from DER, 126' left of centerline, up to 97' AGL/1072' MSL.
Transmission line, vehicles on road, tree beginning 1 NM from DER, 282' right of centerline, up to 1017' MSL.
Transmission line 1.1 NM from DER, 1034' right of centerline, 1024' MSL.
Transmission line 1.3 NM from DER, 1769' right of centerline, 1079' MSL.
Transmission line 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL.
Transmission line 1.5 NM from DER, 2849' right of centerline, 1092' MSL.
Rwy 35, terrain 22' from DER, 487' left of centerline, 875' MSL.
Vehicle on road, fence beginning 62' from DER, 81' left of centerline, up to 890' MSL.
Tree, fence beginning 87' from DER, 106' left of centerline, up to 894' MSL.
Tree, vehicle on road, fence beginning 130' from DER, 93' right of centerline, up to 892' MSL.
Sign, tree, vehicle on road beginning 188' from DER, 157' left of centerline, up to 22' AGL/898' MSL.
Pole, trees, terrain beginning 266' from DER, 57' right of centerline, up to 913' MSL.
Trees, pole, vehicles on road, terrain beginning 280' from DER, 30' left of centerline, up to 912' MSL.
Tree, sign beginning 503' from DER, 339' right of centerline, up to 42' AGL/924' MSL.
Sign, vehicles on road, pole, trees, terrain beginning 528' from DER, 42' right of centerline, up to 42' AGL/925' MSL.
Tree, terrain, vehicle on road beginning 1013' from DER, 124' right of centerline, up to 926' MSL.
Trees beginning 1126' from DER, 159' left of centerline, up to 925' MSL.
Trees, terrain, vehicles on road beginning 1149' from DER, 30 ' right of centerline, up to 932' MSL.
Trees beginning 1457' from DER, 264' left of centerline, up to 926' MSL.
Vehicle on road, terrain beginning 1572' from DER, 86' right of centerline, up to 933' MSL.
Trees beginning 1643' from DER, 96' left of centerline, up to 935' MSL.
Vehicle on road, terrain beginning 1751' from DER, 246' right of centerline, up to 938' MSL.
Tree, terrain, vehicles on road beginning 1801' from DER, 81' right of centerline, up to 952 ' MSL.
Trees, terrain beginning 2148' from DER, 213' right of centerline, up to 953' MSL.
Vehicles on road, terrain beginning 2241' from DER, 263' right of centerline, up to 956' MSL.
Vehicle on road 2433' from DER, 1086' left of centerline, 951' MSL.
Vehicles on road beginning 2558' from DER, 1005' left of centerline, up to 952' MSL.
Vehicle on road 2784' from DER, 1188' left of centerline, 953' MSL.
Vehicle on road 2837' from DER, 1095' left of centerline, 954' MSL.
Vehicles on road beginning 2926' from DER, 848' left of centerline, up to 955' MSL.
Traverse way 2958' from DER, 616' right of centerline, 957' MSL.
Trees, vehicle on road, terrain beginning 2980' from DER, 663' left of centerline, up to 968' MSL.
Vehicle on road, tree beginning 3149' from DER, 328' right of centerline, up to 962' MSL.
Vehicle on road 3336' from DER, 723' right of centerline, 970' MSL.
Vehicle on road, terrain beginning 3478' from DER, 758' right of centerline, up to 976' MSL.
Vehicle on road, terrain beginning 3589' from DER, 713' right of centerline, up to 981' MSL.
Tree 3601' from DER, 1369' left of centerline, 969' MSL.
Trees beginning 3618' from DER, 1122' left of centerline, up to 974' MSL.
Vehicle on road, terrain, tree beginning 3710' from DER, 666' right of centerline, up to 990' MSL.
Vehicle on road, terrain beginning 3801' from DER, 873' right of centerline, up to 992' MSL.
Vehicles on road, trees, terrain beginning 3817' from DER, 713' right of centerline, up to 993' MSL.
Trees, terrain beginning 3843' from DER, 1121' left of centerline, up to 978' MSL.
Trees, terrain beginning 4045' from DER, 1102' left of centerline, up to 996' MSL.
Trees, terrain beginning 4320' from DER, 595' left of centerline, up to 1006' MSL.
Trees beginning 4687' from DER, 887' right of centerline, up to 995' MSL.
Tree 5940' from DER, 1060' left of centerline, 1022' MSL.

FORT WORTH, TX (CON'T)

FORT WORTH MEACHAM INTL (FTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 300-1⅞ or std w/min climb of 225'/NM to 1100 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

Rwy 35, 300-1¼ or std w/min climb of 210'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' 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, tree 386' from DER, 602' right of centerline, 684' MSL.
Vehicle on road 587' from DER, 644' left of centerline, 689' MSL.
Rwy 17, vegetation 16' from DER, 159' right of centerline, 674' MSL.
Pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL.
Trees, building beginning 506' from DER, 464' left of centerline, up to 69' AGL/718' MSL.
Tower, antennas, pole, buildings beginning 956' from DER, 374' left of centerline, up to 59' AGL/722' MSL.
Rwy 34, vehicle on road 5' from DER, 256' left of centerline, 722' MSL.
Tree, 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, 35' AGL/774' MSL.
Pole 2628' from DER, 1167' right of centerline, 47' AGL/787' MSL.
Building, elevator 1.5 NM from DER, 2775' right of centerline, 256' AGL/970' MSL.
Rwy 35, trees, vehicle on road 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.
Aircraft on taxiway, terrain, poles, fence beginning 328' from DER, 229' right of centerline, up to 697' MSL.
Terrain 978' from DER, 695' right of centerline, 701' MSL.
Vehicle on road, terrain, fence beginning 990' from DER, 661' right of centerline, up to 713' MSL.
Vehicles on road, fence, 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.
Vehicle on road, terrain, 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.
Vehicle on road 1584' from DER, 718' right of centerline, 716' MSL.
Vehicle on road 1726' from DER, 798' right of centerline, 719' MSL.
Vehicle on road 1735' from DER, 849' right of centerline, 720' MSL.
Pole 3020' from DER, 1209' left of centerline, 62' AGL/755' MSL.
Transmission lines beginning 6006' from DER, 1259' left of centerline, up to 99' AGL/821' MSL.
Transmission lines 1 NM from DER, 1920' left of centerline, 98' AGL/826' MSL.

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.
Rwy 35, wall 2' from DER, 228' right of centerline, 3' AGL/691' MSL.
Grd 7' from DER, 189' left of centerline, 1' AGL/689' MSL.
Grd beginning 8' from DER, 359' right of centerline, up to 698' MSL.
Tree 53' from DER, 354' left of centerline, 21' AGL/700' MSL.
Trees, grd beginning 117' from DER, 200' right of centerline, up to 30' AGL/716' MSL.
Rd, trees beginning 241' from DER, 271' right of centerline, up to 20' AGL/719' MSL.
Trees beginning 285' from DER, 487' left of centerline, up to 43' AGL/714' MSL.
Trees beginning 913' from DER, 610' right of centerline, up to 44' AGL/726' MSL.
Trees beginning 1000' from DER, 235' right of centerline, up to 44' AGL/728' MSL.
Trees beginning 2040' from DER, 99' left of centerline, up to 99' AGL/751' MSL.

FORT WORTH, TX (CON'T)

PEROT FLD/FORT WORTH ALLIANCE (AFW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 16L, 300-2¼ or std w/min climb of 220'/NM to 1100 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwy 16R, 300-2¼ or std w/min climb of 225'/NM to 1100 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE:

Rwy 16R, climb on heading 166° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 16L, sign 35' from DER, 496' left of centerline, 3' AGL/665' MSL.
Vehicles on road beginning 59' from DER, 481' left of centerline, up to 677' MSL.
Sign 60' from DER, 349' right of centerline, 3' AGL/666' MSL.
Poles beginning 1069' from DER, 689' left of centerline, up to 43' AGL/700' MSL.
Water tower, tank 1.7 NM from DER, 3109' right of centerline, 154' AGL/961' MSL.
Rwy 16R, vehicles on road, fences beginning 7' from DER, 50' right of centerline, up to 677' MSL.
Tree, vehicle on road beginning 221' from DER, 10' right of centerline, up to 681' MSL.
Tree 269' from DER, 357' right of centerline, 686' MSL.
Vehicle on road 285' from DER, 43' left of centerline, 673' MSL.
Poles beginning 916' from DER, 158' right of centerline, up to 33' AGL/690' MSL.
Pole, utility building beginning 1188' from DER, 391' right of centerline, up to 36' AGL/698' MSL.
Pole 1355' from DER, 548' right of centerline, 33' AGL/700' MSL.
Poles beginning 1464' from DER, 577' right of centerline, up to 37' AGL/709' MSL.
Water tower, tank 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.
Tree 185' from DER, 513' left of centerline, 18' AGL/809' MSL.
Rwy 18, REIL 41' from DER, 126' right of centerline, 2' AGL/794' MSL.
REIL 42' from DER, 125' left of centerline, 3' AGL/794' MSL.
Tree 85' from DER, 468' left of centerline, 24' AGL/815' MSL.
Tree and poles beginning 156' from DER, 502' left of centerline, up to 32' AGL/822' MSL.
Vent on bldg and poles beginning 478' from DER, 500' left of centerline, up to 827' 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.
Vent on bldg 613' from DER, 641' left of centerline, 854' MSL.
Vent on bldg and bldgs beginning 737' from DER, 524' left of centerline, up to 857' MSL.
Trees beginning 1610' from DER, 519' left of centerline, up to 873' MSL.
Trees beginning 1711' from DER, 114' left of centerline, up to 64' AGL/885' MSL.
Trees beginning 1824' from DER, 29' left of centerline, up to 886' MSL.
Trees beginning 1940' from DER, 52' left of centerline, up to 76' AGL/890' MSL.
Trees beginning 1990' from DER, 8' left of centerline, up to 77' AGL/895' MSL.
Tree 2227' from DER, 142' right of centerline, 68' AGL/885' MSL.
Tree 2597' from DER, 674' right of centerline, 69' AGL/893' MSL.
Rwy 36, REIL 37' from DER, 124' left of centerline, 3' AGL/847' MSL.
REIL 37' from DER, 124' right 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 150' from DER, 417' left of centerline, up to 5' AGL/864' MSL.
Tree, bush, and grd beginning 337' from DER, 369' left of centerline, up to 865' MSL.
Fence and grd beginning 596' from DER, 400' left of centerline, up to 868' MSL.
Bush 799' from DER, 514' right of centerline, 871' MSL.
Fence 806' from DER, 364' left of centerline, 869' MSL.
Tree 947' from DER, 429' right of centerline, 873' MSL.
Tree 1060' from DER, 459' left of centerline, 878' MSL.
Poles and trees beginning 1233' from DER, 57' left of centerline, up to 31' AGL/890' MSL.
Poles and tree beginning 1289' from DER, 131' right of centerline, up to 33' AGL/882' MSL.
Tree 2642' from DER, 466' left of centerline, 922' MSL.

GILMER, TX

FOX STEPHENS FLD/GILMER MUNI (JXI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19SEP13 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std w/min climb of 445' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 177° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 262' from DER, 226' left of centerline, up to 100' AGL/529' MSL.
Trees beginning 495' from DER, 125' right of centerline, up to 100' AGL/569' MSL.
Rwy 36, trees beginning 12' from DER, 131' left of centerline, up to 100' AGL/510' MSL.
Trees beginning 236' from DER, 34' right of centerline, up to 100' AGL/509' MSL.
Tree 2400' from DER, 436' left of centerline, 100' AGL/519' MSL.
Light tower 2806' from DER, 825' right of centerline, 150' AGL/540' MSL.
Light tower 3277' from DER, 1284' right of centerline, 150' AGL/546' MSL.
Tree 3820' from DER, 728' left of centerline, 100' AGL/539' MSL.

GLADEWATER, TX

GLADEWATER MUNI (07F)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1¾ or std w/min climb of 285'/NM to 600.
Rwy 32, 300-1.
Rwy 35, std w/min climb of 280'/NM to 1300, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 320° to 1100 before turning right.

VCOA:

Rwy 35, for climb in visual conditions cross Gladewater Muni airport at or above 1200 before proceeding on course.

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/394' MSL.
Power lines 3524' from DER, left to right of centerline, 150' AGL/420' 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/439' MSL.
Rwy 32, trees beginning 12' from DER, left and right of centerline, up to 100' AGL/429' MSL.
Rwy 35, tree 52' from DER, 359' right of centerline, 375' MSL.
Trees beginning 93' from DER, 3' right of centerline, up to 380' MSL.
Trees beginning 299' from DER, 204' left of centerline, up to 318' MSL.
Tree 488' from DER, 162' left of centerline, 321' MSL.
Tree 535' from DER, 347' left of centerline, 329' MSL.
Tree 608' from DER, 546' left of centerline, 332' MSL.
Tree 636' from DER, 235' left of centerline, 337' MSL.
Tree 735' from DER, 418' left of centerline, 346' MSL.
Tree 791' from DER, 125' left of centerline, 356' MSL.
Trees beginning 842' from DER, 307' left of centerline, up to 364' MSL.
Trees beginning 944' from DER, 135' left of centerline, up to 374' MSL.
Trees beginning 1277' from DER, 383' left of centerline, up to 377' MSL.
Trees beginning 1536' from DER, 74' left of centerline, up to 393' MSL.
Trees beginning 2332' from DER, 396' right of centerline, up to 396' MSL.
Tree 3220' from DER, 671' left of centerline, 401' MSL.
Trees beginning 3857' from DER, 20' right of centerline, up to 413' 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, up to 100' AGL/1109' 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, 300-1⅝ or std. w/min. climb of 210' per NM to 1400.

Rwy 36, 300-1⅝.

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, 82' right of centerline, up to 29' AGL/1139' MSL.
Pole, tree, transmission line beginning 229' from DER, 252' right of centerline, up to 45' AGL/1159' MSL.
Transmission line beginning 1598' 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, 300-1⅜ 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, 266' 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, lighting 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 2294' 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.

CON'T

GRANBURY, TX (CON'T)

GRANBURY RGNL (GDJ) (CON'T)

Rwy 19 (CON'T), tree beginning 3535' from DER, 480' right of centerline, up to 944' MSL.
Trees beginning 3753' from DER, 792' right 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.

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, 300-1¼ 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 237' 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 17, multiple trees beginning 399' from DER, 86' right of centerline, up to 100' AGL/539' MSL.
Multiple trees beginning 163' from DER, 103' left of centerline, up to 100' AGL/549' 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.
CON'T

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HENDERSON, TX (CON'T)

RUSK COUNTY (RFI) (CON'T)

Rwy 30 (CON'T), terrain beginning 41' from DER, 334' right of centerline, 0' AGL/437' 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.
Trees beginning 158' from DER, 269' left of centerline, up to 100' AGL/539' 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 OBSTACLE NOTES:
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/2639' 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.

LAMESA, TX

LAMESA MUNI (LUV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17APR25 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 7, vegetation, buildings, poles beginning 102' from DER, 7' right of centerline, up to 100' AGL/3093' MSL.
Poles beginning 659' from DER, 355' left of centerline, up to 25' AGL/3013' MSL.
Vegetation beginning 1247' from DER, 19' left of centerline, up to 100' AGL/3086' MSL.
Vegetation beginning 2867' from DER, 157' left of centerline, up to 100' AGL/3089' MSL.
Vegetation beginning 3363' from DER, 28' left of centerline, up to 100' AGL/3093' MSL.
Vegetation beginning 4011' from DER, 551' left of centerline, up to 100' AGL/3096' MSL.
Rwy 16, poles beginning 210' from DER, 511' left of centerline, up to 30' AGL/3008' MSL.
Rwy 25, vegetation beginning 11' from DER, 29' right of centerline, up to 100' AGL/3093' MSL.
Vegetation beginning 88' from DER, 7' left of centerline, up to 100' AGL/3089' MSL.
Rwy 34, vehicle on road 361' from DER, 558' right of centerline, 21' AGL/3003' MSL.
Pole 496' from DER, 601' right of centerline, 17' AGL/3010' MSL.
Pole 496' from DER, 465' left of centerline, 26' AGL/3017' MSL.
Pole 496' from DER, 501' right of centerline, 25' AGL/3013' MSL.

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LANCASTER, TX

LANCASTER RGNL (LNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1¼ or std w/min climb of 210'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

Rwy 31, climb on heading 314° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 28' from DER, 162' right of centerline, up to 100' AGL/573' MSL.
Trees beginning 122' from DER, 11' left of centerline, up to 100' AGL/573' MSL.
Rwy 31, tree 886' from DER, 637' right of centerline, 536' MSL.
Trees beginning 1133' from DER, 479' left of centerline, up to 541' MSL.
Pole, transmission line beginning 1 NM from DER, 1687' right of centerline, up to 661' MSL.

LEVELLAND, TX

LEVELLAND MUNI (LLN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 400-2¼ 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 55' 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' left 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 31, 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.

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LUBBOCK, TX

LUBBOCK EXEC AIRPARK (F82)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 175° to 4000 before proceeding on course.

Rwy 35, climb on heading 355° to 4300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on road 116' from DER, 179' left of centerline, crossing left to right to 124' from DER to 124' right of centerline, up to 10' AGL/3183' MSL.
Pole 70' from DER, 485' left of centerline, 34' AGL/3202' MSL.
Sign 86 ' from DER, 173' left of centerline, 8' AGL/3176' MSL.
Vegetation 57' from DER, 189' left of centerline, 3' AGL/3170 ' MSL.
Pole 84' from DER, 445' right of centerline, 28' AGL/3195' MSL.
Vegetation 84' from DER, 26' right of centerline, 4' AGL/3171' MSL.

Rwy 35, vehicles on road 19' from DER, 494' left of centerline, crossing left to right to 317' right of centerline up to 10' AGL/3193' MSL.
Vegetation 51' from DER, 122' left of centerline 2' AGL/3178' MSL.
Pole 8' from DER, 488' right of centerline, 32' AGL/3207' MSL.

LUBBOCK PRESTON SMITH INTL (LBB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17L, vehicle on road, 556' from DER, 162' left of centerline 15' AGL/3279' MSL.

Rwy 26, aircraft on taxiway 1174' from DER, on centerline, 42' AGL/ 3297' MSL.

Rwy 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:

Rwy 2, 300-1 or std w/min. climb of 440' per NM to 600.

Rwy 33, 300-1¼.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 207' from DER, left and right of centerline, up to 100' AGL/439' MSL.
Trees beginning 1281' from DER, 371' right of centerline, up to 100' AGL/489' MSL.
Trees beginning 3102' from DER, 163' left of centerline, up to 100' AGL/509' MSL.
Power lines beginning 3119' from DER, left and right of centerline, up to 120' AGL/509' MSL.

Rwy 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.

Rwy 20, numerous trees, buildings, and poles beginning 31' from DER, left and right of centerline, up to 100' AGL/469' MSL.

Rwy 33, trees beginning 264' from DER, left and right of centerline, up to 100' AGL/459' 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.

SC-2, 07 AUG 2025 to 02 OCT 2025

MESQUITE, TX

MESQUITE METRO (HQZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 25JUN15 (15176) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 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.

Rwy 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.

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

25163

MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY RGNL (JWY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 178° to 1700 before proceeding northbound.

Rwy 36, climb heading 013° to 2700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road, catenaries, and poles beginning 159' from DER, 465' right of centerline, up to 39' AGL/712' MSL.
Trees beginning 956' from DER, 594' left of centerline, up to 71' AGL/722' MSL
Rwy 36, trees beginning 6' from DER, 334' left of centerline, up to 34' AGL/753' MSL.
Trees beginning 82' from DER, 251' right of centerline, up to 40' AGL/759' MSL.
Catenaries and trees beginning 1067' from DER, 629' left of centerline, up to 37' AGL/765' MSL.

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 36, 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 1090' 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' left 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' left 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, 361' 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.
Trees 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' right 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.

CON'T

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

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

MINEOLA/QUITMAN, TX (CON'T)

WOOD COUNTY/COLLINS FLD (JDD) (CON'T)

Rwy 18 (CON'T), 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.

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, 985' 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.
Rwy 31, tree 187' 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.

PADUCAH, TX

DAN E RICHARDS MUNI (3F6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-2 or std. w/min. climb of 240' per NM to 2400.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 355° to 2400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence abeam DER, 93' right of centerline, 5' AGL/1855' MSL.
Power lines beginning abeam DER, 360' left of centerline southbound parallel to departure course, up to 37' AGL/1886' MSL.
Vehicle on road 30' from DER, 369' left of centerline, 15' AGL/1864' MSL.
Tree 2823' from DER, 1104' right of centerline, 100' AGL/1929' MSL.
Rwy 36, fence abeam DER, 100' left of centerline, 4' AGL/1863' MSL.
Power lines beginning abeam DER, 360' right of centerline northbound parallel to departure course, up to 37' AGL/1886' MSL.
Tree 1480' from DER, 804' left of centerline, 100' AGL/1969' MSL.

PAMPA, TX

PERRY LEFORS FLD (PPA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10JAN13 (21252) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, pole 771' from DER, 409' left of centerline, 33' AGL/3272' MSL.

PANHANDLE, TX

PANHANDLE-CARSON COUNTY (T45)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, vehicle on road 95' from DER, 270' right of centerline, up to 15' AGL/3464' MSL.
Vehicle on road 218' from DER, up to 10' AGL/3466' MSL.
Rwy 17, vehicle on road 77' from DER, 228' right of centerline, up to 15' AGL/3469' MSL.
Vehicle on road 279' from DER, 277' left of centerline, up to 15' AGL/3464' MSL.
Electric pole 512' from DER 253' left of centerline, up to 55' AGL/ 3509' MSL.
House 650' from DER, 133' left of centerline, up to 20' AGL/3469' MSL.

PARIS, TX

COX FLD (PRX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (21140) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple trees beginning 88' from DER, 299' right of centerline, up to 50' AGL/558' MSL.
Rwy 35, bushes and pole beginning 406' from DER, 402' left of centerline up to 35' AGL/573' MSL.
Multiple trees beginning 161' from DER, 81' right of centerline, up to 50' AGL/578' MSL.
Rwy 32, multiple trees beginning 716' from DER, 488' right of centerline, up to 50' AGL/568' MSL.

PERRYTON, TX

PERRYTON OCHILTREE COUNTY (PYX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 173° to 3500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on road 525' from DER, crossing extended runway centerline, 2929' MSL.
Poles and power line beginning 554' from DER, 391' left of centerline, 26' AGL/2941' MSL.
Poles and power line beginning 559' from DER, 389' right of centerline, 24' AGL/2940' MSL.
Rwy 35, pole 14' from DER, 185' left of centerline, 13' AGL/2928' MSL.
Poles and power line beginning 715' from DER, 359' left of centerline, up to 33' AGL/2946' MSL.

PLAINS, TX

YOAKUM COUNTY (F98)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 948' from DER, 725' left of centerline, 50' AGL/3769' MSL.
Rwy 17, vehicle on road 99' from DER, 476' right of centerline,15' AGL/3699' MSL.
Rwy 35, vehicle on road 546' from DER, 527' left of centerline, 15' AGL/3714' MSL.

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 22, multiple trees, poles and antennas beginning 1121' from DER, 311' left of centerline, up to 100' AGL/3474' 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.
Trees beginning 4144' from DER, 1318' right 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/3289' 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:

Rwys 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, 300-1⅛ 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, equip 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.

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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, 300-1¾ 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/3094' MSL.
Tower 4330' from DER, 575' left of centerline, 100' AGL/3228' 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.

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 1155' 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.

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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.

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.
Trees beginning 642' from DER, 514' left of centerline, up to 608' 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 30' AGL/572' MSL.
Pole 1146' from DER, 805' right of centerline, 35' AGL/576' MSL.
Tree 1208' from DER, 795' right of centerline, 578' MSL.
Tree 1360' from DER, 700' left of centerline, 591' MSL.
Tree 1664' from DER, 803' left of centerline, 593' MSL.
Building 1812' from DER, 810' right of centerline, 60' AGL/598' MSL.
Rwy 31, tree 504' from DER, 533' right of centerline, 542' MSL.
Trees beginning 542' from DER, 573' right of centerline, up to 555' MSL.
Tree 908' from DER, 689' left of centerline, 548' MSL.
Tree 1341' from DER, 856' right of centerline, 567' MSL.
Trees beginning 1384' from DER, 666' left of centerline, up to 556' MSL.
Trees beginning 1504' from DER, 754' right of centerline, up to 568' MSL.
Rwy 36, building 759' from DER, 561' right of centerline, 25' AGL/540' MSL.
Tree 1103' from DER, 26' right of centerline, 555' MSL.
Tree 1131' from DER, 1' left of centerline, 51' AGL/546' MSL.
Trees beginning 1178' from DER, 350' right of centerline, up to 567' MSL.
Tree 1867' from DER, 338' left of centerline, 567' MSL.
Tree 1980' from DER, 456' left of centerline, 568' 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.
Ground 56' from DER, 399' left of centerline, 1258' MSL.
Rwy 20, vehicle on road 451' from DER, 604' right of centerline, up to 15' AGL/1279' MSL.
Rwy 34, trees beginning 1178' from DER, 530' right of centerline, up to 60' AGL/1309' MSL.
Vehicle on road 472' from DER, 445' left of centerline, up to 15' AGL/1274' 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, left and right of centerline, up to 35' AGL/1016' MSL.
Houses beginning 952' from DER, 76' left of centerline, up to 30' AGL/1012' MSL.
Utility poles beginning 1958' from DER, 185' right of centerline, up to 55' AGL/1037' MSL.
Rwy 35, trees beginning 25' from DER, 176' left of centerline, up to 35' AGL/1014' MSL.
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.

WICHITA FALLS, TX

KICKAPOO DOWNTOWN (CWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1¾ 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.

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WICHITA FALLS, TX (CON'T)

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:

Rwys 1, 19, climb runway heading to 1000 prior to turn.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ANA 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 ANA 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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
ANon-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAME — ALTERNATE MINIMUMS

ABILENE, TX
ABILENE RGNL (ABI)..... **ILS or LOC Rwy 35R[12]**
LOC Rwy 17R[3]
RNAV (GPS) Rwy 17L[3]
RNAV (GPS) Rwy 35R[13]
VOR-A[1]
[1]NA when local weather not available.
[2]LOC, Category E, 900-3.
[3]Category E, 900-3.

AMARILLO, TX
RICK HUSBAND AMARILLO INTL (AMA)..... **ILS or LOC Rwy 4[123]**
LDA Rwy 22[124]
RADAR-1[25]
RNAV (GPS) Y Rwy 4[14]
RNAV (GPS) Y Rwy 13[16]
RNAV (GPS) Y Rwy 22[14]
RNAV (GPS) Y Rwy 31[16]
VOR Rwy 13[5]
VOR Rwy 22[4]
VOR Rwy 31[4]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category D, 800-2¼; Category E, 900-3.
[4]Category D, 800-2¼; Category E, 900-3.
[5]Category E, 900-3.
[6]Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

ANDREWS, TX
ANDREWS COUNTY (E11)..... **RNAV (GPS) Rwy 16**
NA when local weather not available.
Categories A, B, 800-2¼; Category C, 900-2½.

ARLINGTON, TX
ARLINGTON MUNI (GKY)..... **ILS or LOC/DME Rwy 34[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.
[1]NA when control tower closed.

ATHENS, TX
ATHENS MUNI (F44)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

BIG SPRING, TX
BIG SPRING/MC MAHON-WRINKLE (BPG)..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 24[1]
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 35
NA when local weather not available.
[1]Categories, A, B, 900-2.

NAME ALTERNATE MINIMUMS

BONHAM, TX
JONES FLD (F00)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

BORGER, TX
HUTCHINSON
COUNTY (BGD)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
Category D, 800-2¼.
[1]NA when local weather not available.

BOWIE, TX
BOWIE
MUNI (0F2)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
Category C, 800-2¼.

BRECKENRIDGE, TX
STEPHENS
COUNTY (BKD)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

BRIDGEPORT, TX
BRIDGEPORT
MUNI (XBP)..... **RNAV (GPS) Rwy 18**
VOR/DME Rwy 18
NA when local weather not available.

CANADIAN, TX
HEMPHILL
COUNTY (HHF)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.
Category C, 900-2¾; Category D, 1000-3.

CARTHAGE, TX
PANOLA COUNTY-SHARPE
FLD (4F2)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CHILDRESS, TX
CHILDRESS
MUNI (CDS)..... **RNAV (GPS) Rwy 36**
VOR Rwy 36
NA when local weather not available.
Category D, 800-2½.

CLEBURNE, TX
CLEBURNE
RGNL (CPT)..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

CORSICANA, TX
C DAVID CAMPBELL FLD-CORSICANA
MUNI (CRS)..... **RNAV (GPS) Rwy 32**
NA when local weather not available.

DALHART, TX
DALHART
MUNI (DHT)..... **VOR Rwy 17**
Category D, 800-2¼.

DALLAS, TX
ADDISON (ADS)..... **ILS or LOC Rwy 16**[1]
ILS or LOC Rwy 34[2]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
NA when local weather not available.
[1]LOC, Category D, 800-2½.
[2]NA when control tower closed.
[3]Category D, 800-2½.

DALLAS
EXEC (RBD)..... **ILS or LOC Rwy 31**[12]
RNAV (GPS) Rwy 17[3]
RNAV (GPS) Rwy 31[3]
RNAV (GPS) Rwy 35[3]
RNAV (GPS) Y Rwy 13[3]
RNAV (GPS) Z Rwy 13[3]
VOR Rwy 17[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

DALLAS LOVE
FLD (DAL)..... **ILS or LOC Rwy 13L**[1]
ILS or LOC Rwy 13R[1]
ILS or LOC Rwy 31L[2]
ILS or LOC Rwy 31R[1]
RNAV (GPS) Y Rwy 13L[3]
RNAV (GPS) Y Rwy 13R[3]
RNAV (GPS) Y Rwy 31L[4]
RNAV (GPS) Y Rwy 31R[3]
RNAV (GPS) Z Rwy 13L[3]
RNAV (GPS) Z Rwy 13R[3]
[1]LOC, Category D, 1100-3.
[2]LOC, Categories A, B, 900-2;
Category C, 900-2½; Category D, 1100-3.
[3]Category D, 1100-3.
[4]Categories A, B, 900-2; Category C, 900-2½;
Category D, 1100-3.

MCKINNEY
NTL (TKI)..... **ILS or LOC Rwy 18**[12]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 36[3]
VOR/DME-A[4]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

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NAME ALTERNATE MINIMUMS

DALLAS-FORT WORTH, TX
DALLAS-FORT WORTH INTL (DFW)..... **CONVERGING ILS Rwy 31R[1]**
CONVERGING ILS V Rwy 13R[2]
ILS or LOC Rwy 18R[3]
[1]ILS, 1100-4.
[2]Categories A, B, 800-2½; Category C, 900-2½.
[3]ILS, 700-2.

DECATUR, TX
DECATUR MUNI (LUD)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

DENTON, TX
DENTON ENTERPRISE (DTO)..... **RNAV (GPS) Rwy 18L**
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R
NA when local weather not available.
Category D, 800-2¼.

DUMAS, TX
MOORE COUNTY (DUX)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

EASTLAND, TX
EASTLAND MUNI (ETN)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category B, 900-2; Category C, 900-2½.

FORT WORTH, TX
PEROT FLD/FORT WORTH ALLIANCE (AFW).... **ILS or LOC Rwy 16L[1]**
ILS or LOC Rwy 34R[1]
RNAV (GPS) Rwy 16L[2]
RNAV (GPS) Rwy 16R[2]
RNAV (GPS) Rwy 34R[2]
[1]LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

FORT WORTH MEACHAM INTL (FTW)..... **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
Category D, 800-2½.

FORT WORTH SPINKS (FWS)..... **RNAV (GPS) Rwy 18R**
RNAV (GPS) Rwy 36L
NA when local weather not available.

GAINESVILLE, TX
GAINESVILLE MUNI (GLE)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36[1]
Category D, 800-2½.
[1]NA when local weather not available.

GILMER, TX
FOX STEPHENS FLD / GILMER MUNI (JXI)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category C, 800-2¼.

GRAHAM, TX
GRAHAM MUNI (RPH)..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

GRANBURY, TX
GRANBURY RGNL (GDJ)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category C, 900-2½.

GRAND PRAIRIE, TX
GRAND PRAIRIE MUNI (GPM)..... **RNAV (GPS) Rwy 36**
VOR Rwy 36
NA when local weather not available.
Categories A, B, 800-2½.

GREENVILLE, TX
MAJORS (GVT)..... **ILS Y or LOC Y Rwy 17[12]**
ILS Z or LOC Z Rwy 17[12]
RNAV (GPS) Rwy 17[3]
RNAV (GPS) Rwy 35[3]
TACAN Rwy 17[3]
TACAN Rwy 35[3]
VOR/DME Rwy 17[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼; Category E, 800-2¾.
[3]Category D, 800-2¼; Category E, 800-2¾.

HENDERSON, TX
RUSK COUNTY (RFI)..... **RNAV (GPS) Rwy 17[12]**
RNAV (GPS) Rwy 35[3]
[1]NA when local weather not available.
[2]Category C, 800-2½.
[3]Category C, 800-2¼.

HEREFORD, TX
HEREFORD MUNI (HRX)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

HILLSBORO, TX
HILLSBORO
MUNI (INJ)……**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

LAMESA, TX
LAMESA
MUNI (LUV)……**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
Category D, 900-2¾.

LANCASTER, TX
LANCASTER
RGNL (LNC)……**RNAV (GPS) Rwy 31**
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

LONGVIEW, TX
EAST TEXAS
RGNL (GGG)……**ILS or LOC Rwy 13**[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 36[3]
VOR/DME or TACAN Rwy 13[2]
VOR/DME or TACAN Rwy 31[2]
NA when local weather not available.
[1]ILS, LOC, Category D, 800-2¼;
Category E, 800-2½.
[2]Category D, 800-2¼; Category E, 800-2½.
[3]Category D, 800-2¼.

LUBBOCK, TX
LUBBOCK PRESTON SMITH
INTL (LBB)……**ILS or LOC Rwy 17R**[1]
ILS or LOC Rwy 26[1]
RNAV (GPS) Rwy 8[2]
RNAV (GPS) Rwy 26[2]
RNAV (GPS) Y Rwy 17R[2]
RNAV (GPS) Y Rwy 35L[2]
[1]ILS, Category D, 700-2; Category E, 900-3;
LOC, Category E, 900-3.
[2]Category E, 900-3.

MESQUITE, TX
MESQUITE METRO (HQZ)….**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MIDLOTHIAN/WAXAHACHIE, TX
MID-WAY
RGNL (JWY)……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36[1]
Category D, 800-2¼.
[1]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MINEOLA/QUITMAN, TX
WOOD COUNTY/COLLINS
FLD (JDD)……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MINERAL WELLS, TX
MINERAL WELLS
RGNL (MWL)……**RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

MOUNT PLEASANT, TX
MOUNT PLEASANT
RGNL (OSA)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

PAMPA, TX
PERRY LEFORS
FLD (PPA)……**RNAV (GPS) Rwy 17**
NA when local weather not available.
Category D, 800-2¼.

PARIS, TX
COX FLD (PRX)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.
Category D, 800-2¼.

PERRYTON, TX
PERRYTON OCHILTREE
COUNTY (PYX)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

PLAINVIEW, TX
HALE COUNTY (PVW)……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.
Categories C, D, 800-2¼.

ROCKWALL, TX
RAPLH M HALL/ROCKWALL
MUNI (F46)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

SEMINOLE, TX
GAINES
COUNTY (GNC)……**RNAV (GPS) Rwy 35**
NA when local weather not available.

NAME	ALTERNATE MINIMUMS

SHERMAN/DENSION, TX
NORTH TEXAS RGNL/PERRIN FLD (GYI)..... **RNAV (GPS) Rwy 18L**
RNAV (GPS) Rwy 36R
VOR-A
Category D, 800-2½.
NA when local weather not available.

SNYDER, TX
WINSTON FLD (SNK)..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

STEPHENVILLE, TX
STEPHENVILLE CLARK RGNL (SEP)..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.
Category D, 800-2¼.

SULPHUR SPRINGS, TX
SULPHUR SPRINGS MUNI (SLR)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SWEETWATER, TX
AVENGER FLD (SWW)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

TERRELL, TX
TERRELL MUNI (TRL)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

TYLER, TX
TYLER POUNDS RGNL (TYR)..... **ILS or LOC Rwy 4**[123]
RNAV (GPS) Rwy 4[14]
RNAV (GPS) Rwy 13[14]
RNAV (GPS) Rwy 18[14]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 31[14]
RNAV (GPS) Rwy 36[14]
VOR Rwy 4[14]
VOR Rwy 31[14]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

VERNON, TX
WILBARGER COUNTY (F05)..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

NAME	ALTERNATE MINIMUMS

WICHITA FALLS, TX
KICKAPOO DOWNTOWN (CWC)..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

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AMARILLO, TX

Amdt 16B, 22APR21 (21112) (FAA)

ELEV **3607**

RICK HUSBAND AMARILLO INTL (AMA)

RADAR-1 119.5 307.0 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	22		ABC	**3960**-¾	367	(400-¾)	DE	**3960**-1¼	367	(400-1¼)
	31		ABCD	**3960**-1	362	(400-1)	E	**NA**		
	13		AB	**4040**-1	437	(500-1)	CD	**4040**-1¼	437	(500-1¼)
			E	**NA**						
	4		AB	**4160**/24	555	(600-½)	C	**4160**/50	555	(600-1)
			D	**4160**/60	555	(600-1¼)	E	**4160**-1½	555	(600-1½)
CIRCLING	ALL RWY		AB	**4160**-1	553	(600-1)	C	**4240**-1¾	633	(700-1¾)
			D	**4280**-2¼	673	(700-2¼)	E	**4460**-3	853	(900-3)

When control tower closed, procedure NA.

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DYESS AFB (KDYS),

TX (Abilene) (Amdt 3, 15344 USAF)

ELEV **1790**

RADAR - (E) 121.3 127.2 270.3 282.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	34[1]		AB	**2260**/24	472	(500-½)
			CDE	**2260**/50	472	(500-1)
	16[1]		AB	**2300**/24	510	(600-½)
			CDE	**2300**/55	510	(600-1)
C CIR	16[2]		A	**2300**-1	510	(600-1)
			B	**2320**-1¼	530	(600-1¼)
			C	**2460**-1¾	670	(700-1¾)
			D	**2460**-2	670	(700-2)
			E	**2460**-2¼	670	(700-2¼)
	34[3]		A	**2300**-1	510	(600-1)
			B	**2320**-1	530	(600-1)
			C	**2460**-1¾	670	(700-1¾)
			D	**2460**-2	670	(700-2)
			E	**2460**-2¼	670	(700-2¼)

[1]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[2]Circling to other than Rwy 34 NA.
[3]Circling to other than Rwy 16 NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

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

Amdt 2 20FEB25 (25051) (USN) ELEV **650**

RADAR - (E)[1] 128.775 371.875

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	36[3]	3.0°/59/1225	ABCDE	850-½	200	(200-½)
	18[4 5]	3.0°/61/1071	ABCDE	836-¾	200	(200-¾)
PAR W/O GS[2]	18[4 6]		AB	1040-1	404	(400-1)
			CDE	1040-1⅛	404	(400-1⅛)
	36[7 8]		AB	1140-½	490	(500-½)
			CDE	1140-1	490	(500-1)
ASR[2]	18[9]		AB	1140-1	504	(500-1)
			CDE	1140-1⅜	504	(500-1⅜)
	36[9 10]		AB	1220-½	570	(600-½)
			CDE	1220-1¼	570	(600-1¼)
CIR	18-36[11]		A	1220-1	570	(600-1)
			B	1320-1	670	(700-1)
			C	1320-1¾	670	(700-1¾)
			D	1420-2½	770	(800-2½)
			E	1420-2¾	770	(800-2¾)

[1]Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ATC not manned outside of publ hrs.
[2]No-NOTAM MP: PAR 1230-1530Z++ Tue, Thu; ASR 1230-1530Z++ Mon, Wed.
[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, 1300 min.
[7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[8]Step Down Fix at 2 NM from RPI, 1260 min.
[9]Step Down Fix at 2 NM from thld, 1340 min.
[10]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅝ miles.
[11]Circling not authorized E of Rwy 18-36.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
25219

N2

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), Wichita Falls, TX

Amdt 7 23JAN25 (25023) (USAF) ELEV **1019**

RADAR[1 2] **- (E)** Ctc SHEPPARD APP CON 118.2 269.025 T A NA when Sheppard Approach Control closed.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[3]	15C[4 5]		ABCDE	**1420**-¾	417	(500-¾)
	15R[4 5]		ABCDE	**1420**-¾	422	(500-¾)
	33L[4]		ABCDE	**1440**-¾	440	(500-¾)
	33C[6]		AB	**1440**-¾	451	(500-¾)
			CDE	**1440**-⅞	451	(500-⅞)
C CIR[7]	All Rwy		A	**1440**-1¼	421	(500-1¼)
			B	**1480**-1¼	461	(500-1¼)
			C	**1480**-1½	461	(500-1½)
			DE	**2100**-3	1081	(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 1¼ miles.
[5]Step Down Fix 2.75 NM from rwy thld, 1720 min.
[6]When ALS inop, increase CAT AB vis to 1¼ miles, CAT CDE vis to 1⅜ miles.
[7]Circling NA West of Rwy 15R-33L.

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12264

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.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
DALLAS-FORT WORTH, TX			
DALLAS-FORT WORTH INTL (DFW)	17C	TWY B	10,460 feet
	18R	TWY B	10,100 feet
	35C	TWY EJ	9,050 feet
	36L	TWY Z	10,650 feet
LONGVIEW, TX			
EAST TEXAS RGNL (GGG)	31	18-36	8,100 feet
	36	13-31	4,080 feet

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24305

HOT SPOTS

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 ellipses 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*
DALLAS, TX		
ADDISON (ADS)	HS 1	Twy A and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 16-34. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	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.
DALLAS LOVE FLD (DAL)	HS 1	Rwy Incursion Risk. Rwy 13L at Twy A6. Runway Position Holding Markings have been moved closer to runway.
TYLER, TX		
TYLER POUNDS RGNL (TYR)	HS 1	Complex int , Twy K and Twy K2 at Rwy 18-36 and Rwy 13-31.
WICHITA FALLS, TX		
SHEPPARD AFB/WICHITA FALLS MUNI (SPS)	HS 1	Rwy 18-36 and Twy E. High number of vehicle traffic and crossings.
	HS 2	Twy G and Rwy 15R-33L. High numbers of aircraft and vehicles crossing and entering runway.
	HS 3	Twy G and Rwy 15C-33C. High numbers of aircraft and vehicles crossing and entering runway.

*See appropriate Chart Supplement HOT SPOT table for additional information.

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BACHR FOUR ARRIVAL (RNAV) Transition Routes

(CONTINUED ON FOLLOWING PAGE)

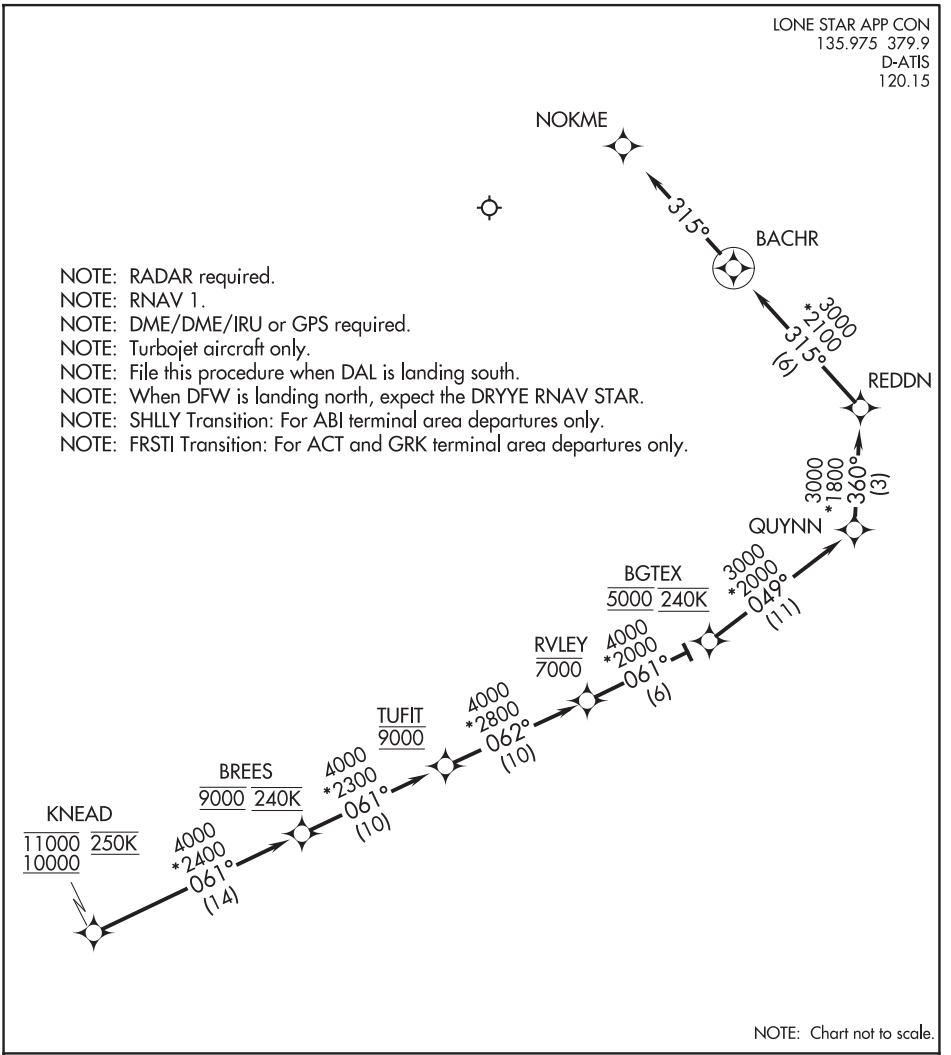
BGTOE TRANSITION (BGTOE.BACHR4)
DITSY TRANSITION (DITSY.BACHR4)
FRSTI TRANSITION (FRSTI.BACHR4)
SHLLY TRANSITION (SHLLY.BACHR4)

BACHR FOUR ARRIVAL (RNAV) Transition Routes
(KNEAD.BACHR4) 26MAY16
DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

(KNEAD.BACHR4) 24305 AL-106 (FAA)

BACHR FOUR ARRIVAL (RNAV) Arrival Route

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS



ARRIVAL ROUTE DESCRIPTION

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.

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BEREE THREE ARRIVAL (RNAV)

BEREE THREE ARRIVAL (RNAV)
(BEREE.BEREE3) 11JUL24
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

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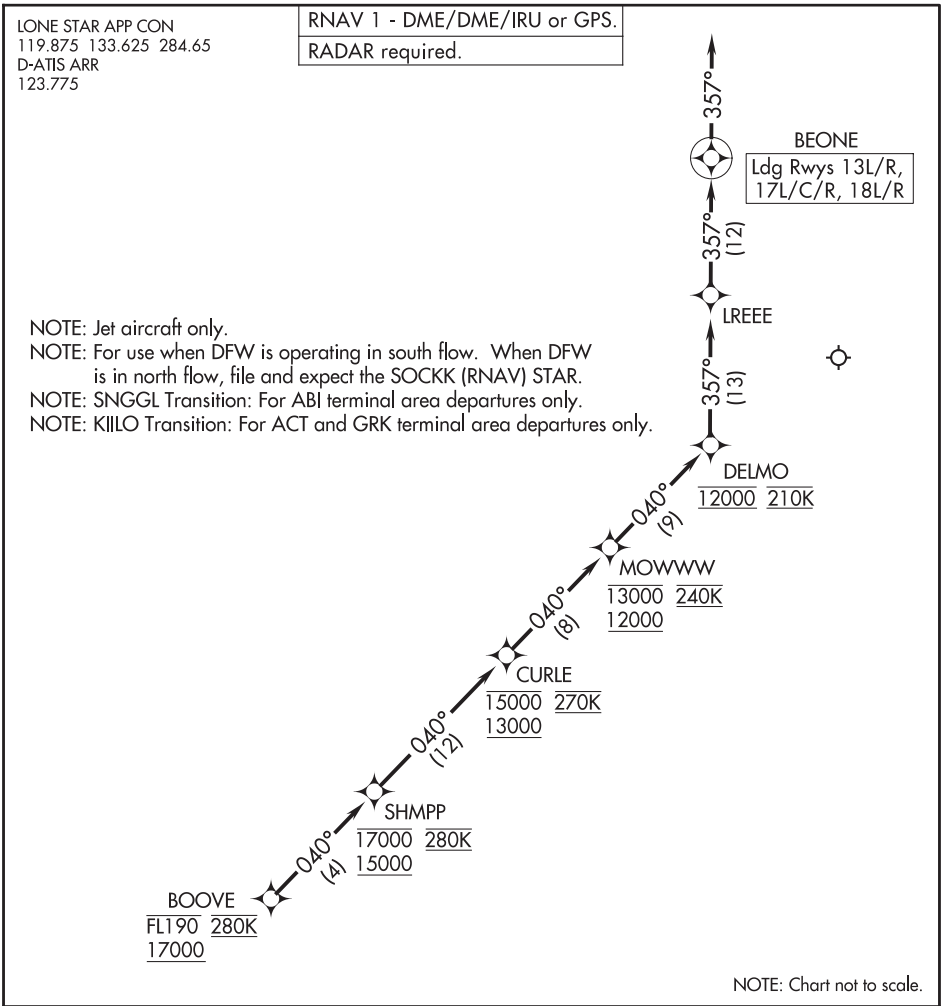
LONE STAR APP CON
119.875 133.625 284.65
D-ATIS ARR
123.775
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
GEEKY
PHILS
080°
260°
10 NM
10000
*4000
082°
(46)
SNGGL
262°
10 NM
10000
*3200
083°
(19)
NNJUH
263°
10 NM
10000
*3200
083°
(15)
GIBLT
FL300 290K
FL240
10000
*2800
083°
(20)
DARRB
FL230 290K
FL200
263°
10 NM
4000
*2500
083°
(15)
4000
*2500
023°
(10)
KYSSS
10000
*2500
026°
(5)
KIILO
FL230 290K
FL200
206°
10 NM
10000
*2600
025°
(20)
FDUBB
FL300 290K
FL240
10000
*2700
026°
(15)
EGADS
183°
10 NM
10000
*2800
003°
(14)
GUTZZ
003°
183°
10 NM
HOVAS
060°
240°
10 NM
N
See following page for Arrival Routes.
BOOVE
FL190 280K
17000
(CONTINUED ON FOLLOWING PAGE)
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: KIILO Transition: For ACT and GRK terminal area departures only.
NOTE: Chart not to scale.
GEEKY TRANSITION (GEEKY.BOOVE7)
GUTZZ TRANSITION (GUTZZ.BOOVE7)
KIILO TRANSITION (KIILO.BOOVE7)
SNGGL TRANSITION (SNGGL.BOOVE7)

BOOVE SEVEN ARRIVAL (RNAV) Arrival Routes



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 MOWWW 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 357°.
Expect RADAR vectors to final approach course.

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(UKW.UKW8) 24305

AL-6039 (FAA)

BOWIE EIGHT ARRIVAL

Transition Routes

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

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BOWIE EIGHT ARRIVAL

Transition Routes

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

(UKW.UKW8) 11JUL24

NOTE: RADAR required.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)
LONE STAR APP CON
(PROPS LNDG NORTH ONLY)
118.1 306.95
(PROPS LNDG SOUTH & ALL JETS)
119.875 284.65
D-ATIS ARR
123.775
BOWIE
117.15 UKW
Chan 118 (Y)
MILLSAP
117.7 MQP
Chan 124
MAVERICK
113.1 TTT
Chan 78
BEWTS
JETS LANDING SOUTH:
Expect 10000 250K
VKTRY
JETS LANDING NORTH:
280K
JOVEM
JETS LANDING NORTH:
270K
HIKAY
JETS LANDING NORTH:
Expect 12000 250K
SILER
JETS LANDING NORTH:
Expect 12000 210K
NCONA
(16) 5000 129°
129° 5000 (13)
283°
103°
R-283
3900 (9) 22
43
3900 (9) 25
13800 (7) 29
54
129°
160°
27 (18) 47
175°
9
R-310
R-015
R-019 to BEWTS
R-022 to NCONA
R-027
R-037
R-061
N

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. . . .

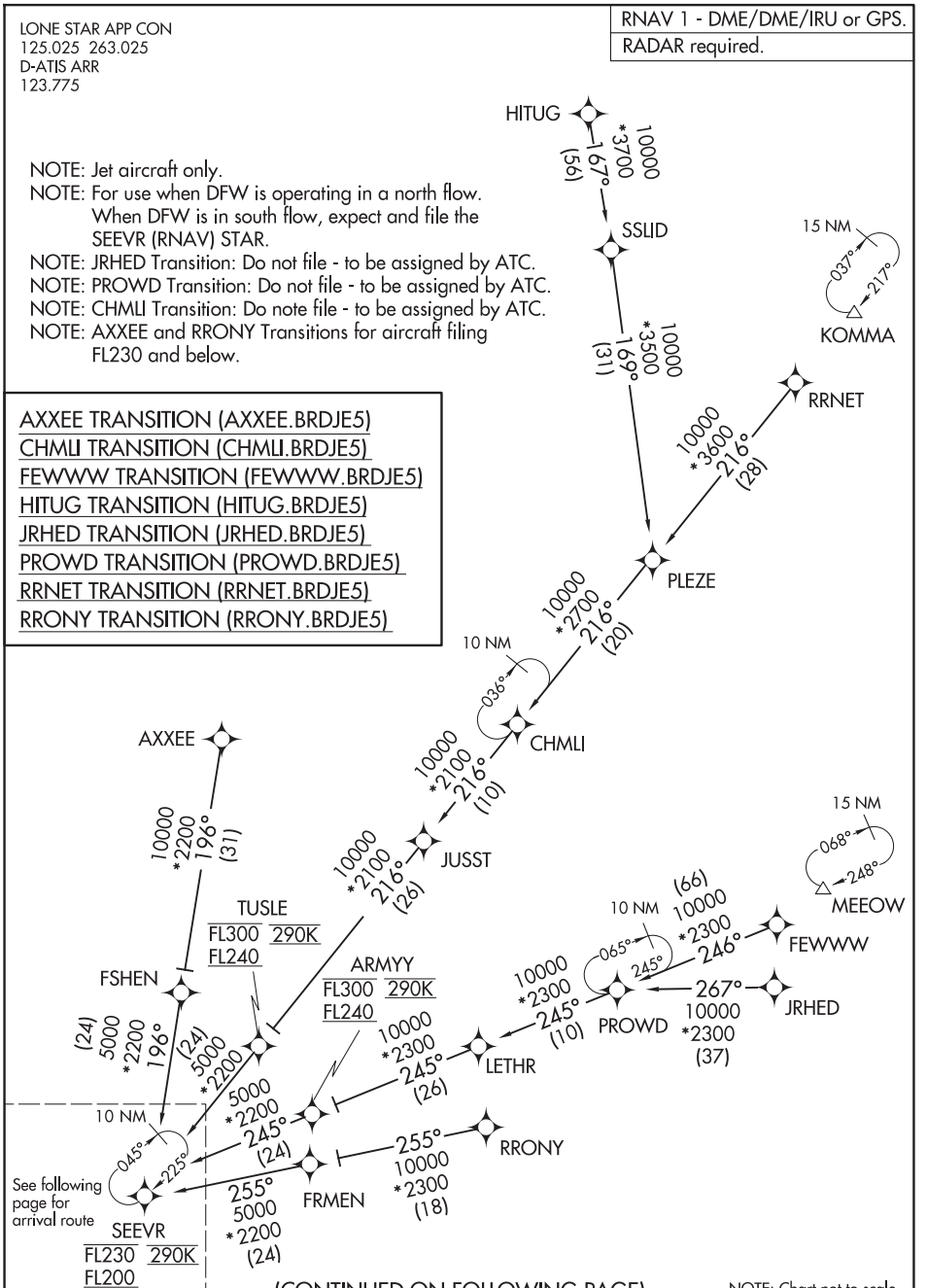
. . . . JETS LANDING SOUTH: UKW to BEWTS, to NCONA, expect RADAR vectors to final approach course.

. . . . 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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025

(SEEVR.BRDJE5) 24305

BRDJE FIVE ARRIVAL (RNAV)

AL-6039 (FAA)

Arrival Route

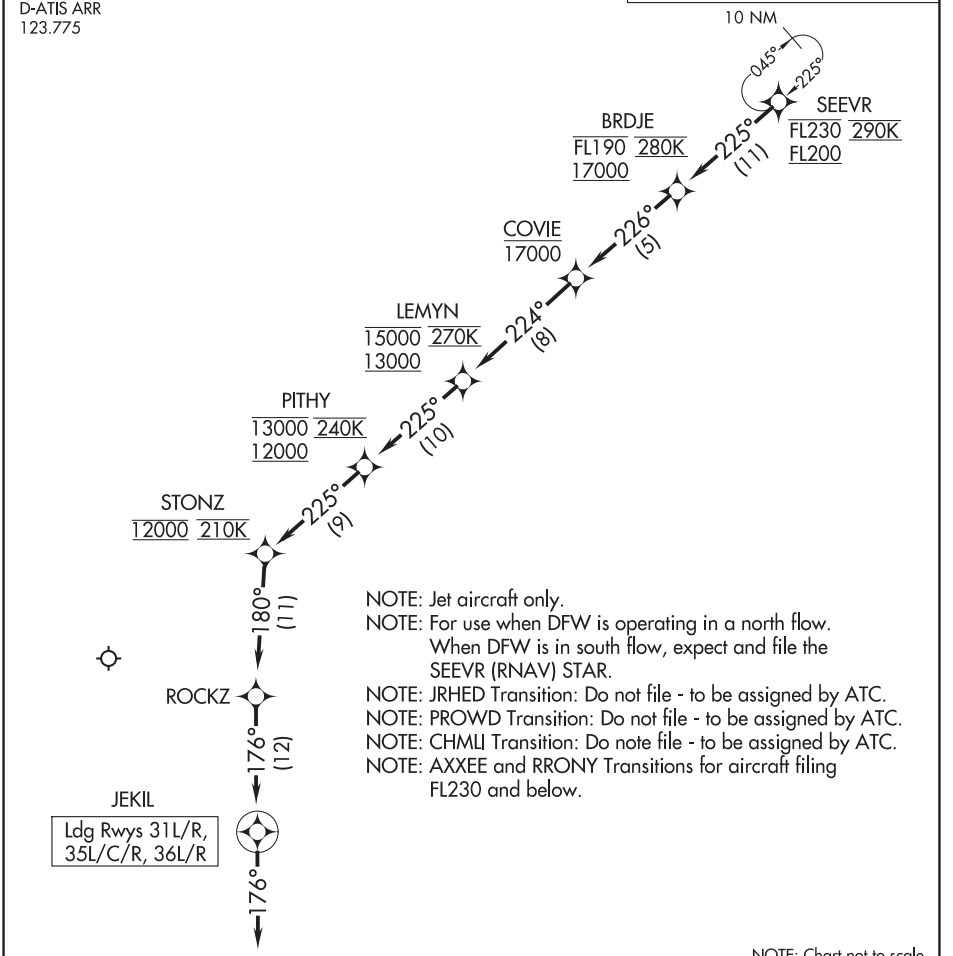
DALLAS-FORT WORTH INTL (DFW)

DALLAS-FT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR APP CON
125.025 263.025
D-ATIS ARR
123.775

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



NOTE: Jet aircraft only.
NOTE: For use when DFW is operating in a north flow. When DFW is in south flow, expect and file the SEEVR (RNAV) STAR.
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 note file - to be assigned by ATC.
NOTE: AXXEE and RRONY Transitions for aircraft filing FL230 and below.

NOTE: Chart not to scale.

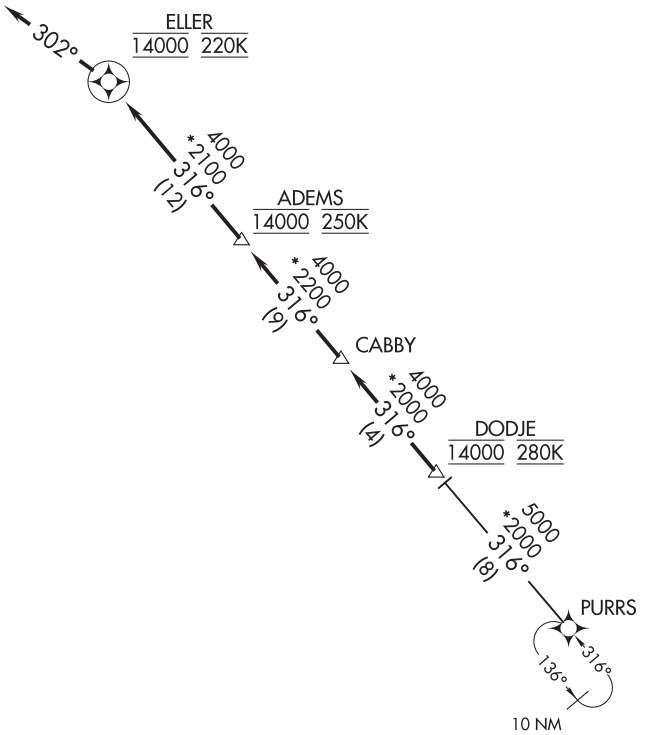
ARRIVAL ROUTE DESCRIPTION

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 JEKIL, then on track 176°. Expect RADAR vectors to final approach course.

CABBY TWO ARRIVAL (RNAV)

LONE STAR APP CON
125.025 263.025
D-ATIS ARR
123.775

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.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

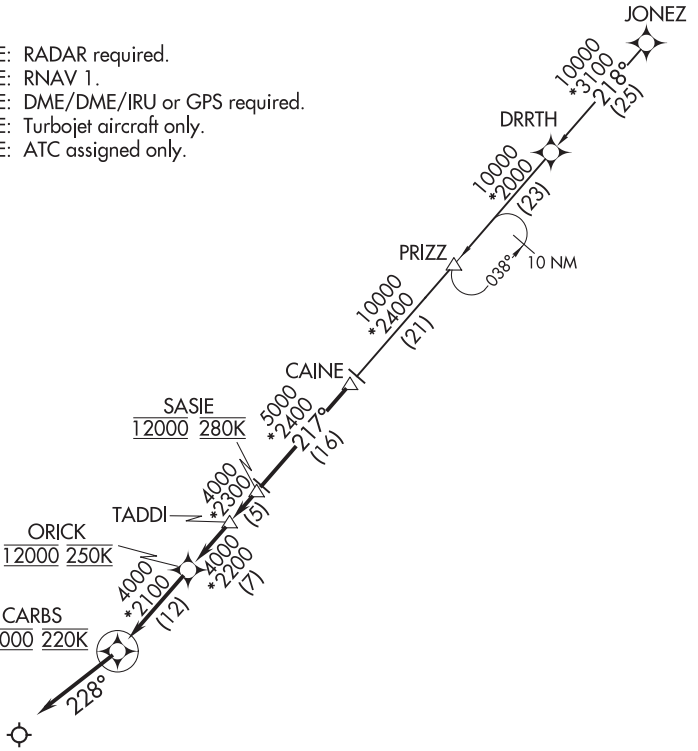
(CAINE.CAINE2) 24305

CAINE TWO ARRIVAL (RNAV)

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

LONE STAR APP CON
125.025 263.025
D-ATIS ARR
123.775

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.

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 vectors to final approach course.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CEDAR CREEK THREE ARRIVAL Transition Routes

CEDAR CREEK THREE ARRIVAL Arrival Routes

LONE STAR APP CON
125.025 133.525 263.025
D-ATIS ARR
123.775

SC-2, 07 AUG 2025 to 02 OCT 2025

CEDAR CREEK THREE ARRIVAL Arrival Routes

DALLAS-FORT WORTH, TEXAS

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.

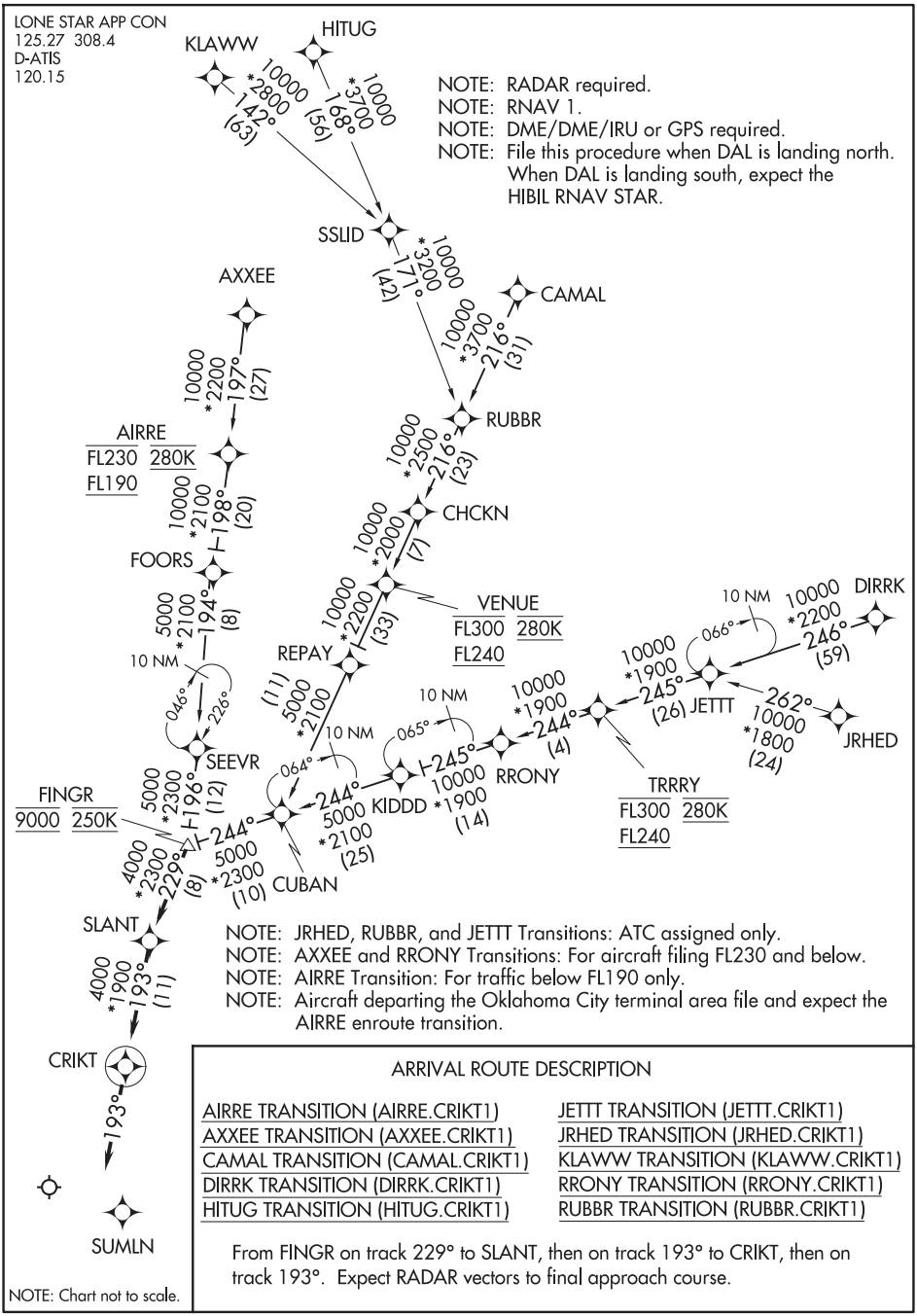
SC-2, 07 AUG 2025 to 02 OCT 2025

(FINGR.CRIKT1) 24305 AL-106 (FAA)

CRIKT ONE ARRIVAL (RNAV)

DALLAS LOVE FLD (DAL)

DALLAS, TEXAS



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.

CRIKT ONE ARRIVAL (RNAV)

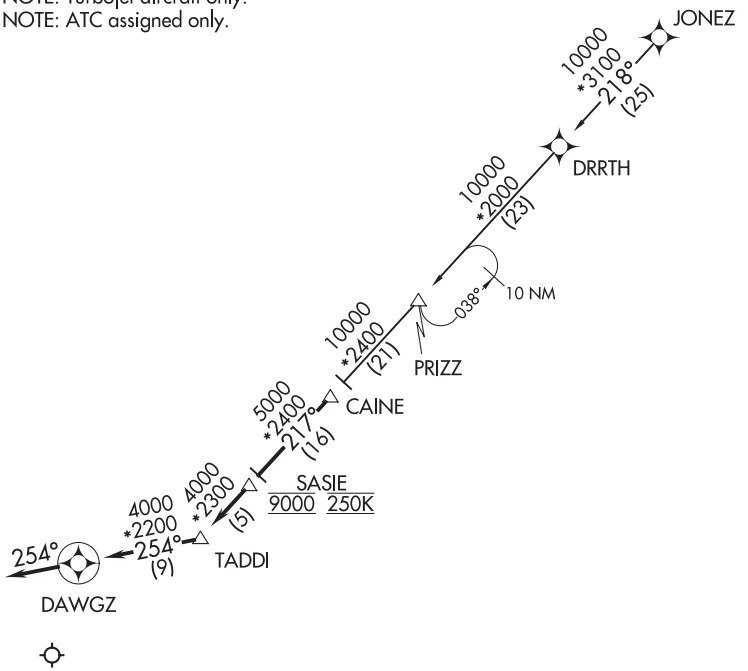
(FINGR.CRIKT1) 31MAR16

DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR APP CON
125.025 263.025
D-ATIS ARR
123.775

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.

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

AL-6918 (FAA)

(DODJE.DODJE6) 25107
DODJE SIX ARRIVAL

DALLAS-FORT WORTH, TEXAS

DODJE SIX ARRIVAL
(DODJE.DODJE6) 21MAY20

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

DRYYE TWO ARRIVAL (RNAV)

LONE STAR APP CON
135.975 379.9
D-ATIS
120.15

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.

EESAT FOUR ARRIVAL (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

EESAT FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

(FINGR.FINGR9) 24305

FINGR NINE ARRIVAL

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

FINGR NINE ARRIVAL

DALLAS-FORT WORTH, TEXAS

(FINGR.FINGR9) 20APR23

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

(DODJE.FORNY3) 24305

AL-6039 (FAA)

FORNY THREE ARRIVAL (RNAV)

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

SC-2, 07 AUG 2025 to 02 OCT 2025

FORNY THREE ARRIVAL (RNAV)

(DODJE.FORNY3) 17JUN21

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

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775
N
NOTE: Chart not to scale
HYDES
10000
*2500
135°
(22)
GZNTA
FL240
10000
*2300
135°
(10)
JTROE
FL230
10000
*2200
(6)
GHAUT
10000
*2400
(12)
MASTY
10000
*2500
136°
(3)
BDEEN
16000
5000
*4000
(18)
GREGS
12000 280K
4000
136°
(12)
ODEEN
12000 250K
3000
*2200
(11)
GIBBI
12000 220K
125°
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: ATC assigned only.
ARRIVAL 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.GREGS1) 24305 AL-106 (FAA)

GREGS ONE ARRIVAL

DALLAS-FORT WORTH, TEXAS

GREGS ONE ARRIVAL

(GREGS.GREGS1) 14JUL22

DALLAS-FORT WORTH, TEXAS

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

HERBZ TWO ARRIVAL (RNAV)

(GREGS.HERBZ2) 12JUN25

HERBZ TWO ARRIVAL (RNAV)

(GREGS.HERBZ2) 25163

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

LONE STAR APP CON
118.1 306.95
ADS ATIS
133.4
DAL D-ATIS
120.15
RBD ATIS
126.35
TKI ATIS
119.925

FILGO
10000 *4000 132° (39)
HYDES
10000 *4000 136° (17)
STNLI
10000 *4000 117° (46)
10 NM 176° 356°
POTZY
10000 *4000 117° (12)
BUROZ
FL300 280K
FL240
10 NM 316°
BELYY
FL300 280K
FL240
NUKLZ
FL280 280K
FL240
10000 *4000 136° (15)
JTROE
FL225
10000 *4000 136° (18)
5000 *4000 179° (50)
10000 *4000 117° (37)
10 NM 297°
TURKI 10000 *4500 095° (41)
095° 275° 10 NM
GANJA 10000 *4000 099° (51)
10 NM 279°
LNDUS
10000 *4000 118° (18)
5000
MASTY
16000
5000 *4000 137° (21)
HNKER 10000 *4000 072° (56)
094° 274° 10 NM
DEDWT
10000 *4000 108° (41)
ZORDA
FL300 280K
FL240
108° 5000 *4000 (55)
GREGS
11000 250K
10000
115° (16)
GUUCH
8000
6000
115° (3)
HERBZ
6000 240K
115° (10)
CROEW
5000 240K
Ldg ADS/DAL/DTO/F41/F46/
HQZ/JWY/LNC/RBD/TKI
113°
DENTON ENTERPRISE
ADDISON
MCKINNEY NTL
RALPH M HALL/ ROCKWALL MUNI
DALLAS LOVE FLD
MESQUITE METRO
DALLAS EXEC
LANCASTER RGNL
MID-WAY RGNL
ENNIS MUNI
N
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: File this procedure when DFW is landing north.
NOTE: When DFW is landing south, expect the JFRYE (RNAV) STAR.
NOTE: ZORDA, BUROZ, and BELYY Transitions, ATC assigned only.

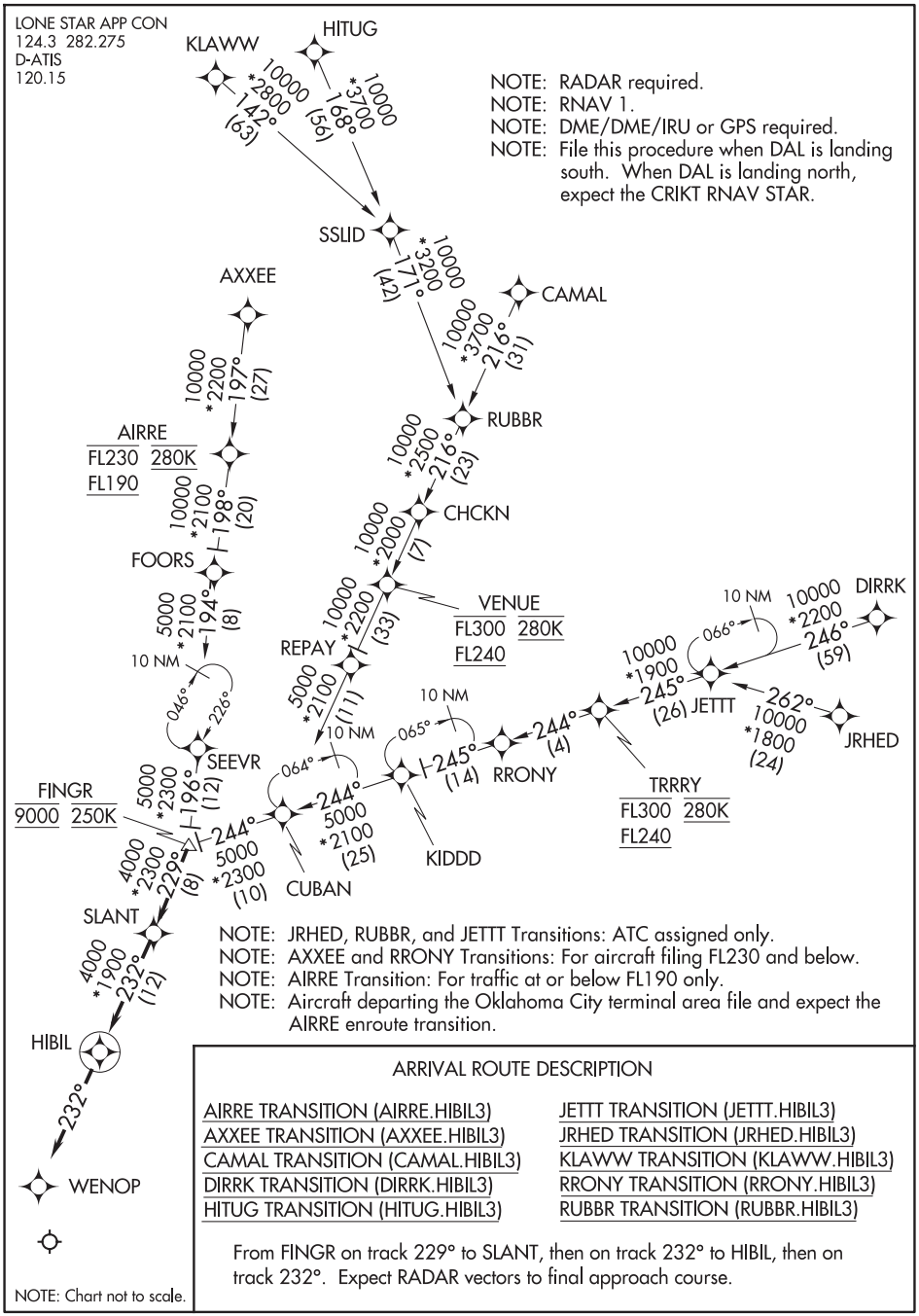
ARRIVAL ROUTE DESCRIPTION

BELYY TRANSITION (BELYY.HERBZ2)
BUROZ TRANSITION (BUROZ.HERBZ2)
FILGO TRANSITION (FILGO.HERBZ2)
HNKER TRANSITION (HNKER.HERBZ2)
HYDES TRANSITION (HYDES.HERBZ2)
NUKLZ TRANSITION (NULKZ.HERBZ2)
STNLI TRANSITION (STNLI.HERBZ2)
TURKI TRANSITION (TURKI.HERBZ2)
ZORDA TRANSITION (ZORDA.HERBZ2)

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.

DALLAS, TEXAS

DALLAS, TEXAS



ARRIVAL ROUTE DESCRIPTION

AIRRE TRANSITION (AIRRE.HIBIL3)	JETTT TRANSITION (JETTT.HIBIL3)
AXXEE TRANSITION (AXXEE.HIBIL3)	JRHED TRANSITION (JRHED.HIBIL3)
CAMAL TRANSITION (CAMAL.HIBIL3)	KLAWW TRANSITION (KLAWW.HIBIL3)
DIRRK TRANSITION (DIRRK.HIBIL3)	RRONY TRANSITION (RRONY.HIBIL3)
HITUG TRANSITION (HITUG.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

JFRYE FIVE ARRIVAL (RNAV)

(GREGS.JFRYE5) 14JUL22

DALLAS, TEXAS

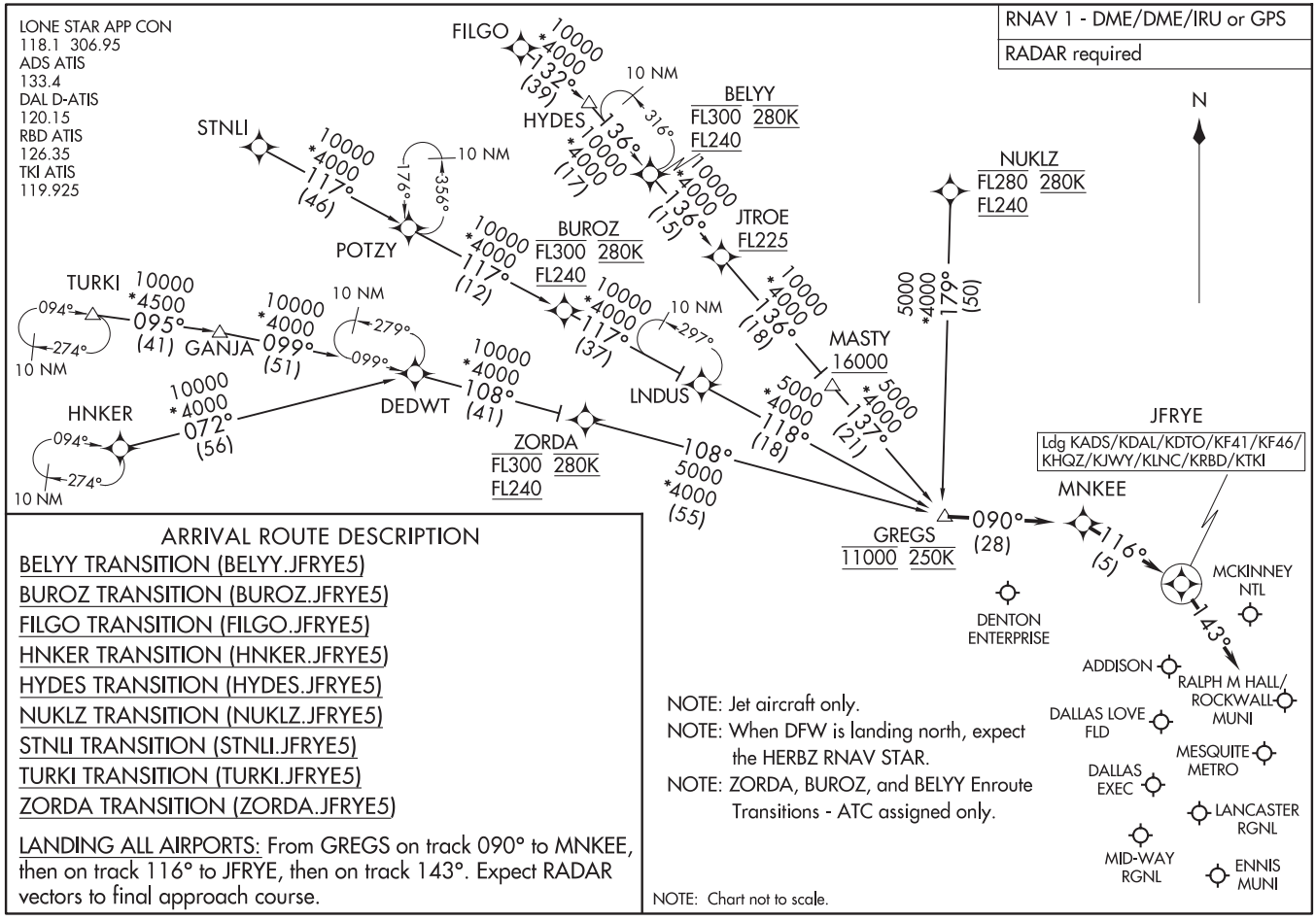
JFRYE FIVE ARRIVAL (RNAV)

(GREGS.JFRYE5) 24305

DALLAS, TEXAS

Z30

AL-106 (FAA)



JOVEM SIX ARRIVAL (RNAV)

(VKTRY.JOVEM6) 11JUL24

Transition Routes

DALLAS-FORT WORTH INTL (DFW)

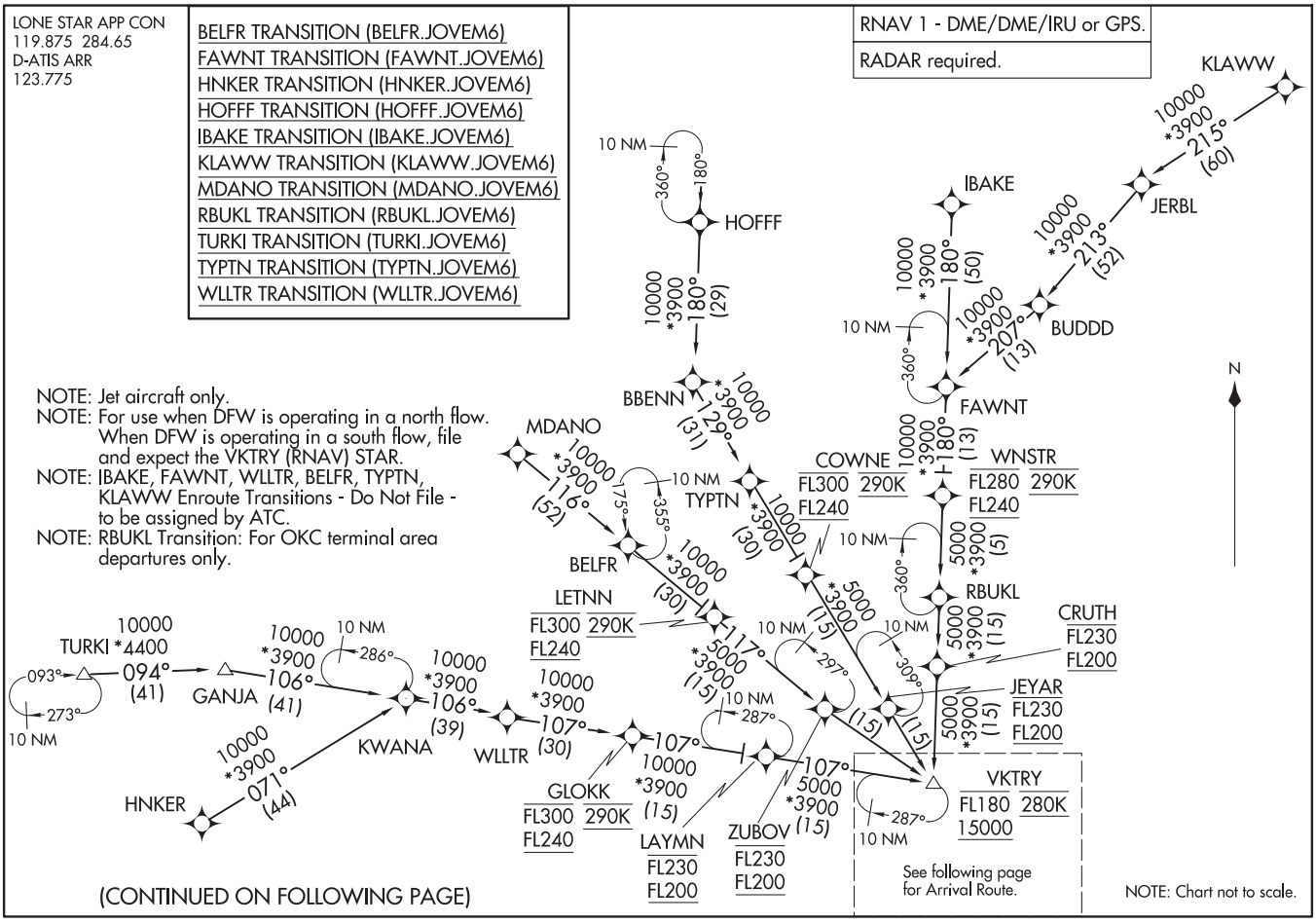
DALLAS-FORT WORTH, TEXAS

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775

BELFR TRANSITION (BELFR.JOVEM6)
FAWNT TRANSITION (FAWNT.JOVEM6)
HNKER TRANSITION (HNKER.JOVEM6)
HOFFF TRANSITION (HOFFF.JOVEM6)
IBAKE TRANSITION (IBAKE.JOVEM6)
KLAWW TRANSITION (KLAWW.JOVEM6)
MDANO TRANSITION (MDANO.JOVEM6)
RBUKL TRANSITION (RBUKL.JOVEM6)
TURKI TRANSITION (TURKI.JOVEM6)
TYPTN TRANSITION (TYPTN.JOVEM6)
WLLTR TRANSITION (WLLTR.JOVEM6)

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

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.



(CONTINUED ON FOLLOWING PAGE)

(VKTRY.JOVEM6) 24305

JOVEM SIX ARRIVAL (RNAV)

Transition Routes

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

Z31

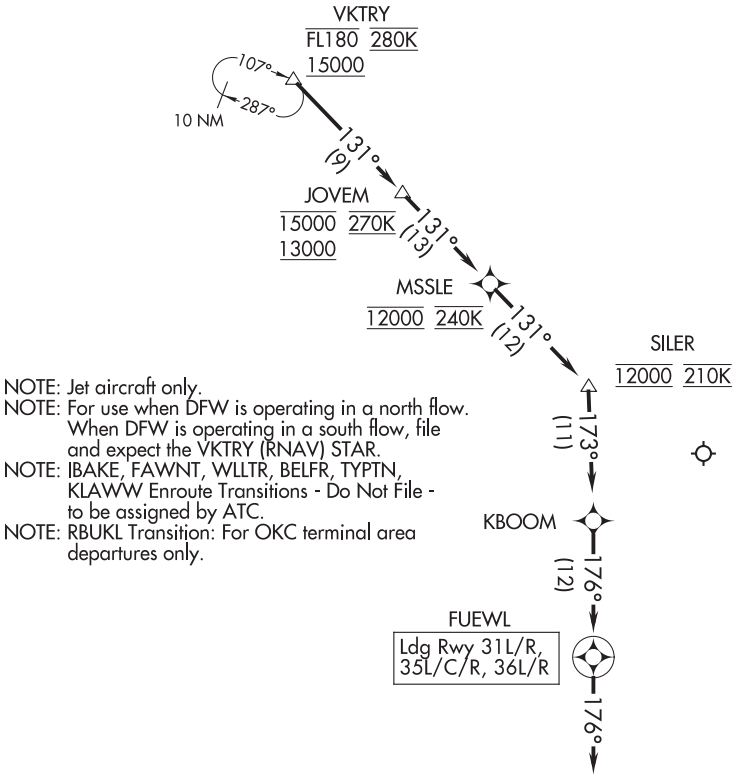
(VKTRY.JOVEM6) 24305 AL-6039 (FAA)

JOVEM SIX ARRIVAL (RNAV) Arrival Route

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

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775

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



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.

NOTE: Chart not to scale.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LIKES THREE ARRIVAL (RNAV)

LIKES THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

(SLUGG.LIKES3) 26MAR16

SC-2, 07 AUG 2025 to 02 OCT 2025

(YEAGR.LOADS4) 24305 AL-768 (FAA)

LOADS FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

LOADS FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

(YEAGR.LOADS4) 20APR23

MNNDO FOUR ARRIVAL (RNAV)

(MOTZA.MOTZA1) 24305

MOTZA ONE ARRIVAL

FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

MOTZA ONE ARRIVAL
FORT WORTH, TEXAS

(MOTZA.MOTZA1) 17JUN21

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

(KNEAD.PAWLZ3) 24305

PAWLZ THREE ARRIVAL (RNAV)

AL-6039 (FAA)

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

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

PAWLZ THREE ARRIVAL (RNAV)
(KNEAD.PAWLZ3) 31MAR16

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

REDDN FOUR ARRIVAL (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

(DODJE.REEKO3) 24305

AL-6918 (FAA)

REEKO THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

NOTE: Chart not to scale.

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

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

REEKO THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

(DODJE.REEKO3) 26MAY16

FORT SMITH
110.4 FSM
Chan 41
LITTLE ROCK
113.9 LIT
Chan 86
EL DORADO
115.5 ELD
Chan 102
RICH MOUNTAIN
113.5 PGO
Chan 82
TEXARKANA
116.3 TXK
Chan 110
GREGG COUNTY
112.9 GGG
Chan 76
PARIS
113.6 PRX
Chan 83
TULSA
114.4 TUL
Chan 91
BONHAM
114.6 BYP
Chan 93
RANGER
115.7 FUZ
Chan 104
ARDMORE
116.7 ADM
Chan 114
MEEOW
247°
FL180
*3000
(70)
247°
(83)
KOMMA
215°
FL180
*3500
(30)
MAMEE
(43)
FL180
*3600
157°
(106)
(57)
(51)
BIRLE
5000
*2400
(31)
(80)
GAATZ
ROBEY
244°
5000
*2400
(31)
(60)
GLOVE
064°
R-342
R-322
R-308
R-346
R-164
286°
5000
*2400
(56)
113
100
R-310
4 NM
064°
263°
5000
*2400
(22)
MONTE
(29)
(17)
R-045
R-064
R-083
R-225
R-305
R-035
045°
CAINE
248°
5000
*2400
(19)
(8)
ADDISON
(45)
R-035
255°
(52)
5000
*3600
125°
31
31
SASIE
WEST SATELLITE TURBOJETS
LANDING NORTH Expect 10000
WEST SATELLITE TURBOJETS
LANDING SOUTH Expect 11000
LANDING ADS:
TURBOJETS Expect 6000.
PROPS Expect 5000 or 6000.
DENTON ENTERPRISE
DECATUR MUNI
PEROT FLD/FORT WORTH ALLIANCE
PARKER COUNTY
BOURLAND FLD
FORT WORTH MEACHAM INTL
FORT WORTH NAS JBR (CARSWELL FLD)
GRAND PRAIRIE MUNI
ARLINGTON MUNI
FORT WORTH SPINKS
CLEBURNE RGNL
N
LONE STAR APP CON
124.3 282.275
ADS ATIS
133.4
AFW ATIS
126.925
FTW ATIS
120.7
FWS ATIS
120.025
KNFW ATIS*
351.675
NOTE: DME required for fixes ROBEY and MONTE.
NOTE: RADAR required.
NOTE: ATC assigned only for aircraft landing ADS.
(CONTINUED ON FOLLOWING PAGE)
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 . . . .

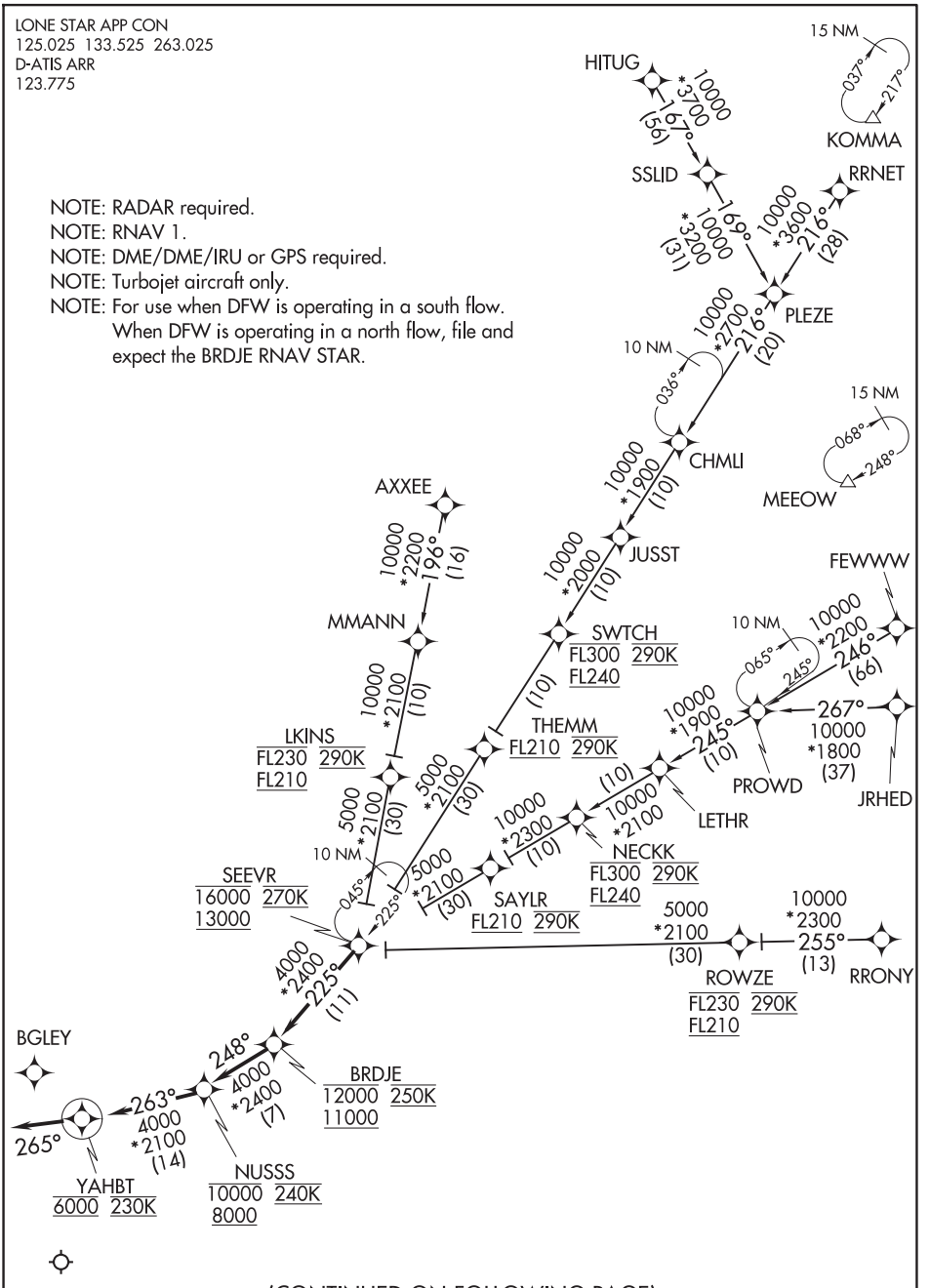
TEXARKANA TRANSITION (TXK.SASIE7): From over TXK VORTAC on TXK R-286 to GLOVE, then on BYP R-064 to BYP VORTAC, then on BYP R-248 to SASIE. Thence . . . .

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

SEEVR FOUR ARRIVAL (RNAV)



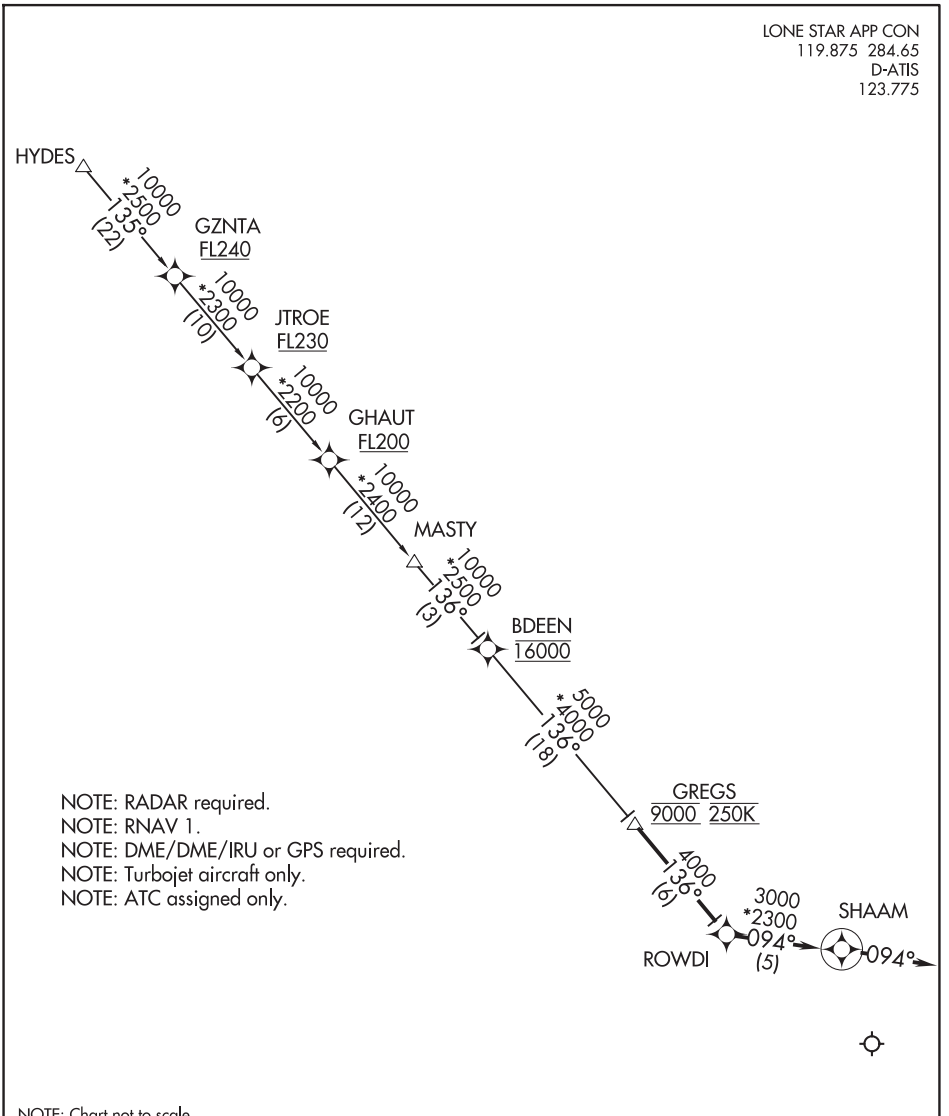
SC-2, 07 AUG 2025 to 02 OCT 2025

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)
JRHED TRANSITION (JRHED.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 crosss 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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025



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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(BOOVE.SHMPP3) 24305

AL-6039 (FAA)

SHMPP THREE ARRIVAL (RNAV) Transition Routes

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

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775

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

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)
GUTZZ TRANSITION (GUTZZ.SHMPP3)
KIILO TRANSITION (KIILO.SHMPP3)
SNGGL TRANSITION (SNGGL.SHMPP3)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

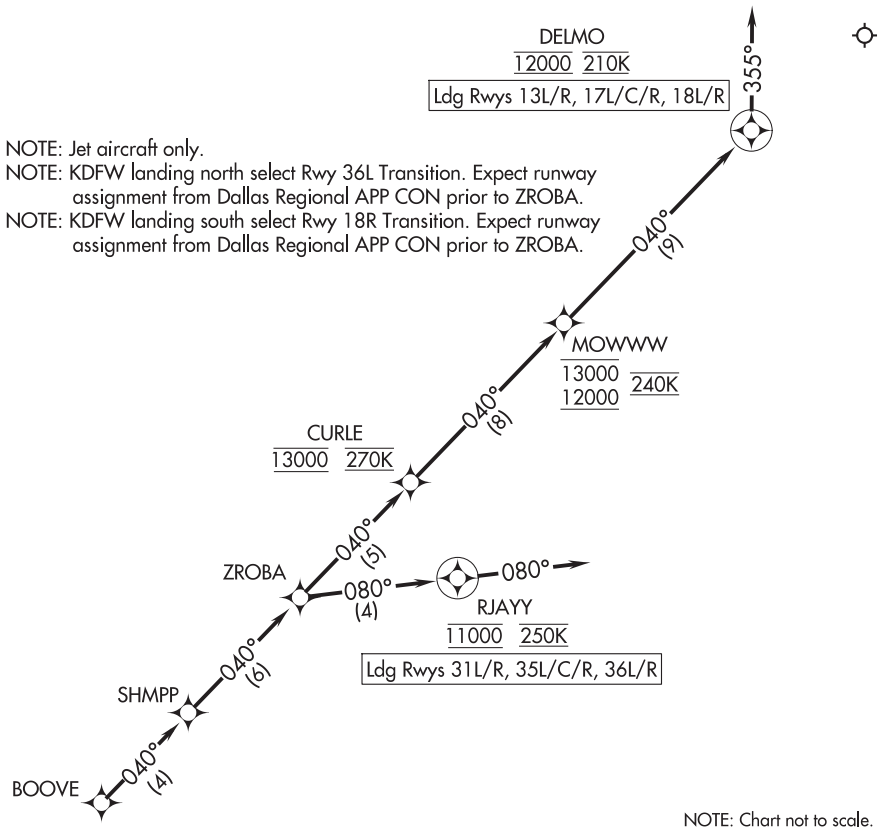
SHMPP THREE ARRIVAL (RNAV) Transition Routes

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

(BOOVE.SHMPP3) 11JUL24

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775

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



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 MOWWW 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.

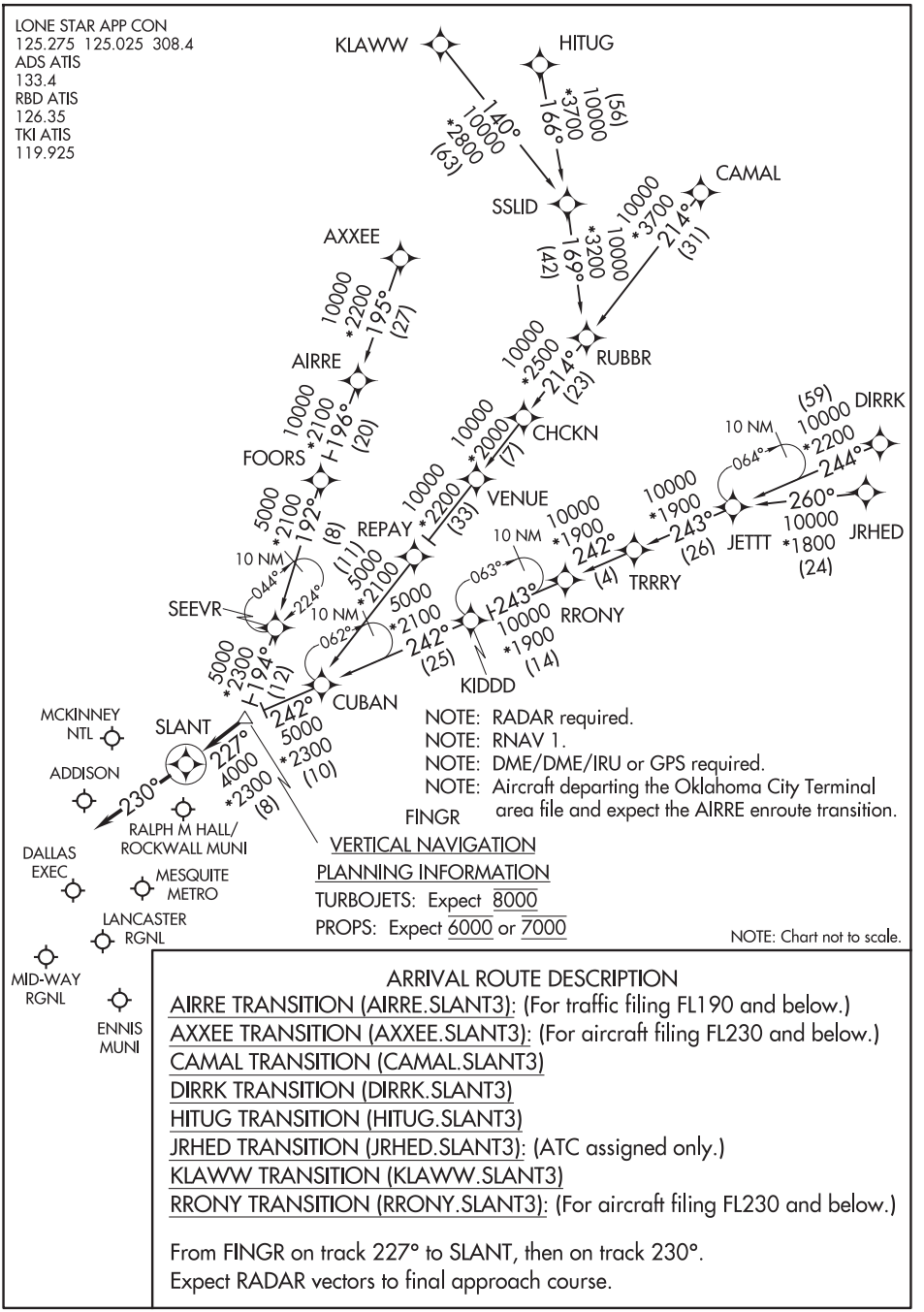
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(FINGR.SLANT3) 24305 AL-768 (FAA)

SLANT THREE ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025



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.

SLANT THREE ARRIVAL (RNAV)

DALLAS, TEXAS

(FINGR.SLANT3) 31MAR16

SOCKK FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

GEEKY TRANSITION (GEEKY.SOCKK4)
GUTZZ TRANSITION (GUTZZ.SOCKK4)
KIILO TRANSITION (KIILO.SOCKK4)
SNGGL TRANSITION (SNGGL.SOCKK4)

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

SOCKK FOUR ARRIVAL (RNAV)
(BOOVE.SOCKK4) 22APR21
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

(KNEAD.SWVAY4) 24305 AL-768 (FAA)

SWVAY FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

LONE STAR APP CON
135.975 379.9
ADS ATIS
133.4
DAL D-ATIS
120.15
FWS ATIS
120.025
RBD ATIS
126.35
TKI ATIS
119.925

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: DAL ARRIVALS: Props only. Turbojet aircraft file and expect the BACHR or DRYYE RNAV STARS.
NOTE: Props exempt from speed restriction at KNEAD.
NOTE: When DFW is in south flow, turbojets expect to cross KNEAD at 10000.
When DFW is in north flow, turbojets expect to cross KNEAD at 12000.

MCKINNEY NTL
ADDISON
RALPH M HALL/ ROCKWALL MUNI
DALLAS LOVE FLD
MESQUITE METRO
LANCASTER RGNL
ENNIS MUNI
GRAND PRAIRIE MUNI
DALLAS EXEC
ARLINGTON MUNI
MID-WAY RGNL
FORT WORTH SPINKS
CLEBURNE RGNL

PHILS
079°
259°
10 NM

BGTOE
10000
*3900
086°
(56)
266°
10 NM

SHILLY
10000
*3600
079°
(47)
259°
10 NM

PUNKY
4000
*2300
079°
(18)

HOVAS
050°
232°
10 NM

KNEAD
250K

3000
*2400
058°
(7)

DRYYE
3000
*2400
068°
(14)

SCOPS
3000
*2300
084°
(5)

SWVAY

084°

FRSTI
027°
208°
10 NM

*2400
4000
(18)

AGAIN
195°
10 NM

*2600
10000
038°
(28)

*2700
10000
015°
(13)

DITSY

N

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.

SWVAY FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

(KNEAD.SWVAY4) 26MAY16

SC-2, 07 AUG 2025 to 02 OCT 2025

TILLA THREE ARRIVAL (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

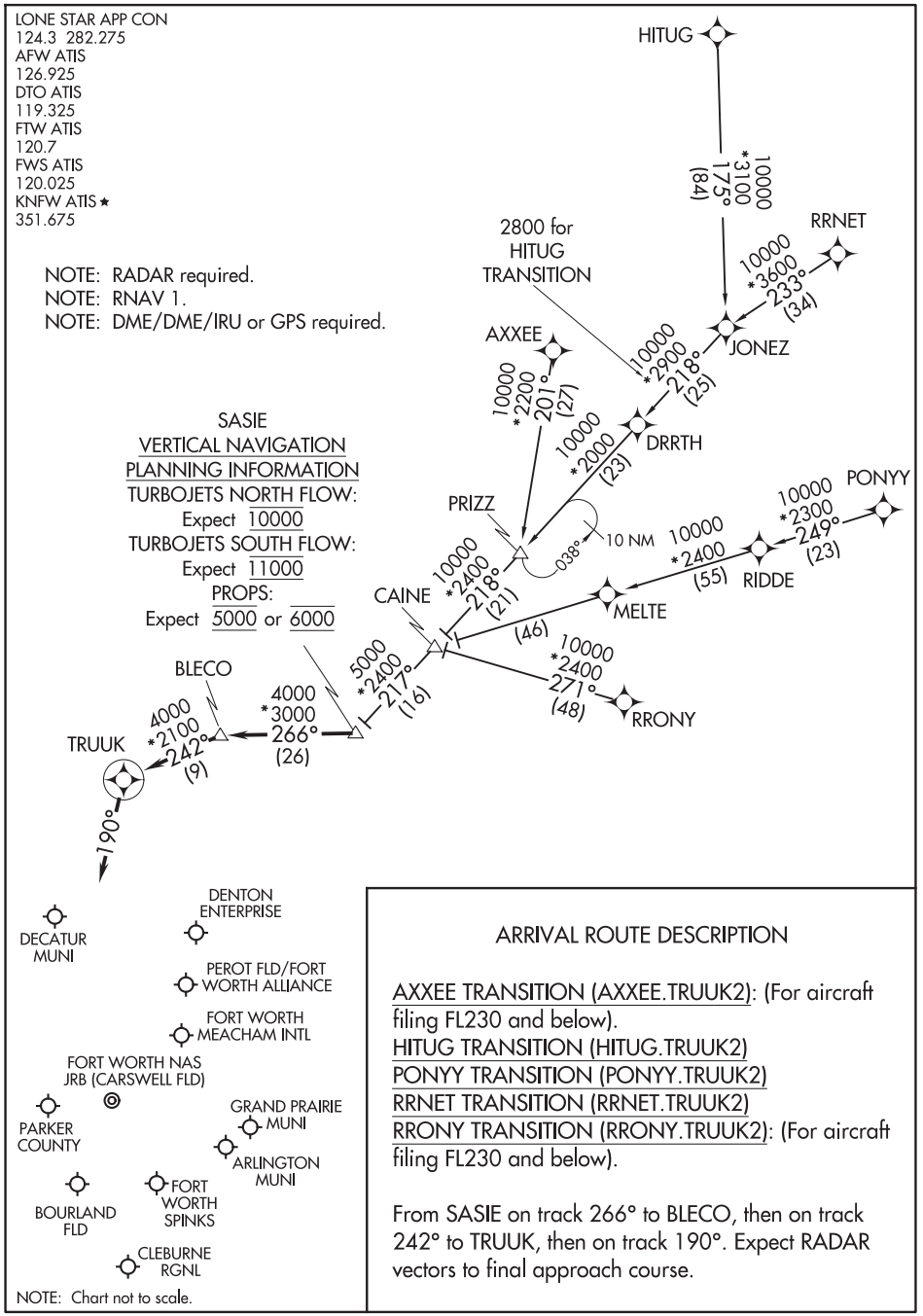
TILLA THREE ARRIVAL (RNAV)
(KNEAD.TILLA3) 31MAR16
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

(SASIE.TRUUK2) 25051 AL-6918 (FAA)

TRUUK TWO ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025



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.

TRUUK TWO ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

(SASIE.TRUUK2) 31MAR16

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775

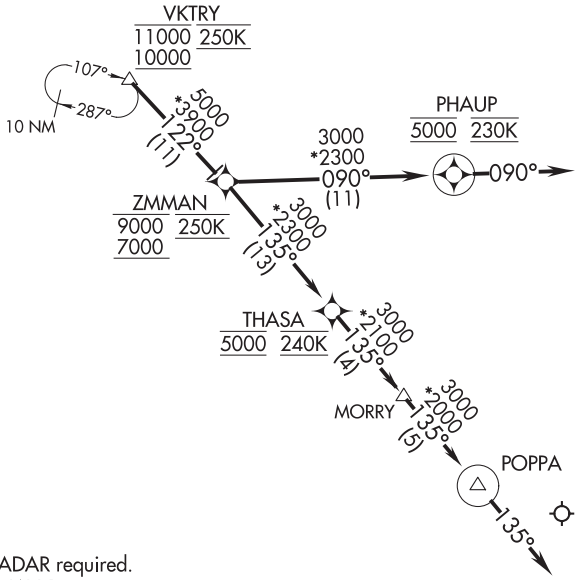
BELFR TRANSITION (BELFR.VKTRY2):
(ATC assigned only.)
FAWNT TRANSITION (FAWNT.VKTRY2):
(ATC assigned only.)
HNKER TRANSITION (HNKER.VKTRY2):
HOFFF TRANSITION (HOFFF.VKTRY2):
IBAKE TRANSITION (IBAKE.VKTRY2):
KLAWW TRANSITION (KLAWW.VKTRY2):
MDANO TRANSITION (MDANO.VKTRY2):
RBUKL TRANSITION (RBUKL.VKTRY2):
(For OKC Terminal Area Departures only.)
TURKI TRANSITION (TURKI.VKTRY2):
TYPTN TRANSITION (TYPTN.VKTRY2):
(ATC assigned only.)
WLLTR TRANSITION (WLLTR.VKTRY2):
(ATC assigned only.)

VKTRY TWO ARRIVAL (RNAV) Transition Routes
(VKTRY.VKTRY2) 26MAY16
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

(VKTRY.VKTRY2) 24305
VKTRY TWO ARRIVAL (RNAV) Arrival Routes

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

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775



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.

NOTE: Chart not to scale.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

WESAT TWO ARRIVAL (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

WESAT TWO ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

(MOTZA.WESAT2) 25JUN15

(BEREE.WHINY4) 24305 AL-6039 (FAA)

WHINY FOUR ARRIVAL (RNAV)

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

(CONTINUED ON FOLLOWING PAGE)

WHINY FOUR ARRIVAL (RNAV)

(BEREE.WHINY4) 26MAY16

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

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

(WILBR.WILBR9) 24305

WILBR NINE ARRIVAL

AL-6039 (FAA)

Transition Routes

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WILBR NINE ARRIVAL

Transition Routes

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

(WILBR.WILBR9) 11JUL24

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

YEAGR FOUR ARRIVAL

DALLAS-FORT WORTH, TEXAS

LONE STAR APP CON
125.2 343.65
ADS ATIS 133.4
DAL D-ATIS 120.15
DFW D-ATIS 123.775
TKI ATIS 119.925
SIDON
114.7 SQS
Chan 94
MONROE
117.2 MLU
Chan 119
GREGG COUNTY
112.9 GGG
Chan 76
MAGNOLIA
113.2 MHZ
Chan 79
ELM GROVE
116.65 EMG
Chan 113(Y)
ALEXANDRIA
116.1 AEX
Chan 108
DAISETTA
116.9 DAS
Chan 116
HUMBLE
116.6 IAH
Chan 113
FRANKSTON
111.4 FZT
Chan 51
COWBOY
116.2 CVE
Chan 109
CEDAR CREEK
114.8 CQY
Chan 95
WACO
115.3 ACT
Chan 100
CENTEX
112.8 CWK
Chan 75
LEONA
110.8 LOA
Chan 45
MCKINNEY NTL
ADDISON
DALLAS-FORT WORTH INTL
RALPH M HALL/ROCKWALL MUNI
MESQUITE METRO
DALLAS LOVE FLD
YEAGR
TURBOJETS: expect 8000
PROPS: expect 6000 or 7000
AWOLF
SNOWE
CAPTI
WEIRS
GIFFA
NAVYS
HERRI
NOBBL
TURNN
FL180
FL235
FL180
5000
5000
5000

SC-2, 07 AUG 2025 to 02 OCT 2025

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. . . .

HERRI TRANSITION (HERRI.YEAGR4): From over HERRI on FZT R-101 to FZT VOR/DME, then on FZT R-302 to SNOWE, then on CVE R-118 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.

ZROBA ONE ARRIVAL (RNAV) Transition Routes

SC-2, 07 AUG 2025 to 02 OCT 2025

(BOOVE.ZROBA1) 24305

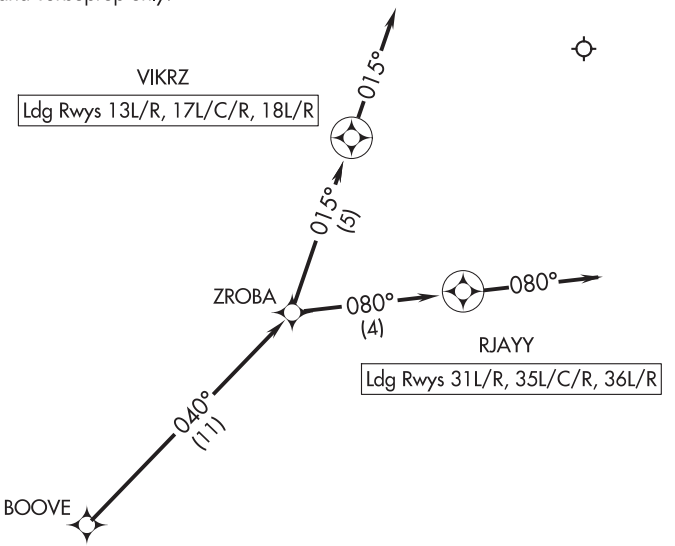
AL-6039 (FAA)

ZROBA ONE ARRIVAL (RNAV) Arrival Route

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

LONE STAR APP CON
119.875 284.65
D-ATIS ARR
123.775

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



NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL 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, 31L/R: From ZROBA on track 080° to RJAYY, then on track 080°. Expect RADAR vectors to final approach course.

ILS or LOC RWY 35R

ABILENE RGNL (ABI)

LOC/DME I-ABI	APP CRS	Rwy Ldg	7198
110.3	355°	TDZE	1776
Chan 40		Apt Elev	1791

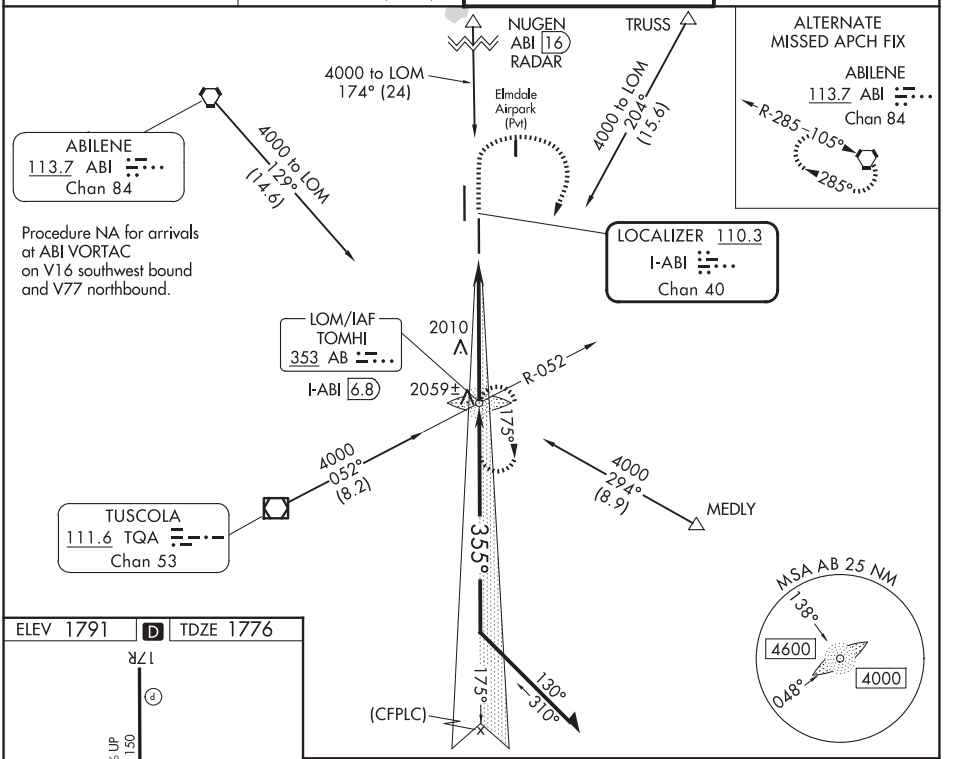
ADF required. RADAR required for procedure entry at NUGEN.

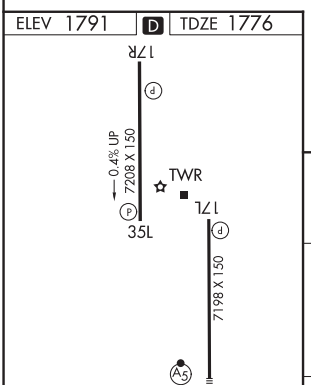
For inop ALS, increase S-ILS 35R Cat E visibility to RVR 4000, and S-LOC 35R Cat C/D/E visibility to 1⅜ SM.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

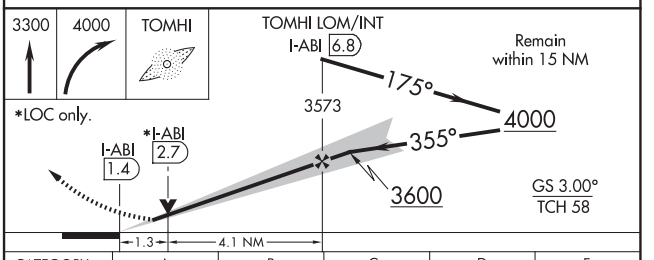
MISSED APPROACH: Climb to 3300 then climbing right turn to 4000 direct TOMHI LOM/INT/I-ABI 6.8 DME and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6





Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 35R**	1976/24 200 (200-½)				
S-LOC 35R	2260/24 484 (500-½)		2260/50 484 (500-1)		
CIRCLING	2300-1 509 (600-1)	2320-1 529 (600-1)	2420-1¾ 629 (700-1¾)	2460-2 669 (700-2)	2620-3 829 (900-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ABILENE, TEXAS

AL-1 (FAA)

25219

RNAV (GPS) RWY 17L

ABILENE RGNL (ABI)

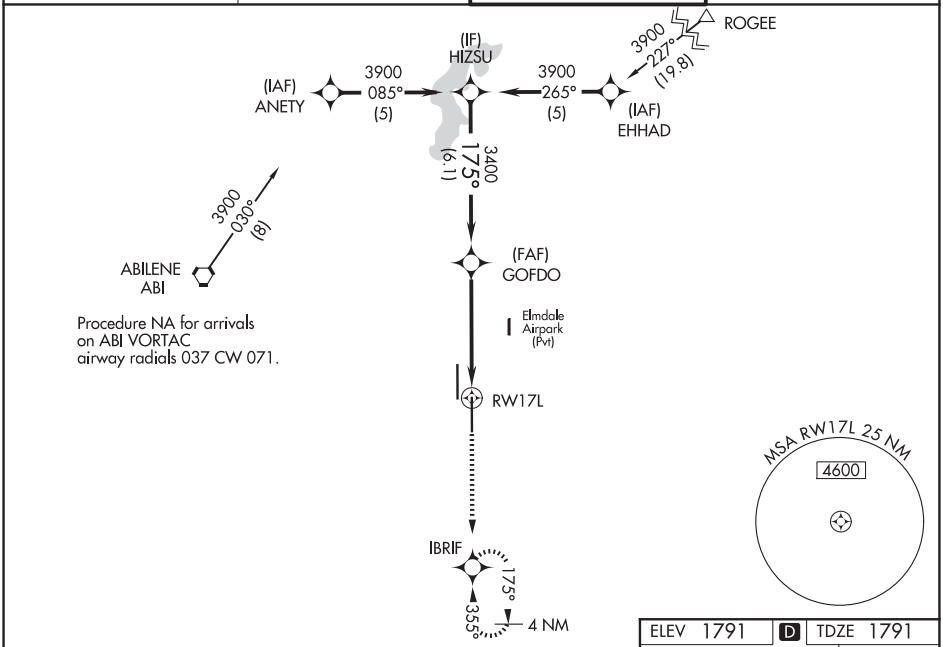
WAAS	APP CRS	Rwy Ldg	7198
CH 50317	175°	TDZE	1791
W17A		Apt Elev	1791

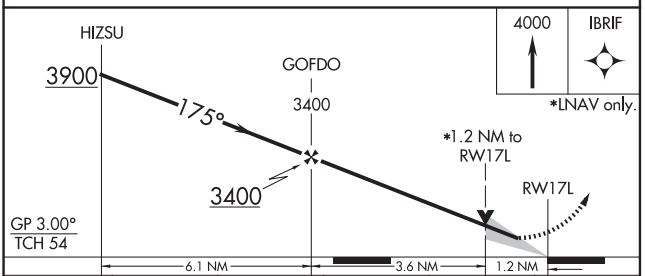
RNP APCH.

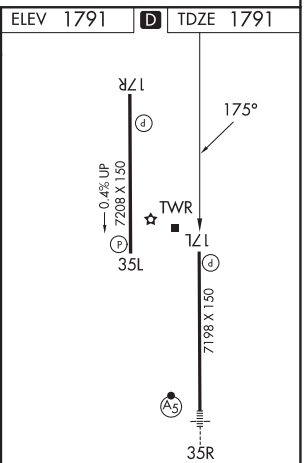
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 45°C.

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

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D	E
LPV DA	2041- ¾ 250 (300-¾)				
LNAV/VNAV DA	2171-1¼ 380 (400-1¼)				
LNAV MDA	2240-1 449 (500-1)		2240-1⅜ 449 (500-1⅜)		
CIRCLING	2300-1 509 (600-1)	2320-1 529 (600-1)	2420-1¾ 629 (700-1¾)	2460-2 669 (700-2)	2620-3 829 (900-3)

REIL Rwy 35L
HIRL Rwys 17L-35R and 17R-35L

ABILENE, TEXAS
Amdt 1B 20JUN19

32°25'N-99°41'W

ABILENE RGNL (ABI)

RNAV (GPS) RWY 17L

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

WAAS CH 97517 W35A	APP CRS 355°	Rwy Ldg 7198 TDZE 1776 Apt Elev 1791

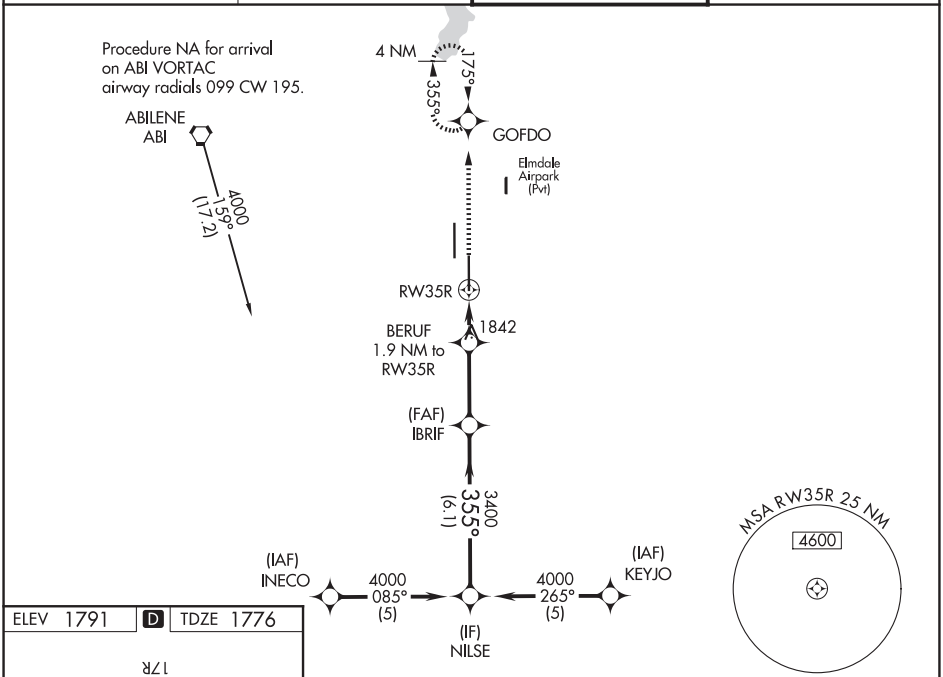
RNP APCH.

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

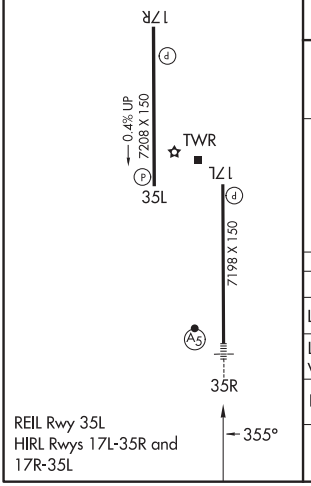
MALSR

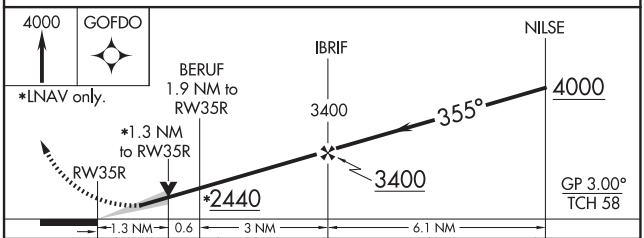
MISSED APPROACH: Climb to 4000 direct GOFDO and hold, continue climb-in-hold to 4000.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6



ELEV 1791 D TDZE 1776





CATEGORY	A	B	C	D	E
LPV DA**	1976/24 200 (200-½)				
LNAV/VNAV DA	2189/40 413 (400-¾)				2189/50 413 (400-1)
LNAV MDA	2260/24 484 (500-½)		2260/50 484 (500-1)		
CIRCLING	2300-1 509 (600-1)	2320-1 529 (600-1)	2420-1¾ 629 (700-1¾)	2460-2 669 (700-2)	2620-3 829 (900-3)

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SC-2, 07 AUG 2025 to 02 OCT 2025

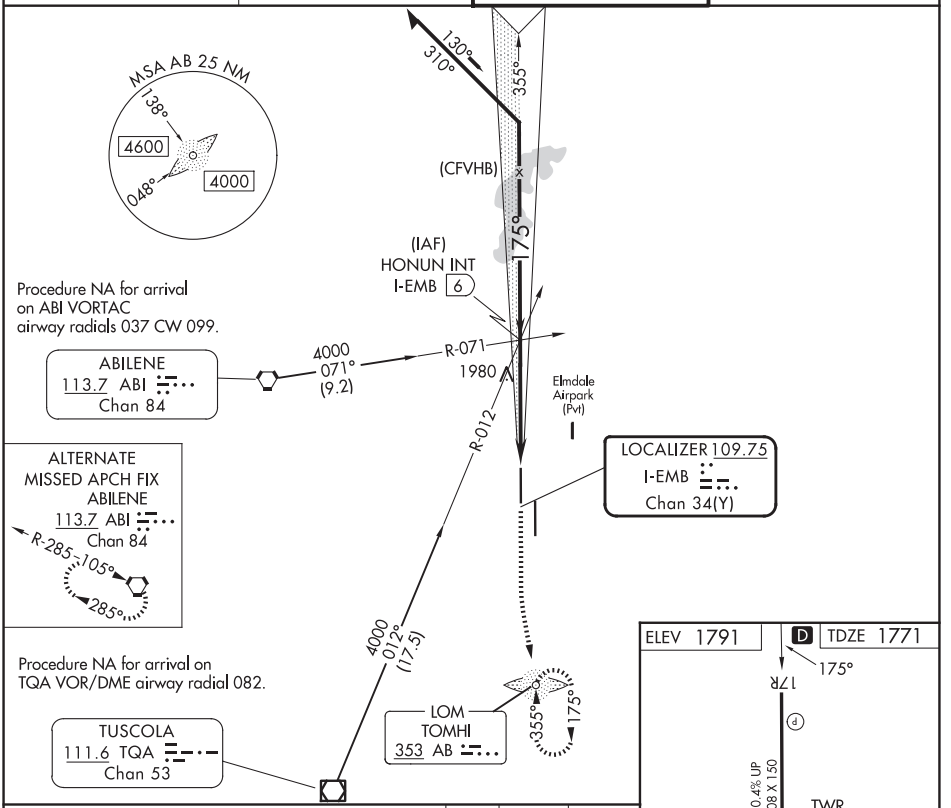
LOC RWY 17R
ABILENE RGNL (ABI)

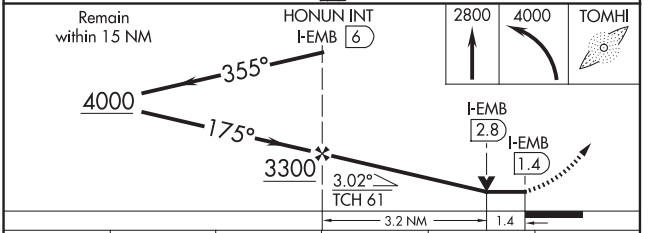
LOC/DME I-EMB	APP CRS	Rwy Ldg	7202
109.75	175°	TDZE	1771
Chan 34 (Y)		Apt Elev	1791

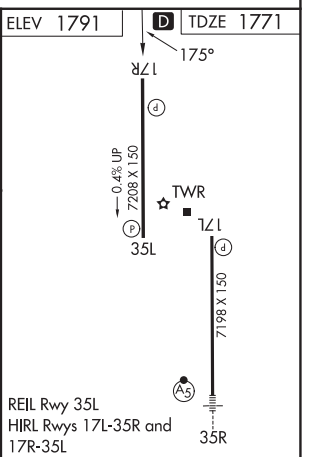
ADF required for missed approach.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct TOMHI LOM and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6







CATEGORY	A	B	C	D	E
S-LOC 17R	2280-1 509 (500-1)		2280-1⅜ 509 (500-1⅜)		
CIRCLING	2300-1 509 (600-1)	2320-1 529 (600-1)	2420-1¾ 629 (700-1¾)	2460-2 669 (700-2)	2620-3 829 (900-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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SC-2, 07 AUG 2025 to 02 OCT 2025

VOR ABI	APP CRS	Rwy Ldg	N/A
113.7	105°	TDZE	N/A
Chan 84		Apt Elev	1791

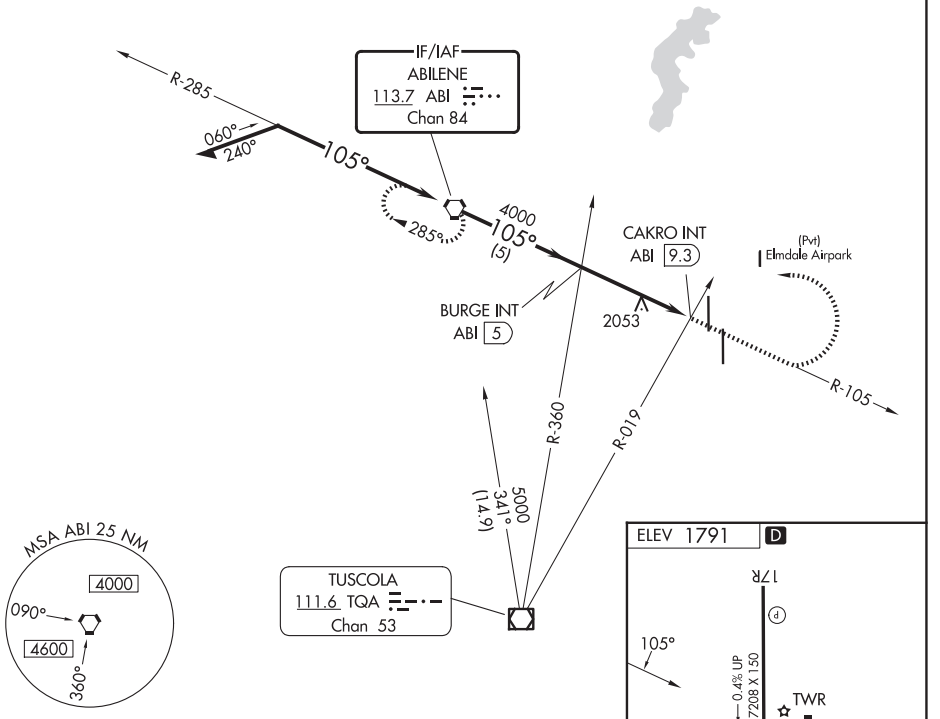
VOR-A
ABILENE RGNL (ABI)

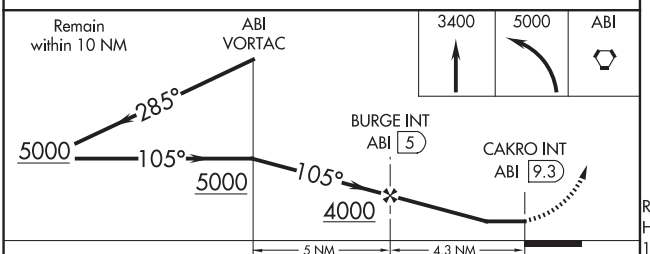
When local altimeter setting not received, use DYS altimeter setting and increase all MDAs 40 feet and visibility Cat D ¼ SM.

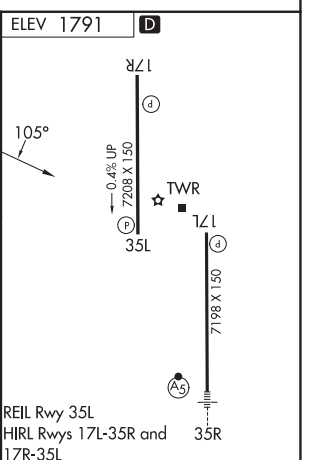
MISSED APPROACH: Climb to 3400 then climbing left turn to 5000 direct ABI VORTAC and hold.

ATIS	ABILENE APP CON	ABILENE TOWER	GND CON
118.25	125.0 338.3 (EAST) 127.2 282.3 (WEST)	120.1 257.8	121.7 348.6

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







CATEGORY	A	B	C	D
CIRCLING	2320-1 529 (600-1)		2420-1¾ 629 (700-1¾)	2460-2 669 (700-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

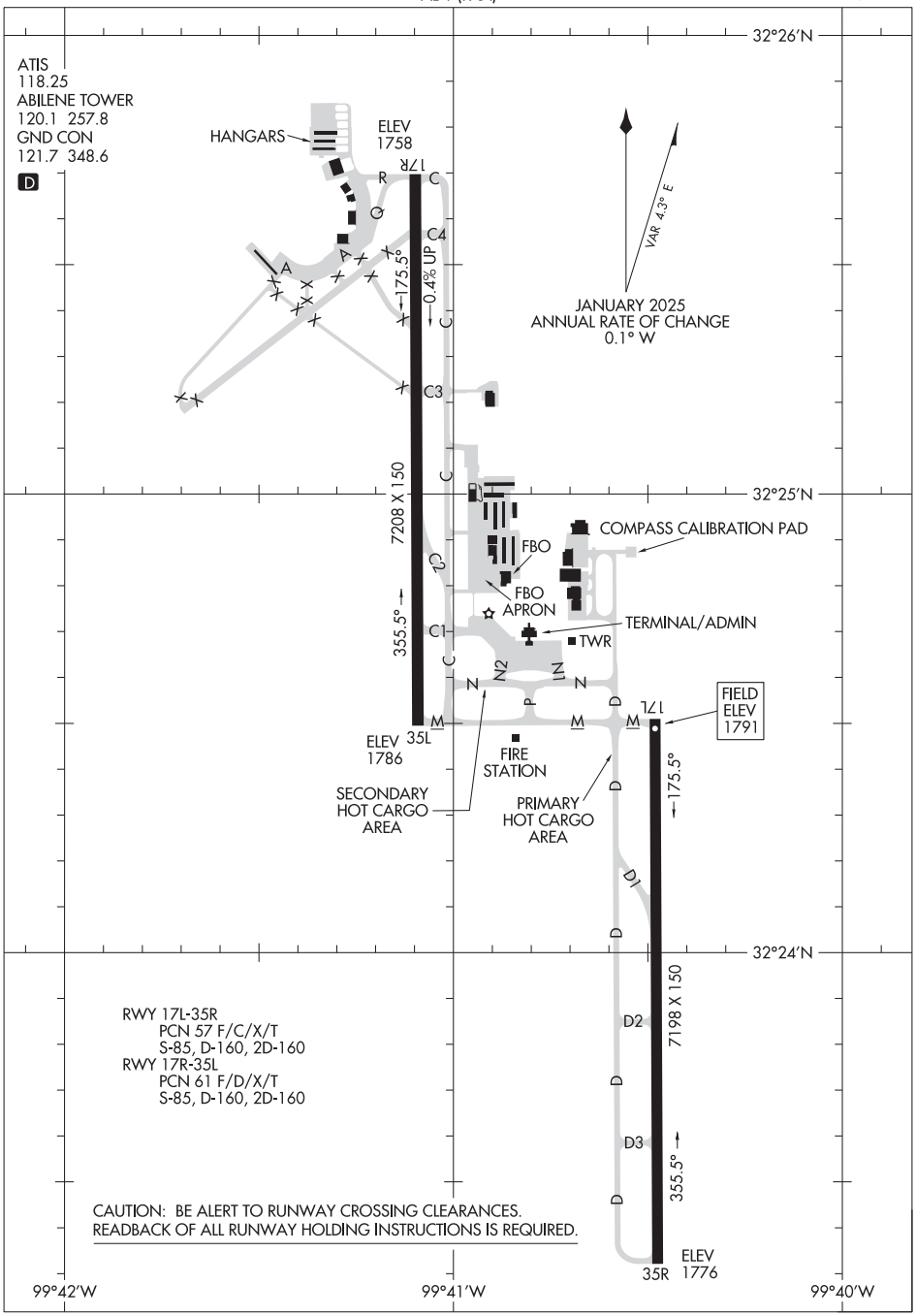
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

ABILENE RGNL (ABI)
ABILENE, TEXAS

AL-1 (FAA)



AIRPORT DIAGRAM
25219
ABILENE, TEXAS
ABILENE RGNL (ABI)

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5000
CH 90435	173°	TDZE	1414
W17A		Apt Elev	1415

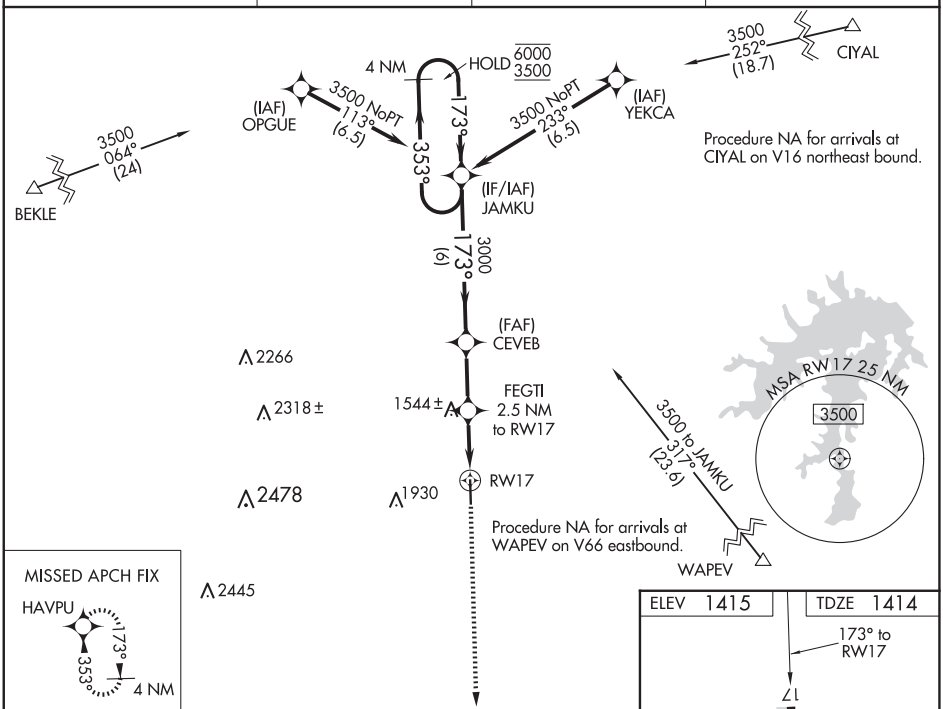
RNAV (GPS) RWY 17
ALBANY MUNI (T23)

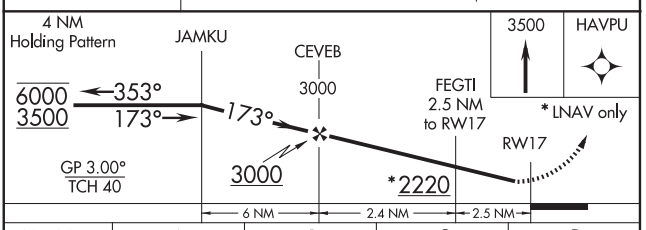
RNP APCH.

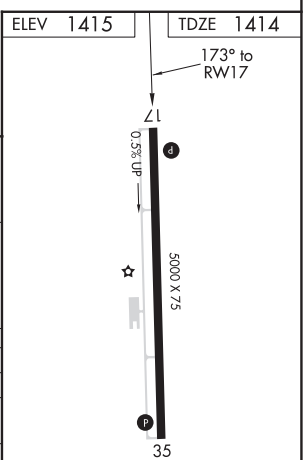
NA Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Breckenridge altimeter setting.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

BKD AWOS-3	ABILENE APP CON	CTAF	
120.175	125.0 338.3	122.9	123.5 L







CATEGORY	A	B	C	D
LPV DA	1727-1 313 (400-1)			NA
LNAV/VNAV DA	1872-1⅝ 458 (500-1⅝)			NA
LNAV MDA	1860-1 446 (500-1)		1860-1⅜ 446 (500-1⅜)	NA
C CIRCLING	2000-1 585 (600-1)		2360-2¾ 945 (1000-2¾)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ALBANY, TEXAS | AL-10392 (FAA) | 23222

RNAV (GPS) RWY 35

ALBANY MUNI (T23)

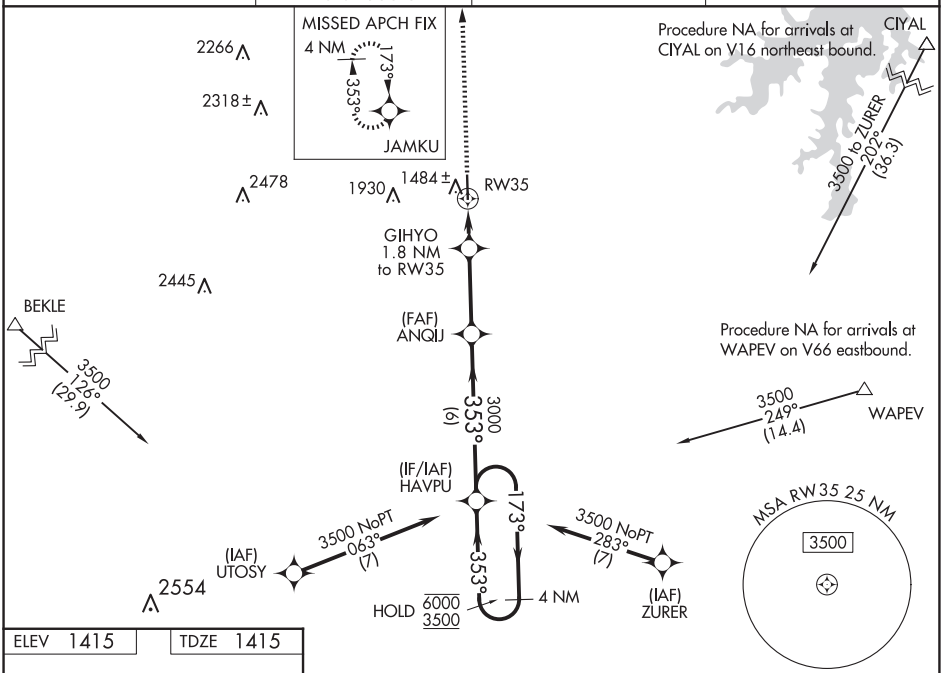
WAAS	APP CRS	Rwy Idg	5000
CH 65935	353°	TDZE	1415
W35A		Apt Elev	1415

RNP APCH.

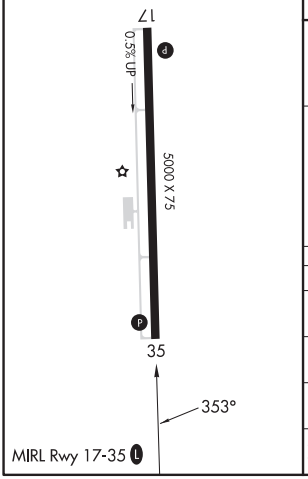
NA — Rwy 35 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Breckenridge altimeter setting.

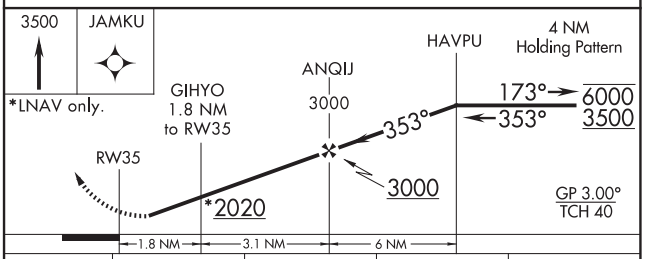
MISSED APPROACH: Climb to 3500 direct JAMKU and hold.

BKD AWOS-3	ABILENE APP CON	CTAF	
120.175	125.0 338.3	122.9	123.5 (L)



ELEV 1415 | TDZE 1415





CATEGORY	A	B	C	D
LPV DA	1728-1 313 (400-1)			NA
LNAV/VNAV DA	1728-1 313 (400-1)			NA
LNAV MDA	1800-1 385 (400-1)		1800-1⅛ 385 (400-1⅛)	NA
C CIRCLING	2000-1 585 (600-1)		2360-2¾ 945 (1000-2¾)	NA

ALBANY, TEXAS
Amdt 1C 25APR19

32°43′N-99°16′W

ALBANY MUNI (T23)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-AMA	APP CRS	Rwy Ldg 13502
110.3	038°	TDZE 3607
		Apt Elev 3607

ILS or LOC RWY 4

RICK HUSBAND AMARILLO INTL (AMA)

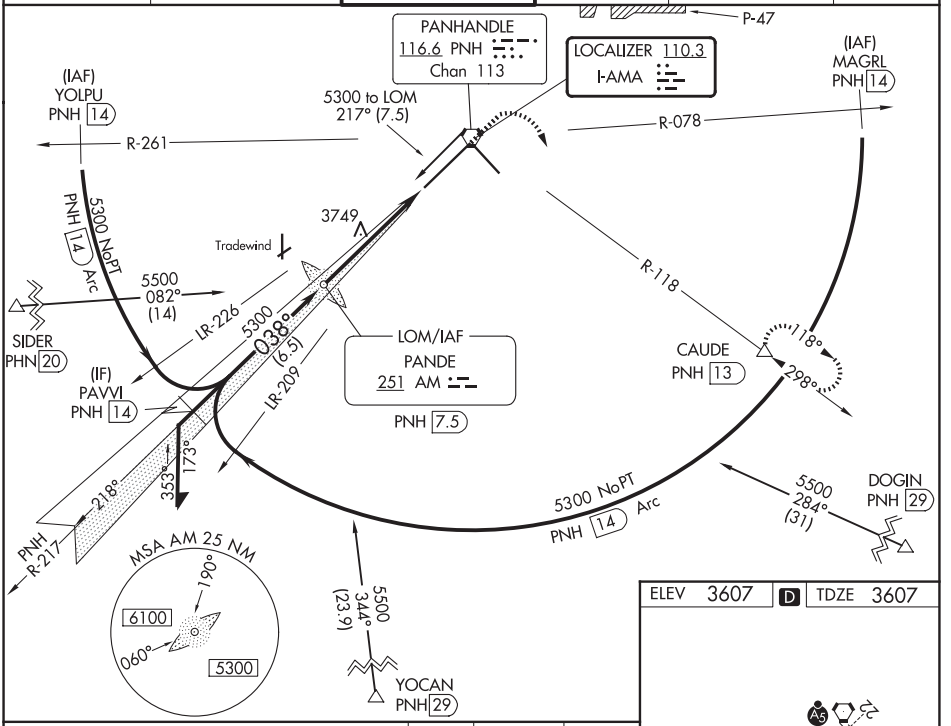
ADF or DME required.

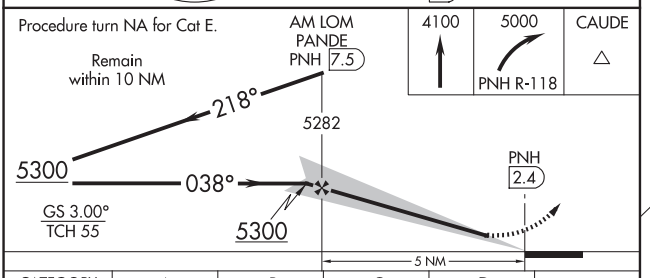
T A ASR When local altimeter setting not received, use Borger altimeter setting and increase S-ILS 4 DA to 3960 feet and all visibilities to RVR 3000. Increase all MDAs 160 feet and S-LOC 4 visibility Cat C/D/E to RVR 6000 and Circling visibility Cat C/D ½ SM. For inop ALS, increase visibility S-ILS 4 Cat E to 4000 RVR and S-LOC 4 Cat C/D/E to RVR 6000. For inop ALS when using Borger altimeter setting, increase visibility S-ILS 4 all Cats to 5500 and S-LOC 4 Cat C/D/E to 1⅝ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Borger altimeter setting).

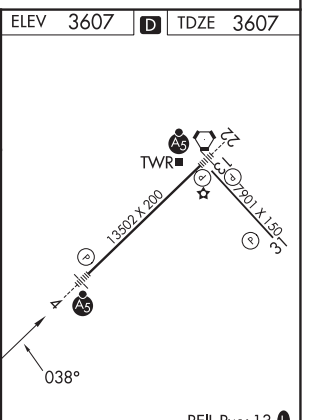
MALSR A5

MISSED APPROACH: Climb to 4100 then climbing right turn to 5000 on PNH VORTAC R-118 to CAUDE/ PNH 13 DME and hold.

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







CATEGORY	A	B	C	D	E
S-ILS 4 *	3807/24 200 (200-½)				
S-LOC 4	4000/24 393 (400-½)		4000/35 393 (400-⅝)		
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)	4460-3 853 (900-3)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AMARILLO, TEXAS | AL-19 (FAA) | 25219

RNAV (RNP) Z RWY 4

RICK HUSBAND AMARILLO INTL (AMA)

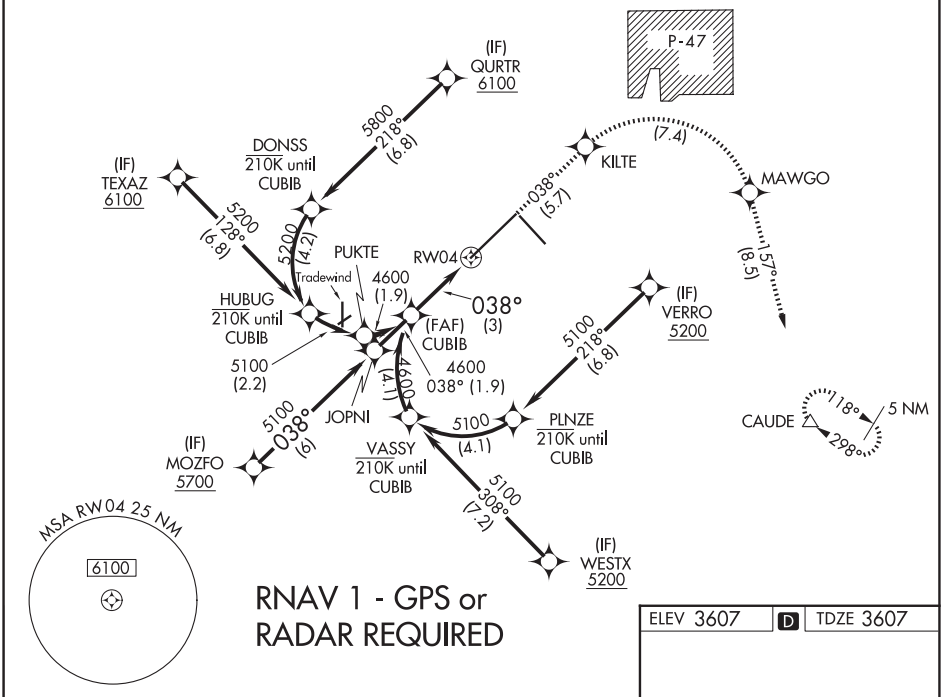
APP CRS	Rwy Ldg	13502
038°	TDZE	3607
	Apt Elev	3607

ASR: For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 53°C (128°F). RF required. GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM.

MALSR

MISSED APPROACH: (Do not exceed 185K until MAWGO) Climb to 5400 on track 038°to KILTE, right turn to MAWGO, then track 157° to CAUDE and hold.

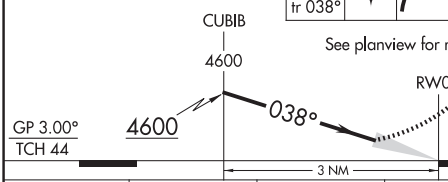
ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65 239.275	122.95



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

5400	KILTE		MAWGO	tr	CAUDE
tr 038°				157°	△

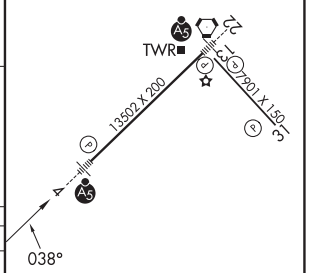
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.12 DA	3969/40	362 (400-¾)		
RNP 0.30 DA	4019/50	412 (500-1)		

AUTHORIZATION REQUIRED

ELEV 3607 | D | TDZE 3607



REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

AMARILLO, TEXAS
Amdt 1 12OCT17

35°13'N-101°42'W

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

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	7901
129°	TDZE	3603
	Apt Elev	3607

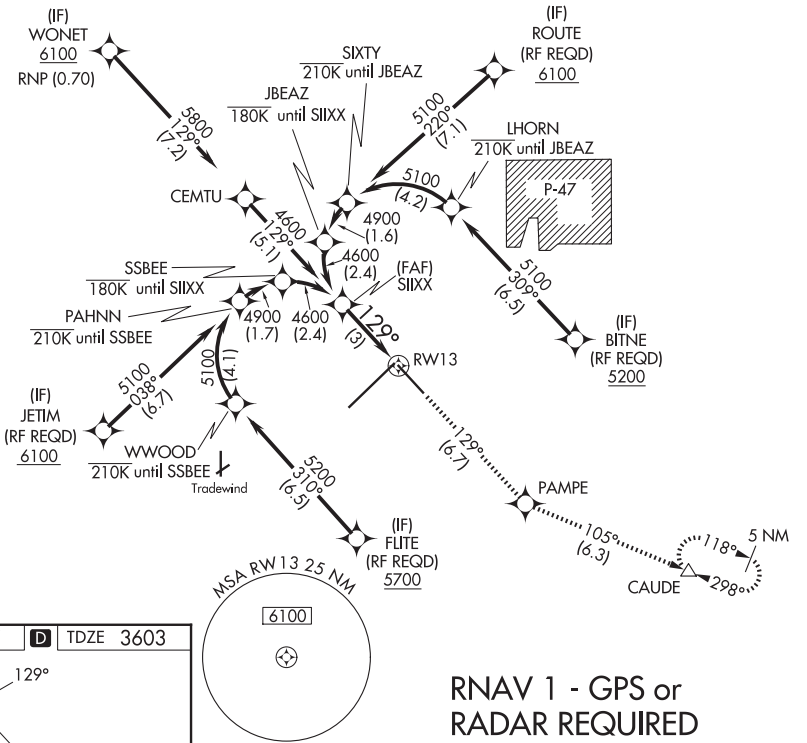
RNAV (RNP) Z RWY 13

RICK HUSBAND AMARILLO INTL (AMA)

ASR — For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 51°C (124°F). GPS required.

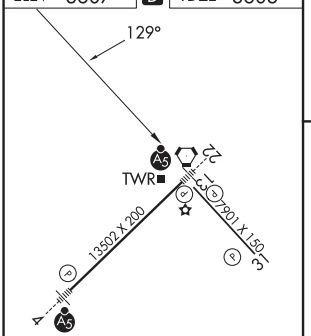
MISSED APPROACH: Climb to 5400 on track 129° to PAMPE and track 105° to CAUDE and hold.

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



RNAV 1 - GPS or RADAR REQUIRED

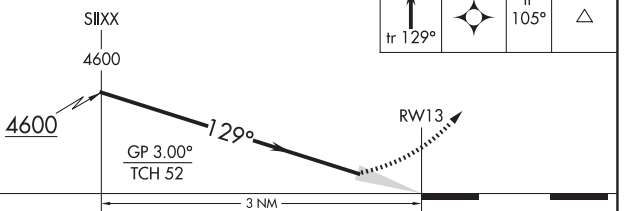
ELEV 3607 | D | TDZE 3603



REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

See planview for multiple IF locations.

5400	PAMPE	tr	CAUDE
tr 129°		105°	



CATEGORY	A	B	C	D
RNP 0.30 DA	3976-1¼ 373 (400-1¼)			

AUTHORIZATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AMARILLO, TEXAS | AL-19 (FAA) | 25219

APP CRS	Rwy Ldg	13502
218°	TDZE	3606
	Apt Elev	3607

RNAV (RNP) Z RWY 22

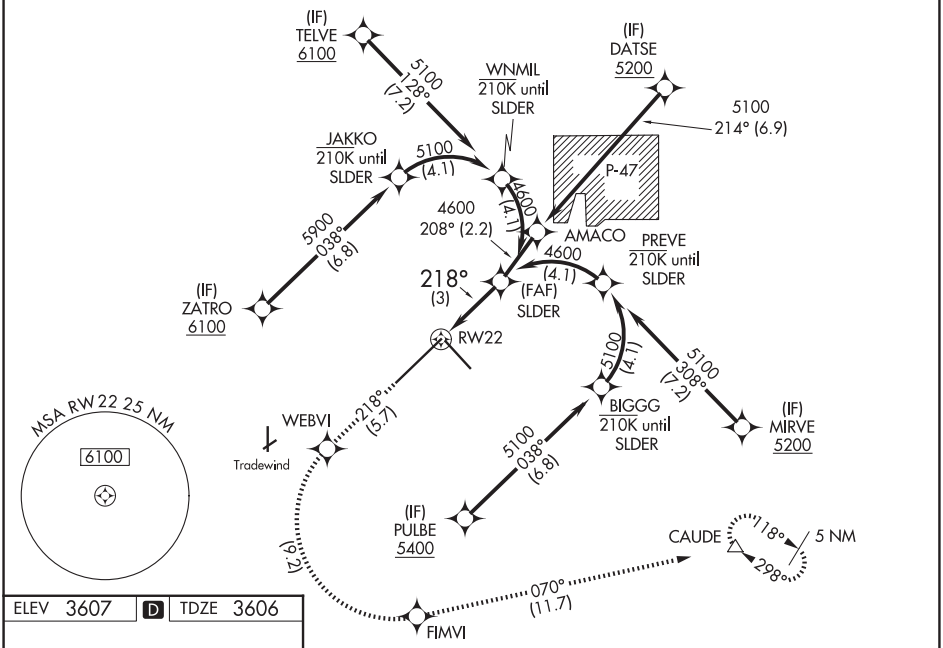
RICK HUSBAND AMARILLO INTL (AMA)

ASR: 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 ⅞ SM and increase RNP 0.30 all Cats visibility to 1⅛ SM.

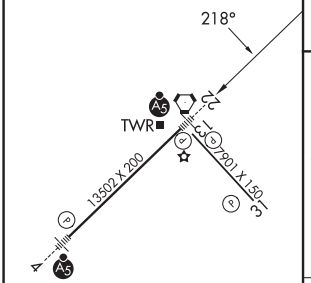
MALSR

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.

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



ELEV 3607 | D | TDZE 3606



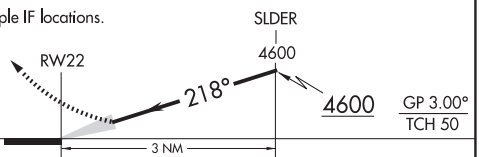
REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

RNAV 1 - GPS or RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

5400	WEBVI		FIMVI	tr 070°	CAUDE
tr 218°					

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.14 DA	3884-½ 278 (300-½)			
RNP 0.30 DA	3958-¾ 352 (400-¾)			

AUTHORIZATION REQUIRED

AMARILLO, TEXAS
Amdt 1 12OCT17

35°13'N-101°42'W

RICK HUSBAND AMARILLO INTL (AMA)

RNAV (RNP) Z RWY 22

SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	7901
309°	TDZE	3601
	Apt Elev	3607

RNAV (RNP) Z RWY 31

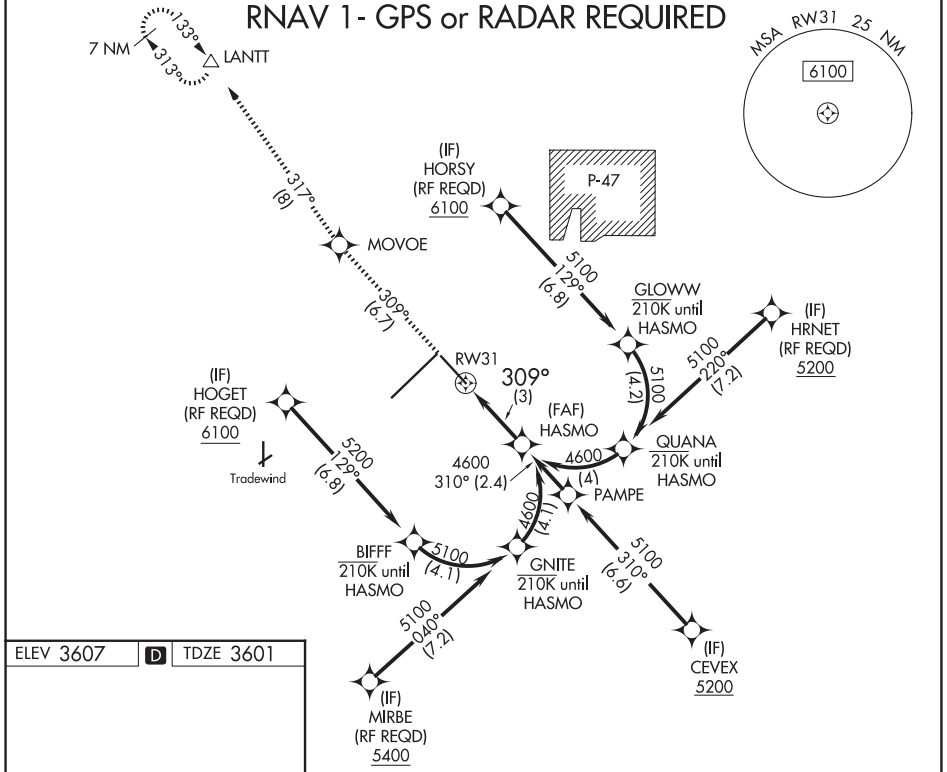
RICK HUSBAND AMARILLO INTL (AMA)

ASR For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 51°C (124°F). GPS required.

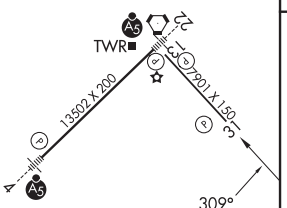
MISSED APPROACH: Climb to 6200 on track 309° to MOVOE and track 317° to LANTT and hold.

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

RNAV 1- GPS or RADAR REQUIRED



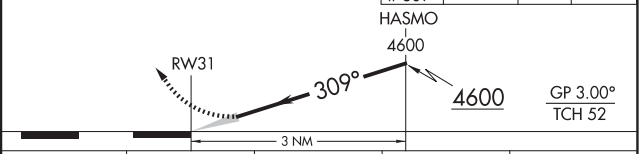
ELEV 3607 D TDZE 3601



REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

See planview for multiple IF locations.

6200	MOVOE	tr	LANTT
tr 309°		317°	



CATEGORY	A	B	C	D
RNP 0.30 DA	3930-1⅛ 329 (400-1⅛)			

AUTHORIZATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AMARILLO, TEXAS | AL-19 (FAA) | 25219

WAAS CH 82718 W04A | APP CRS 038° | Rwy Ldg 13502 TDZE 3607 Apt Elev 3607

RNAV (GPS) Y RWY 4

RICK HUSBAND AMARILLO INTL (AMA)

RNP APCH.

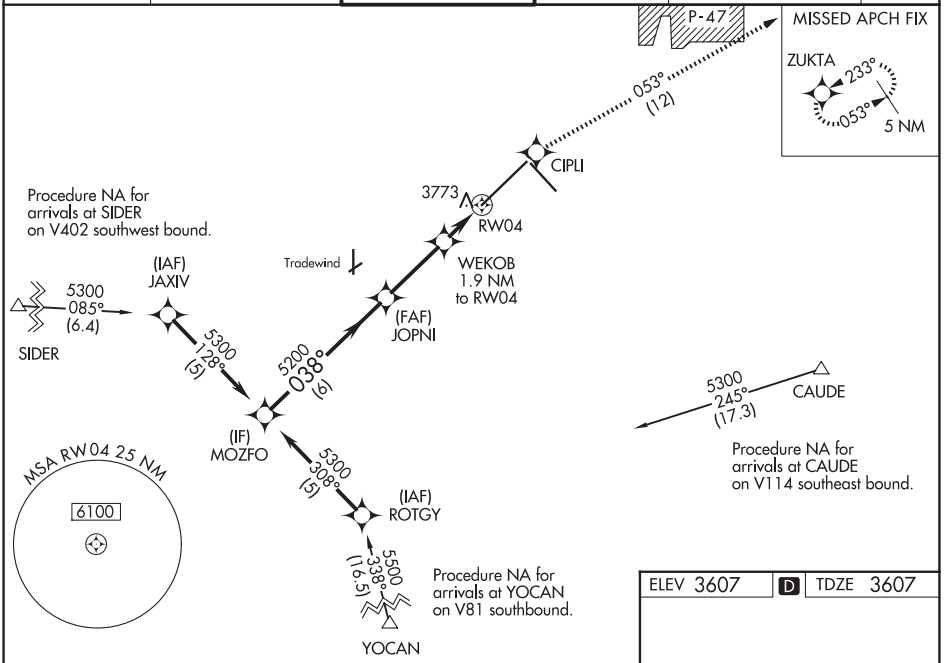
T A ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and LNAV/VNAV and LNAV Cat E to 1¼ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

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

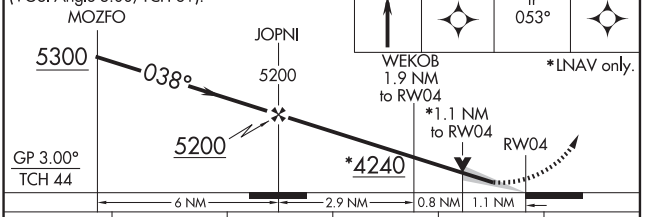
ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65 239.275	122.95



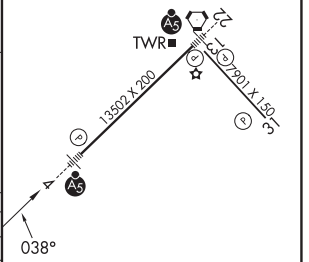
SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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



5400	CIPLI	tr 053°	ZUKTA
	WEKOB 1.9 NM to RW04	*1.1 NM to RW04	*LNAV only.



CATEGORY	A	B	C	D	E
LPV DA **	3807/24 200 (200-½)				
LNAV/VNAV DA	4028/50 421 (500-1)				
LNAV MDA	4040/24 433 (500-½)		4040/40 433 (500-¾)	4040/50 433 (500-1)	
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)	4460-3 853 (900-3)

REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

AMARILLO, TEXAS
Amdt 1B 10SEP20

35°13'N-101°42'W

RICK HUSBAND AMARILLO INTL (AMA)
RNAV (GPS) Y RWY 4

WAAS	APP CRS	Rwy Ldg	7901
CH 57919	129°	TDZE	3603
W13A		Apt Elev	3607

RNAV (GPS) Y RWY 13

RICK HUSBAND AMARILLO INTL (AMA)

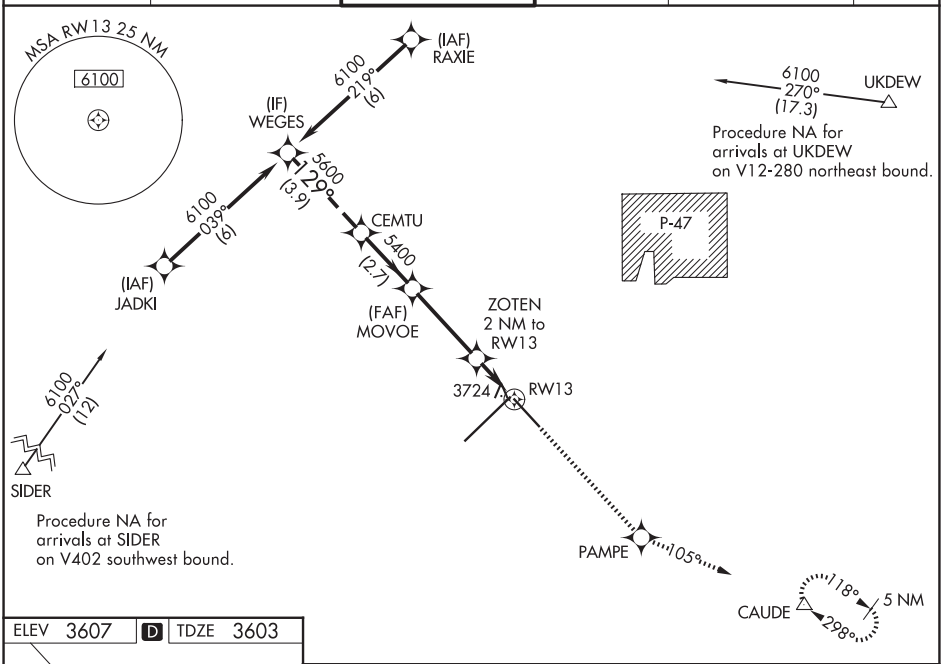
RNP APCH.

ASR

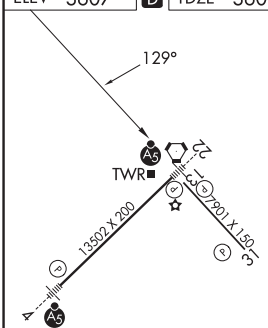
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C.

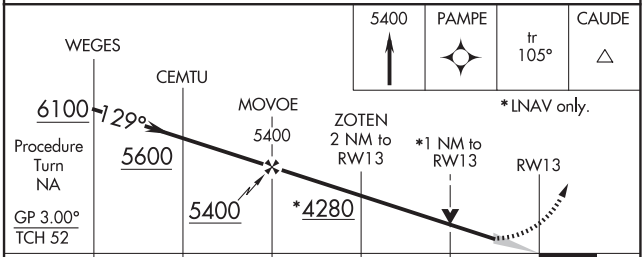
MISSED APPROACH: Climb to 5400 direct PAMPE and on track 105° to CAUDE and hold.

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



ELEV 3607 D TDZE 3603





CATEGORY	A	B	C	D
LPV DA	3803-¾ 200 (200-¾)			
LNAV/VNAV DA	3976-1¼ 373 (400-1¼)			
LNAV MDA	3980-1 377 (400-1)			3980-1¼ 377 (400-1¼)
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)

REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AMARILLO, TEXAS | AL-19 (FAA) | 25219

RNAV (GPS) Y RWY 22

RICK HUSBAND AMARILLO INTL (AMA)

WAAS	APP CRS	Rwy Ldg	13502
CH 50447	214°	TDZE	3606
W22A		Apt Elev	3607

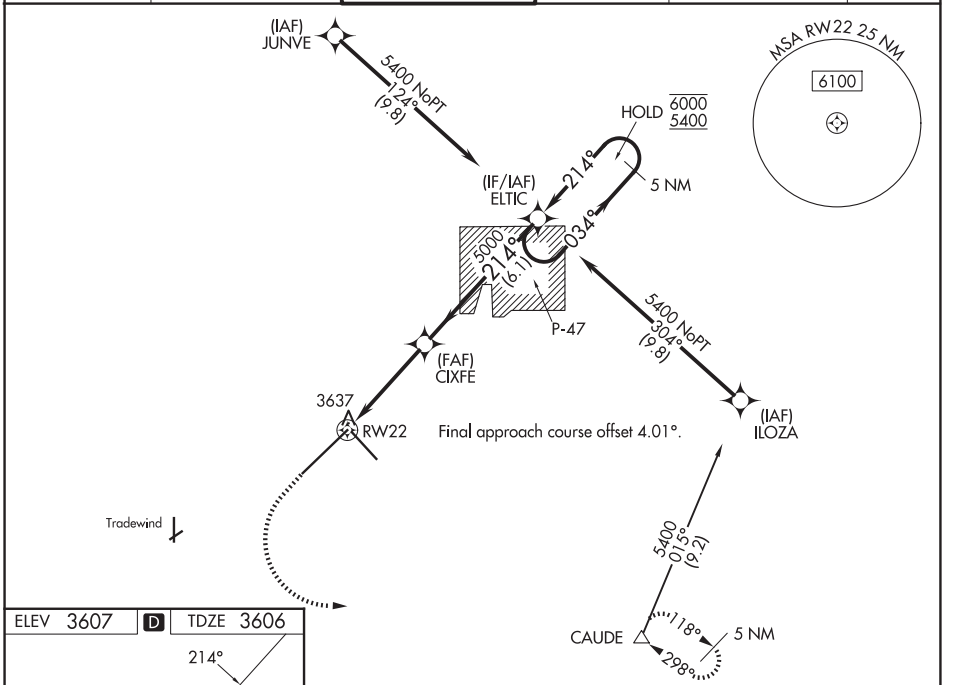
RNP APCH - GPS.

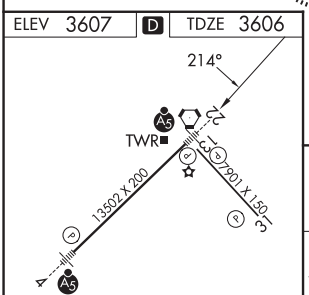
T A ASR For inop ALS, increase LP Cats A/B visibility to 1 SM and Cats C/D/E to ⅞ SM. Increase LNAV Cats A/B visibility to 1 SM and Cats C/D/E to 1⅛ SM.

MALSR (A5)

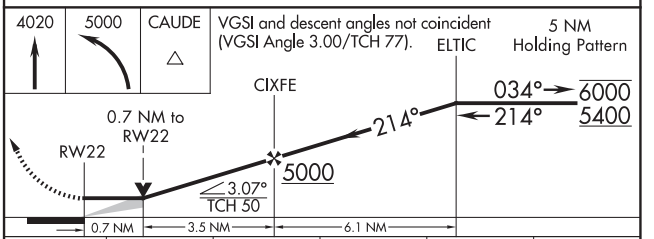
MISSED APPROACH: Climb to 4020 then climbing left turn to 5000 direct CAUDE and hold.

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





REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D	E
LP MDA	3900-¾ 294 (300-¾)				
LNAV MDA	4020-¾ 414 (500-¾)				
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)	4460-3 853 (900-3)

AMARILLO, TEXAS
Amdt 2 07AUG25

35°13′N-101°42′W

RICK HUSBAND AMARILLO INTL (AMA)

RNAV (GPS) Y RWY 22

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	7901
CH 82319	310°	TDZE	3601
W31A		Apt Elev	3607

RNAV (GPS) Y RWY 31

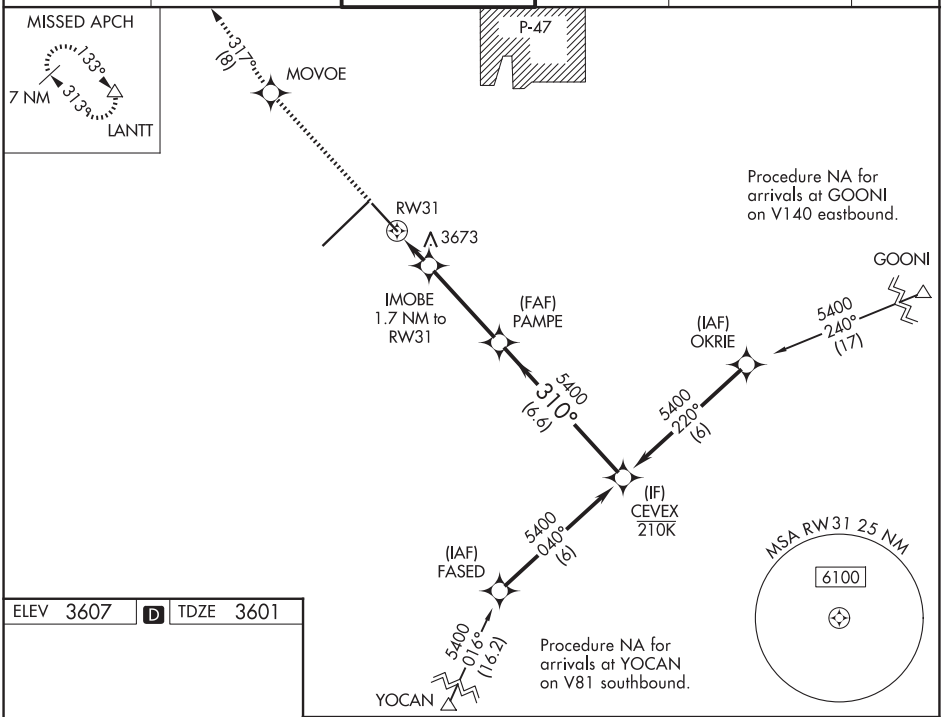
RICK HUSBAND AMARILLO INTL (AMA)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 46°C (116°F). When local altimeter setting not received, use Borger altimeter setting: increase DA to 4004 and all visibilities ⅝ mile; increase all MDA 160 feet and visibility Cat C and D ½ mile. Baro-VNAV and VDP NA when using Borger altimeter setting.

ASR

MISSED APPROACH: Climb to 6100 direct MOVOE and on track 317° to LANTT and hold.

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



CATEGORY	A	B	C	D
LPV DA	3851-¾ 250 (300-¾)			
LNAV/VNAV DA	3851-¾ 250 (300-¾)			
LNAV MDA	3940-1 339 (400-1)			
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)

REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RIQ	APP CRS	Rwy Ldg 13502
111.1	214°	TDZE 3606
Chan 48		Apt Elev 3607

LDA RWY 22

RICK HUSBAND AMARILLO INTL (AMA)

RADAR required for procedure entry.

ASR

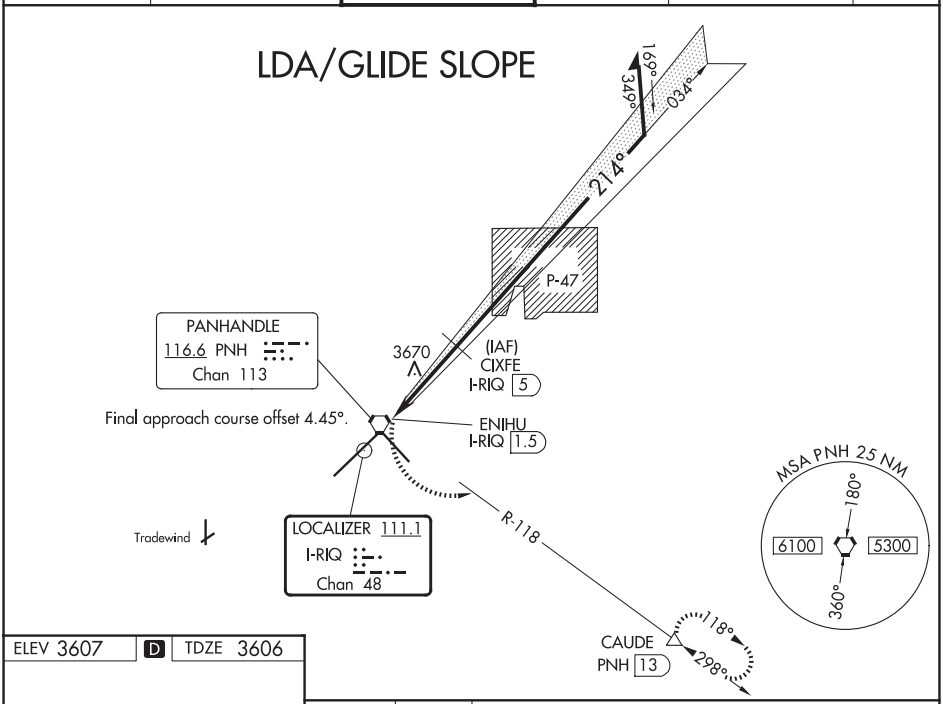
For inop ALS, increase LDA/GS-22 all Cats visibility to ¾ SM; increase LDA-22 Cat C/D/E visibility to ⅞ SM. Final approach course offset 4.45 degrees intersects the runway centerline 2509′ from Rwy 22 thld.

MALSR

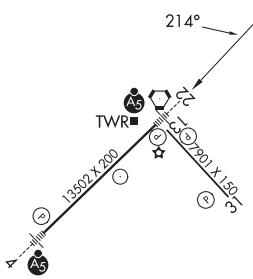
MISSED APPROACH: Climbing left turn to 5000 on PNH VORTAC R-118 to CAUDE and hold.

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

LDA/GLIDE SLOPE



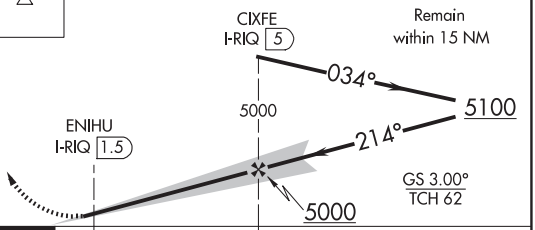
ELEV 3607 D TDZE 3606



REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

5000 CAUDE
PNH R-118

VGSI and LDA glidepath not coincident (VGSI Angle 3.00/TCH 77).



CATEGORY	A	B	C	D	E
S-LDA/GS 22	3856-½ 250 (300-½)				
S-LDA 22	3920-½ 314 (400-½)			3920-¾ 314 (400-¾)	
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)	4460-3 853 (900-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 13

RICK HUSBAND AMARILLO INTL (AMA)

VORTAC PNH	APP CRS	Rwy Ldg	7901
116.6	115°	TDZE	3603
Chan 113		Apt Elev	3607

DME required.

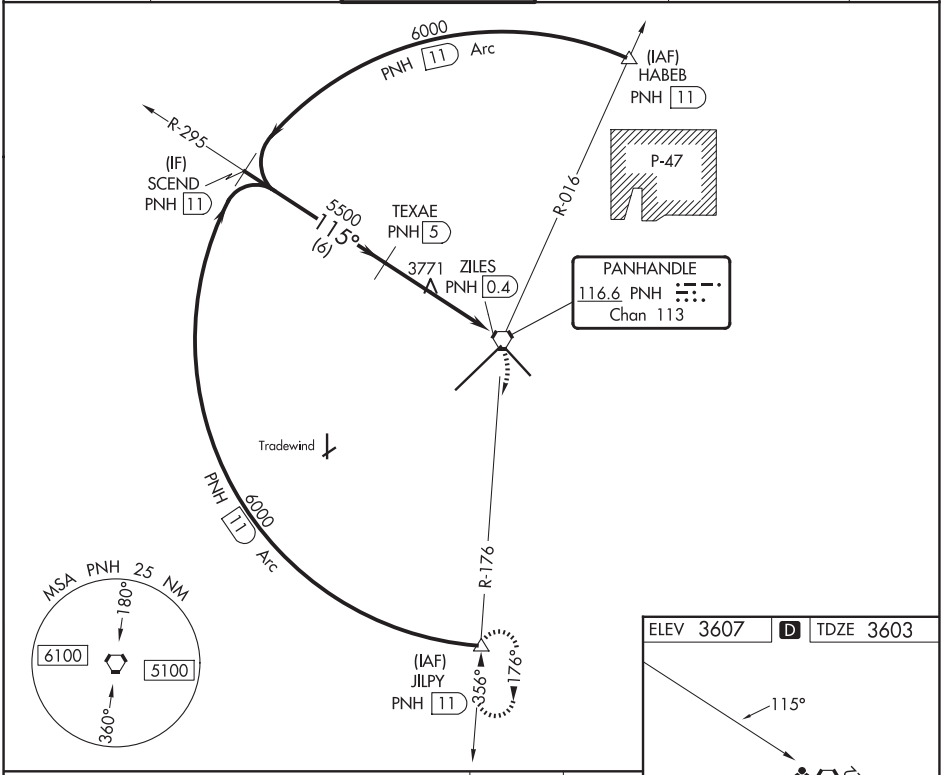
T

A

ASR

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

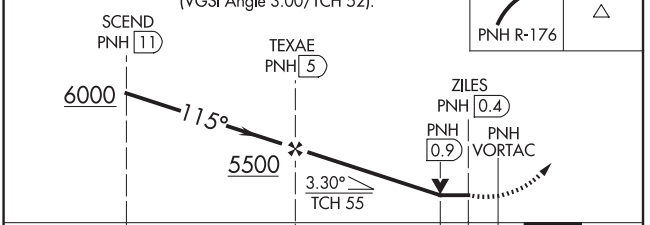
ATIS	AMARILLO APP CON★	AMARILLO TOWER★	GND CON	CLNC DEL	UNICOM
118.85 350.3	119.5 307.0	118.3(CTAF) L 257.9	121.9 348.6	121.65 239.275	122.95



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52).

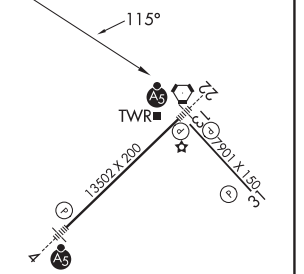
5300 PNH R-176

JILPY



CATEGORY	A	B	C	D	E
S-13	4040-1	437 (500-1)	4040-1¼	437 (500-1¼)	
CIRCLING	4080-1	473 (500-1)	4240-1½ 633 (700-1½)	4280-2 673 (700-2)	4460-3 853 (900-3)

ELEV 3607 D TDZE 3603



REIL Rwy 13 L

HIRL Rwys 4-22 and 13-31 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AMARILLO, TEXAS | AL-19 (FAA) | 25219

VOR RWY 22

RICK HUSBAND AMARILLO INTL (AMA)

VORTAC PNH	APP CRS	Rwy Ldg	13502
116.6	235°	TDZE	3606
Chan 113		Apt Elev	3607

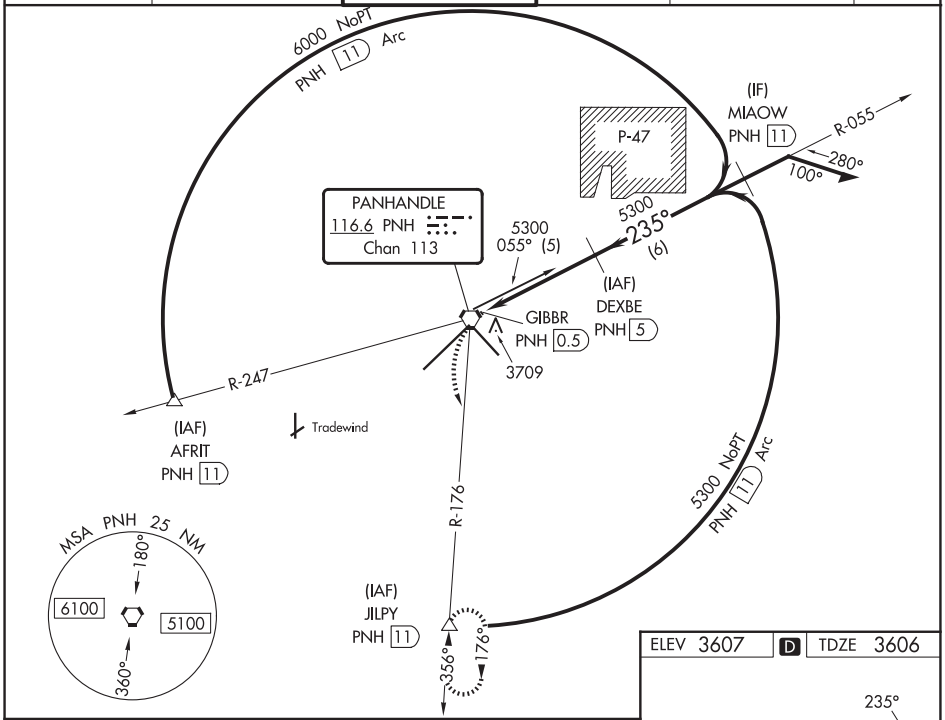
DME required.

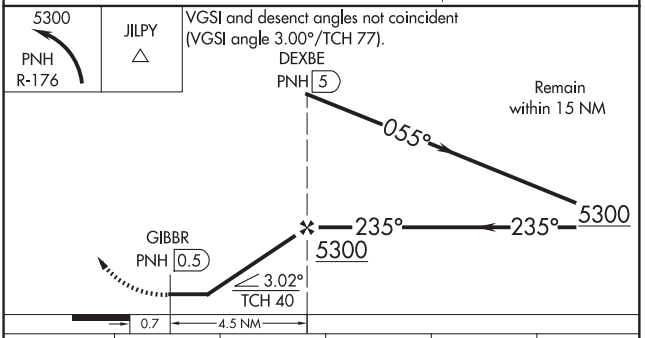
For inop ALS, increase Cat C visibility to 1 SM.

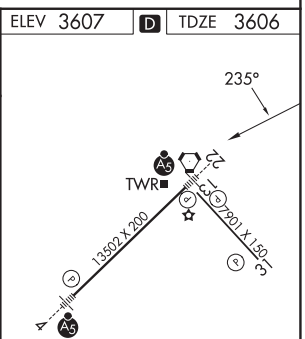
MALSR

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

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







CATEGORY	A	B	C	D	E
S-22	3960-½ 354 (400-½)		3960-¾ 354 (400-¾)	3960-1 354 (400-1)	
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)	4460-3 853 (900-3)

REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

AMARILLO, TEXAS
Amdt 1A 10OCT19

RICK HUSBAND AMARILLO INTL (AMA)

35°13′N-101°42′W

VOR RWY 22

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC PNH 116.6 Chan 113	APP CRS 313°	Rwy Ldg 7901 TDZE 3601 Apt Elev 3607

VOR RWY 31

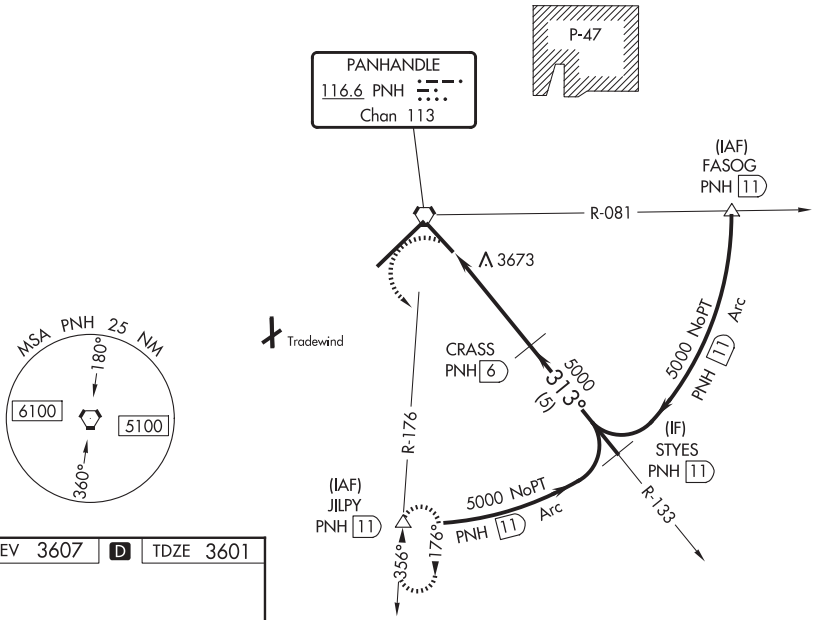
RICK HUSBAND AMARILLO INTL (AMA)

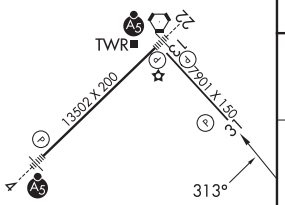
DME required.

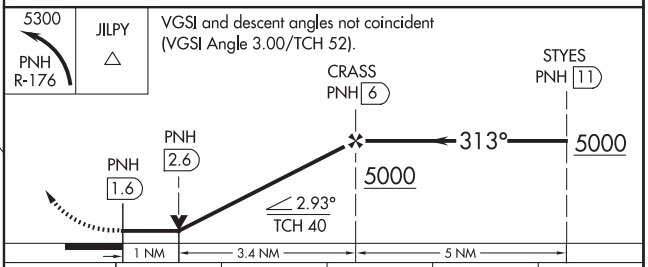
ASR

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

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







REIL Rwy 13 L
HIRL Rwys 4-22 and 13-31 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D	E
S-31	3960-1 359 (400-1)			3960-1¼ 359 (400-1¼)	
CIRCLING	4080-1 473 (500-1)		4240-1¾ 633 (700-1¾)	4280-2¼ 673 (700-2¼)	4460-3 853 (900-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

AL-19 (FAA)

RICK HUSBAND AMARILLO INTL (AMA)
AMARILLO, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25219

AMARILLO, TEXAS
RICK HUSBAND AMARILLO INTL (AMA)

WAAS	APP CRS	Rwy Idg	4809
CH 42632	352°	TDZE	3641
W35A		Apt Elev	3649

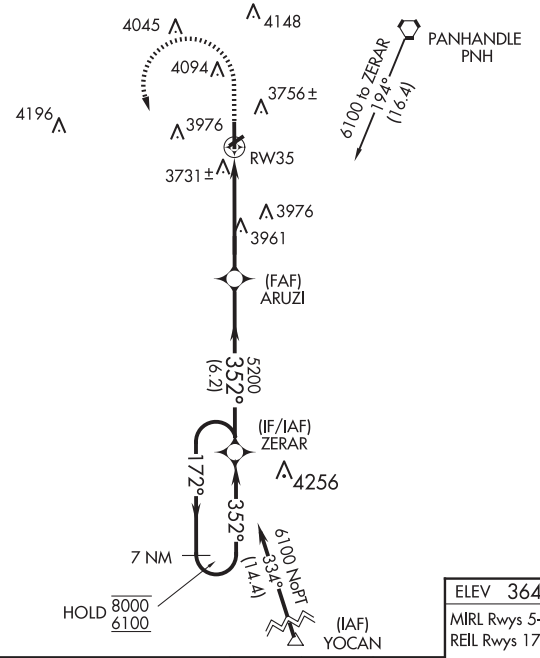
RNAV (GPS) RWY 35
TRADEWIND (TDW)

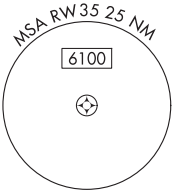
RNP APCH-GPS.

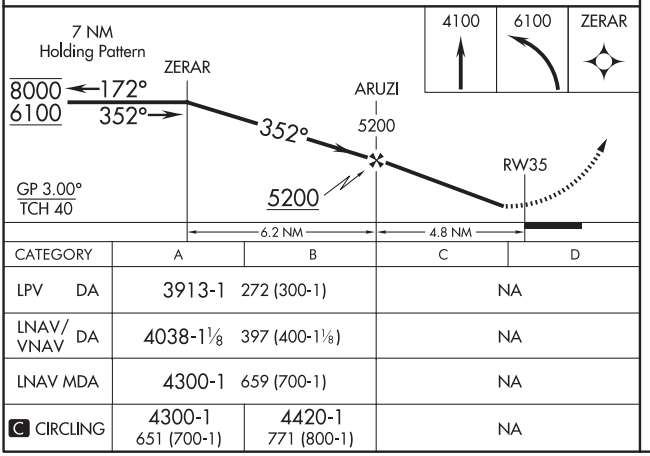
T NA Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Rick Husband Amarillo Intl altimeter setting; when not received, use Hereford altimeter setting; increase LPV DA to 3983 feet, LNAV/VNAV DA to 4108 feet, and all MDAs 80 feet, and increase LNAV/VNAV all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

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

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





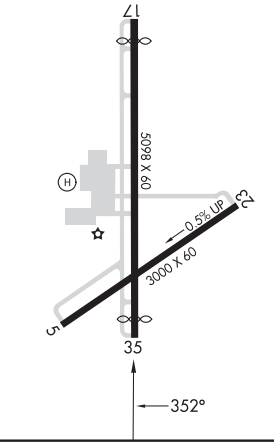


CATEGORY	A	B	C	D
LPV DA	3913-1	272 (300-1)	NA	
LNAV/VNAV DA	4038-1⅛	397 (400-1⅛)	NA	
LNAV MDA	4300-1	659 (700-1)	NA	
C CIRCLING	4300-1	651 (700-1)	4420-1	771 (800-1)	NA

ELEV 3649 TDZE 3641

MIRL Rwys 5-23 and 17-35 L

REIL Rwys 17 and 35 L



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ANDREWS, TEXAS | AL-6451 (FAA) | 25163

RNAV (GPS) RWY 16

ANDREWS COUNTY (E11)

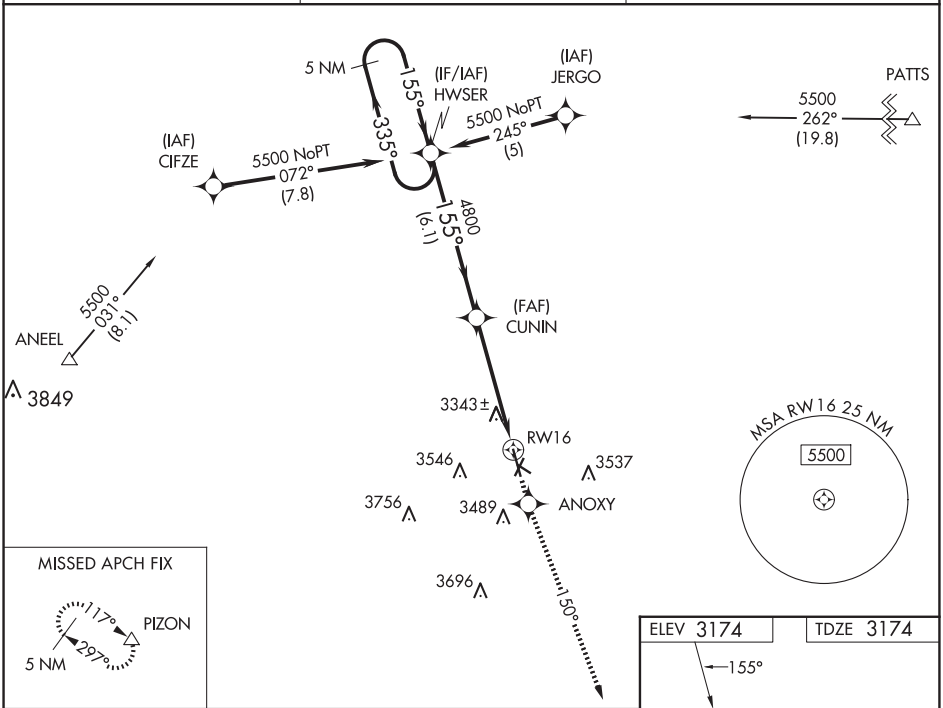
WAAS	APP CRS	Rwy Ldg	5816
CH 65813	155°	TDZE	3174
W16A		Apt Elev	3174

RNP APCH-GPS.

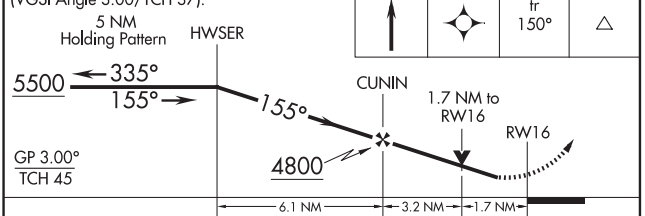
Circling NA west of Rwy 16/34. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not recieved, use Midland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 2, 11, 20, 29, 34 NA at night. VDP NA when using Midland altimeter setting.

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

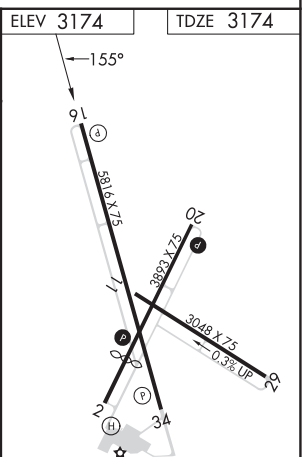
AWOS - 3	MIDLAND APP CON ★	UNICOM
118.2	124.6 290.4	122.8 (CTAF) L



5000	ANOXY	tr 150°	PIZON



CATEGORY	A	B	C	D
LPV DA	3533-1¼ 359 (400-1¼)			NA
LNAV/VNAV DA	3802-2¼ 628 (700-2¼)			NA
LNAV MDA	3780-1 606 (700-1)		3780-1¾ 606 (700-1¾)	NA
CIRCLING	3780-1 606 (700-1)		4000-2½ 826 (900-2½)	NA



MIRL Rwys 2-20 and 16-34 L
REIL Rwys 16 and 34 L

ANDREWS, TEXAS
Orig-B 12AUG21

32°20'N-102°32'W

ANDREWS COUNTY (E11)

RNAV (GPS) RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

LOC/DME I-GKY	APP CRS	Rwy Ldg	6080
111.55	342°	TDZE	620
Chan 52 (Y)		Apt Elev	628

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.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA INT/TTT 37 DME and hold.

ASOS	LONE STAR APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.375	135.975 379.9	128.625 (CTAF) (L)	121.875	121.875	118.85 (When twr closed)

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

115.7 FUZ Chan 104
113.1 TTT Chan 78
117.7 MQP Chan 124
116.2 CVE Chan 109
015°
195°
R-213
R-119
R-206
R-195
TILLA TTT 37

113.1 TTT Chan 78
R-206

LOCALIZER 111.55
I-GKY
Chan 52(Y)

MYKES
I-GKY 5.4
RADAR

830
2000
(6)
342°

(IF)
ESIKE
I-GKY 11.4
RADAR

2300
(5)
342°

(IAF)
WIKEB
I-GKY 16.4
RADAR

162°

MSA TTT 25 NM
2700
090°
270°
3600

MISSED APCH FIX

115.7 FUZ Chan 104
113.1 TTT Chan 78
117.7 MQP Chan 124
116.2 CVE Chan 109
026°
206°
R-213
R-119
R-206
R-195
TILLA TTT 37

ELEV 628 TDZE 620

16 (d)
6080 X 100
0.5% UP
(P)
34
TWR
MIRL Rwy 16-34
REIL Rwy 16
342°

1100	3000 hdg 245°	TTT R-206	TILLA △

*LOC only.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

MYKES
I-GKY 5.4
RADAR

ESIKE
I-GKY 11.4
RADAR

*I-GKY
I-GKY 2.4
1.1

2000
342°
2300
2000

GS 3.00°
TCH 60

1.3 NM 2.9 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 34	820-¾ 200 (200-¾)			NA
S-LOC 34	1060-¾ 440 (500-¾)			NA
CIRCLING	1100-1 472 (500-1)	1140-1 512 (600-1)	1220-1½ 592 (600-1½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ARLINGTON, TEXAS | AL-5189 (FAA) | 25219

RNAV (GPS) RWY 16

ARLINGTON MUNI (GKY)

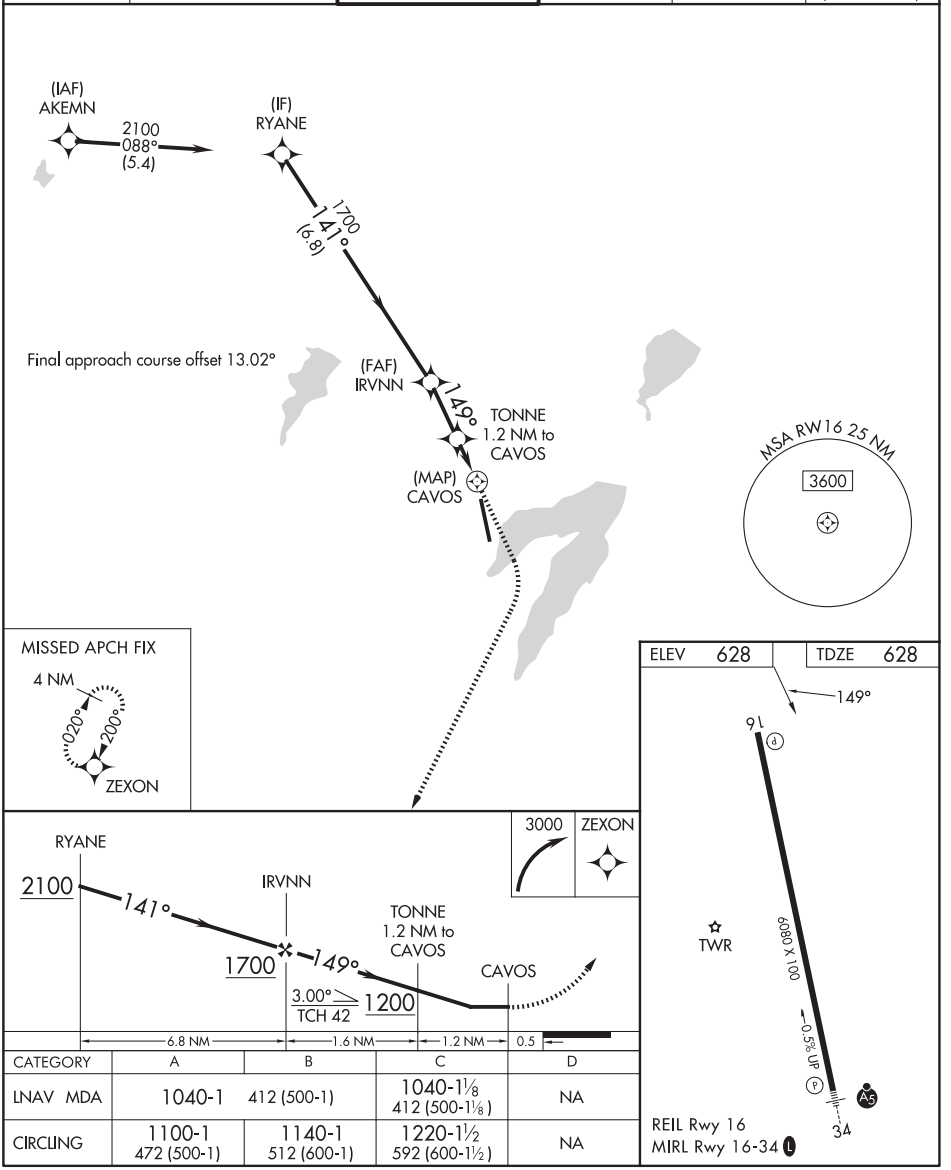
APP CRS	Rwy Ldg	6080
149°	TDZE	628
	Apt Elev	628

RNP APCH - GPS.

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct ZEXON and hold.

ASOS	LONE STAR APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.375	135.975 379.9	128.625 (CTAF) L	121.875	121.875	118.85 (When twr closed)



CATEGORY	A	B	C	D
LNAV MDA	1040-1 412 (500-1)		1040-1⅛ 412 (500-1⅛)	NA
CIRCLING	1100-1 472 (500-1)	1140-1 512 (600-1)	1220-1½ 592 (600-1½)	NA

ARLINGTON, TEXAS
Amdt 1 12JUN25

32°40'N-97°06'W

ARLINGTON MUNI (GKY)

RNAV (GPS) RWY 16

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RNAV (GPS) RWY 34

ARLINGTON MUNI (GKY)

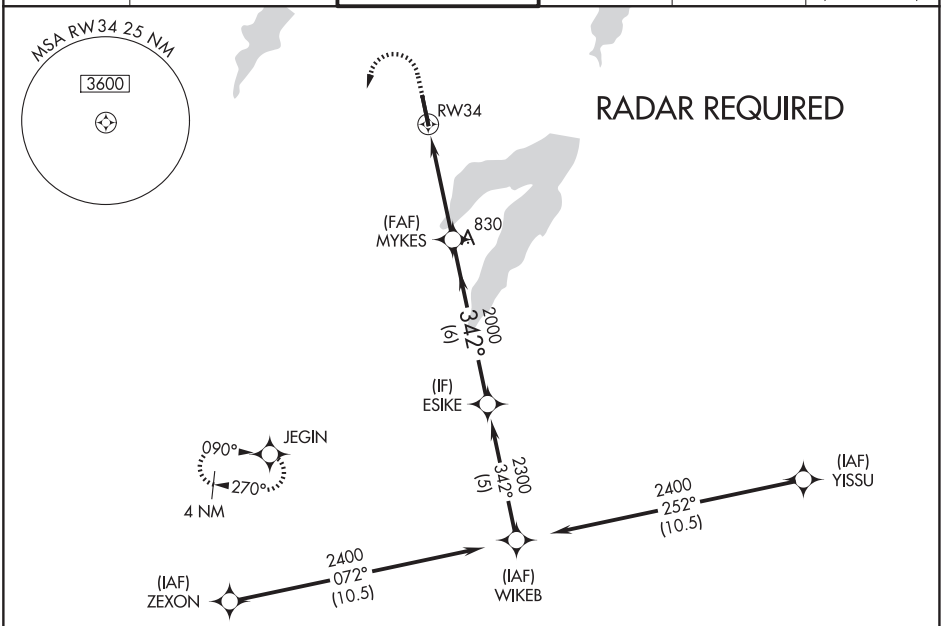
WAAS	APP CRS	Rwy Ldg	6080
CH 93827	342°	TDZE	620
W34A		Apt Elev	628

When local altimeter setting not received, use Grand Prairie Muni altimeter setting. 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. Inop table does not apply to LPV. For inop MALSR increase LNAV Cat A, B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct JEGIN and hold.

ASOS	LONE STAR APP CON	ARLINGTON TOWER ★	GND CON	CLNC DEL	CLNC DEL
127.375	135.975 379.9	128.625 (CTAF) L	121.875	121.875	118.85 (When twr closed)



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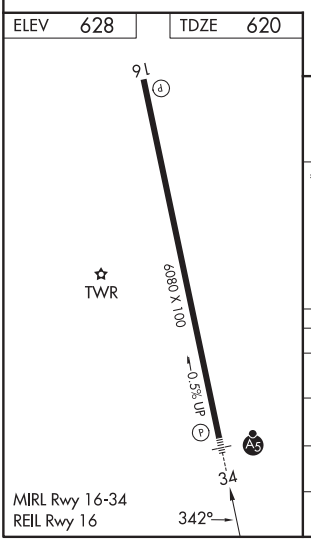
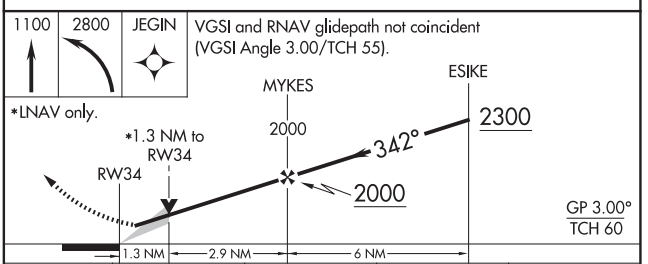




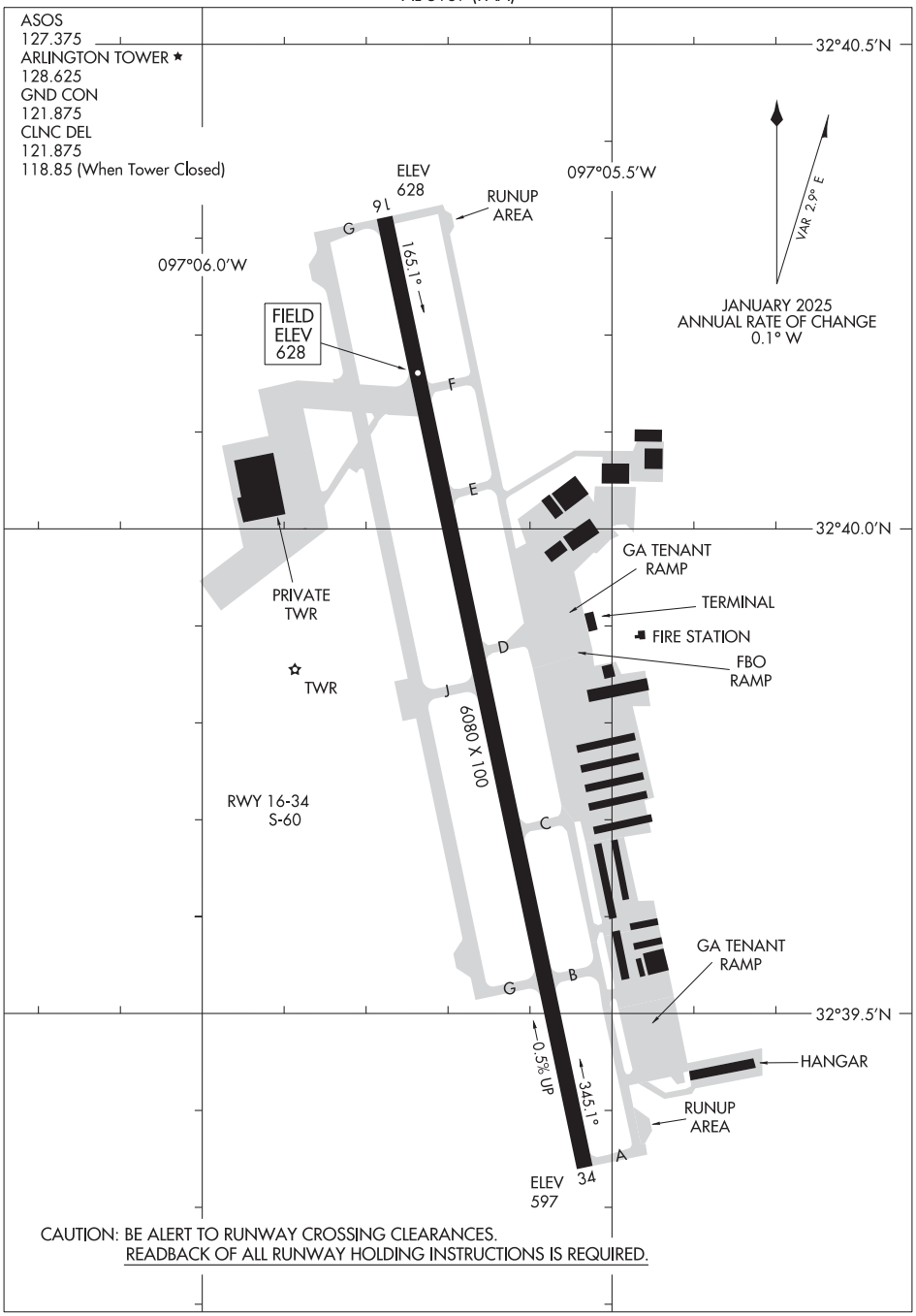
CATEGORY	A	B	C	D
LPV DA	820-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1021-¾ 401 (400-¾)			NA
LNAV MDA	1060-¾ 440 (500-¾)			NA
CIRCLING	1100-1 472 (500-1)	1140-1 512 (600-1)	1220-1½ 592 (600-1½)	NA

25219

AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS



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

AIRPORT DIAGRAM
25219

ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR 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)
MSA GKY 25 NM
3600
DEMII
5000
313°
342°
162°
316°
1400
2500
270°
(13)
BOTCH
13000
NOTE: Chart not to scale.
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
TAKEOFF MINIMUMS
Rwys 16, 34: Standard.
9000 *2600 308° (16)
9000 *2500 287° (13)
9000 *2500 256° (12)
9000 *2500 232° (11)
PGLET
TYGGR
ROOOO
RBBIT
9000 *3600 291° (27)
9000 *2800 288° (27)
9000 *2800 283° (26)
9000 *3100 262° (25)
9000 *3100 268° (25)
MUTEE
DBLSS
RUFFS
FUMED
LYNDE
9000 *3000 291° (66)
9000 *3000 288° (69)
9000 *3400 282° (71)
9000 *3100 268° (51)
9000 *3100 262° (56)
HUDAD
HRPER
KATZZ
ALIAN
WSTEX
9000 *3100 285° (37)
9000 *4000 282° (75)
9000 *4100 263° (50)
9000 *3100 251° (33)
HULZE
BRHMA
CIKAN
DOSXX
N
TOP ALTITUDE: ASSIGNED BY ATC
NOTE: ALIAN Transition: ATC assigned only.
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 162° to 2500, then on heading 316° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 34: Climb on heading 342° to 1400, then on heading 313° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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LONE STAR 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.
TOP ALTITUDE: ASSIGNED BY ATC
TAKEOFF MINIMUMS
Rwys 16, 34: Standard.
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
LITTLE ROCK
113.9 LIT
Chan 86
TEXARKANA
116.3 TXK
Chan 110
BELCHER
117.4 EIC
Chan 121
GREGG COUNTY
112.9 GGG
Chan 76
MSA TTT 25 NM
090°
270°
2700
3600
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
NOTE: SOLDO Transition: ATC assigned.
N
342°
162°
1400
2500
NOBLY
COBUG
ORTRO
TRISS
SHERO
SOLDO
CLARE
POTEN
TEKBE
SHRLY
R-184
R-182
R-180
R-181
R-320
R-244
R-187
R-259
R-346
(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.

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.

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GARLAND SIX DEPARTURE

(GARL6.TTT) 25107 AL-5189 (FAA) ARLINGTON MUNI (GKY)

GARLAND SIX DEPARTURE

ARLINGTON, TEXAS

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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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JOE POOL EIGHT DEPARTURE

LONE STAR 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.

TOP ALTITUDE: ASSIGNED BY ATC

MSA TTT 25 NM
2700
090° 270°
3600

MAVERICK
113.1 TTT
Chan 78

1400
342°
162°
2500

2500
186°
(36)

4000
156°
(37)

(35) 4000
*3400
176°

(35) 4000
166°

TSA

NELYN

JASPA

ARDIA

DARTZ

6000
*2300
156°
(25)

62

3800
*2100
177°
(38)

6000
*2400
176°
(45)

7000
*2300
166°
(35)

70

BRDEN

(23) 6000
*2300
156°

85

154°

334°

R-357

WACO
115.3 ACT
Chan 100

80

R-074

R-093

ELLVR

LEONA
110.8 LOA
Chan 45

R-120

WINDU

77

187

12000
*3100
193°
(70)

7000
*2300
154°
(69)

TORNN

6000
*1900
154°
(22)

BILEE

R-269

R-012

COLLEGE STATION
113.3 CLL
Chan 80

R-334

HOARY

R-307

12000
*2900
204°
(66)

6000
*1900
154°
(55)

R-334

TAKEOFF MINIMUMS
Rwys 16, 34: Standard.

CENTEX
112.8 CWK
Chan 75

R-024

SAN ANTONIO
116.8 SAT
Chan 115

NAVASOTA
115.9 TNV
Chan 106

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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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.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
LONE STAR 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)
TAKEOFF MINIMUMS
Rwys 16, 34: Standard.
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
MAVERICK
113.1 TTT
Chan 78
V568
R-148
3100
328°
(25)
KARYN
4000
*3000
330°
(22)
MUZZO
V568
65
R-330
4000
*3000
285°
(27)
FERRA
2700
*2400
285°
(37)
3500
*2800
250°
(36)
PODDE
1400
342°
162°
2500
3000
261°
(13)
R-081
V66
3700
253°
(96)
R-071
V62
6000
*4800
296°
(127)
R-114
N
MSA TTT 25 NM
2700
3600
090°
270°
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)

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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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(CONTINUED 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)

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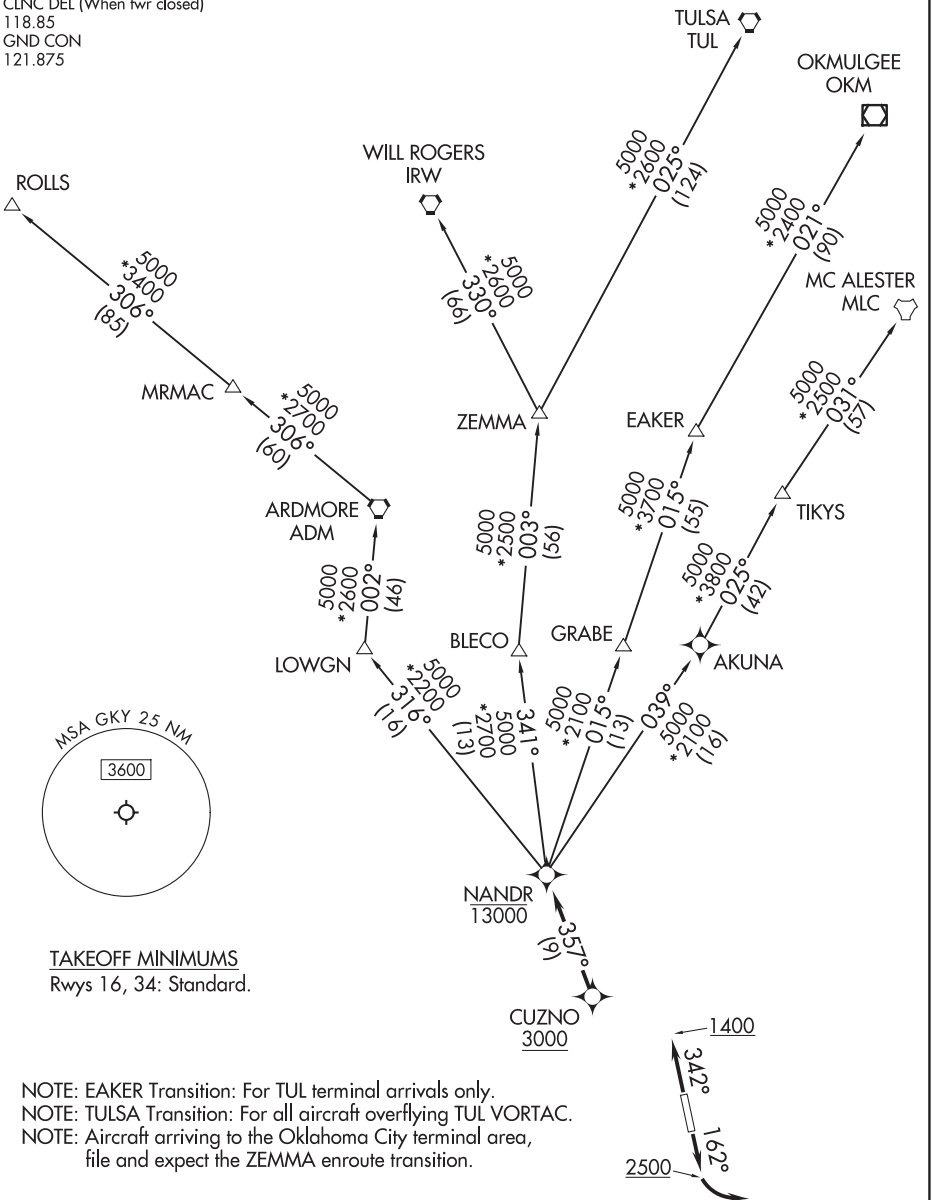
LONE STAR DEP CON
135.975 379.9
CLNC DEL
121.875
CLNC DEL (When twr closed)
118.85
GND CON
121.875

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 16, 34: 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.

(CONTINUED ON FOLLOWING PAGE)

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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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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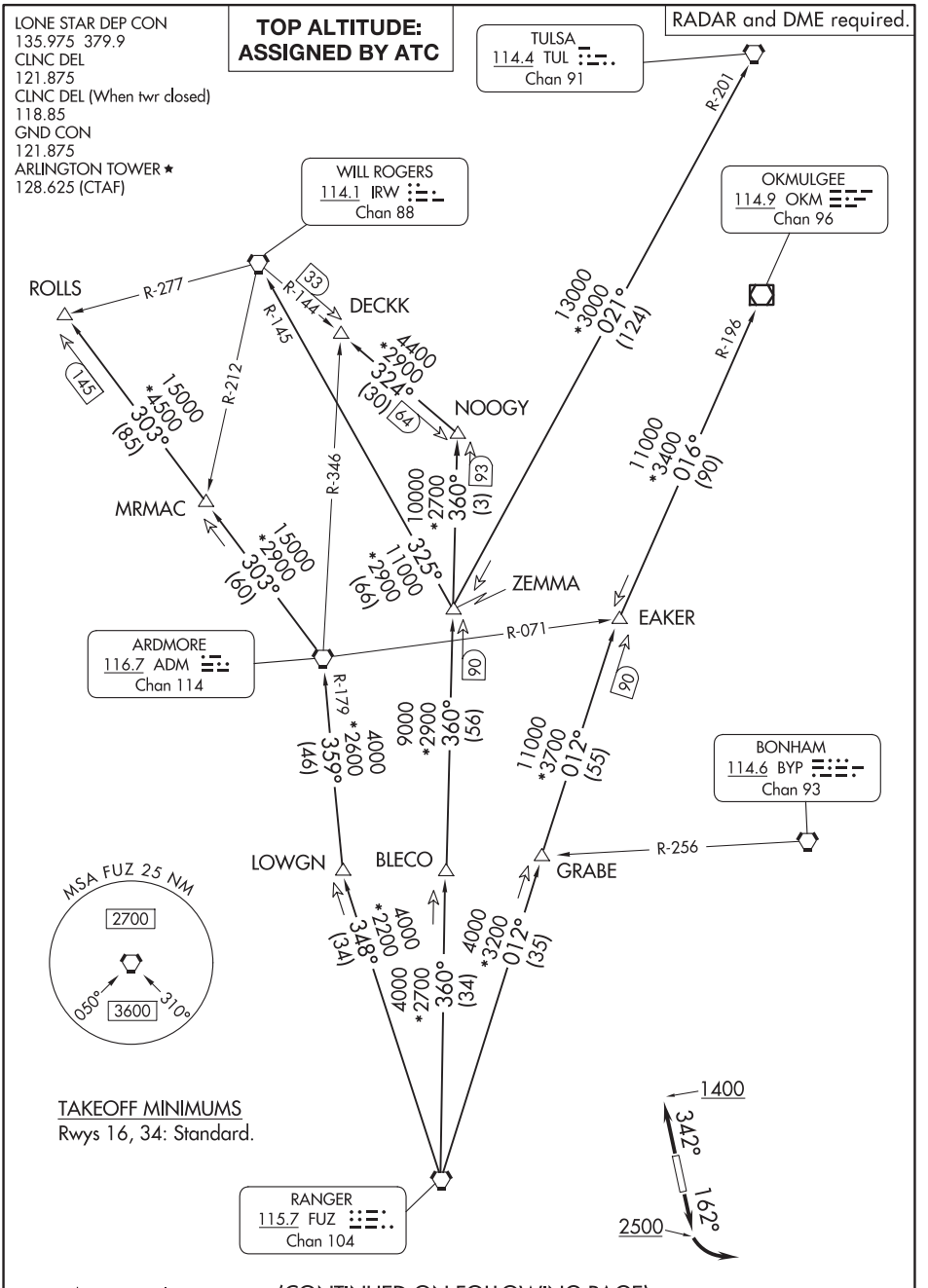
TEXOMA FIVE DEPARTURE



SC-2, 07 AUG 2025 to 02 OCT 2025

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.

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WORTH ONE 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.

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.

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RNAV (GPS) RWY 18

ATHENS MUNI (F44)

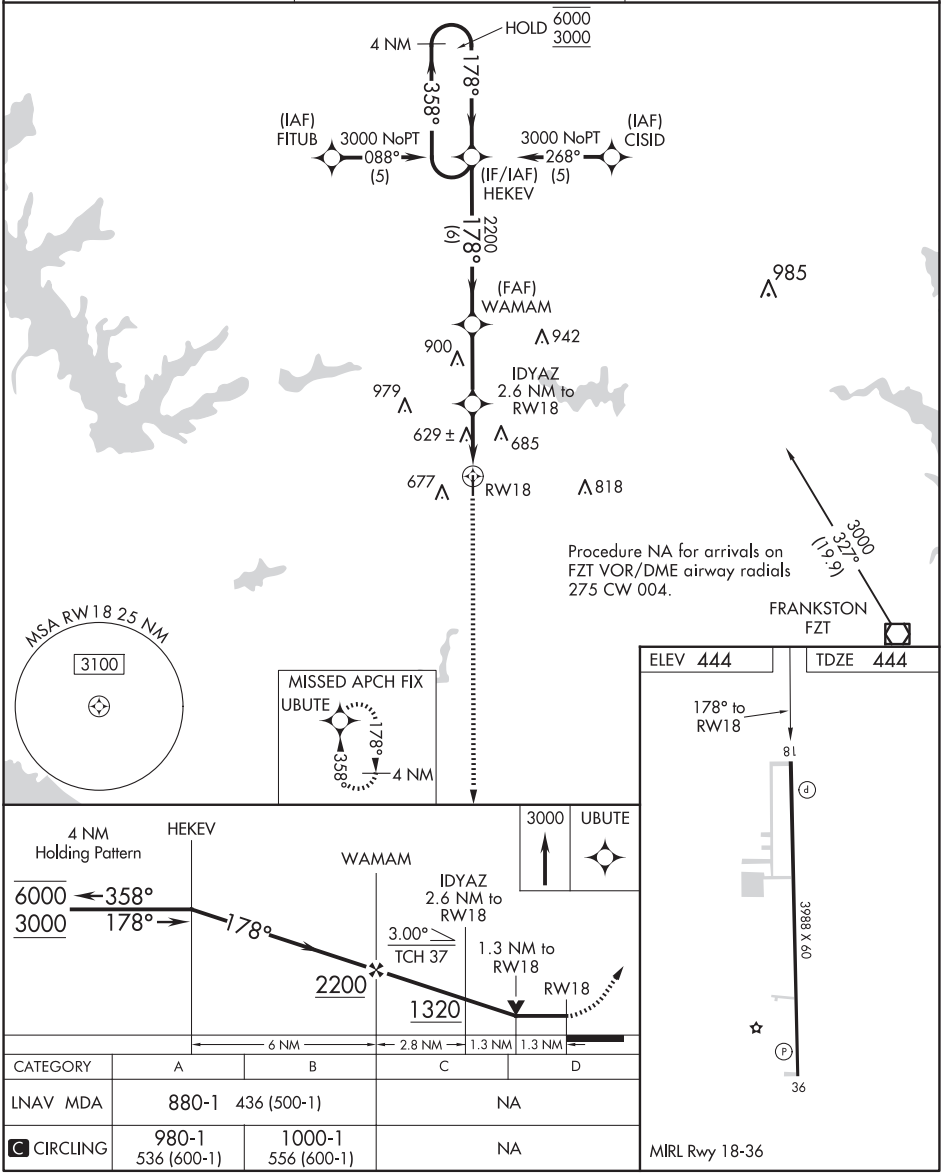
APP CRS	Rwy Idg	3988
178°	TDZE	444
	Apt Elev	444

RNP APCH.

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

MISSED APPROACH: Climb to 3000 direct UBUTE and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
119.6	135.25 265.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	880-1	436 (500-1)	NA	
C CIRCLING	980-1 536 (600-1)	1000-1 556 (600-1)	NA	

MIRL Rwy 18-36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ATHENS, TEXAS

AL-5865 (FAA)

19283

RNAV (GPS) RWY 36

ATHENS MUNI (F44)

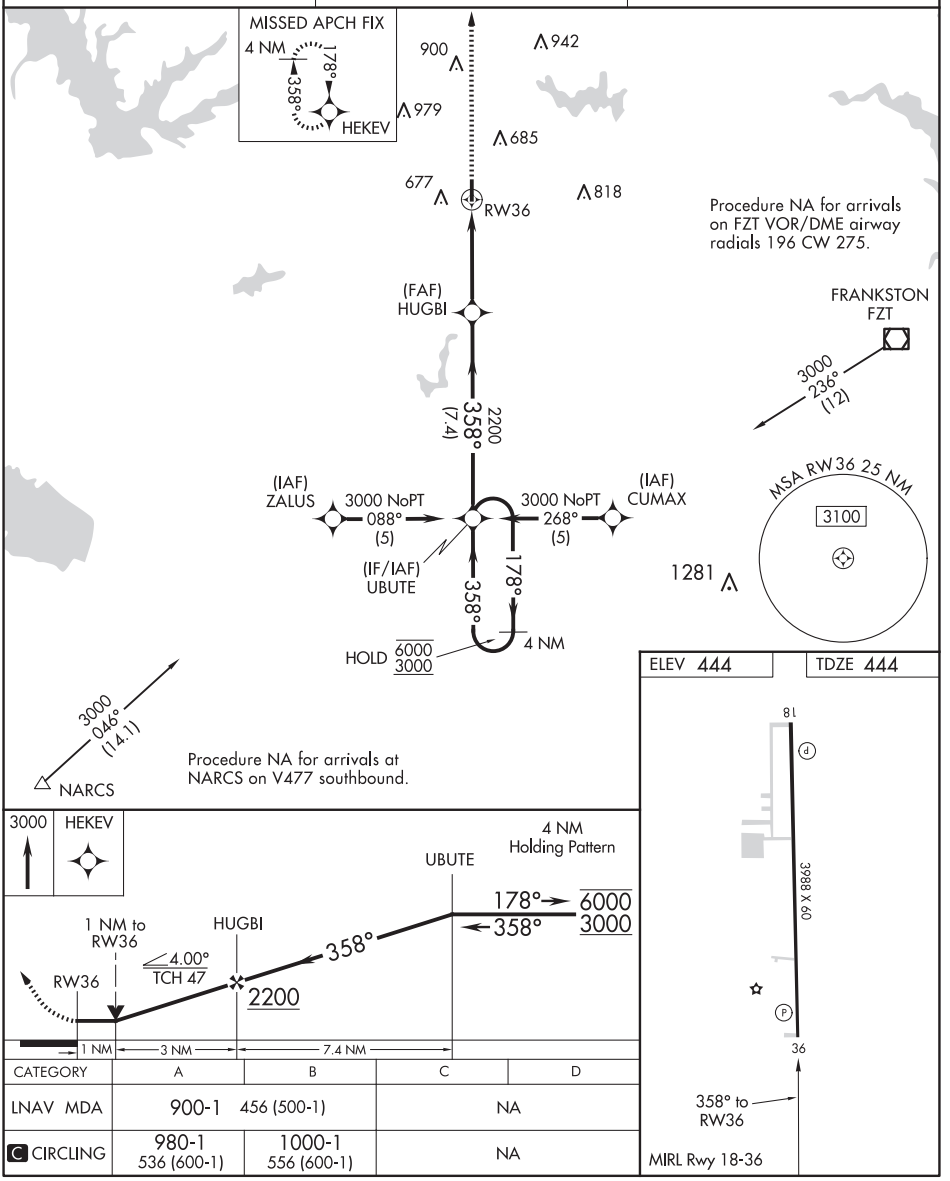
APP CRS	Rwy Idg	3988
358°	TDZE	444
	Apt Elev	444

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 3000 direct HEKEV and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
119.6	135.25 265.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	900-1	456 (500-1)	NA	
C CIRCLING	980-1 536 (600-1)	1000-1 556 (600-1)	NA	

APP CRS	Rwy Idg	3800
048°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 5

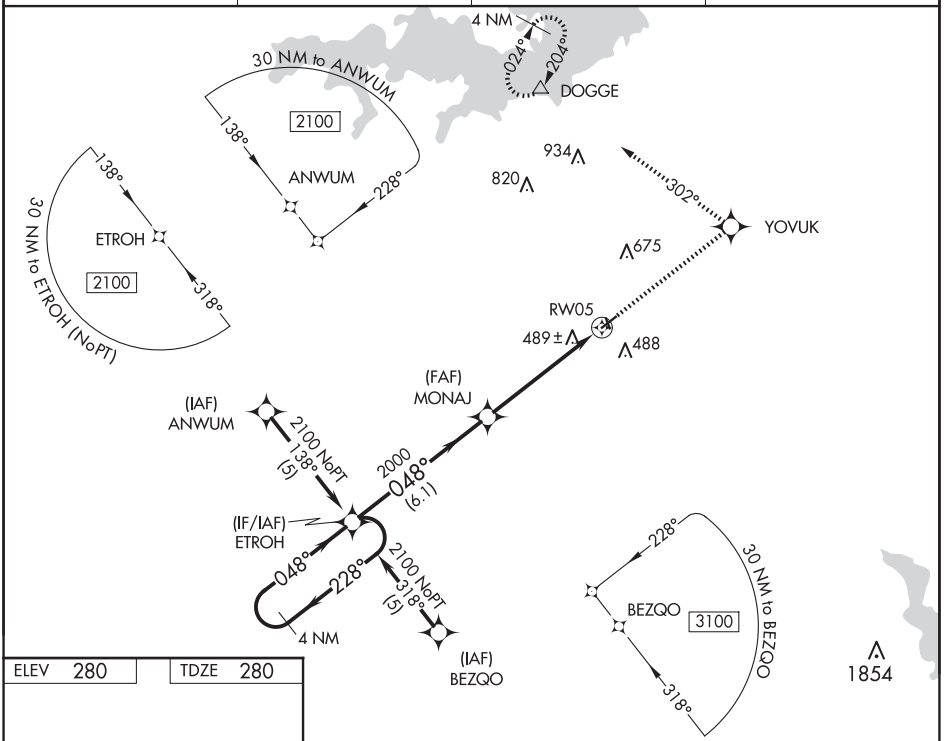
HALL-MILLER MUNI (ATA)

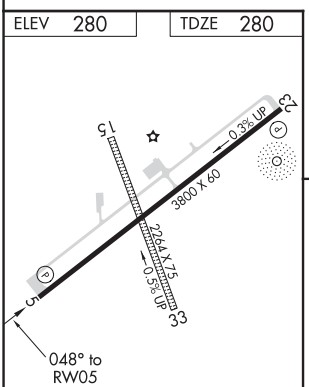
RNP APCH.

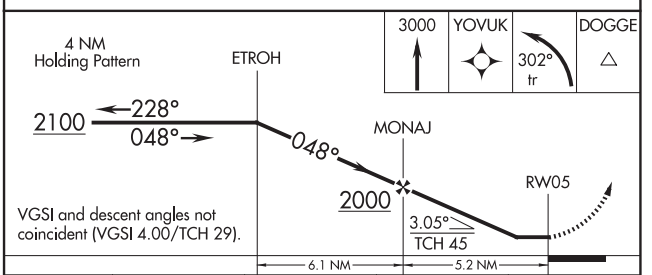
T A NA Rwy 5 helicopter visibility reduction below ¾ SM NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

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

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







CATEGORY	A	B	C	D
LNAV MDA	860-1	580 (600-1)	NA	

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

NDB RWY 5

HALL-MILLER MUNI (ATA)

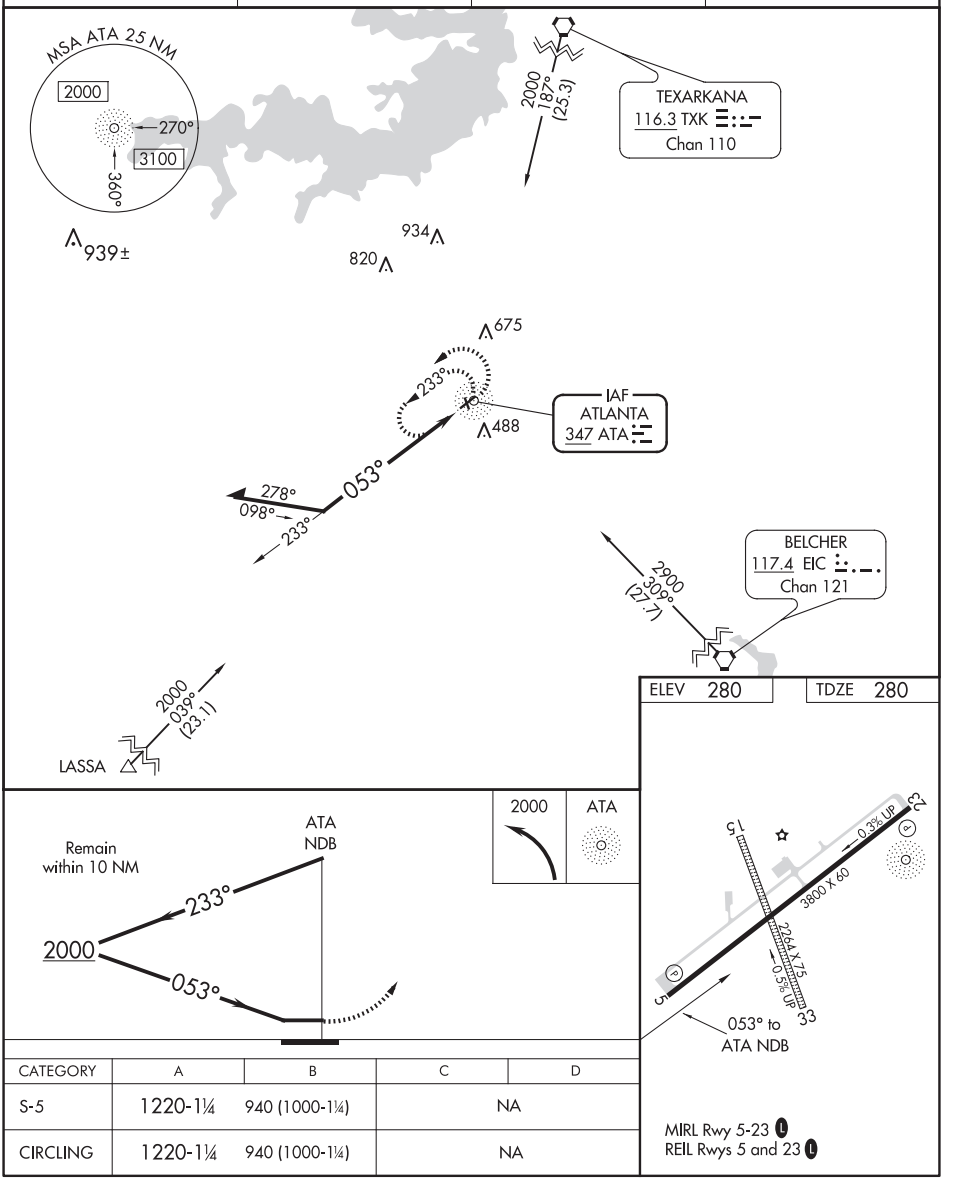
NDB ATA	APP CRS	Rwy Idg	3800
347	053°	TDZE	280
		Apt Elev	280

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 ¼ mile. Procedure NA at night.

NA

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

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



CATEGORY	A	B	C	D
S-5	1220-1¼	940 (1000-1¼)	NA	
CIRCLING	1220-1¼	940 (1000-1¼)	NA	

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4601
CH 86332	060°	TDZE	2563
W06A		Apt Elev	2573

RNAV (GPS) RWY 6

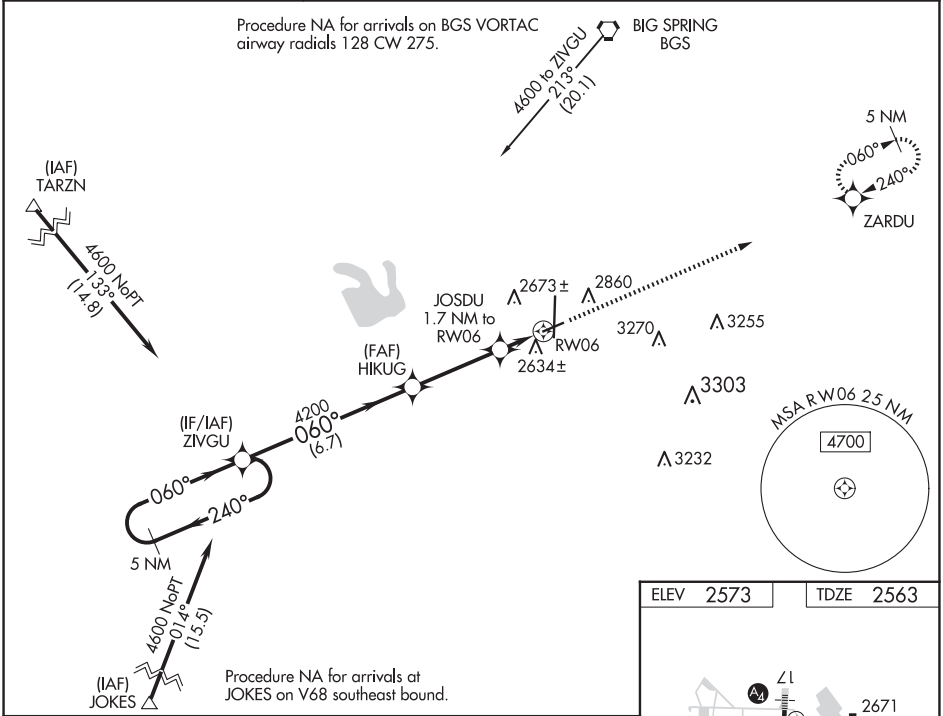
BIG SPRING/MC MAHON-WRINKLE (BPG)

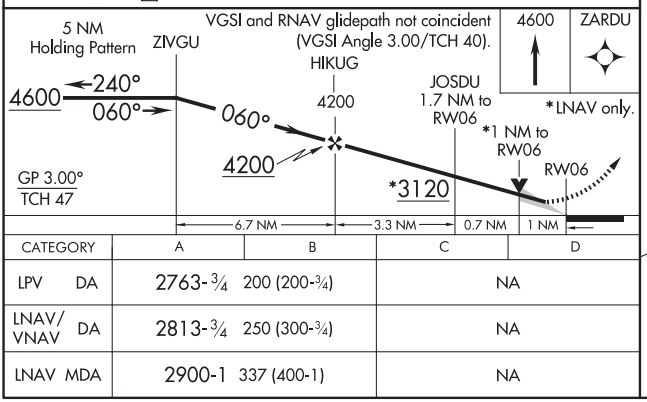
RNP APCH.

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 and increase all DA 130 feet, all MDA 140 feet, and increase LPV all Cats visibility ⅜ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA with Midland Intl Air and Space Port altimeter setting.

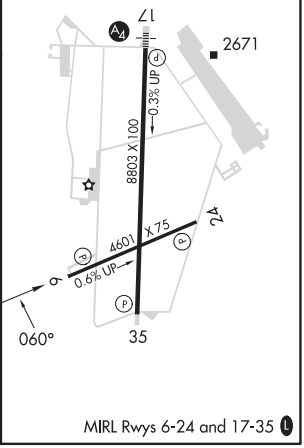
MISSED APPROACH: Climb to 4600 direct ZARDU and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2763-¾	200 (200-¾)	NA	
LNAV/VNAV DA	2813-¾	250 (300-¾)	NA	
LNAV MDA	2900-1	337 (400-1)	NA	



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

BIG SPRING/MC MAHON-WRINKLE (BPG)

WAAS	APP CRS	Rwy Idg	8803
CH 97618	175°	TDZE	2562
W17A		Apt Elev	2573

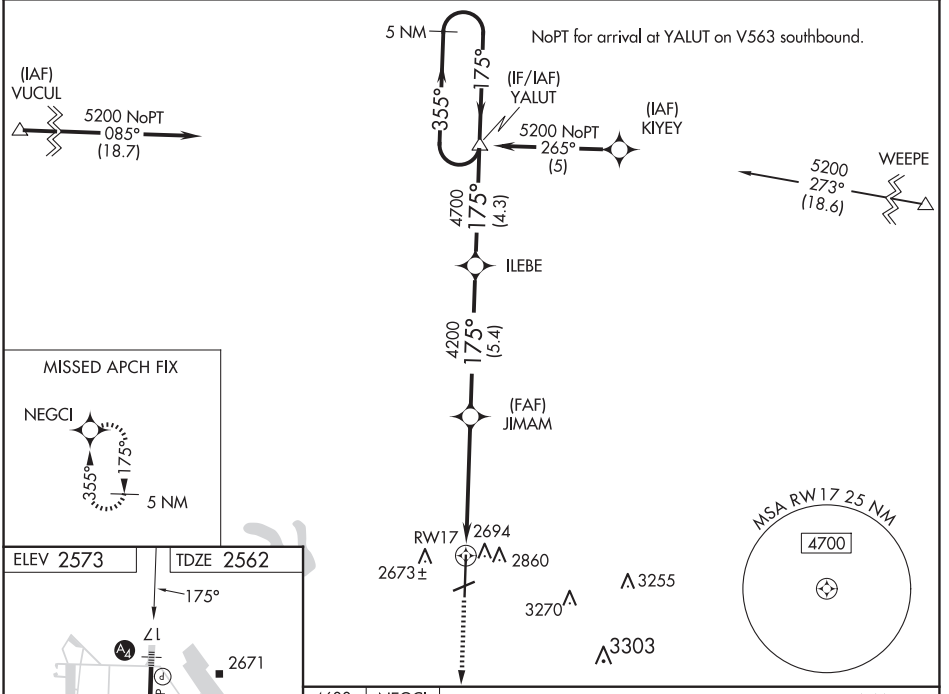
RNP APCH.

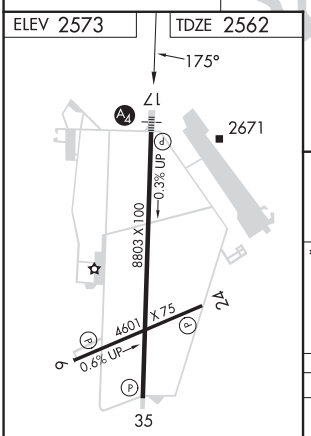
T A Inop table does not apply to LNAV/VNAV and LNAV Cat C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting: increase all DA 130 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C and D visibility ½ SM. Baro-VNAV NA when using 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.

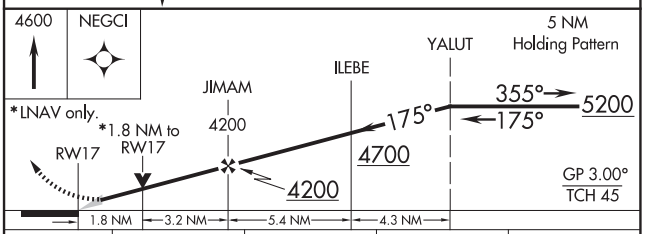
SSALS

MISSED APPROACH: Climb to 4600 direct NEGCI and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2812-1 250 (300-1)			
LNAV/VNAV DA	3040-1¾ 478 (500-1¾)			
LNAV MDA	3160-¾ 598 (600-¾)		3160-1½ 598 (600-1½)	3160-1¾ 598 (600-1¾)

MIRL Rwys 6-24 and 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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

RNAV (GPS) RWY 24

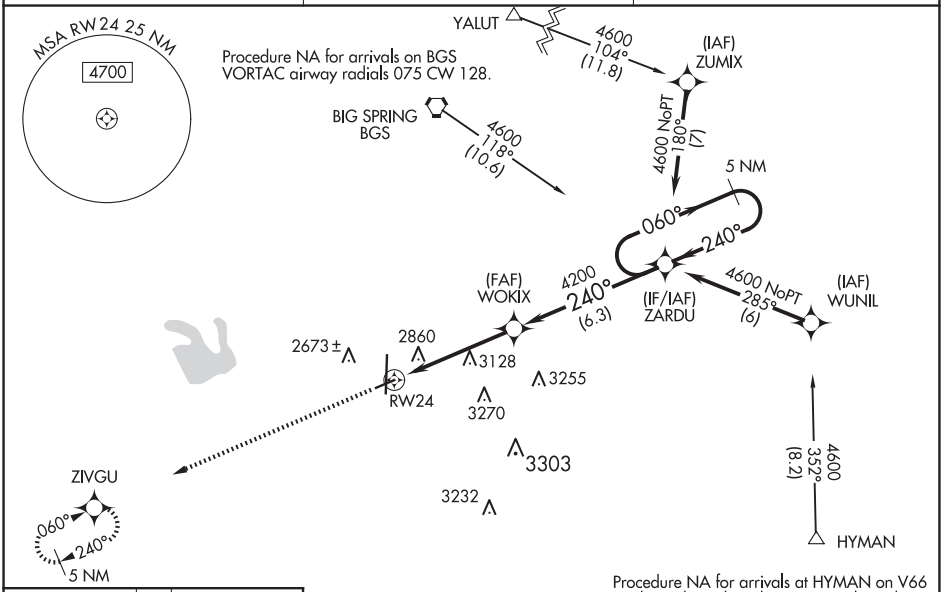
BIG SPRING/MC MAHON-WRINKLE (BPG)

RNP APCH.

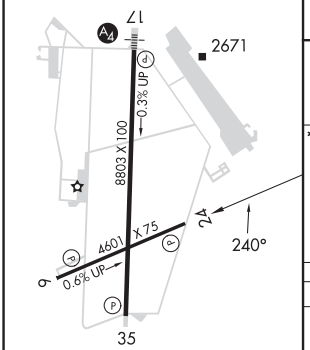
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting: increase all DA 130 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A/B visibility ½ SM, and LNAV Cat A visibility ¼ SM. Baro-VNAV and VDP NA with Midland Intl Air and Space Port altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4600 direct ZIVGU and hold.

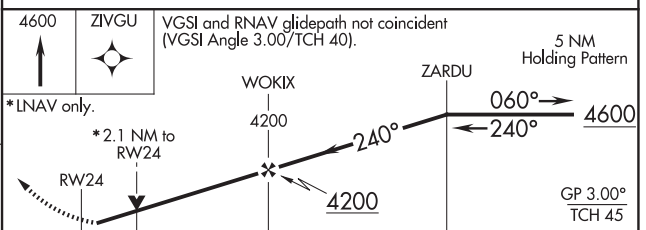
AWOS-3PT	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L



ELEV 2573 TDZE 2573



MIRL Rwys 6-24 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	2823-¾ 250 (300-¾)		NA	
LNAV/VNAV DA	3236-2¼ 663 (700-2¼)		NA	
LNAV MDA	3380-1 807 (900-1)	3380-1¼ 807 (900-1¼)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BIG SPRING, TEXAS | AL-47 (FAA) | 24305

WAAS	APP CRS	Rwy Idg	8803
CH 99418	355°	TDZE	2563
W35A		Apt Elev	2573

RNAV (GPS) RWY 35

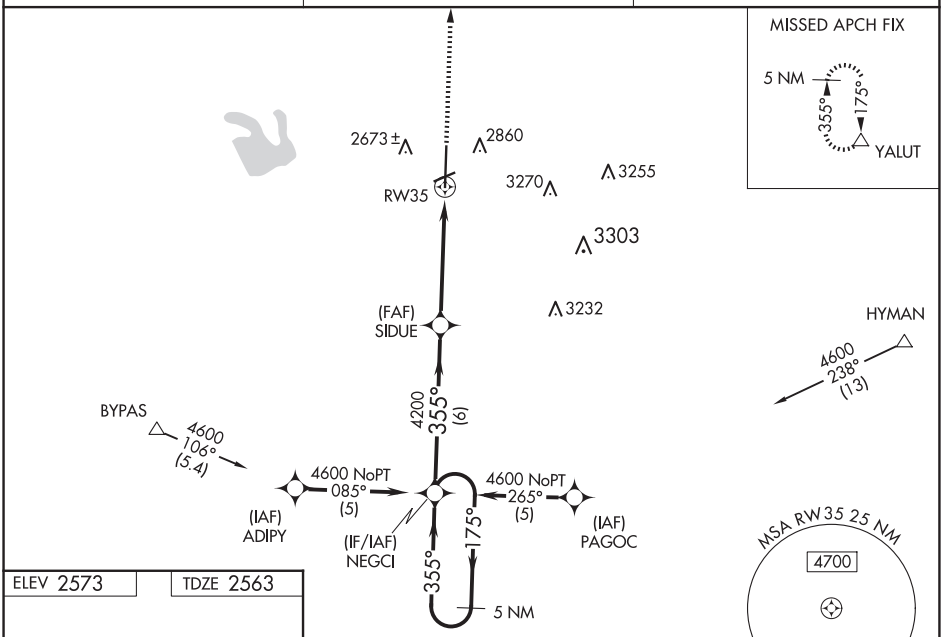
BIG SPRING/MC MAHON-WRINKLE (BPG)

RNP APCH.

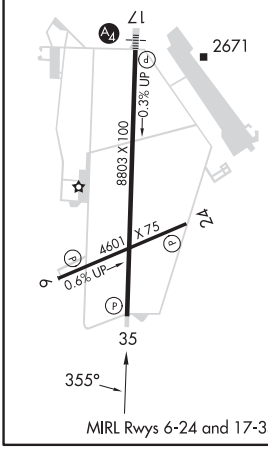
T A Baro-VNAV NA when using Midland Intl Air and Space Port altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 43°C. VDP NA with Midland Intl Air and Space Port altimeter setting. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting: increase all DA 130 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ½ SM and LNAV Cat C and D visibility ½ SM.

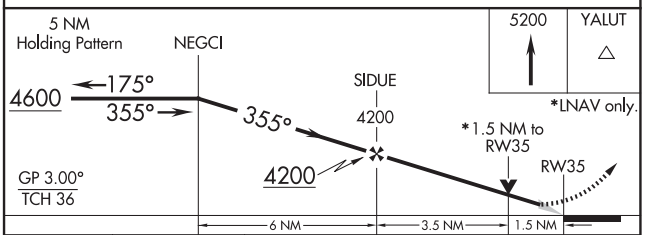
MISSED APPROACH: Climb to 5200 direct YALUT and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L



ELEV 2573 | TDZE 2563





CATEGORY	A	B	C	D
LPV DA	2813-1 250 (300-1)			
LNAV/VNAV DA	2979-1½ 416 (500-1½)			
LNAV MDA	3060-1 497 (500-1)		3060-1¼ 497 (500-1¼)	3060-1½ 497 (500-1½)

BIG SPRING, TEXAS
Amdt 1A 07NOV19

32°13′ N-101°31′ W

BIG SPRING/MC MAHON-WRINKLE (BPG)
RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 17

BIG SPRING/MC MAHON-WRINKLE (BPG)

VORTAC BGS 117.2 Chan 119	APP CRS 180°	Rwy Idg 8803 TDZE 2562 Apt Elev 2573

T 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.

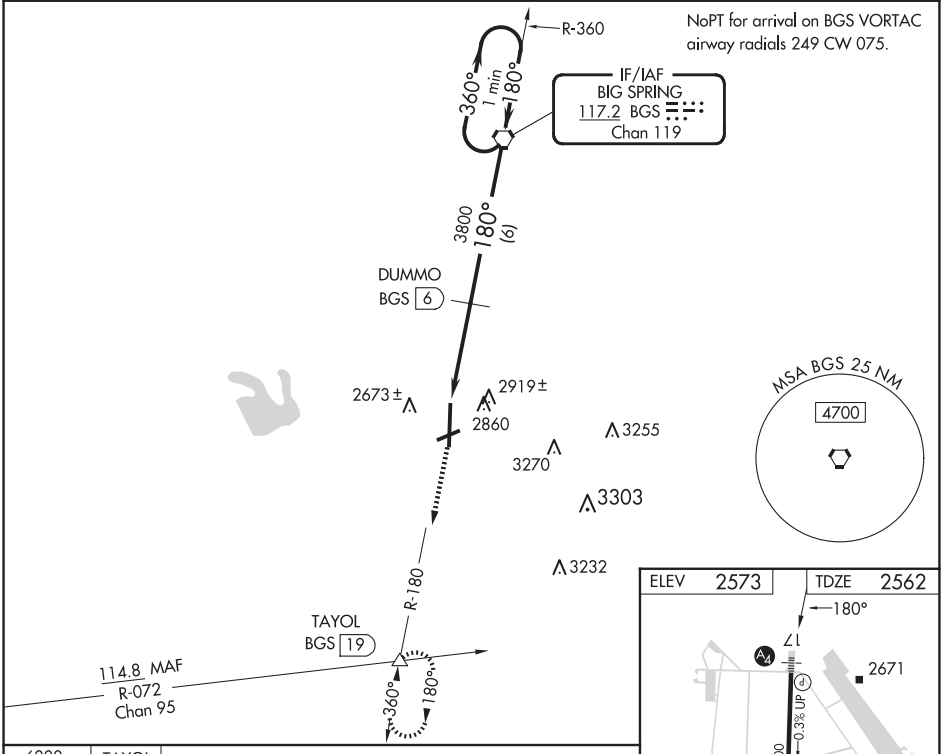
A

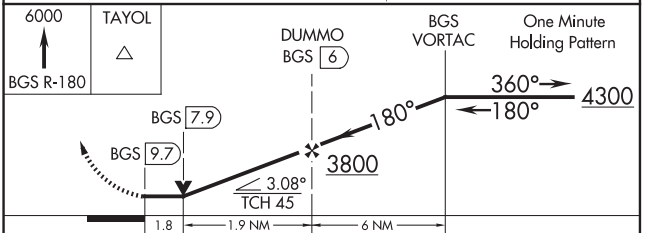
SSALS

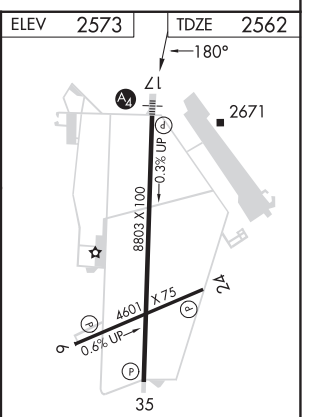
MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

AWOS-3PT 118.025	FORT WORTH CENTER 133.7 350.2	UNICOM 122.8 (CTAF) L

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







CATEGORY	A	B	C	D
S-17	3180-¾ 618 (700-¾)		3180-1¾ 618 (700-1¾)	3180-2 618 (700-1)
C CIRCLING	3180-1 607 (700-1)		3180-1¾ 607 (700-1¾)	3180-2 607 (700-2)

MIRL Rwys 6-24 and 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BIG SPRING, TEXAS | AL-47 (FAA) | 24305

VORTAC BGS 117.2 Chan 119	APP CRS 359°	Rwy Idg 8803 TDZE 2563 Apt Elev 2573

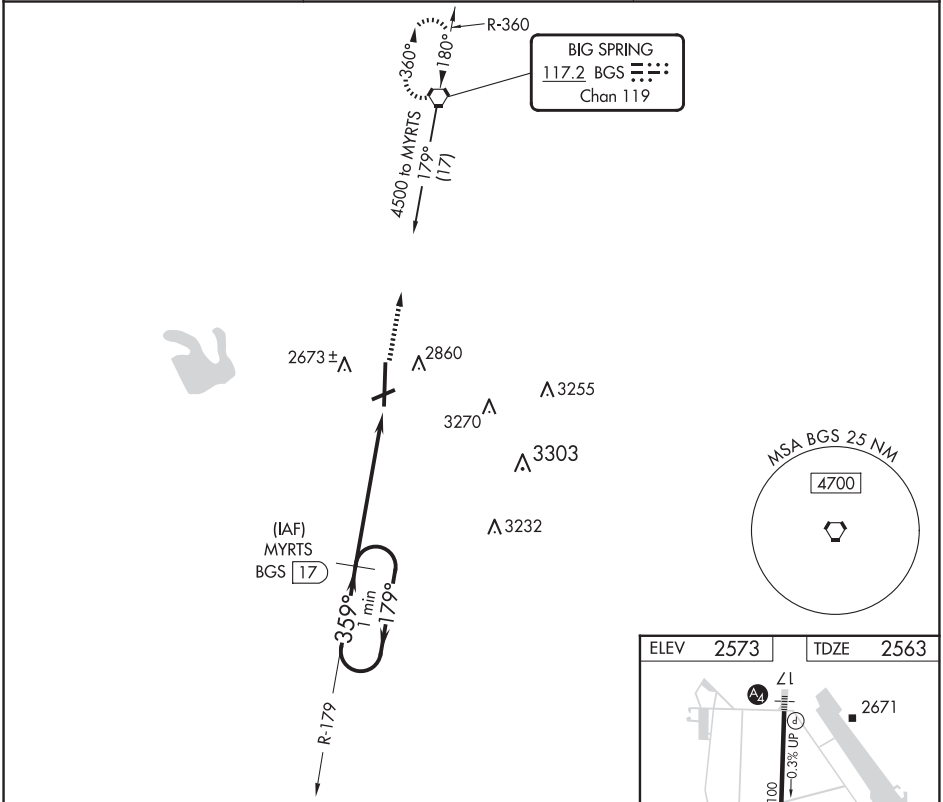
VOR/DME RWY 35

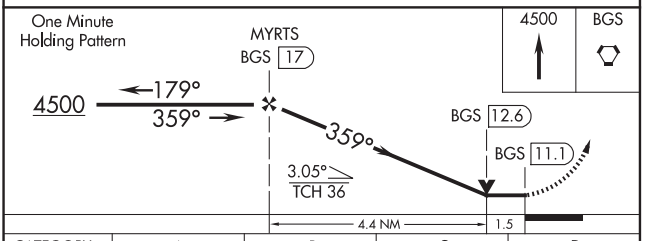
BIG SPRING/MC MAHON-WRINKLE (BPG)

T When VGSI inoperative, Circling Rwy 6 NA at night. Circling NA east of Rwy 17-35.
A 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 ¼ mile.

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

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.025	133.7 350.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	3080-1	517 (600-1)	3080-1½ 517 (600-1½)	3080-1¾ 517 (600-1¾)
C CIRCLING	3080-1	507 (600-1)	3080-1½ 507 (600-1½)	3140-2 567 (600-2)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	4000
CH 99523	176°	TDZE	618
W17A		Apt Elev	618

RNAV (GPS) RWY 17

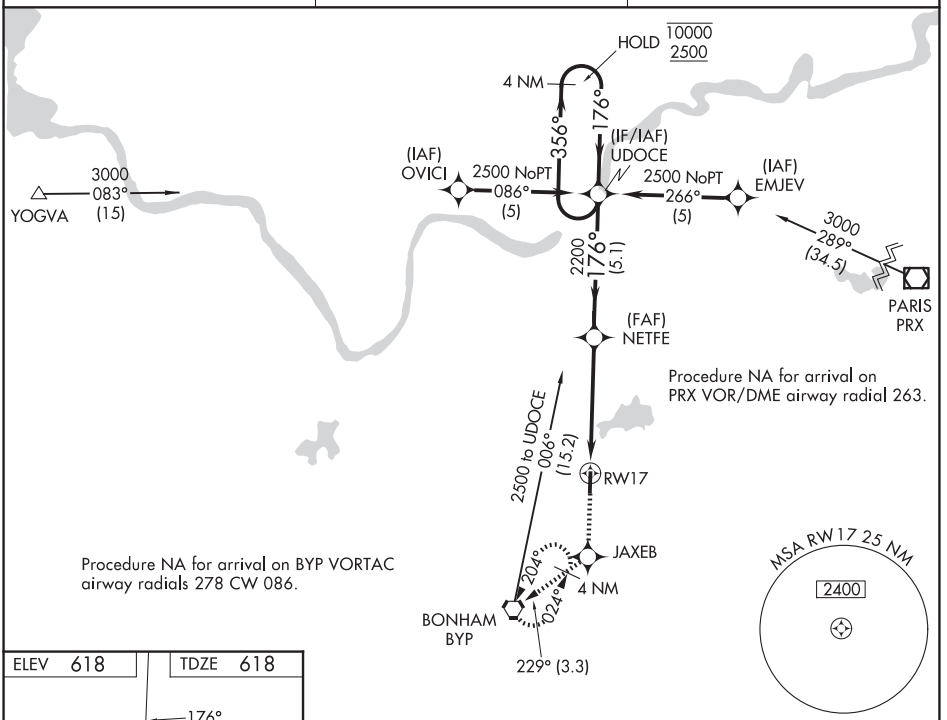
JONES FLD (FØØ)

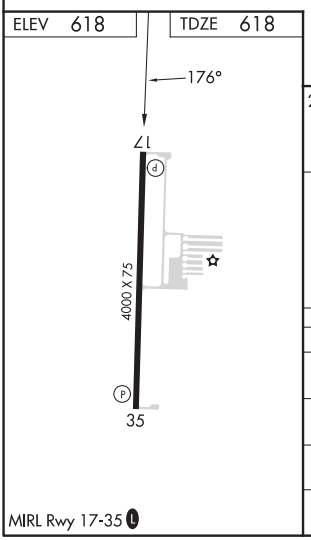
RNP APCH - GPS.

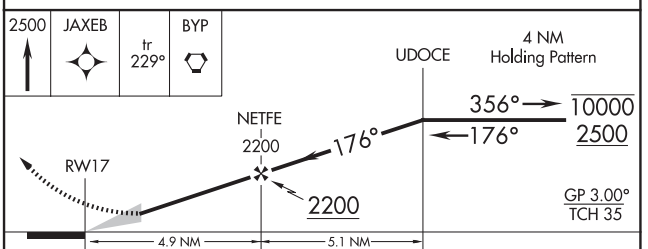
Rwy 17 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA.
When local altimeter setting not received, use Durant altimeter setting.

MISSED APPROACH: Climb to 2500 direct JAXEB and on track 229° to BYP VORTAC and hold.

AWOS-3 PT	FORT WORTH CENTER	UNICOM
118.05	124.875 370.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	906-1	288 (300-1)	NA	
LNAV/VNAV DA	1030-1⅛	412 (500-1⅛)	NA	
LNAV MDA	1180-1	562 (600-1)	NA	
CIRCLING	1240-1 622 (700-1)	1400-1 782 (800-1)	NA	

MIRL Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BONHAM, TEXAS | AL-6722 (FAA) | 25219

RNAV (GPS) RWY 35

JONES FLD (FØØ)

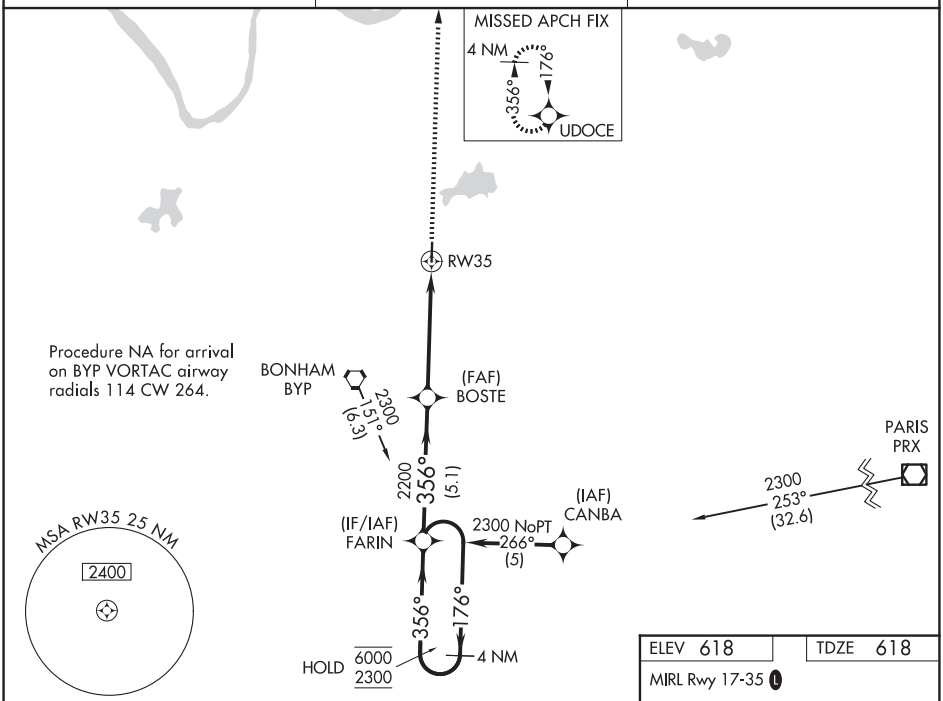
WAAS	APP CRS	Rwy Ldg	4000
CH 86724	356°	TDZE	618
W35A		Apt Elev	618

RNP APCH - GPS.

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

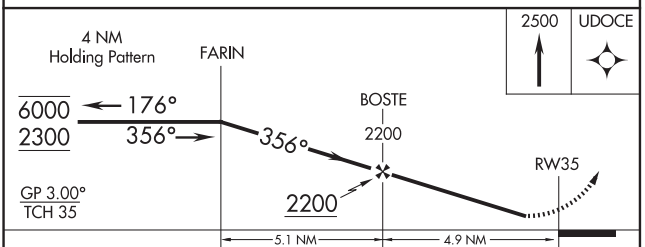
MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

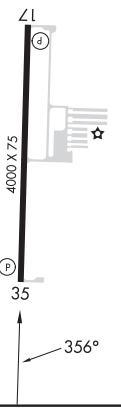
AWOS-3 PT	FORT WORTH CENTER	UNICOM
118.05	124.875 370.95	122.8 (CTAF) L



ELEV 618 | TDZE 618

MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
LPV DA	956-1	338 (400-1)	NA	
LNAV/VNAV DA	1314-2	696 (700-2)	NA	
LNAV MDA	1340-1	722 (800-1)	NA	
CIRCLING	1340-1 722 (800-1)	1400-1 782 (800-1)	NA	

BONHAM, TEXAS
Amdt 1C 28DEC23

33°37'N-96°11'W

JONES FLD (FØØ)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 17

JONES FLD (FØØ)

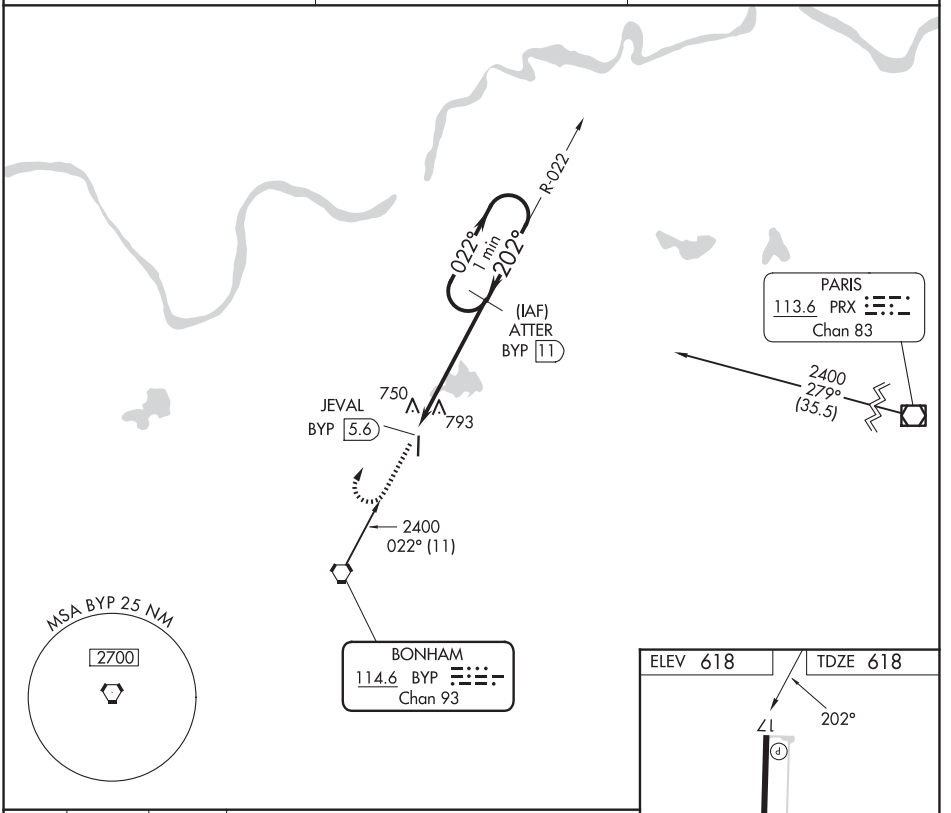
VORTAC BYP	APP CRS	Rwy Ldg	4000
114.6	202°	TDZE	618
Chan 93		Apt Elev	618

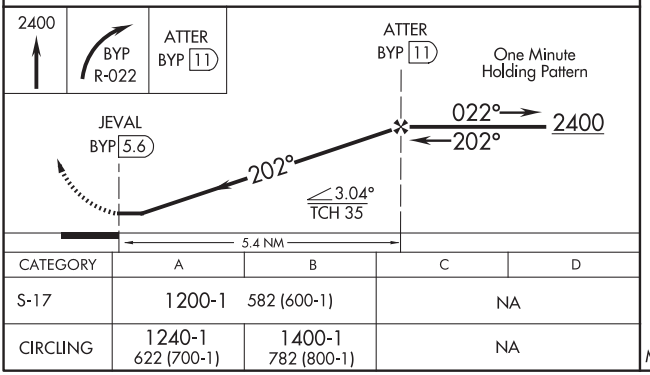
T A NA

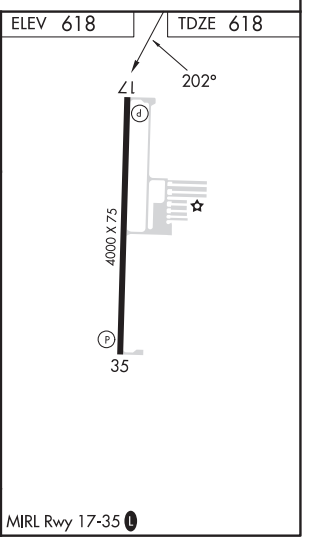
When local altimeter setting not received, use Durant altimeter setting.

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

AWOS-3 PT	FORT WORTH CENTER	UNICOM
118.05	124.875 370.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1200-1	582 (600-1)	NA	
CIRCLING	1240-1 622 (700-1)	1400-1 782 (800-1)	NA	

MIRL Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BORGER, TEXAS

AL-5152 (FAA)

23166

RNAV (GPS) RWY 17

HUTCHINSON COUNTY (BGD)

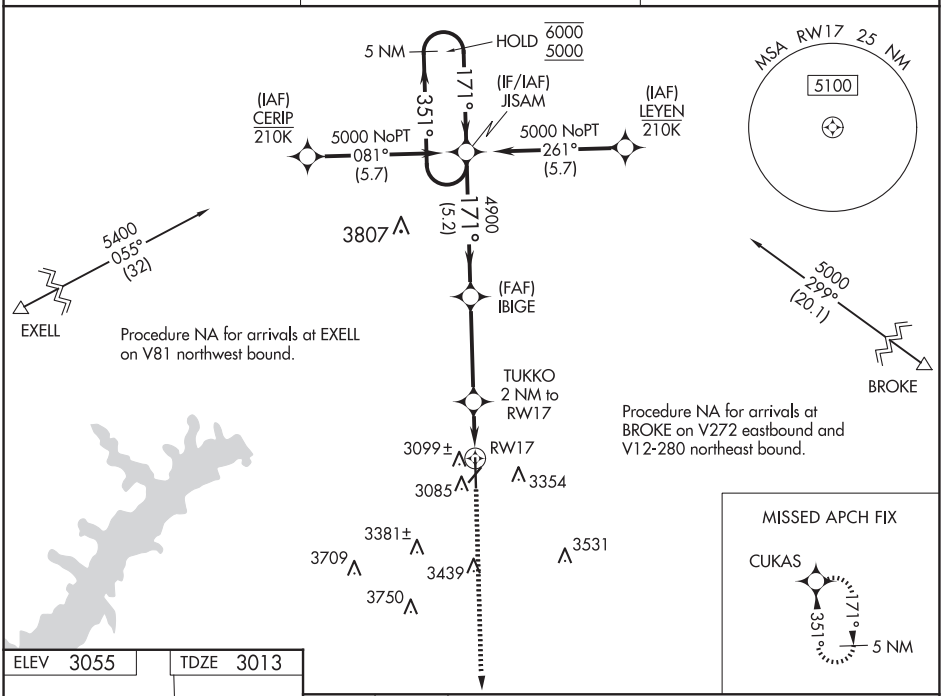
WAAS	APP CRS	Rwy Idg	6299
CH 99442	171°	TDZE	3013
W17A		Apt Elev	3055

RNP APCH.

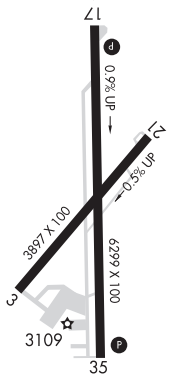
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 51°C.

MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

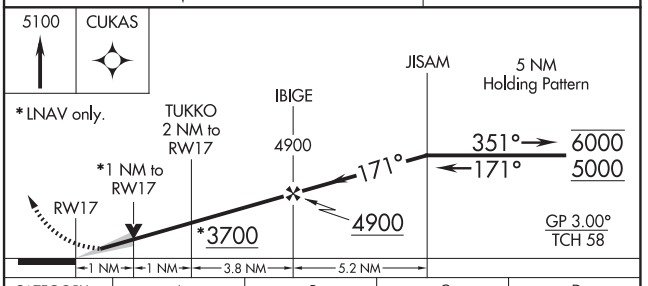
ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF)



ELEV 3055 TDZE 3013



MIRL Rwys 3-21 and 17-35 (L)



CATEGORY	A	B	C	D
LPV DA	3263-1 250 (300-1)			
LNAV/VNAV DA	3280-1 267 (300-1)			
LNAV MDA	3360-1 347 (400-1)			
C CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3760-2 705 (800-2)	3760-2¼ 705 (800-2¼)

BORGER, TEXAS
Amdt 1 13SEP18

35°42′N-101°24′W

HUTCHINSON COUNTY (BGD)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

HUTCHINSON COUNTY (BGD)

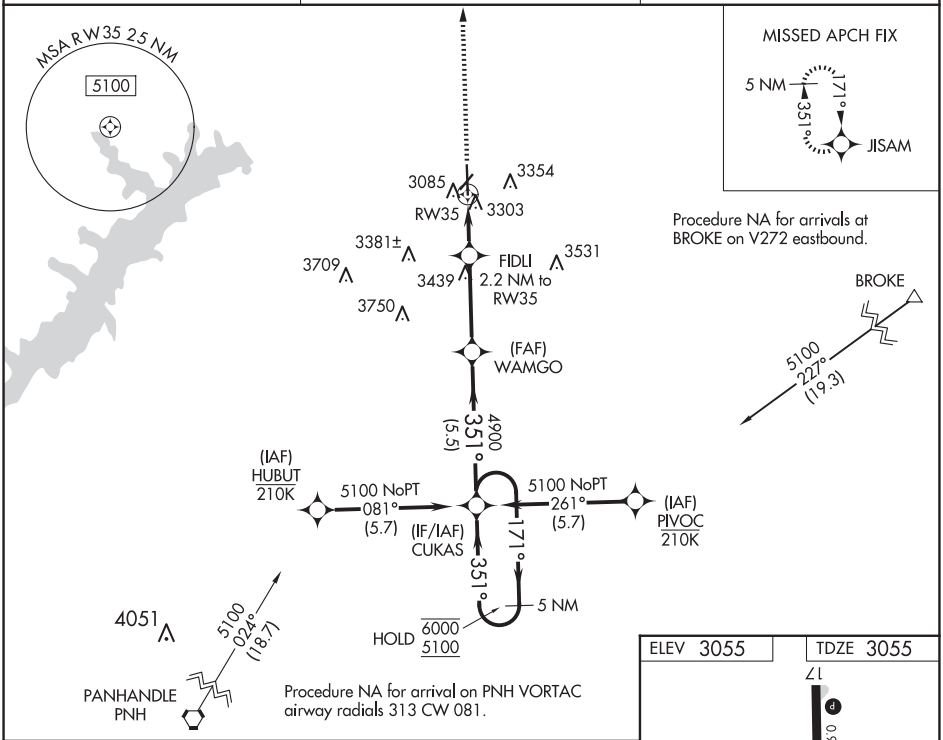
WAAS	APP CRS	Rwy Idg	6299
CH 53442	351°	TDZE	3055
W35A		Apt Elev	3055

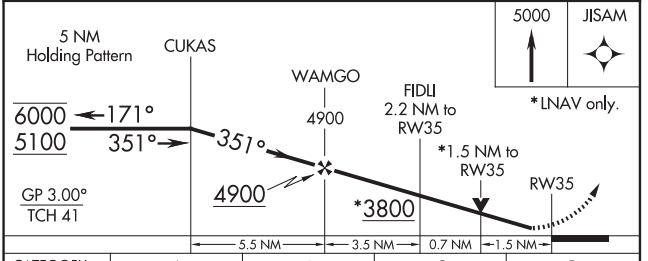
RNP APCH-GPS.

Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

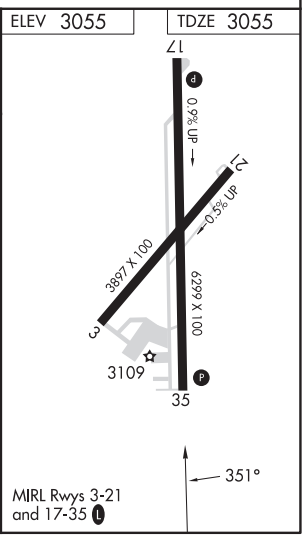
MISSED APPROACH: Climb to 5000 direct JISAM and hold.

ASOS	AMARILLO APP CON ★	UNICOM
118.325	119.5 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3305-1	250 (300-1)		
LNAV/VNAV DA	3580-1½	525 (600-1½)		
LNAV MDA	3560-1 505 (600-1)		3560-1⅜ 505 (600-1⅜)	
C CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3760-2 705 (800-2)	3760-2¼ 705 (800-2¼)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BOWIE, TEXAS AL-5567 (FAA) 23166

RNAV (GPS) RWY 17

BOWIE MUNI (ØF2)

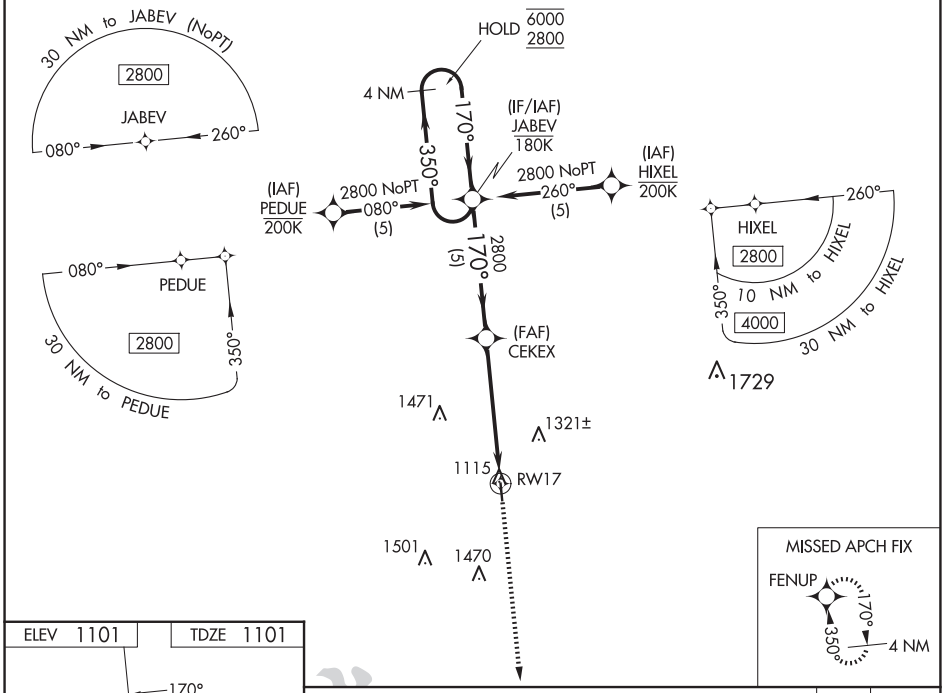
WAAS	APP CRS	Rwy Idg	3603
CH 99741	170°	TDZE	1101
W17A		Apt Elev	1101

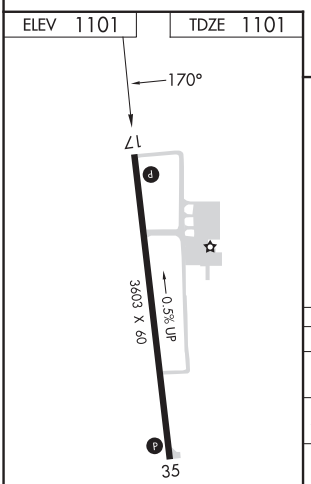
RNP APCH

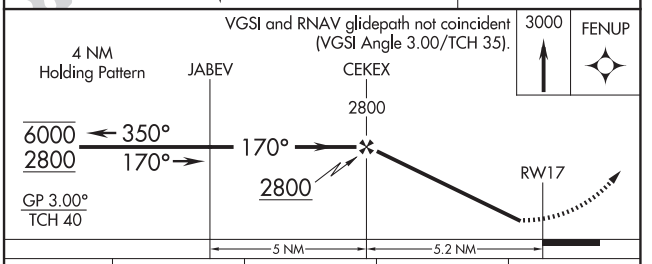
MISSED APPROACH: Climb to 3000 direct FENUP and hold.

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

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.75	127.95 322.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1351-1 250 (300-1)			NA
LNAV/VNAV DA	1546-1⅜ 445 (500-1⅜)			NA
LNAV MDA	1640-1 539 (600-1)		1640-1⅜ 539 (600-1⅜)	NA
C CIRCLING	1640-1 539 (600-1)	1680-1 579 (600-1)	1860-2¼ 759 (800-2¼)	NA

BOWIE, TEXAS
Amdt 1 19JUL18

33°36'N-97°47'W

BOWIE MUNI (ØF2)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

BOWIE MUNI (ØF2)

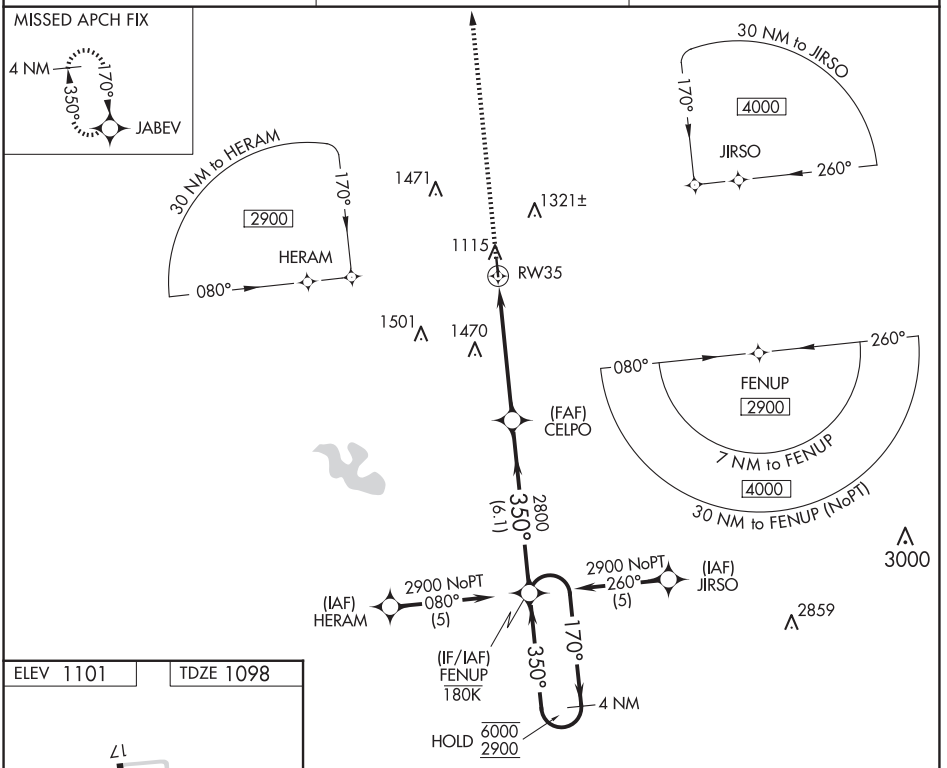
WAAS	APP CRS	Rwy Idg	3603
CH 58341	350°	TDZE	1098
W35A		Apt Elev	1101

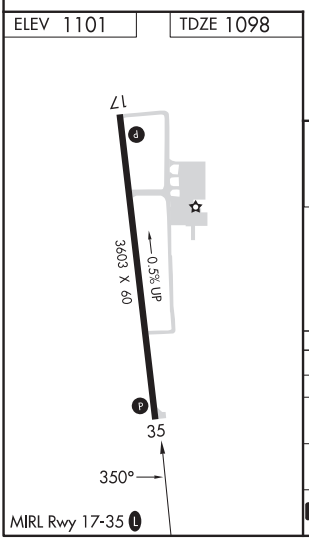
RNP APCH.

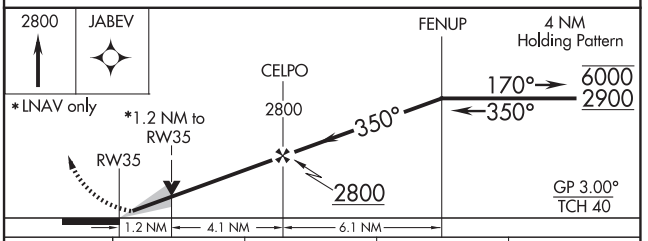
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.75	127.95 322.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1348-1 250 (300-1)			NA
LNAV/VNAV DA	1394-1 296 (300-1)			NA
LNAV MDA	1520-1 422 (500-1)		1520-1¼ 422 (500-1¼)	NA
C CIRCLING	1560-1 459 (500-1)	1680-1 579 (600-1)	1860-2¼ 759 (800-2¼)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BRECKENRIDGE, TEXAS | AL-5956 (FAA) | 20366

WAAS	APP CRS	Rwy Idg	5002
CH 65828	173°	TDZE	1265
W17A		Apt Elev	1284

RNAV (GPS) RWY 17

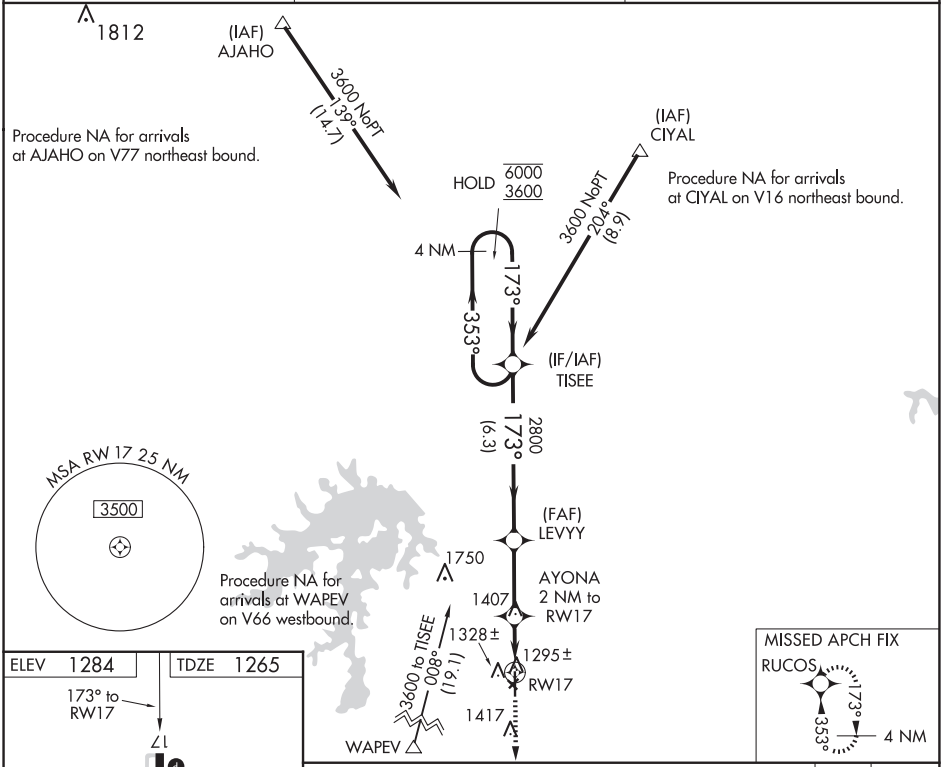
STEPHENS COUNTY (BKD)

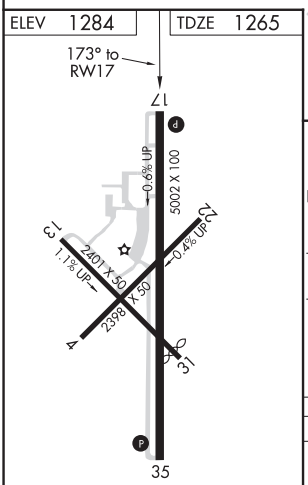
RNP APCH.

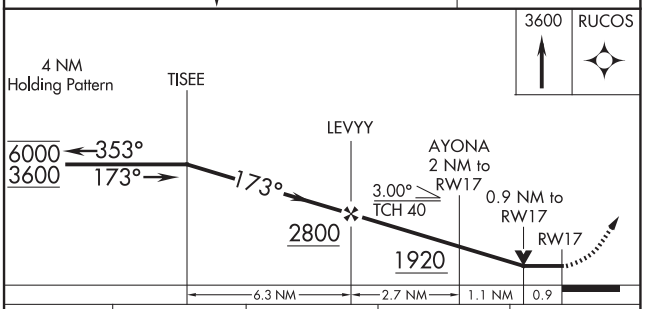
Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct RUCOS and hold.

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







CATEGORY	A	B	C	D
LP MDA	1580-1 315 (300-1)			
LNAV MDA	1700-1 435 (500-1)		1700-1¼ 435 (500-1¼)	

BRECKENRIDGE, TEXAS
Amdt 1A 05DEC19

32°43'N-98°53'W

STEPHENS COUNTY (BKD)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

STEPHENS COUNTY (BKD)

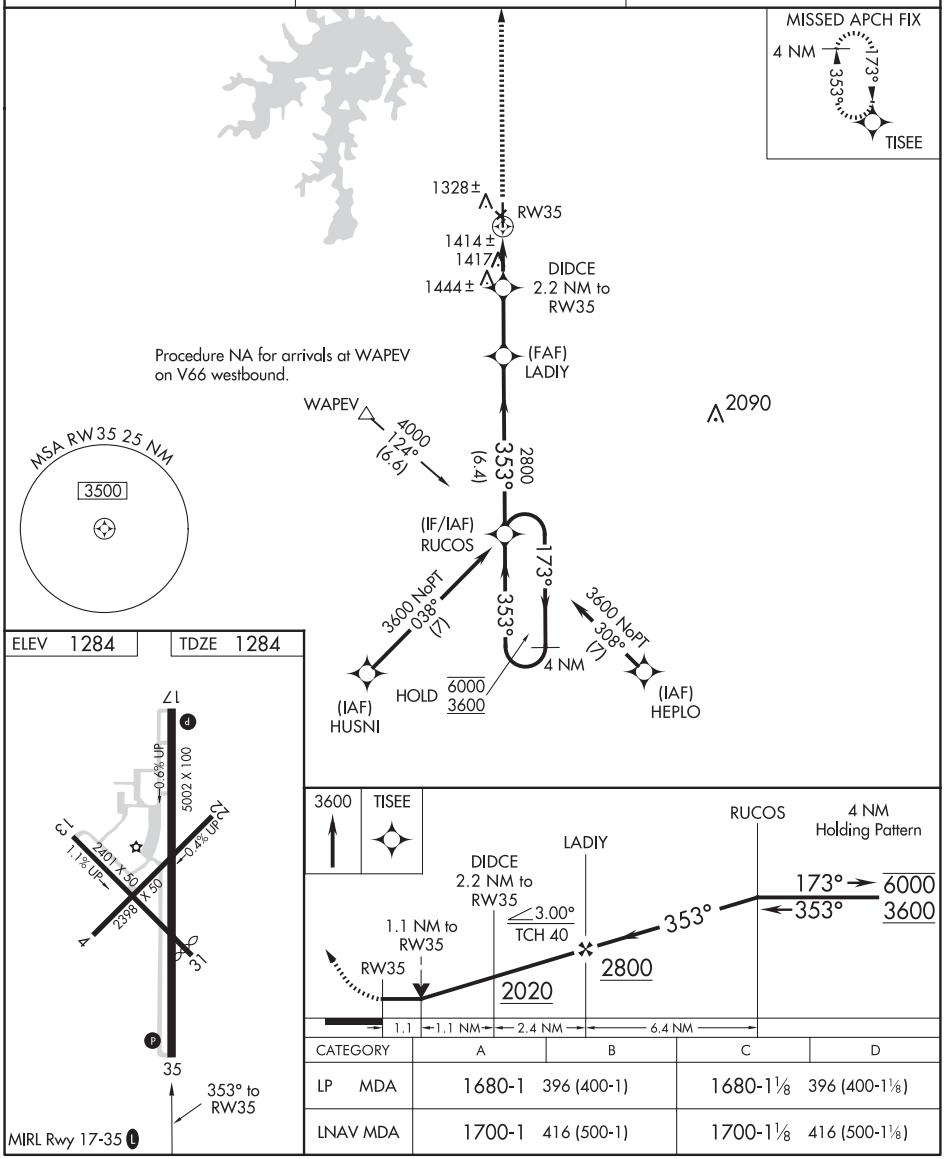
WAAS	APP CRS	Rwy Idg	5002
CH 61128	353°	TDZE	1284
W35A		Apt Elev	1284

RNP APCH.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct TISEE and hold.

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



CATEGORY	A	B	C	D
LP MDA	1680-1	396 (400-1)	1680-1⅛	396 (400-1⅛)
LNAV MDA	1700-1	416 (500-1)	1700-1⅛	416 (500-1⅛)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BRIDGEPORT, TEXAS AL-5825 (FAA) 23166

WAAS	APP CRS	Rwy Idg	5005
CH 49215	176°	TDZE	842
W18A		Apt Elev	864

RNAV (GPS) RWY 18

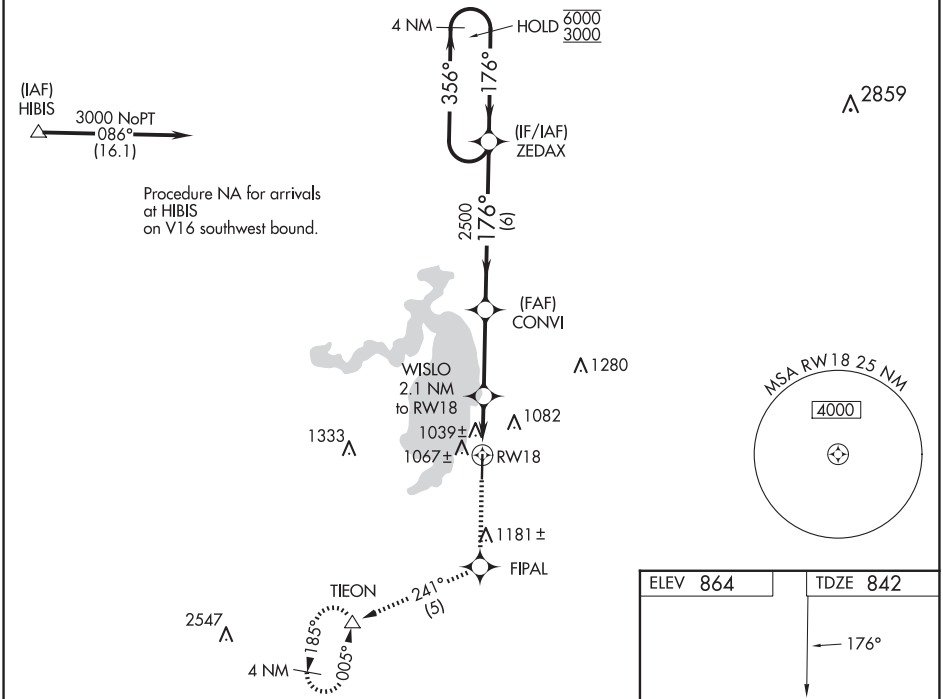
BRIDGEPORT MUNI (XBP)

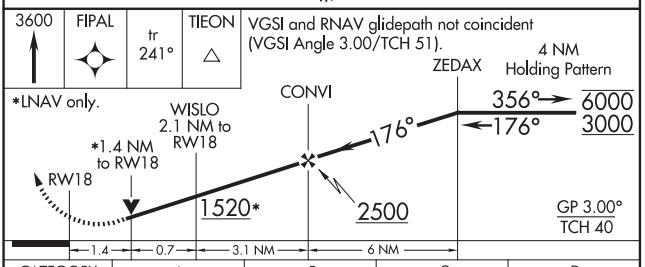
RNP APCH.

TA Baro-VNAV and VDP NA when using Decatur altimeter setting. Rwy 18 helicopter visibility reduction below ¾ 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.

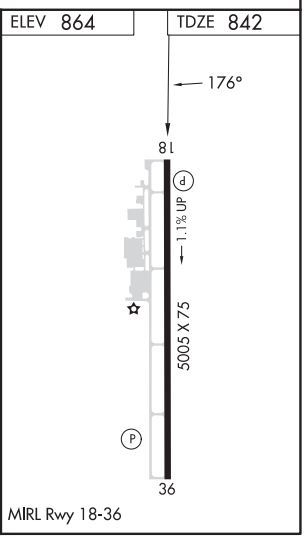
MISSED APPROACH: Climb to 3600 direct FIPAL and on track 241° to TIEON and hold, continue climb-in-hold to 3600.

AWOS-3PT	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1285-1½	443 (500-1½)	NA	
LNAV/VNAV DA	1366-2	524 (600-2)	NA	
LNAV MDA	1300-1	458 (500-1)	NA	
C CIRCLING	1480-1	616 (700-1)	NA	



BRIDGEPORT, TEXAS
Orig-B 08OCT20

33°10'N-97°50'W

BRIDGEPORT MUNI (XBP)
RNAV (GPS) RWY 18

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC UKW	APP CRS	Rwy Idg	5005
117.15	175°	TDZE	842
Chan 118 (Y)		Apt Elev	864

VOR/DME RWY 18

BRIDGEPORT MUNI (XBP)

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	FORT WORTH CENTER	UNICOM
119.225	127.0 360.6	123.0 (CTAF)

Procedure NA for arrival on UKW VORTAC airway radials 184 CW 233.

3000 NoPT
175° (6)

(IF)
CINEN
UKW 6

IAF
BOWIE
117.15 UKW
Chan 118 (Y)

3000

2500
175°
(10)

2859

R-175

355°
1 min
175°

(IAF)
SKYLA
UKW 16

1255
1280
1333
1067±
1082
1181±

MSA UKW 25 NM
4000

2547

2800
UKW R-175
SKYLA
UKW 16

One Minute Holding Pattern

SKYLA
UKW 16
355°
175°
2800
UKW
21.3
175°
2500
2.95°
TCH 40
5.3 NM

CATEGORY	A	B	C	D
S-18	1440-1 598 (600-1)	1440-1¼ 598 (600-1¼)	NA	
C CIRCLING	1480-1 616 (700-1)	1480-1¼ 616 (700-1¼)	NA	

ELEV 864 TDZE 842

175°

18

1.1% UP

5005 X 75

36

MIRL Rwy 18-36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BROWNFIELD, TEXAS

AL-6109 (FAA)

23334

RNAV (GPS) RWY 2

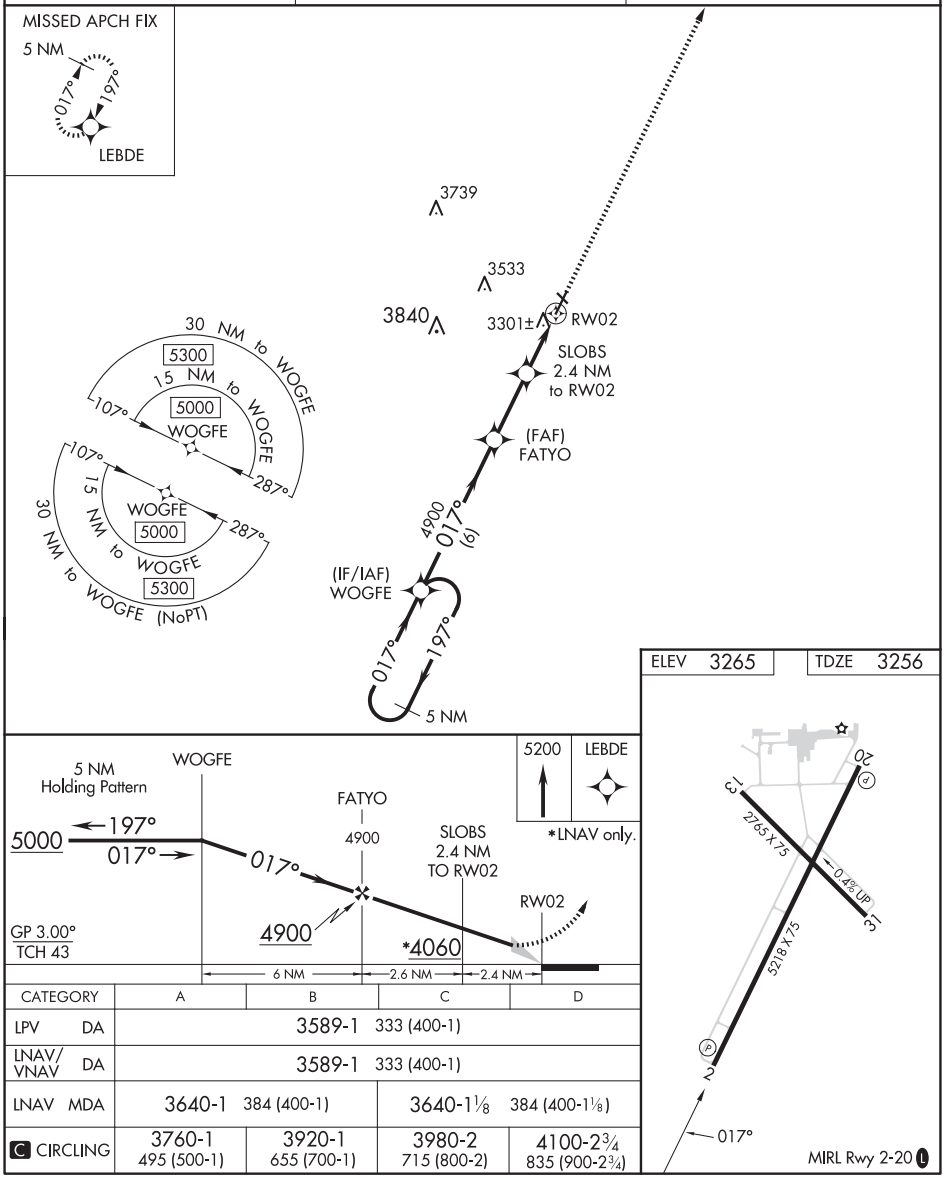
TERRY COUNTY (BFE)

WAAS	APP CRS	Rwy Idg	5218
CH 50441	017°	TDZE	3256
W02A		Apt Elev	3265

T NA Baro-VNAV NA. Circling Rwy 13, 31 NA at night. DME/DME RNP-0.3 NA. Use Lubbock altimeter setting. When not received, use Seminole altimeter setting and increase LPV DA to 3600; increase LNAV/VNAV DA to 3600; and increase all MDA 20 feet.

MISSED APPROACH: Climb to 5200 direct LEBDE and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	119.2 351.8	122.8 (CTAF) L



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)		3640-1⅛ 384 (400-1⅛)	
C CIRCLING	3760-1 495 (500-1)	3920-1 655 (700-1)	3980-2 715 (800-2)	4100-2¾ 835 (900-2¾)

BROWNFIELD, TEXAS
Amdt 1 29MAR18

33°10'N-102°12'W

TERRY COUNTY (BFE)

RNAV (GPS) RWY 2

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

TERRY COUNTY (BFE)

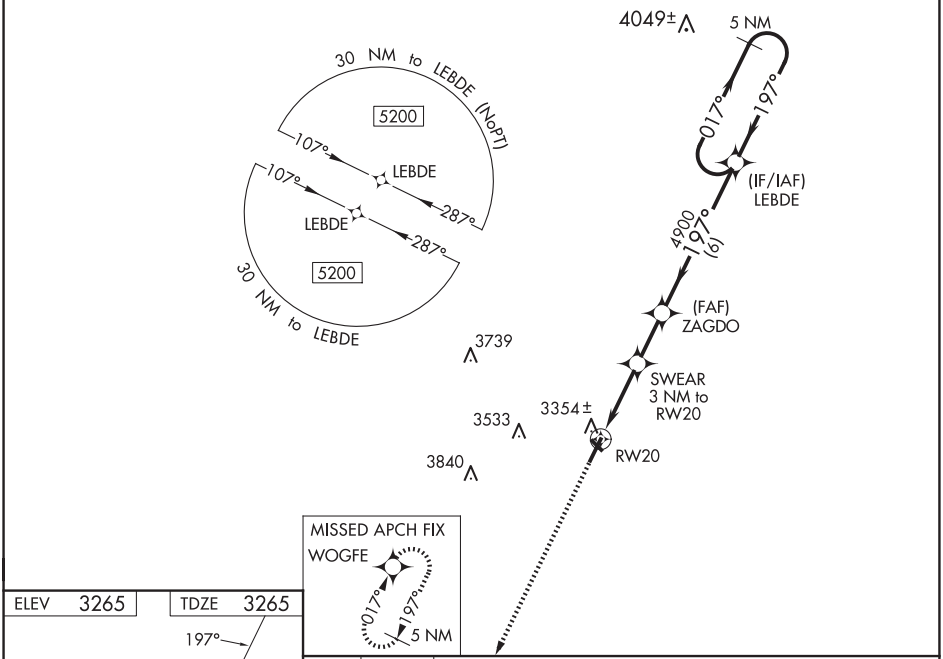
WAAS	APP CRS	Rwy Idg	5218
CH 97641	197°	TDZE	3265
W20A		Apt Elev	3265

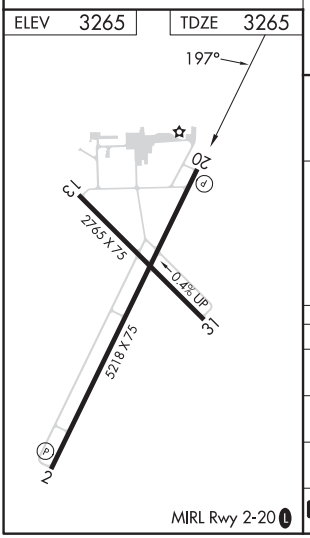
T NA

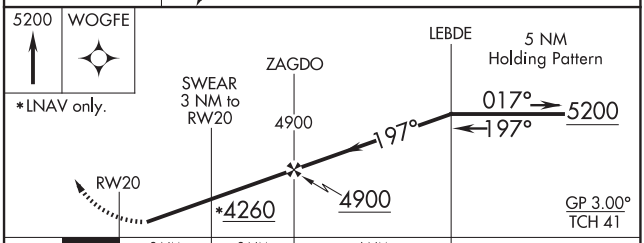
Baro-VNAV NA. Circling Rwy 13, 31 NA at night. Rwy 20 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Lubbock altimeter setting, when not received, use Seminole altimeter setting and increase LPV DA to 3609 feet; increase LNAV/VNAV DA to 3629 feet; increase all MDA 20 feet and LNAV Cat C/D visibility ⅛ SM.

MISSED APPROACH: Climb to 5200 direct WOGFE and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	119.2 351.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3598-1	333 (400-1)		
LNAV/VNAV DA	3618-1	353 (400-1)		
LNAV MDA	3700-1	435 (500-1)	3700-1¼	435 (500-1¼)
C CIRCLING	3760-1	3920-1	3980-2	4100-2¾
	495 (500-1)	655 (700-1)	715 (800-2)	835 (900-2¾)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CADDO MILLS, TEXAS

AL-6779 (FAA)

25219

RNAV (GPS) RWY 36

CADDO MILLS MUNI (7F3)

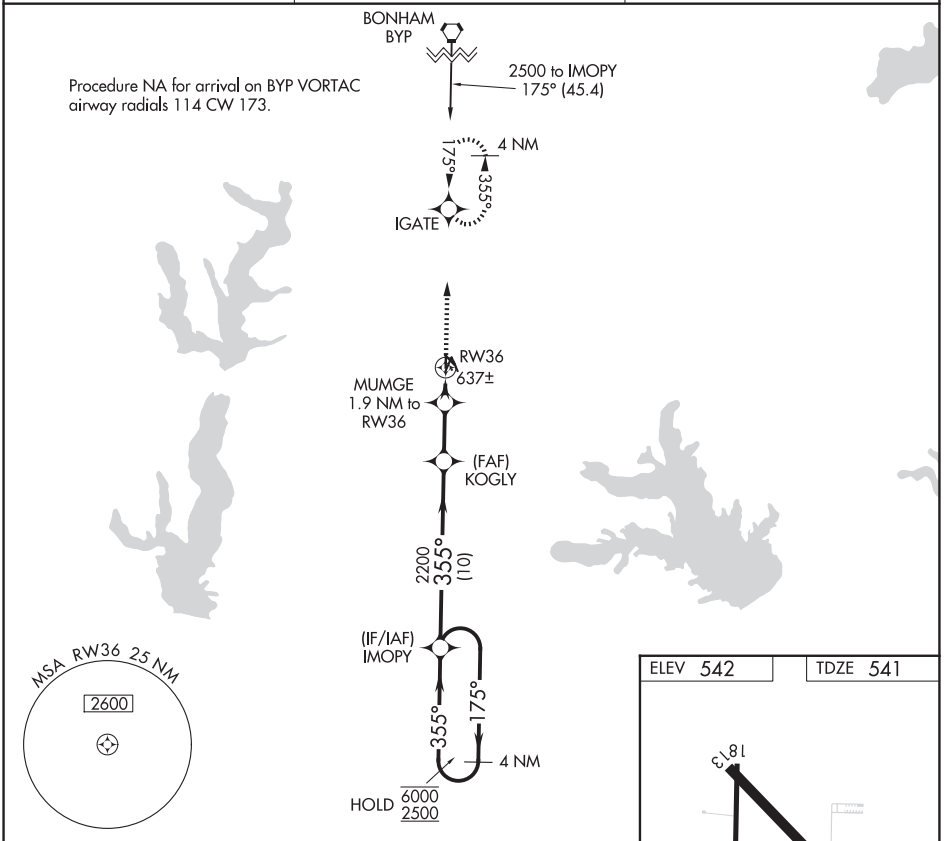
APP CRS	Rwy Ldg	4000
355°	TDZE	541
	Apt Elev	542

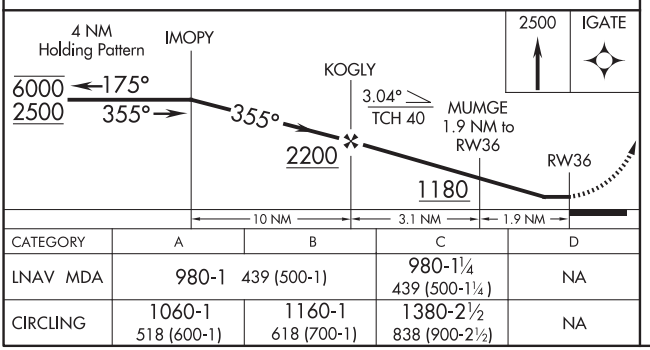
RNP APCH.

⚠ NA Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Dallas Love Fld altimeter setting.

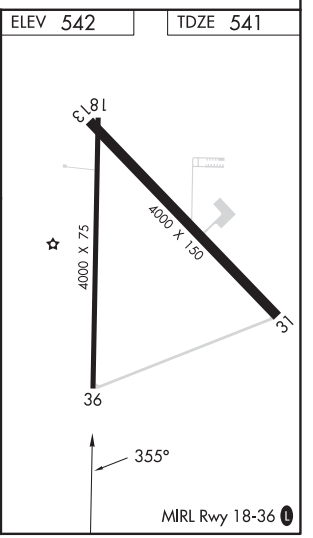
MISSED APPROACH: Climb to 2500 direct IGATE and hold.

DAL ASOS	FORT WORTH CENTER	UNICOM
120.15	132.025 317.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	980-1 439 (500-1)		980-1¼ 439 (500-1¼)	NA
CIRCLING	1060-1 518 (600-1)	1160-1 618 (700-1)	1380-2½ 838 (900-2½)	NA



CADDO MILLS, TEXAS

Amdt 1 30JAN20

33°02'N-96°15'W

CADDO MILLS MUNI (7F3)

RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

HEMPHILL COUNTY (HHF)

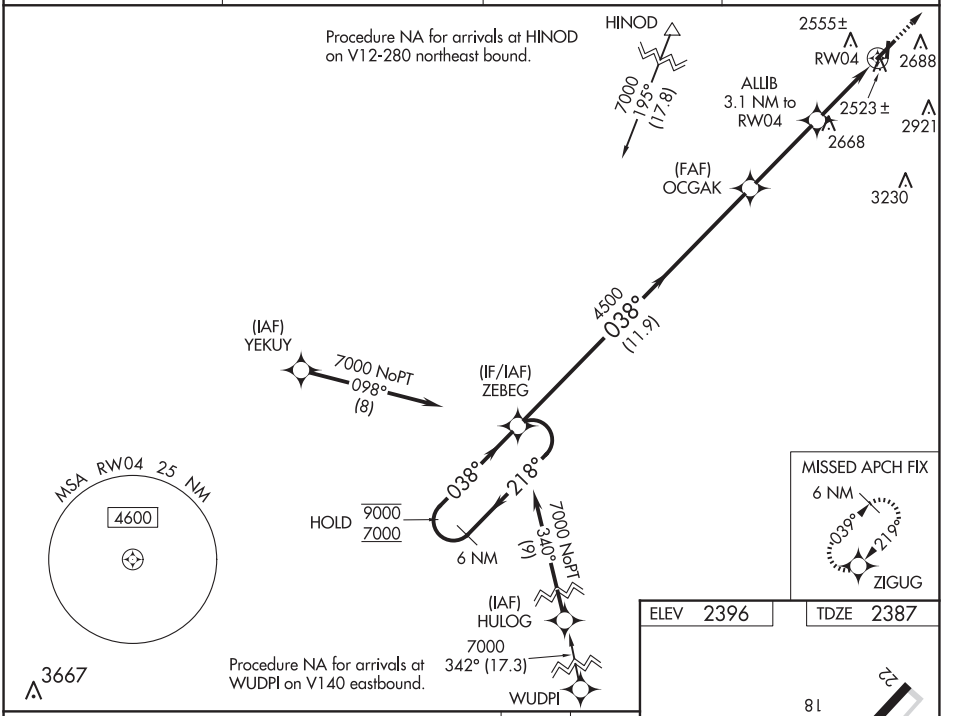
WAAS CH 42637 W04A	APP CRS 038°	Rwy Idg 5004 TDZE 2387 Apt Elev 2396

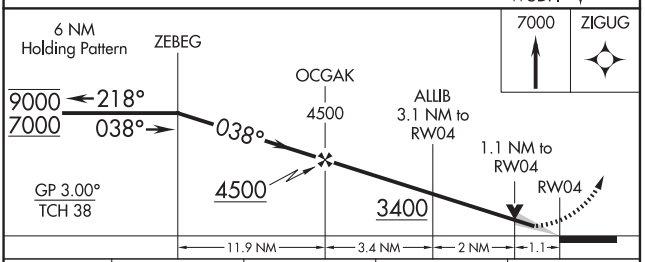
RNP APCH - GPS.

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 ⅜ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM. VDP and Baro-VNAV NA when using Gage altimeter setting.

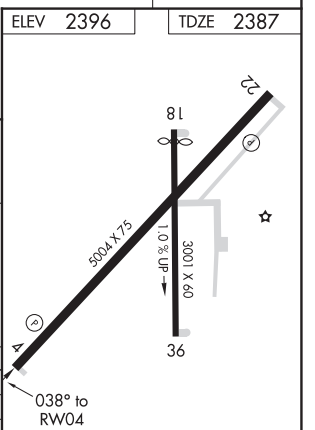
MISSED APPROACH: Climb to 7000 direct ZIGUG and hold, continue climb-in-hold to 7000.

AWOS-3	ALBUQUERQUE CENTER	KANSAS CITY CENTER	CTAF
119.025	127.85 285.475	126.95 379.2	122.9 L





CATEGORY	A	B	C	D
LPV DA		2637-1	250 (300-1)	
LNAV/VNAV DA		2684-1	297 (300-1)	
LNAV MDA	2780-1	393 (400-1)	2780-1⅛	393 (400-1⅛)
C CIRCLING	3040-1	644 (700-1)	3280-2¾ 884 (900-2¾)	3340-3 944 (1000-3)



MIRL Rwy 4-22 and 18-36 L
REIL Rwys 4 and 22

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CANADIAN, TEXAS

AL-6304 (FAA)

22195

RNAV (GPS) RWY 22

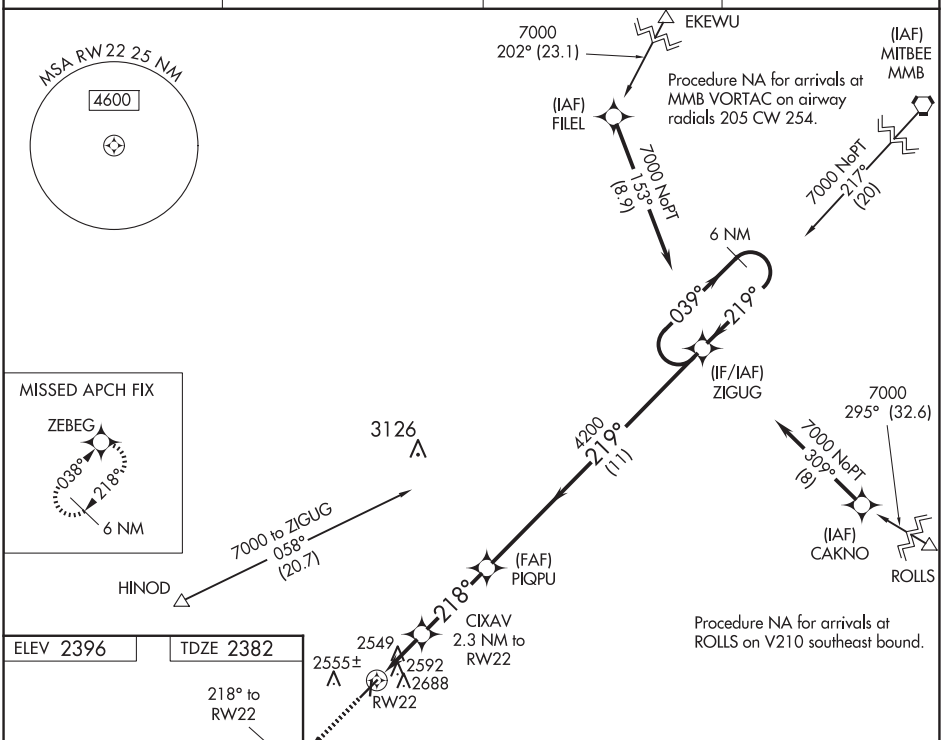
HEMPHILL COUNTY (HHF)

WAAS	APP CRS	Rwy Idg	5004
CH 48837	218°	TDZE	2382
W22A		Apt Elev	2396

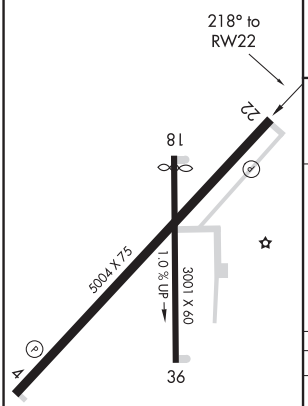
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LP and LNAV visibility Cat C and D ⅜ mile and Circling Cat C ½ mile. Helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.

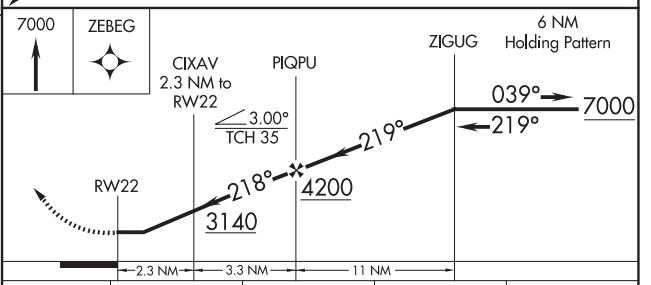
MISSED APPROACH: Climb to 7000 direct ZEBEG and hold, continue climb-in-hold to 7000.

AWOS-3	ALBUQUERQUE CENTER	KANSAS CITY CENTER	CTAF
119.025	127.85 285.475	126.95 379.2	122.9 L



ELEV 2396 | TDZE 2382





CATEGORY	A	B	C	D
LP MDA	2800-1	418 (500-1)	2800-1⅛	418 (500-1⅛)
LNAV MDA	2860-1	478 (500-1)	2860-1⅜	478 (500-1⅜)
C CIRCLING	3040-1	644 (700-1)	3280-2¾ 884 (900-2¾)	3340-3 944 (1000-3)

REIL Rwys 4 and 22
MIRL Rwy 4-22 and 18-36 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4000
174°	TDZE	247
	Apt Elev	248

RNAV (GPS) RWY 17

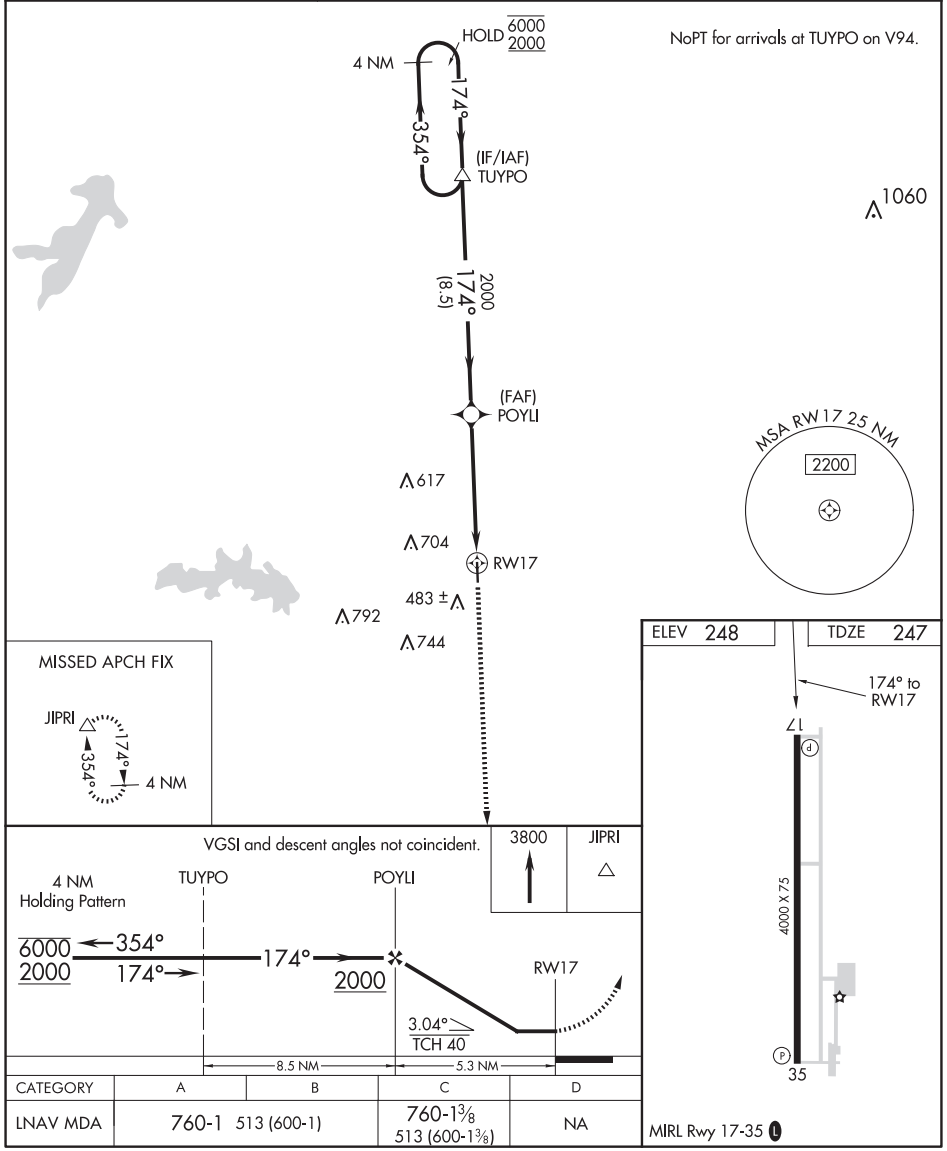
PANOLA COUNTY-SHARPE FLD (4F2)

RNP APCH-GPS.

⚠ 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.

AWOS-3PT	SHREVEPORT APP CON ★	UNICOM
121.125	119.9 335.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	760-1 513 (600-1)		760-1 3/8 513 (600-1 3/8)	NA

MIRL Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CARTHAGE, TEXAS | AL-6193 (FAA) | 22223

APP CRS	Rwy Idg	4000
354°	TDZE	248
	Apt Elev	248

RNAV (GPS) RWY 35

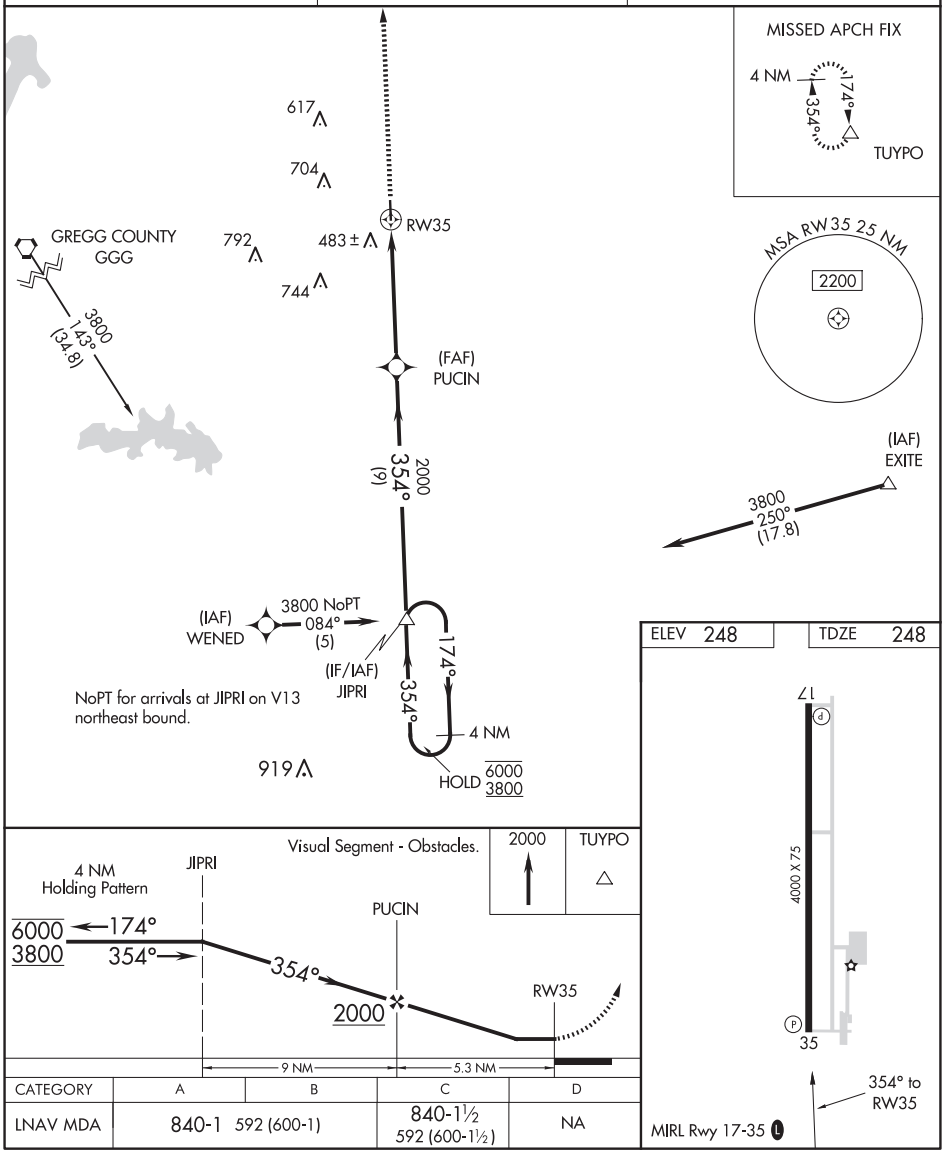
PANOLA COUNTY-SHARPE FLD (4F2)

RNP APCH-GPS.

⚠ Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Longview altimeter setting.

MISSED APPROACH: Climb to 2000 direct TUYPO and hold.

AWOS-3PT	SHREVEPORT APP CON ★	UNICOM
121.125	119.9 335.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 592 (600-1)		840-1½ 592 (600-1½)	NA

CARTHAGE, TEXAS
Orig-C 11AUG22

32°11'N-94°18'W

PANOLA COUNTY-SHARPE FLD (4F2)
RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

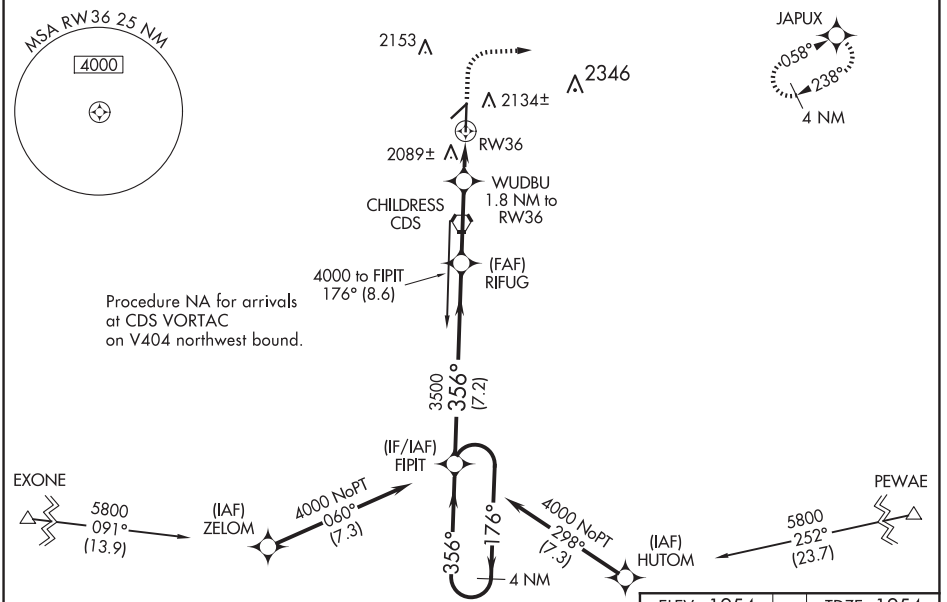
WAAS	APP CRS	Rwy Idg	5949
CH **97432**	**356°**	TDZE	**1954**
W36A		Apt Elev	**1954**

RNAV (GPS) RWY 36
CHILDRESS MUNI (CDS)

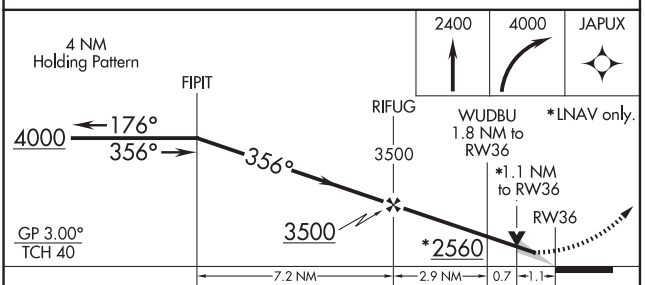
Circling to Rwy 4, 18, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 188 feet, all MDA 200 feet and increase LPV all Cats visibility ⅝ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ⅝ 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.

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct JAPUX and hold.

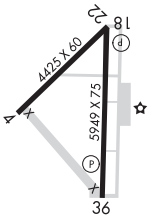
ASOS	FORT WORTH CENTER	UNICOM
135.125	**133.5 350.35**	**122.8** (CTAF) L



ELEV 1954	TDZE 1954



CATEGORY	A	B	C	D
LPV DA	2154- ¾	200 (200-¾)		
LNAV/VNAV DA	2376-1½	422 (500-1½)		
LNAV MDA	2340-1	386 (400-1)	2340-1⅛	386 (400-1⅛)
CIRCLING	2500-1	546 (600-1)	2600-1¾ 646 (700-1¾)	2700-2½ 746 (800-2½)



MIRL Rwy 18-36 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CHILDRESS, TEXAS | AL-82 (FAA) | 21364

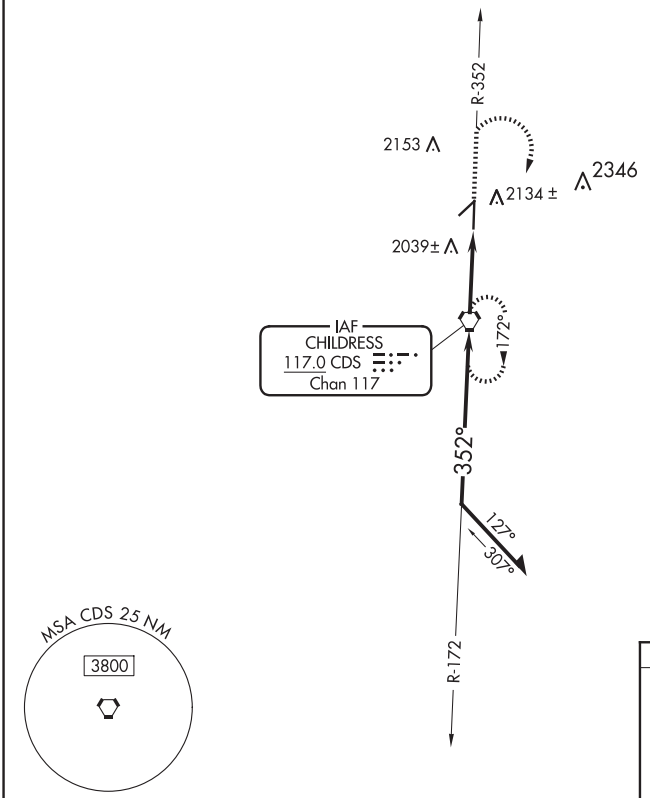
VORTAC CDS	APP CRS	Rwy Idg	5949
117.0	352°	TDZE	1954
Chan 117		Apt Elev	1954

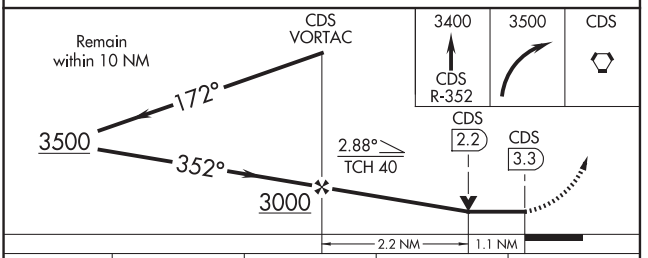
VOR RWY 36
CHILDRESS MUNI (CDS)

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 turn to 3500 direct CDS VORTAC and hold.

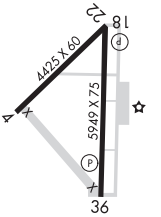
ASOS	FORT WORTH CENTER	UNICOM
135.125	133.5 350.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	2340-1 386 (400-1)			2340-1¼ 386 (400-1¼)
CIRCLING	2500-1 546 (600-1)		2600-1¾ 646 (700-1¾)	2700-2½ 746 (800-2½)

ELEV 1954 | TDZE 1954



352° 3.3 NM from FAF

MIRL Rwy 18-36 L

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 18

GREGORY M SIMMONS MEML (GZN)

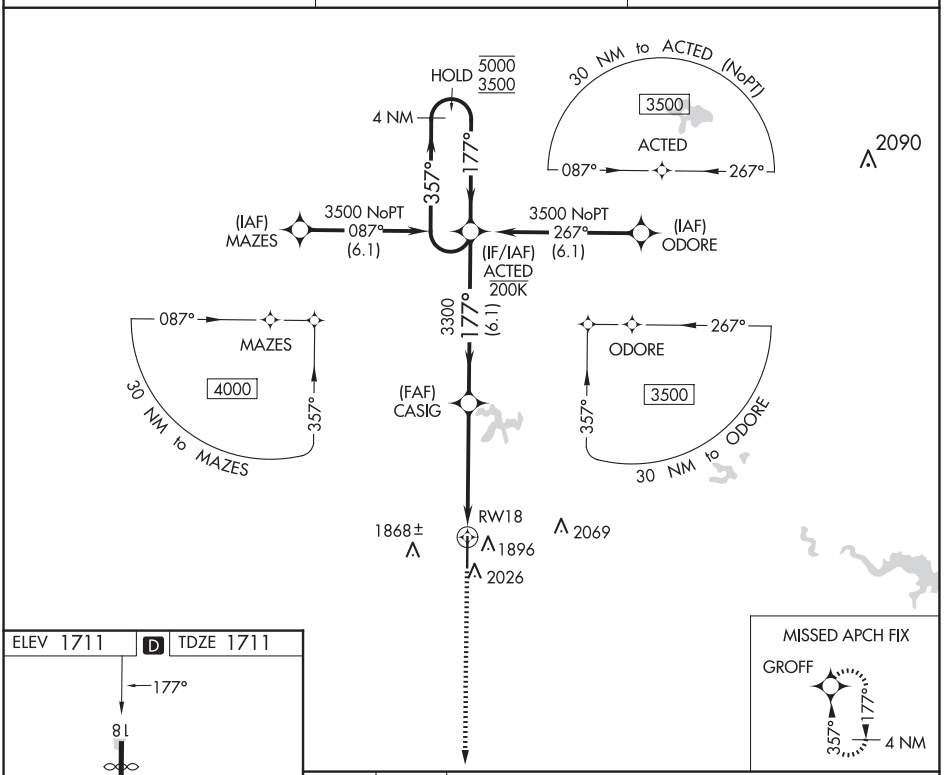
APP CRS	Rwy Idg	6064
177°	TDZE	1711
	Apt Elev	1711

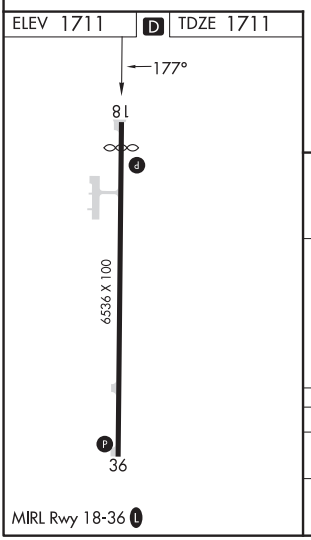
RNP AR APCH - GPS.

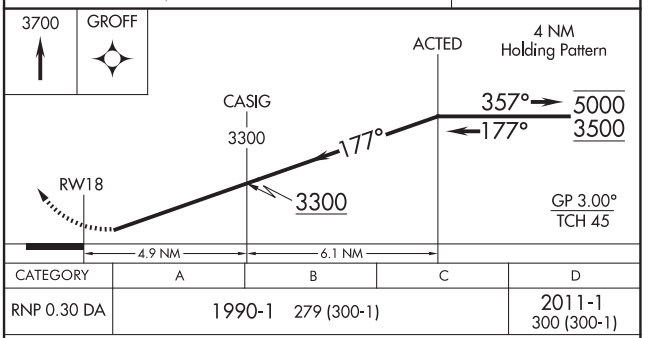
T Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 3700 direct GROFF and hold.

AWOS-4	ABILENE APP CON	CTAF
118.0	125.0 338.3	122.9 L







CATEGORY	A	B	C	D
RNP 0.30 DA	1990-1	279 (300-1)		2011-1 300 (300-1)

AUTHORIZATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CISCO, TEXAS | AL-11419 (FAA-O) | 23278

RNAV (GPS) RWY 36

GREGORY M SIMMONS MEML (GZN)

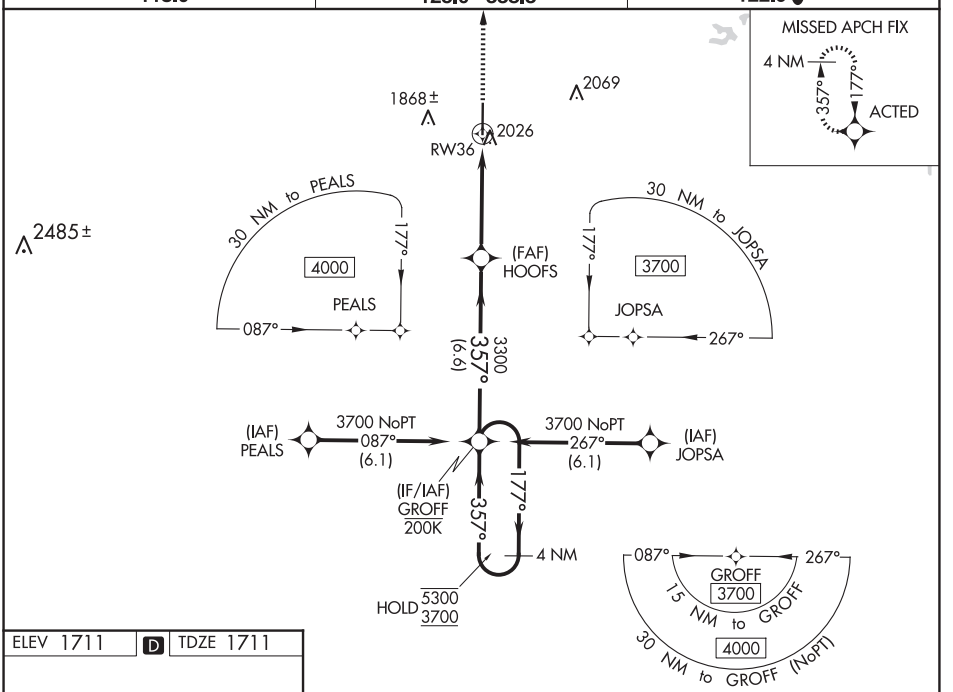
WAAS CH 52885 W36A	APP CRS 357°	Rwy Idg 6536 / TDZE 1711 / Apt Elev 1711

RNP APCH - GPS.

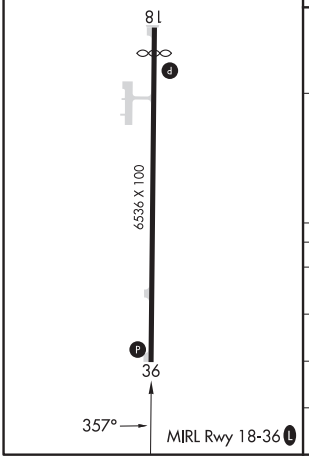
Ⓣ Circling NA east of Rwy 18-36. Baro-VNAV NA when using Eastland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Eastland altimeter setting and increase LPV DA to 2023 feet; increase LNAV/VNAV DA to 2249 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM. Rwy 36 helicopter visibility reduction below 1 SM NA.

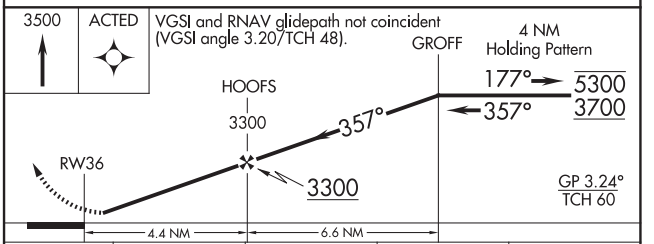
MISSED APPROACH: Climb to 3500 direct ACTED and hold.

AWOS-4	ABILENE APP CON	CTAF
118.0	125.0 338.3	122.9 Ⓛ



ELEV 1711 Ⓓ TDZE 1711





CATEGORY	A	B	C	D
LPV DA	1961-1 250 (300-1)			
LNAV/VNAV DA	2187-1⅜ 476 (500-1⅜)			
LNAV MDA	2280-1 569 (600-1)		2280-1⅝ 569 (600-1⅝)	
CIRCLING	2280-1 569 (600-1)		2280-1⅝ 569 (600-1⅝)	2600-3 889 (900-3)

CISCO, TEXAS
Amdt 1A 05OCT23

32°22'N-99°01'W

GREGORY M SIMMONS MEML (GZN)

RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 18

GREGORY M SIMMONS MEML (GZN)

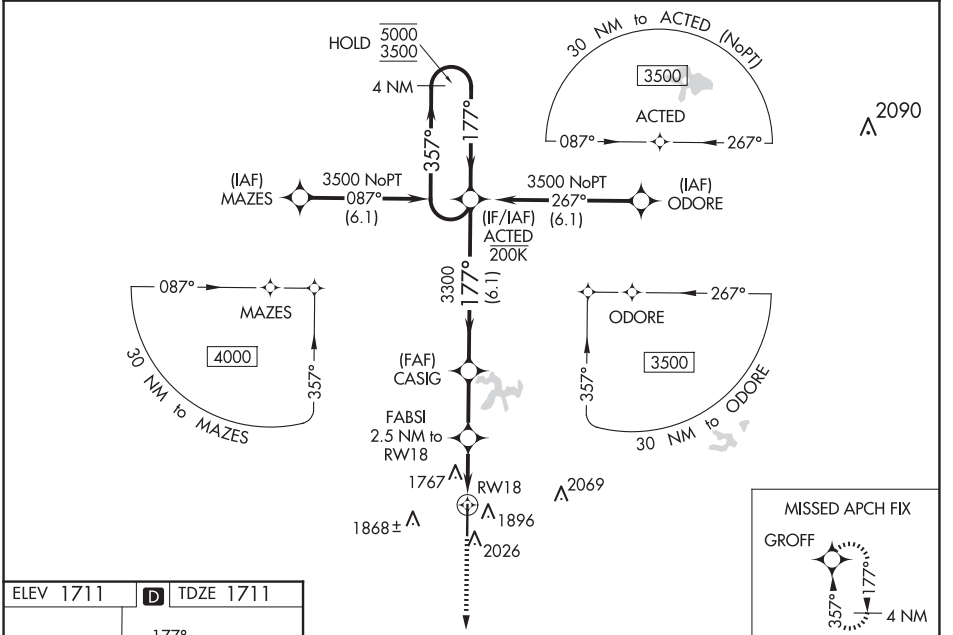
WAAS CH 41250 W18A	APP CRS 177°	Rwy Idg 6064 / TDZE 1711 / Apt Elev 1711

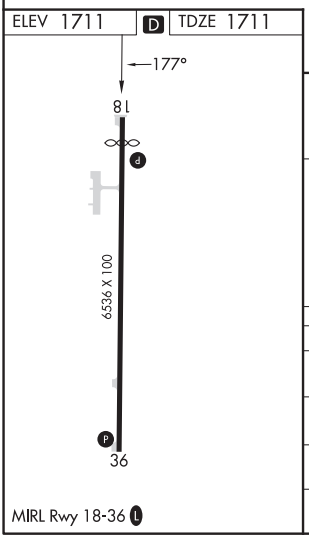
RNP APCH - GPS.

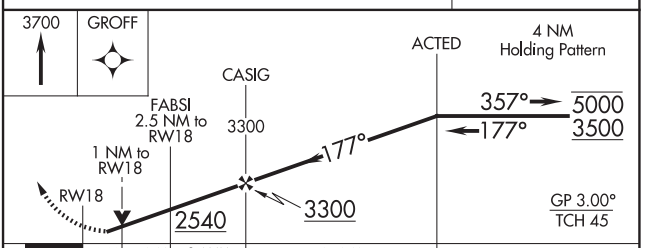
Circling NA east of Rwy 18-36. Baro-VNAV and VDP NA when using Eastland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Eastland altimeter setting and increase LPV DA to 2023 feet; increase LNAV/VNAV DA to 2067 feet; increase all MDAs 80 feet and LNAV visibility Cat C/D ⅜ SM. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3700 direct GROFF and hold.

AWOS-4	ABILENE APP CON	CTAF
118.0	125.0 338.3	122.9 L







CATEGORY	A	B	C	D
LPV DA	1961-1 250 (300-1)			
LNAV/VNAV DA	1985-1 274 (300-1)			2005-1 294 (300-1)
LNAV MDA	2060-1 349 (400-1)			2080-1 369 (400-1)
CIRCLING	2140-1 429 (500-1)	2180-1 469 (500-1)	2180-1½ 469 (500-1½)	2600-3 889 (900-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CLEBURNE, TEXAS | AL-6000 (FAA) | 24305

RNAV (GPS) RWY 15

CLEBURNE RGNL (CPT)

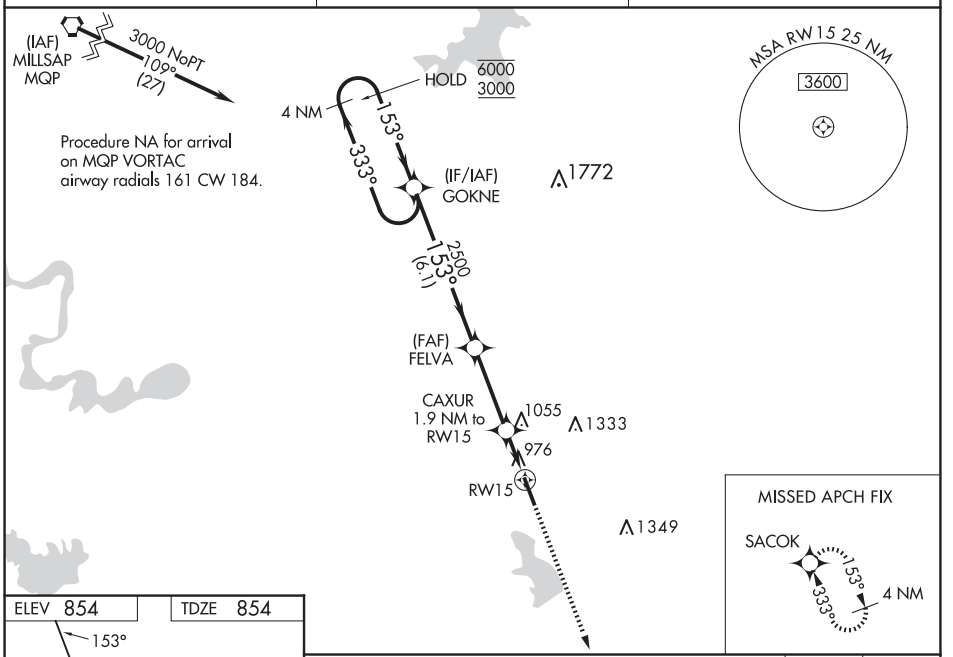
WAAS	APP CRS		
CH **61331**	**153°**	Rwy Idg	**5512**
W15A		TDZE	**854**
		Apt Elev	**854**

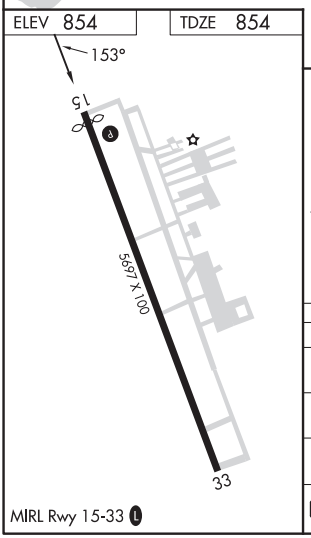
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 15 helicopter visibility reduction below ¾ SM NA.

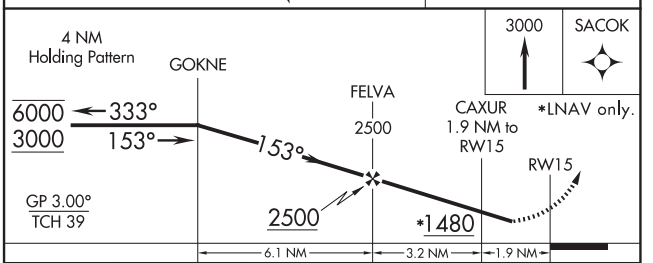
MISSED APPROACH: Climb to 3000 direct SACOK and hold.

AWOS-3	LONE STAR APP CON	UNICOM
119.525	**135.975 379.9**	**122.8** (CTAF) L





MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	1240-1⅜ 386 (400-1⅜)			
LNAV/VNAV DA	1397-1⅞ 543 (600-1⅞)			
LNAV MDA	1360-1 506 (600-1)		1360-1⅜ 506 (600-1⅜)	
C CIRCLING	1400-1 546 (600-1)		1680-2½ 826 (900-2½)	1700-2¾ 846 (900-2¾)

CLEBURNE, TEXAS
Amdt 1B 10OCT19

32°21′N-97°26′W

CLEBURNE RGNL (CPT)

RNAV (GPS) RWY 15

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5697
CH 82632	333°	TDZE	852
W33A		Apt Elev	854

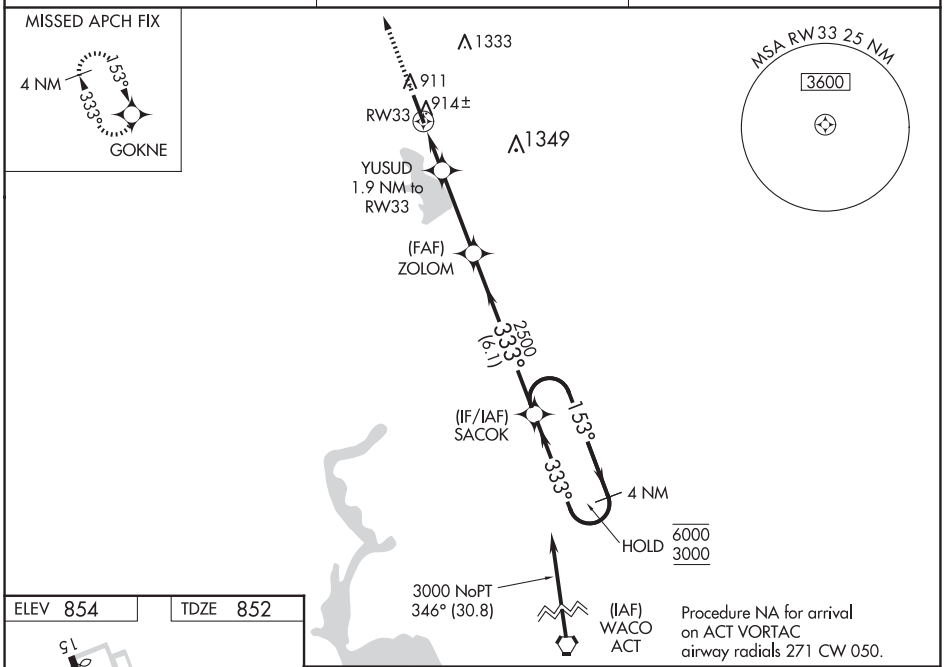
RNAV (GPS) RWY 33
CLEBURNE RGNL (CPT)

RNP APCH.

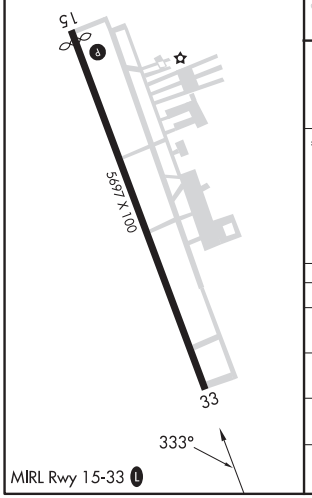
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below ¾ SM NA.

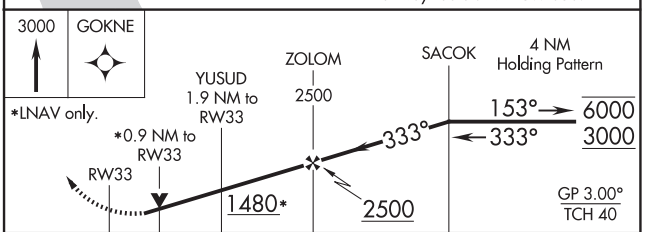
MISSED APPROACH: Climb to 3000 direct GOKNE and hold.

AWOS-3	LONE STAR APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L



ELEV 854 TDZE 852





CATEGORY	A	B	C	D
LPV DA	1102-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1102-⅞ 250 (300-⅞)			
LNAV MDA	1180-1 328 (400-1)			
C CIRCLING	1400-1 546 (600-1)		1680-2½ 826 (900-2½)	1700-2¾ 846 (900-2¾)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CLEBURNE, TEXAS | AL-6000 (FAA) | 24305

LOC RWY 15

CLEBURNE RGNL (CPT)

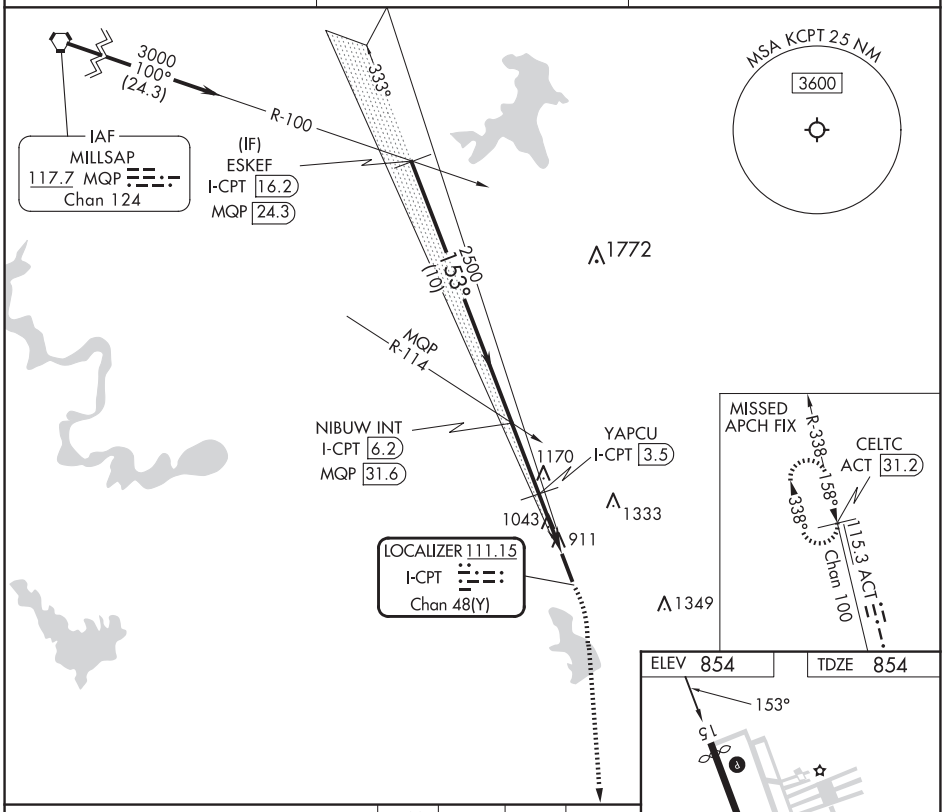
LOC I-CPT	APP CRS	Rwy Idg	5512
111.15	153°	TDZE	854
Chan 48(Y)		Apt Elev	854

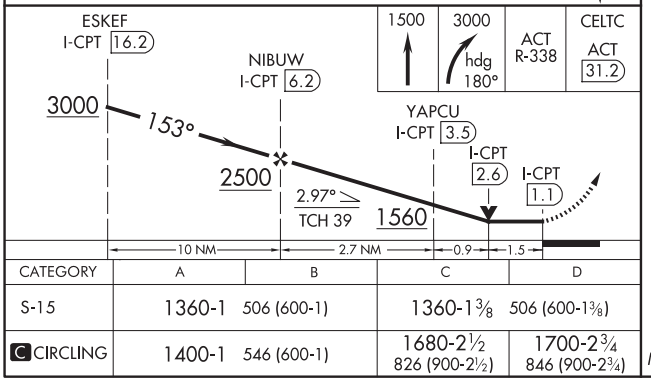
DME required.

T A NA Rwy 15 helicopter visibility reduction below ¾ 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.

AWOS-3	LONE STAR APP CON	UNICOM
119.525	135.975 379.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	1360-1	506 (600-1)	1360-1⅜	506 (600-1⅜)
C CIRCLING	1400-1	546 (600-1)	1680-2½ 826 (900-2½)	1700-2¾ 846 (900-2¾)

CLEBURNE, TEXAS
Orig-F 10OCT19

32°21′N-97°26′W

CLEBURNE RGNL (CPT)

LOC RWY 15

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
NOTE: ALIAN Transition: ATC assigned only.
LONE STAR DEP CON 135.975 379.9 CTAF 122.8
MSA CPT 25 NM
3600
TOP ALTITUDE: ASSIGNED BY ATC
HUDAD
HRPER
HULZE
BRHMA
KATZZ
ALIAN
WSTEX
CIKAN
DOSXX
MUTEE
DBLSS
RUFFS
FUMED
LYNDE
PGLET
TYGGR
ROOOO
RBBIT
BOTCH 13000
DEMII 5000
9000 *3000 291° (66)
9000 *3000 288° (69)
9000 *3100 285° (37)
9000 *4000 282° (75)
9000 *3400 282° (71)
9000 *3100 268° (51)
9000 *4100 263° (50)
9000 *3100 251° (33)
9000 *3100 262° (56)
9000 *3600 291° (27)
9000 *2800 288° (27)
9000 *2800 283° (26)
9000 *3100 268° (25)
9000 *3100 262° (25)
9000 *2600 308° (16)
9000 *2500 287° (13)
9000 *2500 256° (12)
9000 *2500 232° (11)
270° (13)
1354
015°
333°
153°
014°
1354
TAKEOFF MINIMUMS
Rwy 15: Standard.
Rwy 33: 300-1½ or standard with minimum climb of 422'/NM to 1200.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.
N

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 153° to 1354, then on heading 014° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 33: Climb on heading 333° to 1354, then on heading 015° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

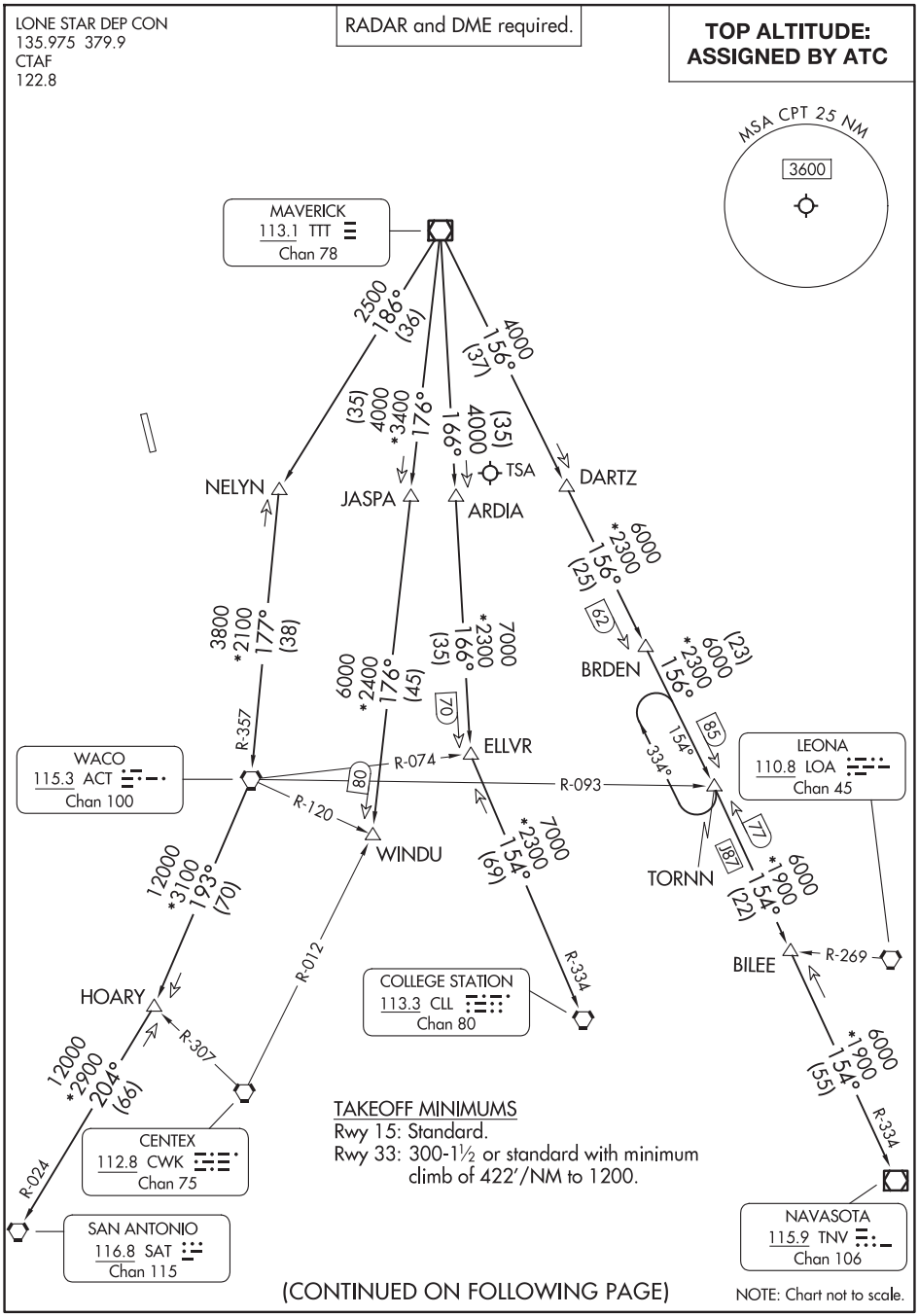
DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

KINGDOM FIVE DEPARTURE

KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

(CONTINUED 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)

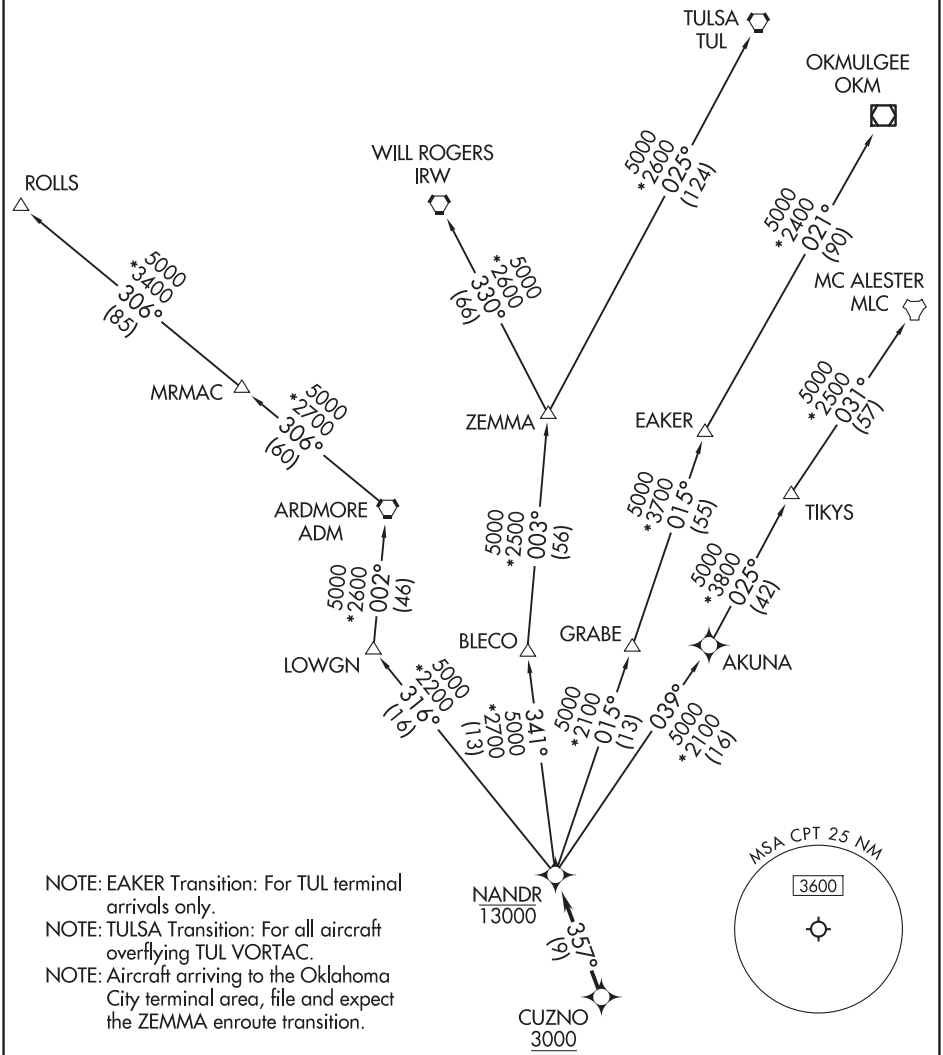
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

NANDR THREE DEPARTURE (RNAV)

LONE STAR 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 15: Standard.
Rwys 33: 300-1½ or standard with minimum climb of 422'/NM to 1200.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

COMMERCE MUNI (2F7)

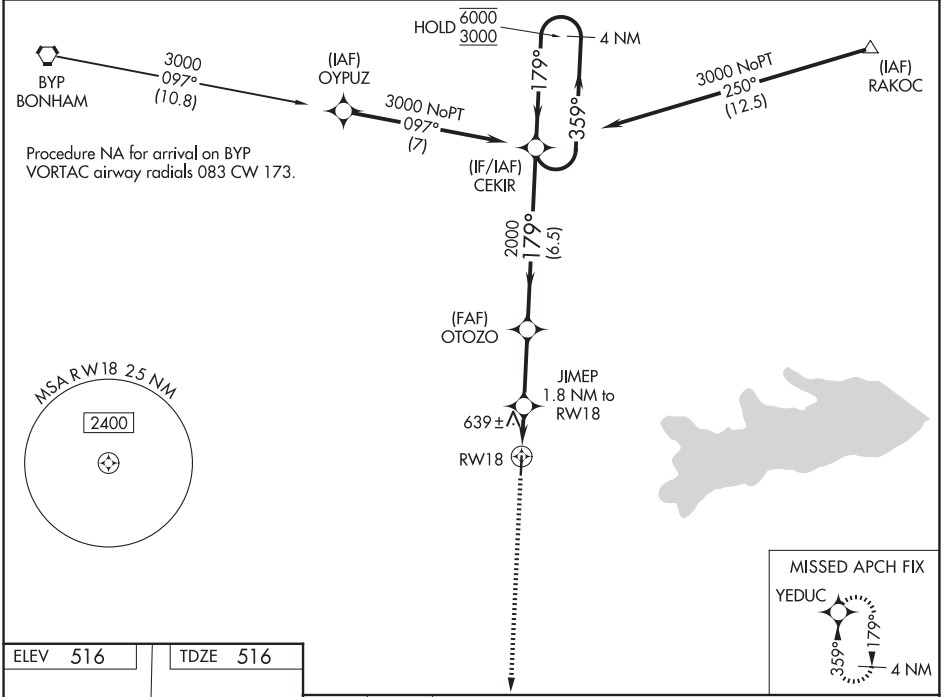
WAAS CH 53744 W18A	APP CRS 179°	Rwy Ldg 3907 TDZE 516 Apt Elev 516

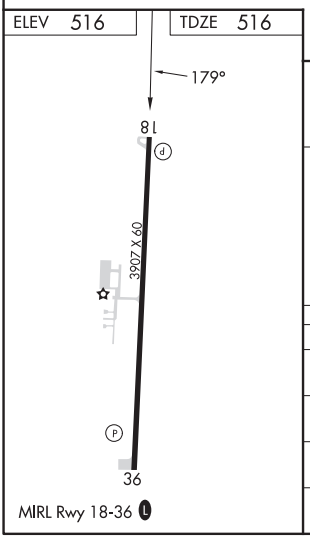
RNP APCH - GPS.

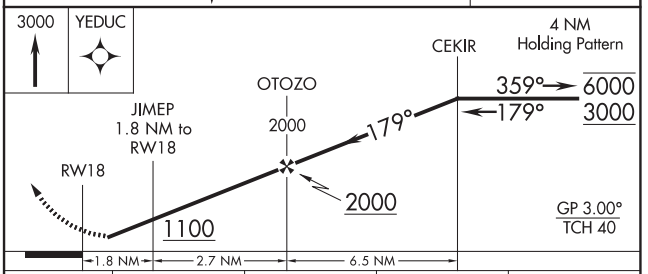
Rwy 18 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Greenville altimeter setting.

MISSED APPROACH: Climb to 3000 direct YEDUC and hold.

GVT AWOS-3	FORT WORTH CENTER	CTAF
133.425	132.025 317.75	122.9 L







CATEGORY	A	B	C	D
LPV DA	806-1 290 (300-1)		NA	
LNAV/VNAV DA	806-1 290 (300-1)		NA	
LNAV MDA	940-1 424 (500-1)		NA	
CIRCLING	980-1 464 (500-1)	1140-1 624 (700-1)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

COMMERCE, TEXAS | AL-5943 (FAA) | 25219

RNAV (GPS) RWY 36

COMMERCE MUNI (2F7)

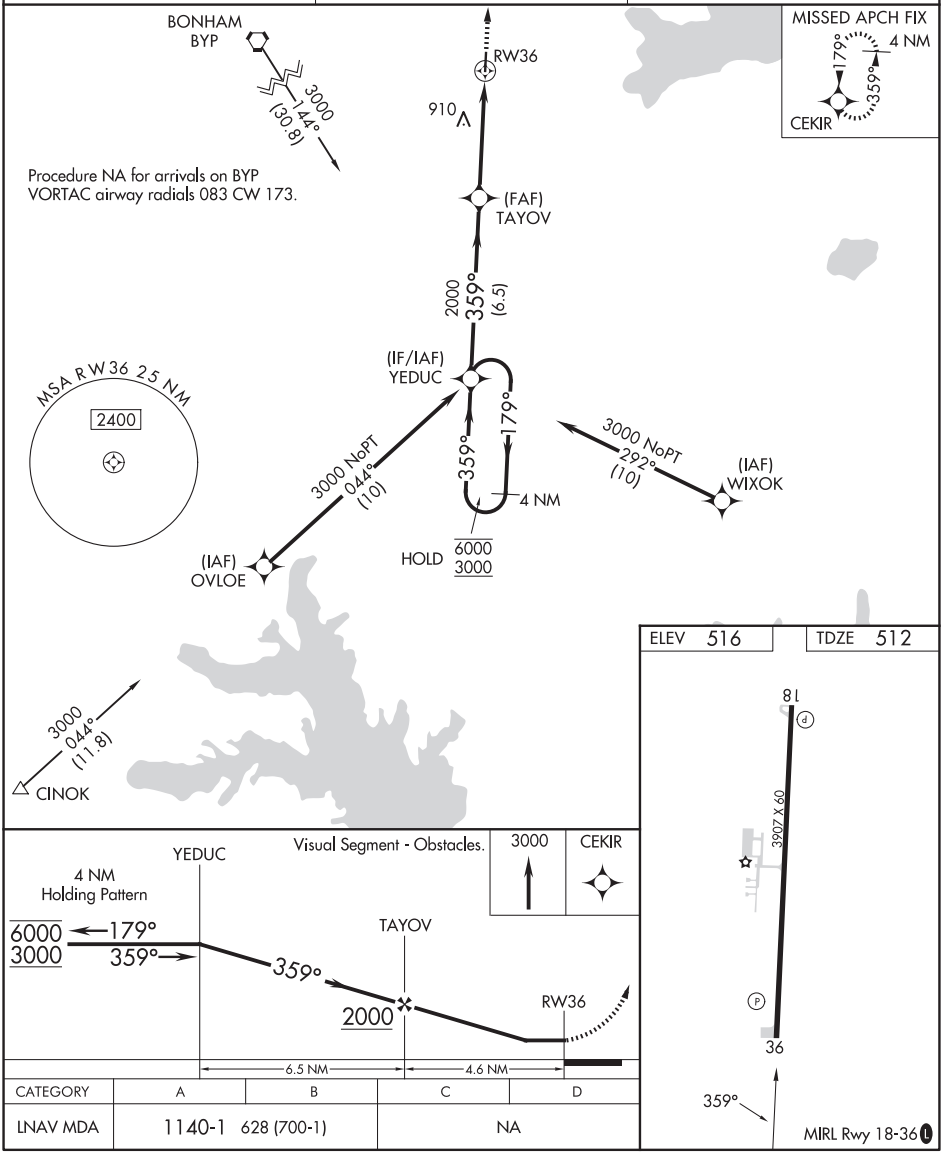
APP CRS	Rwy Ldg	TDZE	Apt Elev
359°	3907	512	516

RNP APCH.

NA — Use Greenville altimeter setting, when not received, use Sulphur Springs altimeter setting and increase all MDAs 20 feet. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CEKIR and hold.

GVT AWOS-3	FORT WORTH CENTER	CTAF
133.425	132.025 317.75	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 628 (700-1)		NA	

COMMERCE, TEXAS
Orig-D 21MAY20

33°18′N-95°54′W

COMMERCE MUNI (2F7)

RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14

C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

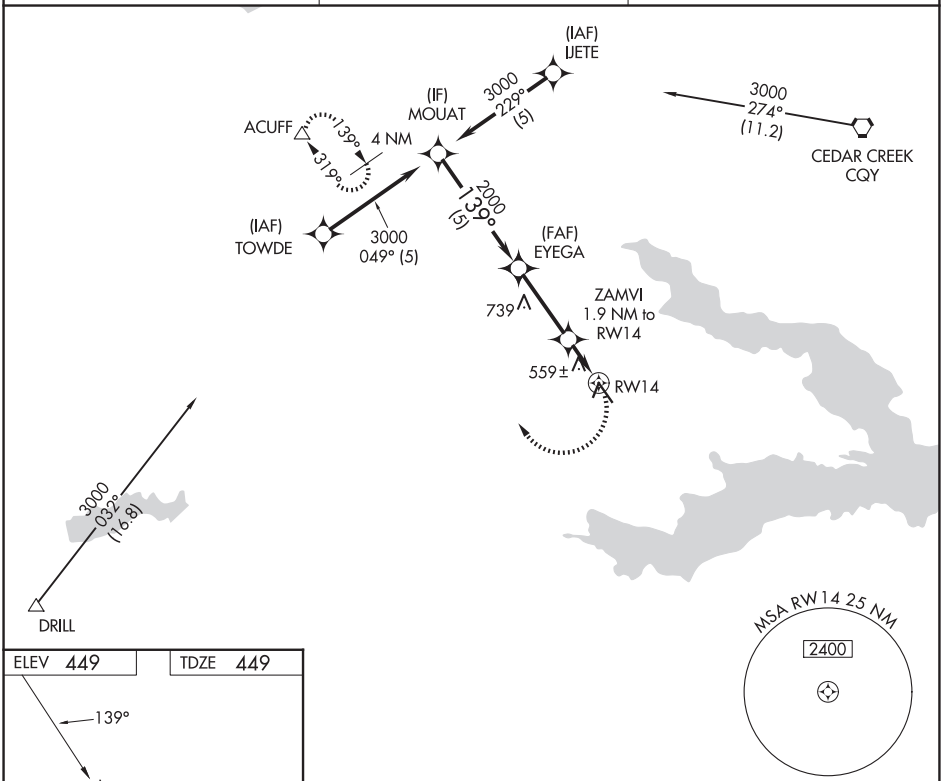
APP CRS	Rwy Ldg	5004
139°	TDZE	449
	Apt Elev	449

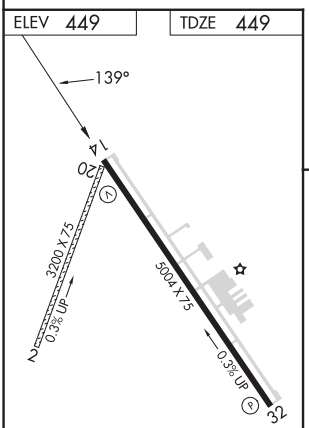
RNP APCH.

Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

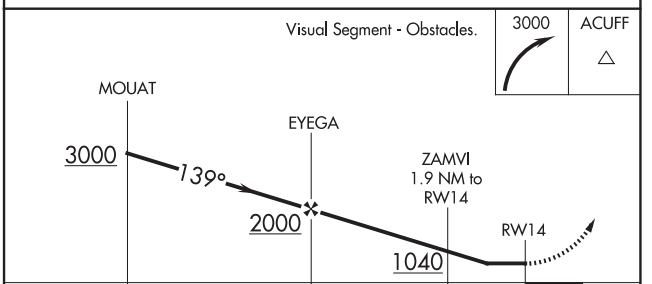
MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF)





MIRL Rwy 14-32 (L)
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
LNAV MDA	820-1 371 (400-1)			820-1¼ 371 (400-1¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CORSICANA, TEXAS | AL-5998 (FAA) | 25219

RNAV (GPS) RWY 32

C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

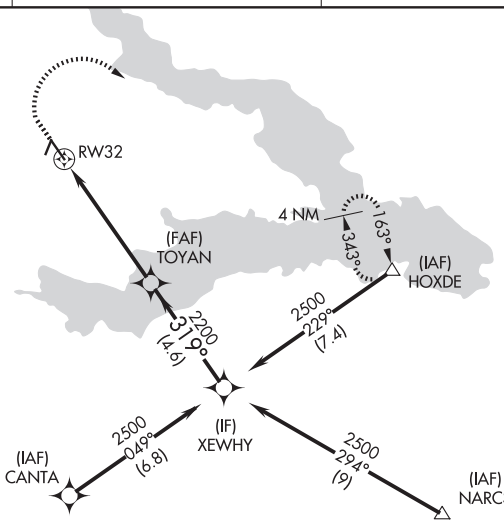
APP CRS	Rwy Ldg	5004
319°	TDZE	442
	Apt Elev	449

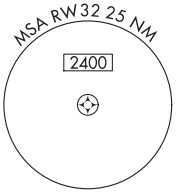
RNP APCH.

Procedure NA at night.
Rwy 32 helicopter visibility reduction below 1 SM NA.

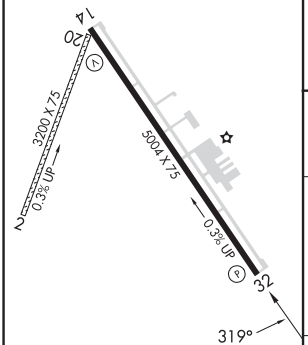
MISSED APPROACH: Climb to 900, then climbing right turn to 2500 direct HOXDE and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L

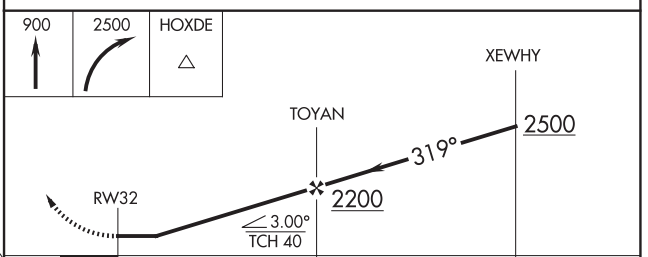




ELEV 449 | TDZE 442



MIRL Rwy 14-32 L
REIL Rwys 14 and 32



CATEGORY	A	B	C	D
LNAV MDA	820-1 378 (400-1)			

CORSICANA, TEXAS
Amdt 1A 05DEC19

C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

32°02'N-96°24'W

RNAV (GPS) RWY 32

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC CQY	APP CRS	Rwy Ldg	N/A
114.8	218°	TDZE	N/A
Chan 95		Apt Elev	449

VOR/DME-A

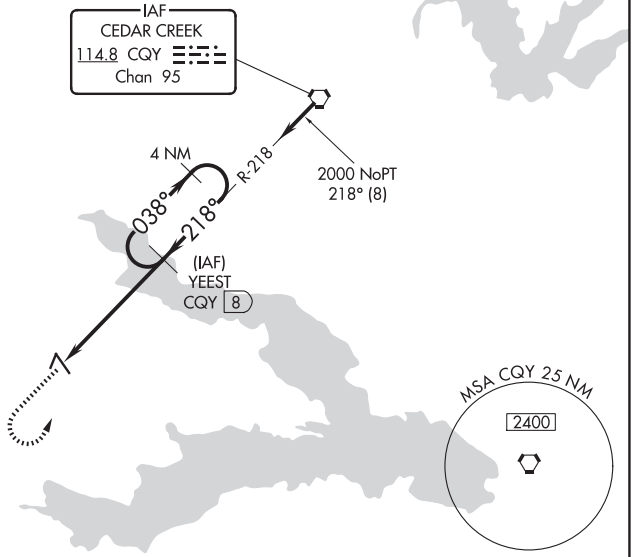
C DAVID CAMPBELL FLD-CORSICANA MUNI (CRS)

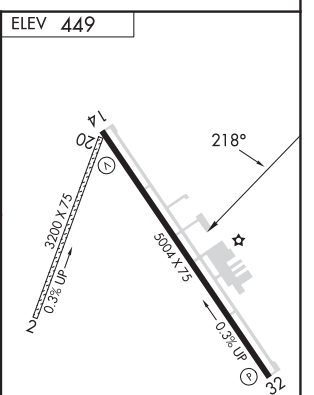
Procedure NA at night. Circling NA to Rwys 2 and 20.
NA

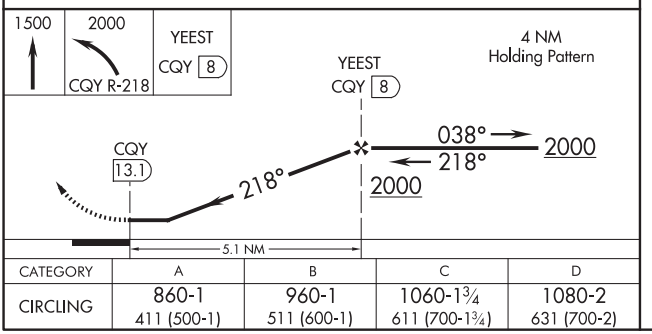
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
120.675	135.25 265.1	122.8 (CTAF) L

Procedure NA for arrivals at CQY VORTAC on airway radials 163 CW 263.







CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	960-1 511 (600-1)	1060-1¾ 611 (700-1¾)	1080-2 631 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CROSBYTON, TEXAS | AL-6666 (FAA) | 23166

RNAV (GPS) RWY 17

CROSBYTON MUNI (8F3)

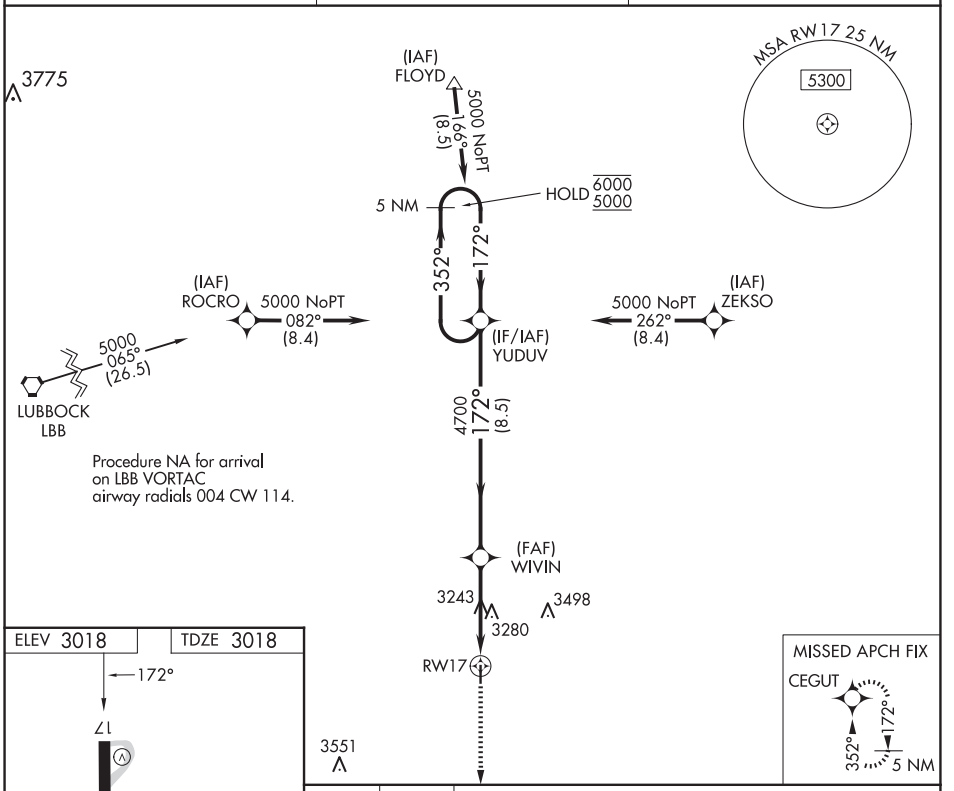
WAAS	APP CRS	Rwy Idg	3600
CH 82722	172°	TDZE	3018
W17A		Apt Elev	3018

RNP APCH.

Procedure NA at night.
NA Rwy 17 helicopter visibility reduction below 1 SM NA.
Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000 direct CEGUT and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3	119.2 351.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	3660-1	642 (700-1)	NA	
LNAV MDA	3700-1	682 (700-1)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

CROSBYTON MUNI (8F3)

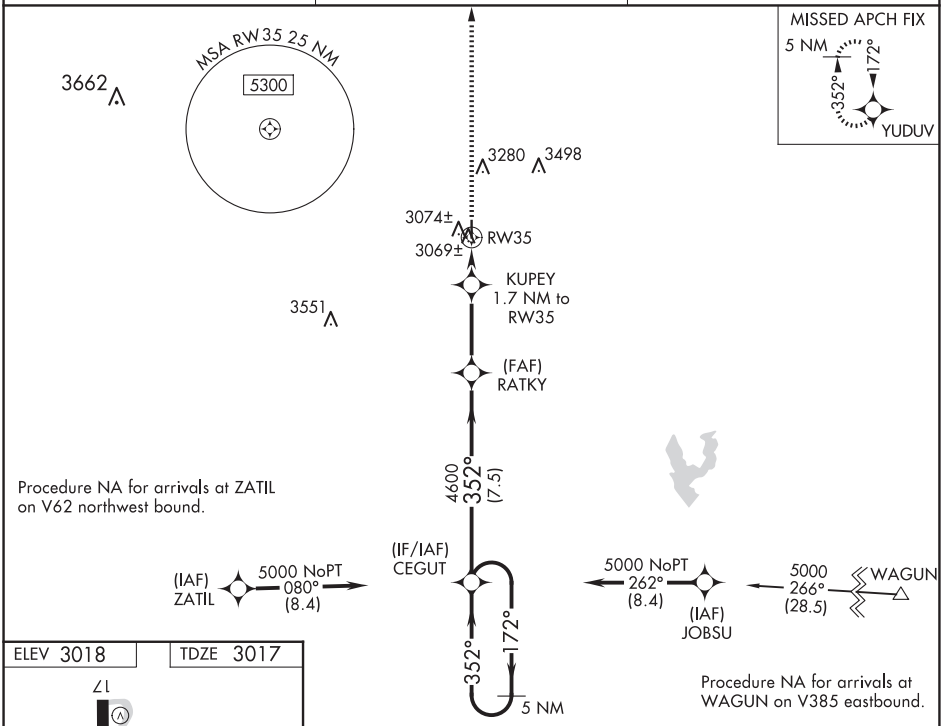
WAAS	APP CRS	Rwy Idg	3600
CH 53423	352°	TDZE	3017
W35A		Apt Elev	3018

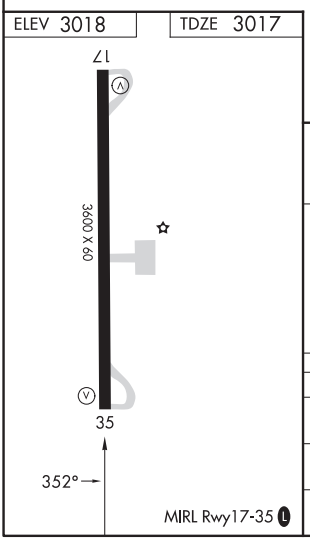
RNP APCH.

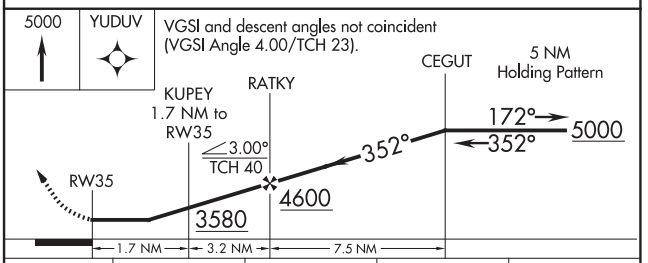
Use Lubbock altimeter setting. Procedure NA at night.
Rwy 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5000 direct YUDUV and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3	119.2 351.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LP MDA	3440-1 423 (500-1)		3440-1¼ 423 (500-1¼)	NA
LNAV MDA	3440-1 423 (500-1)		3440-1¼ 423 (500-1¼)	NA
CIRCLING	3500-1 482 (500-1)	3740-1 722 (800-1)	3920-2¾ 902 (1000-2¾)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALHART, TEXAS | AL-537 (FAA) | 22251

RNAV (GPS) RWY 17

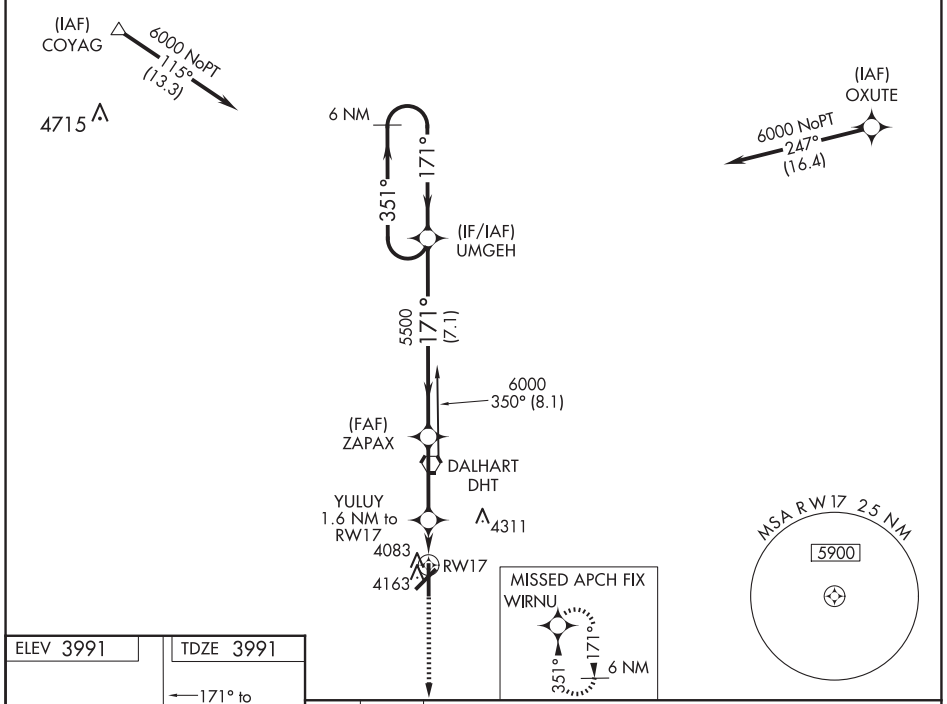
DALHART MUNI (DHT)

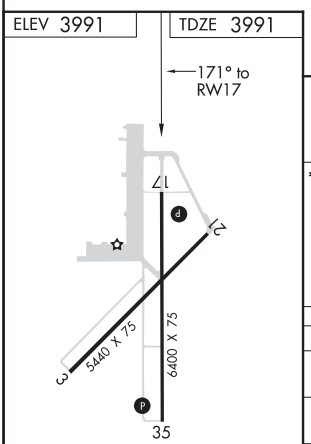
WAAS	APP CRS	Rwy Idg	6400
CH 97435	171°	TDZE	3991
W17A		Apt Elev	3991

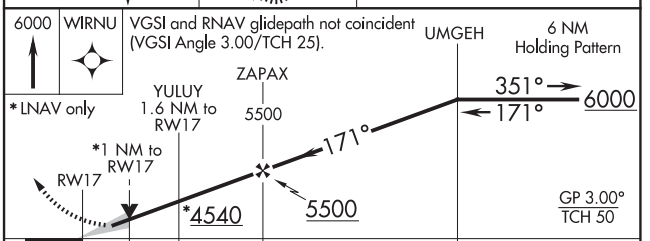
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 51°C (124°F). Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct WIRNU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4241-¾	250 (300-¾)		
LNAV/VNAV DA	4270-⅞	279 (300-⅞)		
LNAV MDA	4340-1	349 (400-1)		
C CIRCLING	4380-1 389 (400-1)	4660-1 669 (700-1)	4660-1¾ 669 (700-1¾)	4660-2 669 (700-2)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

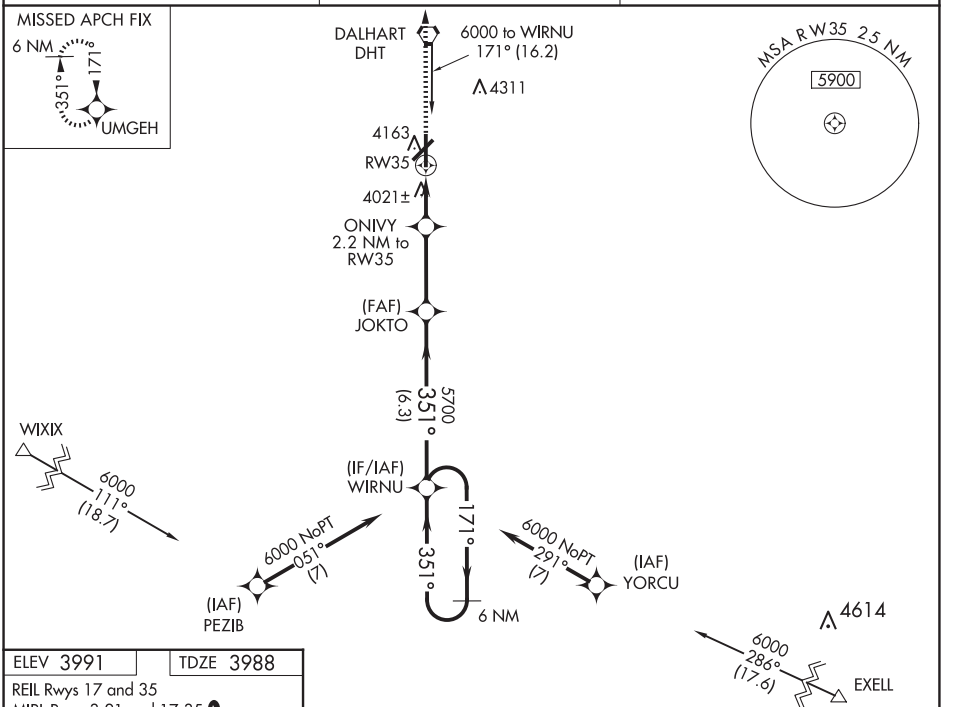
RNAV (GPS) RWY 35
DALHART MUNI (DHT)

WAAS	APP CRS	Rwy Idg	6400
CH 56355	351°	TDZE	3988
W35A		Apt Elev	3991

Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 52°C (126°F).

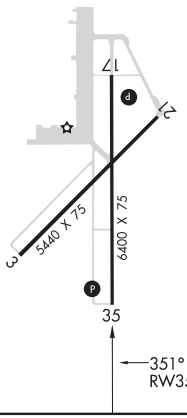
MISSED APPROACH: Climb to 6000 direct UMGEH and hold.

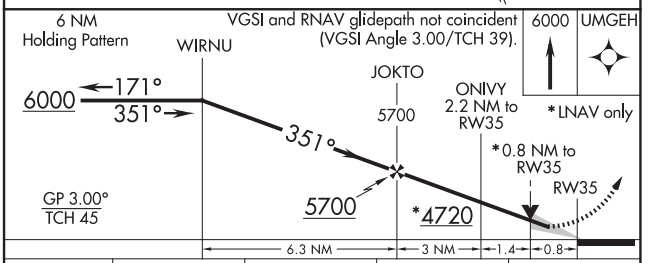
ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L



ELEV 3991	TDZE 3988

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L





CATEGORY	A	B	C	D
LPV DA	4238-¾	250 (300-¾)		
LNAV/VNAV DA	4250-⅞	262 (300-⅞)		
LNAV MDA	4280-1	292 (300-1)		
C CIRCLING	4380-1 389 (400-1)	4660-1 669 (700-1)	4660-1¾ 669 (700-1¾)	4660-2 669 (700-2)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALHART, TEXAS | AL-537 (FAA) | 19115

VOR/DME RWY 35
DALHART MUNI (DHT)

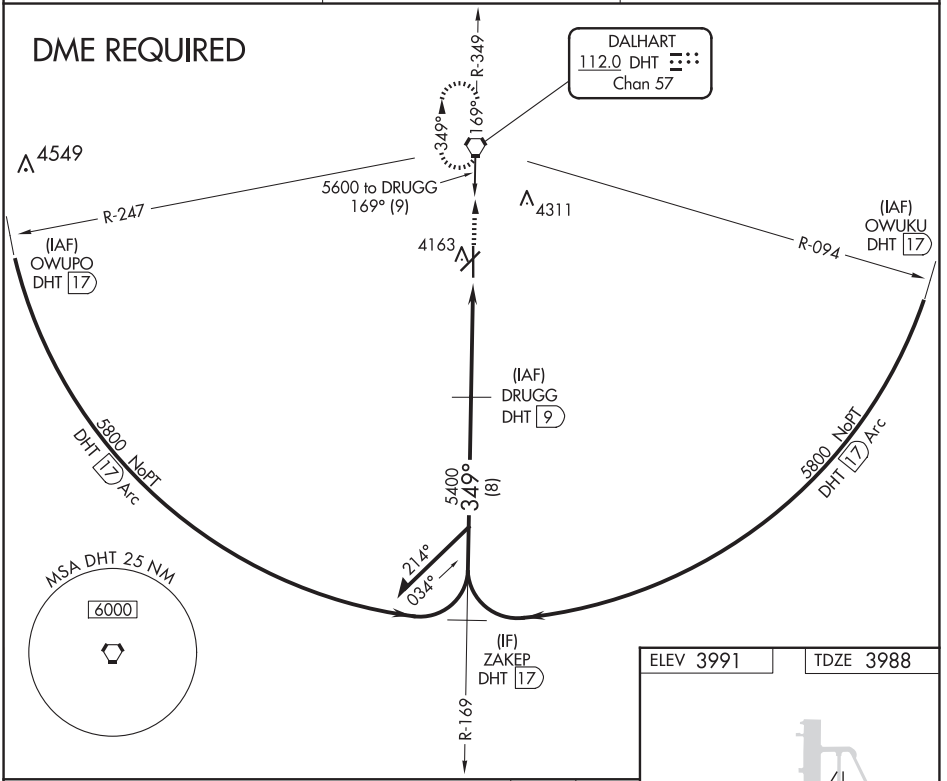
VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	349°	TDZE	3988
Chan 57		Apt Elev	3991

T A NA Circling NA west of Rwy 17-35.

MISSED APPROACH: Climb to 5700 direct DHT VORTAC and hold.

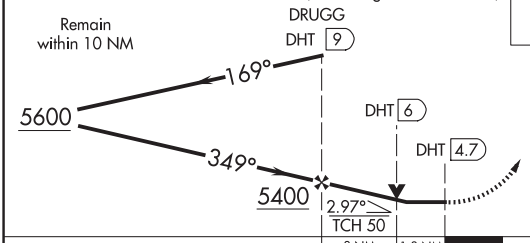
ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L

DME REQUIRED



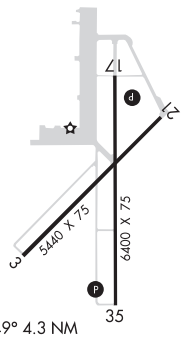
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).

5700 | DHT



CATEGORY	A	B	C	D
S-35	4440-1	452 (500-1)	4440-1⅜	452 (500-1⅜)
C CIRCLING	4440-1 449 (500-1)	4660-1 669 (700-1)	4660-1¾ 669 (700-1¾)	4660-2 669 (700-2)

ELEV 3991 | TDZE 3988



349° 4.3 NM from FAF

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

DALHART, TEXAS
Amdt 3A 02APR15

36°01'N-102°33'W

DALHART MUNI (DHT)
VOR/DME RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

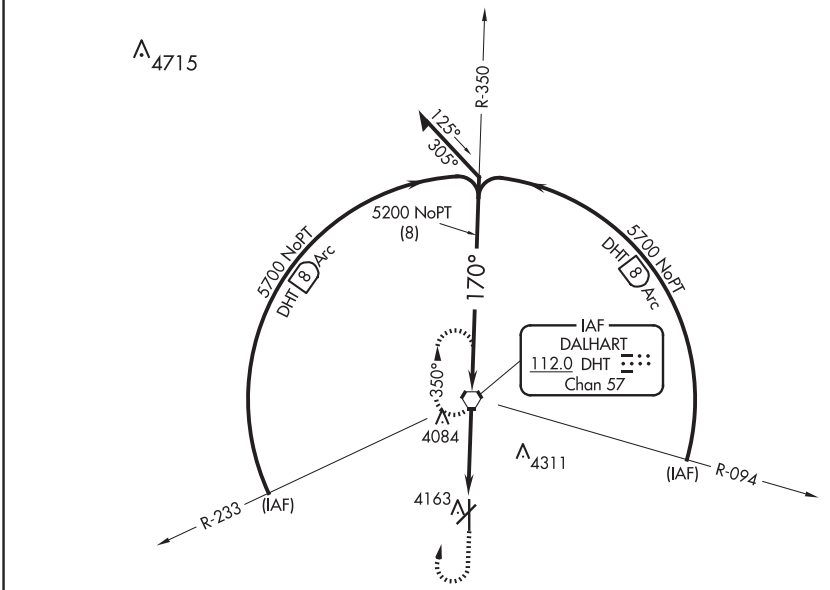
VOR RWY 17
DALHART MUNI (DHT)

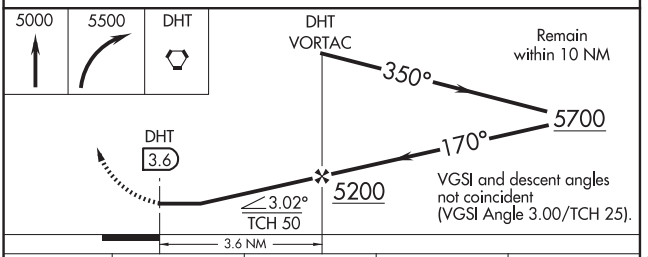
VORTAC DHT	APP CRS	Rwy Idg	6400
112.0	170°	TDZE	3991
Chan 57		Apt Elev	3991

TA Circling NA west of Rwy 17-35.

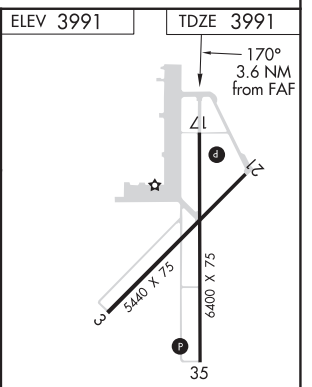
MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
134.075	127.85 285.475	122.95 (CTAF) L





CATEGORY	A	B	C	D
S-17	4520-1 529 (600-1)		4520-1½ 529 (600-1½)	4520-1¾ 529 (600-1¾)
C CIRCLING	4520-1 529 (600-1)	4660-1 669 (700-1)	4660-1¾ 669 (700-1¾)	4660-2 669 (700-2)



REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS | AL-768 (FAA) | 25163

ILS or LOC RWY 16
ADDISON (ADS)

LOC/DME I-ADS	APP CRS	Rwy Ldg	6224
110.1	157°	TDZE	644
Chan 38		Apt Elev	645

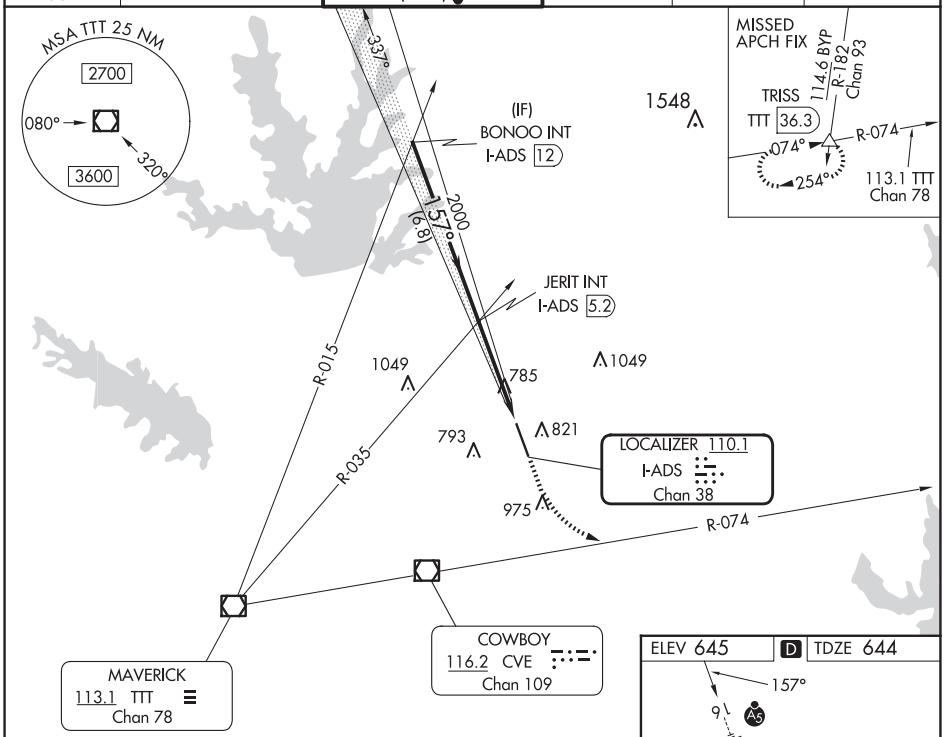
RADAR required for procedure entry.

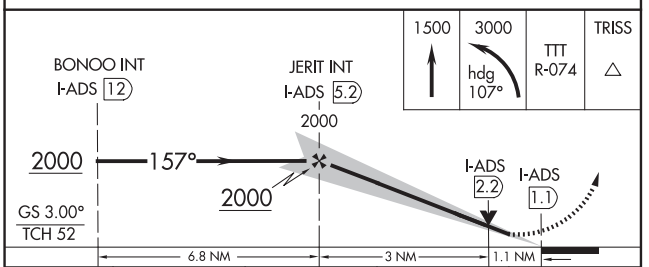
T A Rwy 16 helicopter visibility reduction below 1 SM NA. Inop table does not apply to S-ILS-16 all Cats, S-LOC-16 Cats A/B. For inop ALS, increase S-LOC-16 Cats C/D visibility to 1⅛ SM.

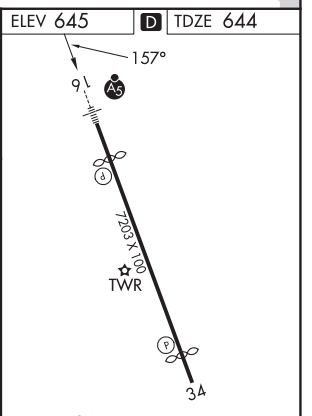
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 107° and TTT VOR/DME R-074 to TRISS INT/TTT 36.3 DME and hold.

ATIS	LONE STAR APP CON	ADDISON TOWER★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
S-ILS 16		894-1	250 (300-1)	
S-LOC 16		1040-1	396 (400-1)	
C CIRCLING	1200-1 555 (600-1)		1280-1¾ 635 (700-1¾)	1400-2½ 755 (800-2½)

REIL Rwy 34
HIRL Rwy 16-34 L

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

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SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34

ADDISON (ADS)

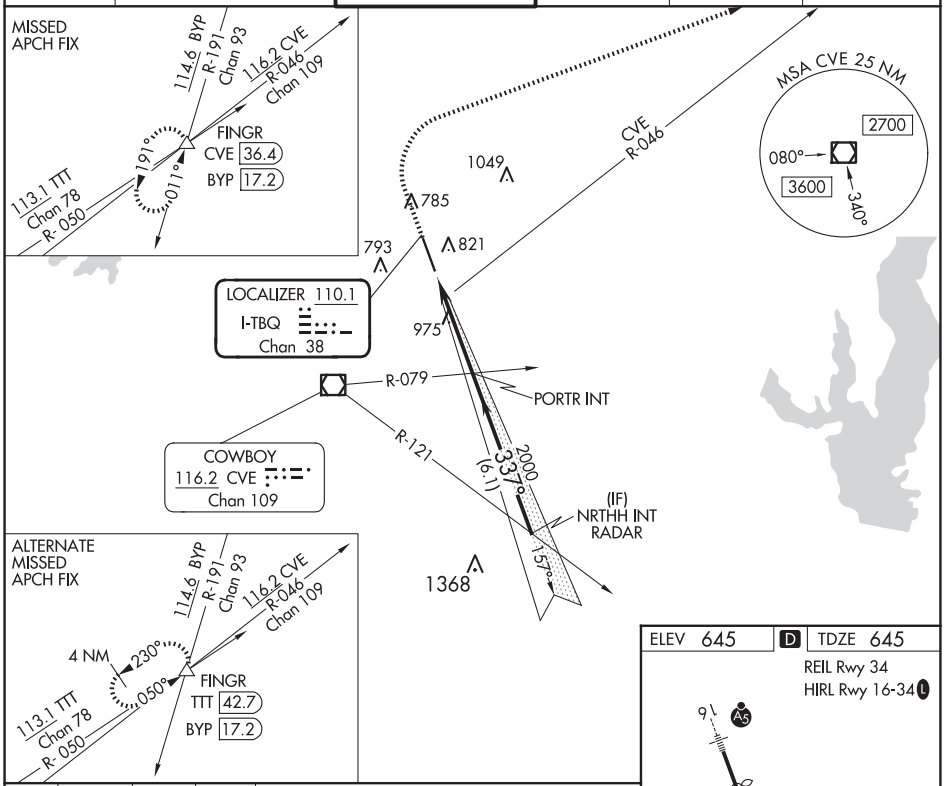
LOC/DME I-TBQ	APP CRS	Rwy Ldg	6431
110.1	337°	TDZE	645
Chan 38		Apt Elev	645

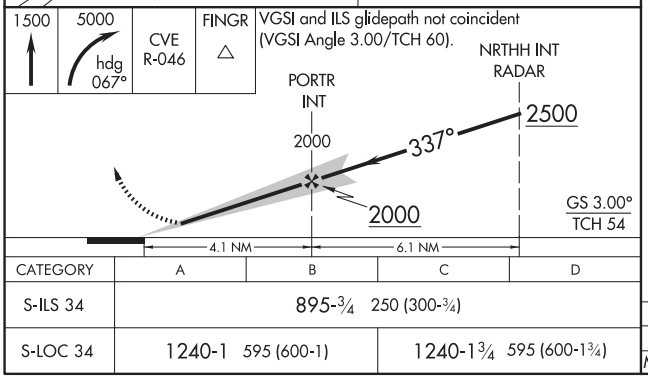
DME Required. RADAR required for procedure entry.

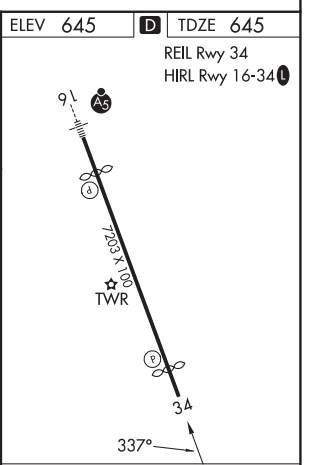
Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 on heading 067° and CVE VOR/DME R-046 to FINGR/CVE 36.4 DME and hold.

ATIS	LONE STAR APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95







CATEGORY	A	B	C	D
S-ILS 34	895-¾ 250 (300-¾)			
S-LOC 34	1240-1 595 (600-1)		1240-1¾ 595 (600-1¾)	

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

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SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS

AL-768 (FAA)

25163

WAAS	APP CRS	Rwy Ldg 6224
CH 82202	157°	TDZE 644
W16A		Apt Elev 645

RNAV (GPS) RWY 16

ADDISON (ADS)

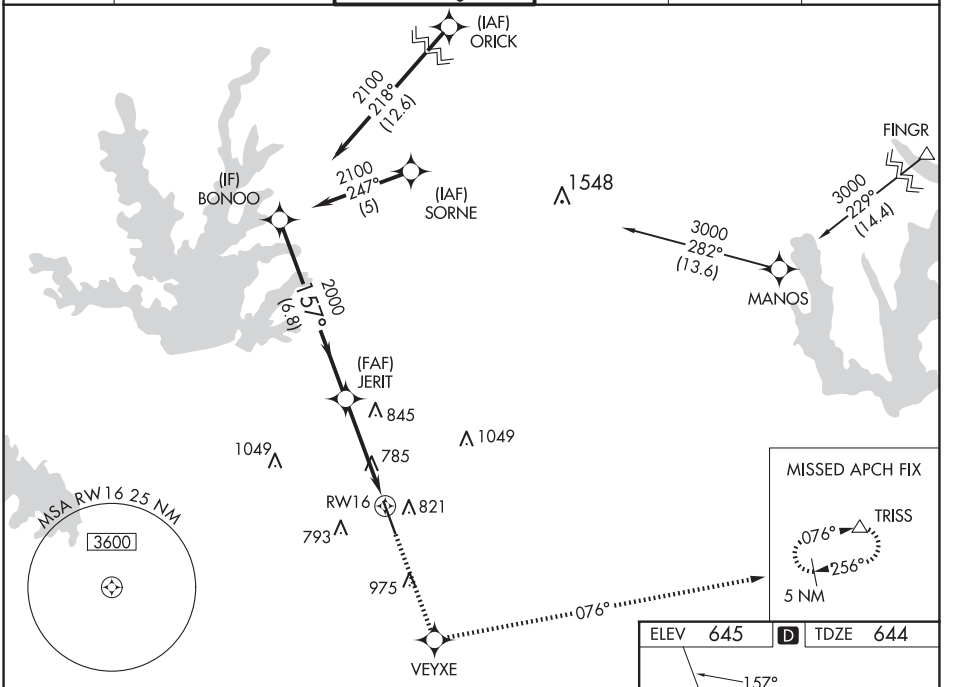
RNP APCH-GPS.

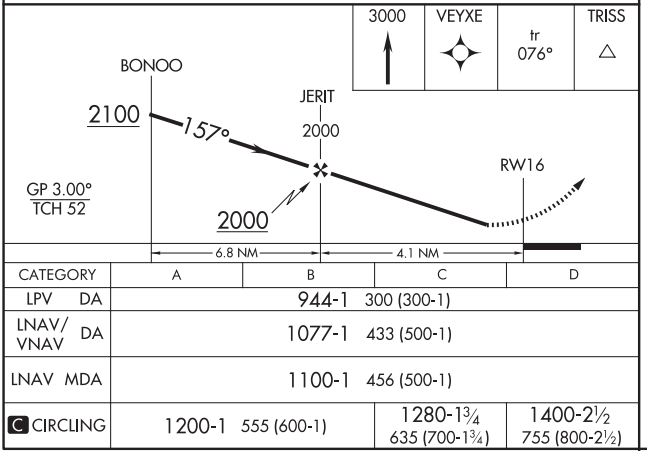
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 16 helicopter visibility reduction below 1 SM NA. Inop table does not apply to LPV all Cats, and LNAV Cats A/B. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cats C/D to 1⅜ SM.

MALSR

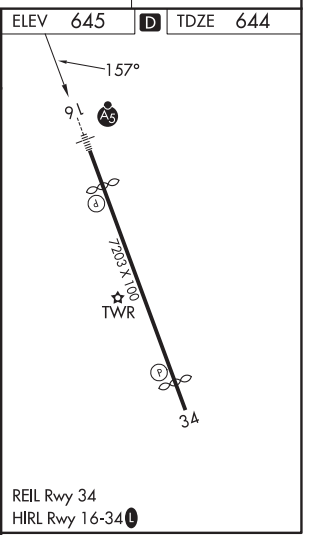
MISSED APPROACH: Climb to 3000 direct VEYXE and on track 076° to TRISS and hold.

ATIS	LONE STAR APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) L 239.0	121.6	119.55	122.95





CATEGORY	A	B	C	D
LPV DA	944-1 300 (300-1)			
LNAV/VNAV DA	1077-1 433 (500-1)			
LNAV MDA	1100-1 456 (500-1)			
C CIRCLING	1200-1 555 (600-1)		1280-1¾ 635 (700-1¾)	1400-2½ 755 (800-2½)



REIL Rwy 34

HIRL Rwy 16-34 L

DALLAS, TEXAS

Amdt 1D 20FEB25

32°58'N-96°50'W

ADDISON (ADS)

RNAV (GPS) RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

ADDISON (ADS)

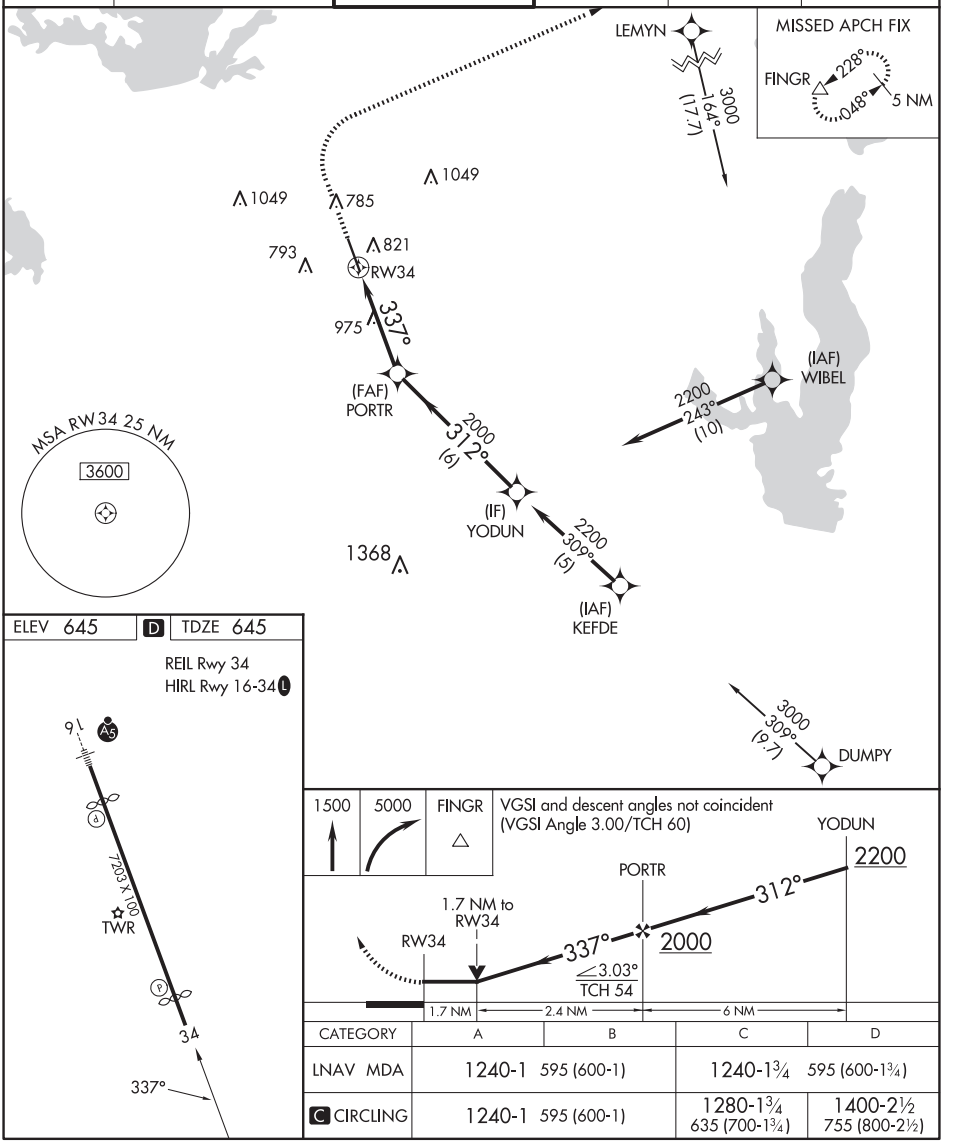
APP CRS	Rwy Ldg	6431
337°	TDZE	645
	Apt Elev	645

RNP APCH-GPS.

Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FINGR and hold.

ATIS	LONE STAR APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) 239.0	121.6	119.55	122.95



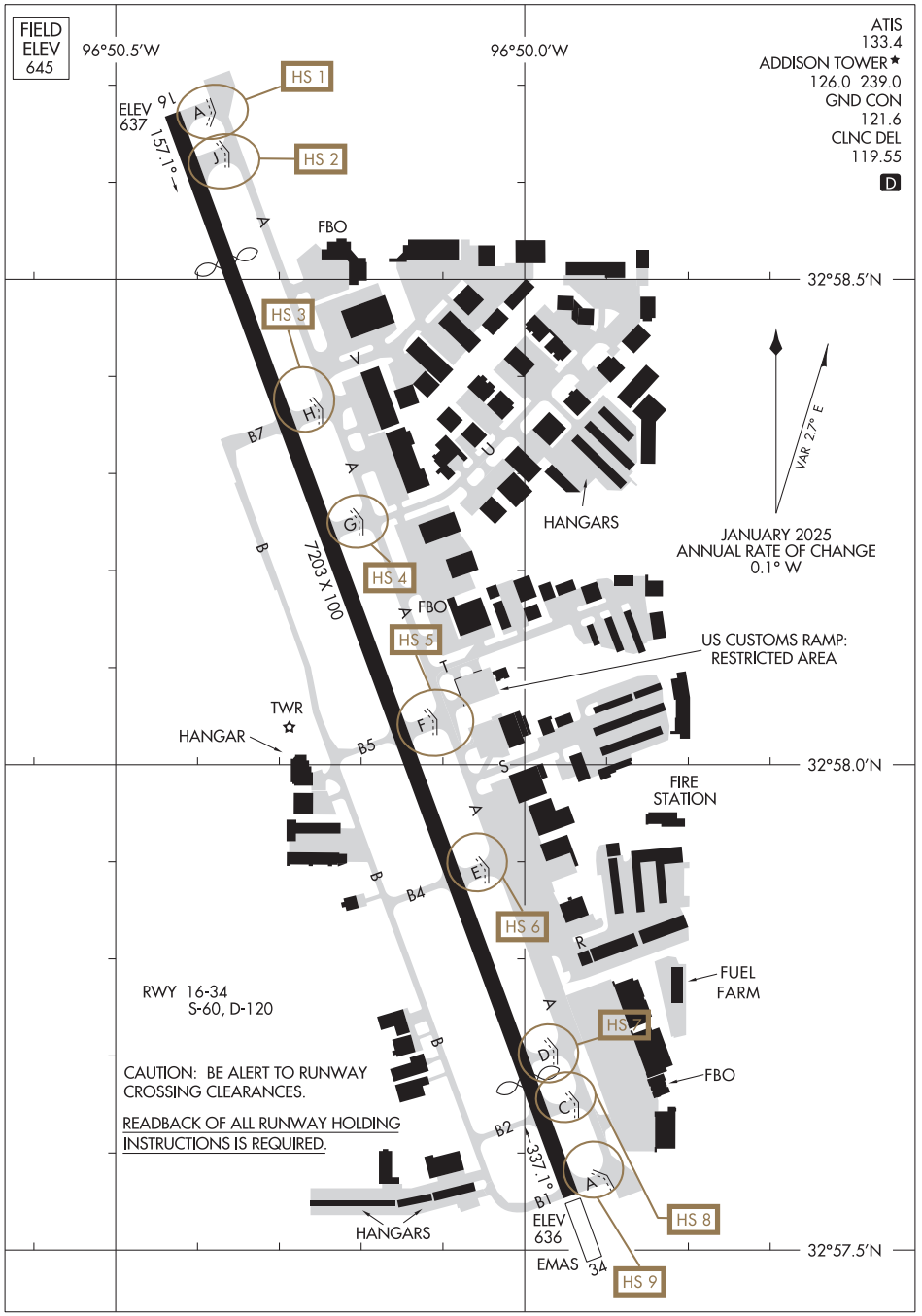
CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)		1240-1¾ 595 (600-1¾)	
C CIRCLING	1240-1 595 (600-1)		1280-1¾ 635 (700-1¾)	1400-2½ 755 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25163
AIRPORT DIAGRAM

ADDISON (ADS)
DALLAS, TEXAS

AL-768 (FAA)



SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25163
DALLAS, TEXAS
ADDISON (ADS)

BOTCH ONE DEPARTURE (RNAV)

BOTCH ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 157° to 1145, then on heading 243° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 34: Climb on heading 337° to 1145, then on heading 240° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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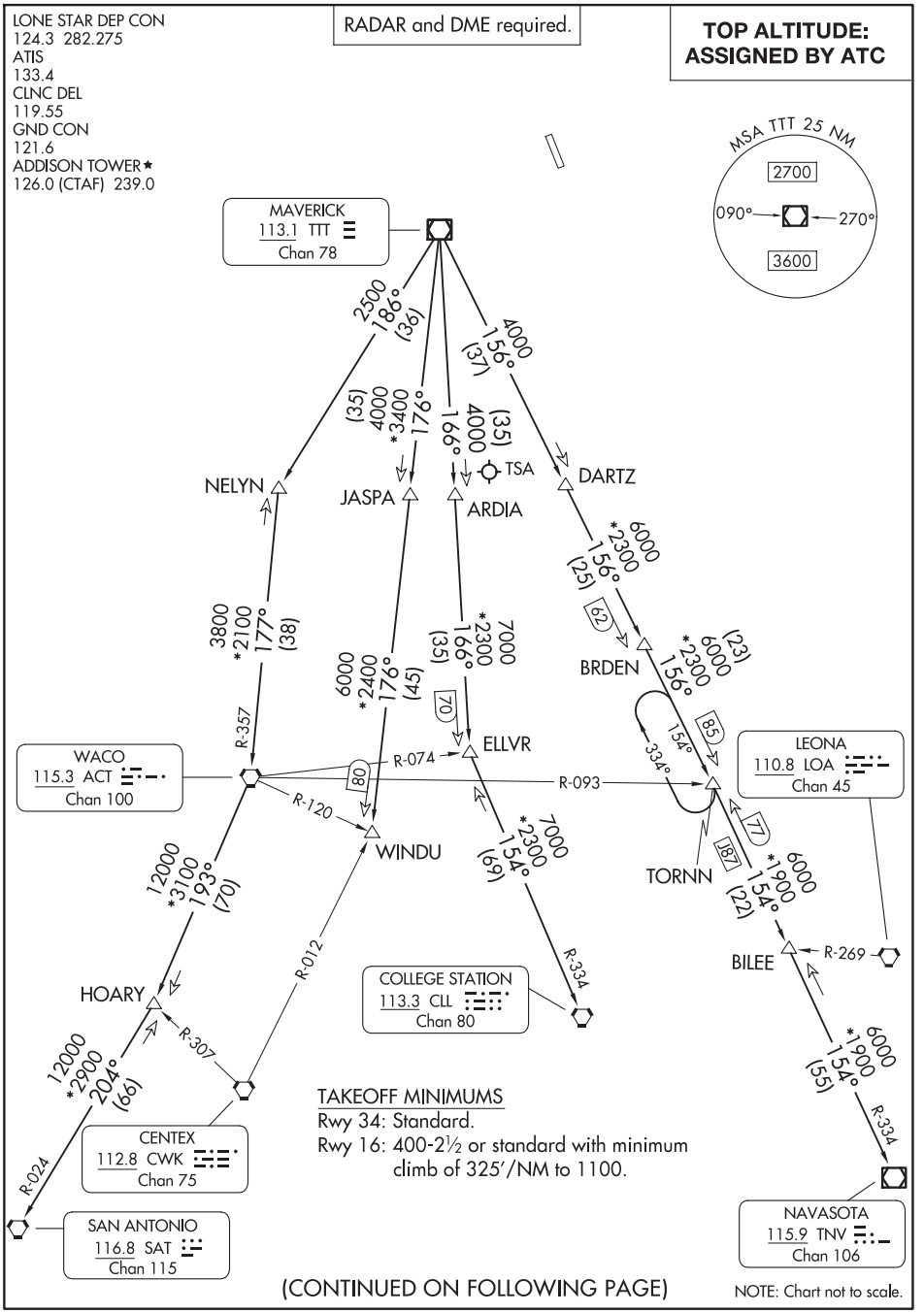
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(JPOOL8.TTT) 25219 AL-768 (FAA)

JOE POOL EIGHT DEPARTURE

ADDISON (ADS)
DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

(CONTINUED 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)

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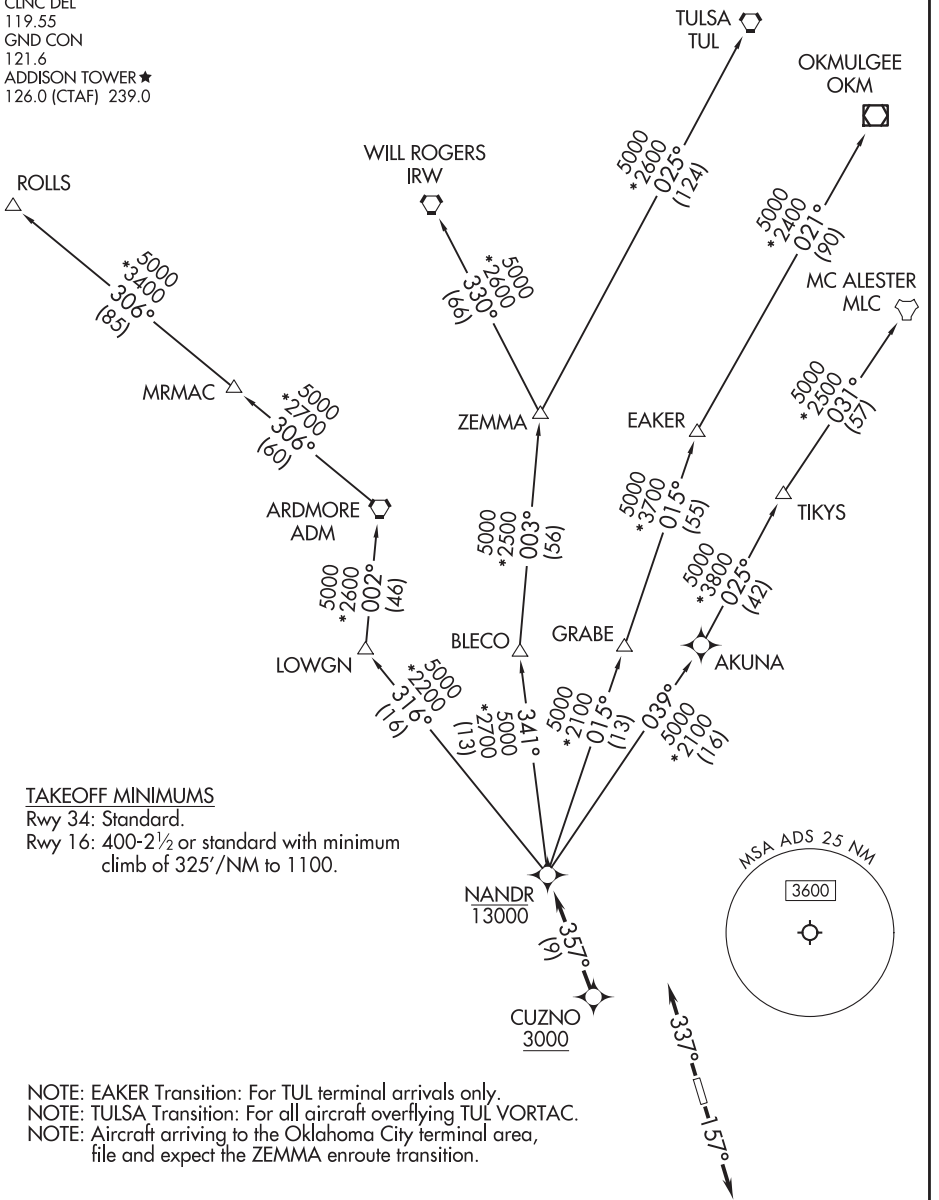
NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
124.3 282.275
ATIS
133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 34: Standard.
Rwy 16: 400-2½ or standard with minimum climb of 325'/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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

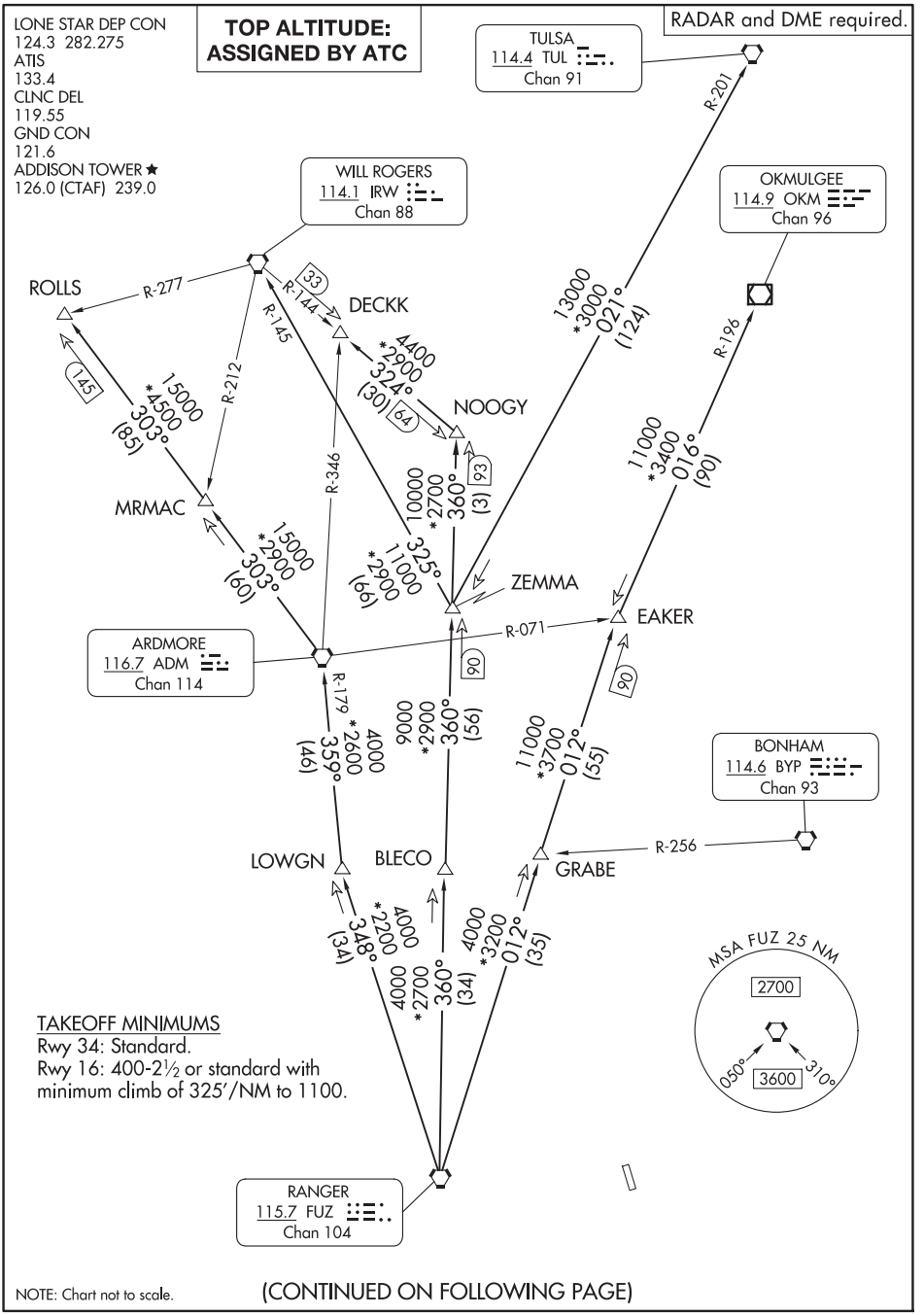
TAKEOFF RUNWAY 16: Climb on heading 157° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 34: Climb on heading 337° or as assigned by ATC, thence. . .

. . .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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE



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SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

WORTH ONE DEPARTURE

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.

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ILS or LOC RWY 31

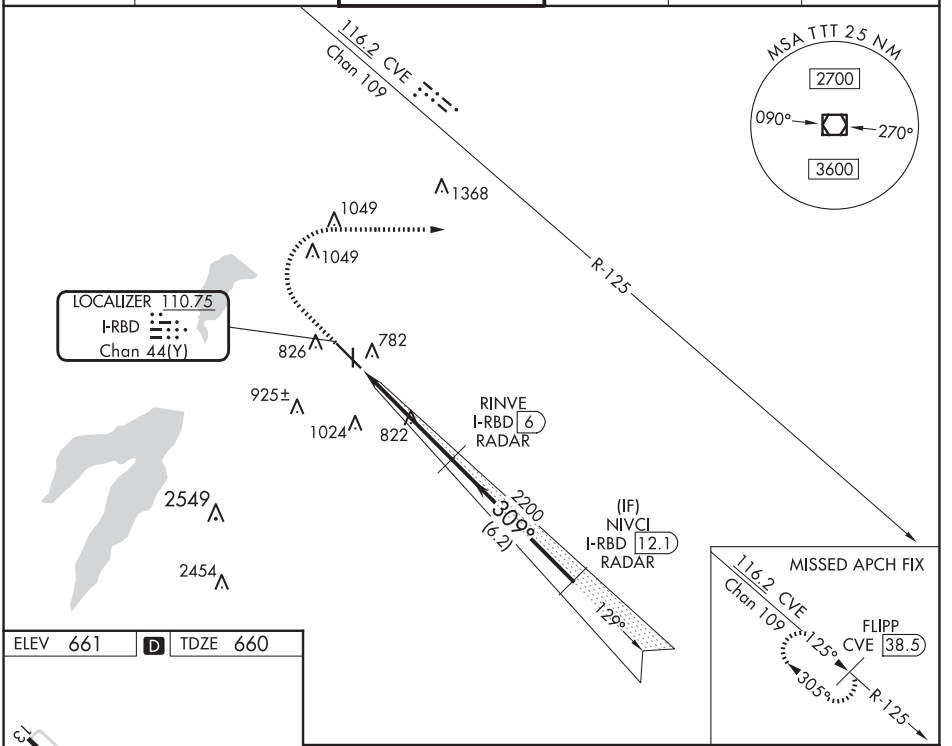
DALLAS EXEC (RBD)

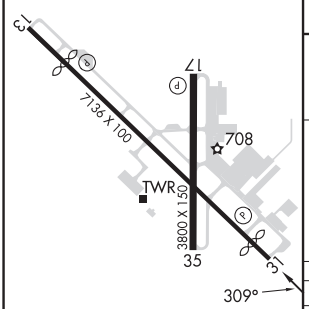
LOC/DME I-RBD	APP CRS	Rwy Idg	6601
110.75	309°	TDZE	660
Chan 44 (Y)		Apt Elev	661

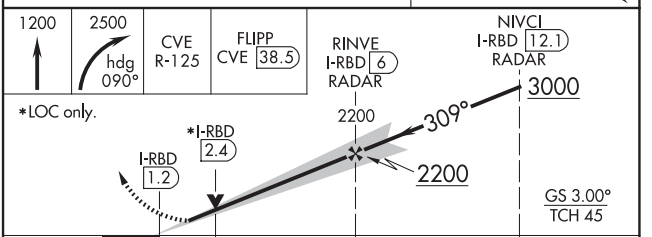
RADAR required for procedure entry.
DME or RADAR required for LOC only.

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	LONE STAR APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95







REIL Rwys 13, 17, 31 and 35
MIRL Rwys 13-31 and 17-35 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 31	860-¾ 200 (200-¾)			
S-LOC 31	1080-1 420 (500-1)		1080-1⅛ 420 (500-1⅛)	
C CIRCLING	1160-1 499 (500-1)	1220-1 559 (600-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)

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DALLAS, TEXAS

AL-742 (FAA)

24305

RNAV (GPS) RWY 17

DALLAS EXEC (RBD)

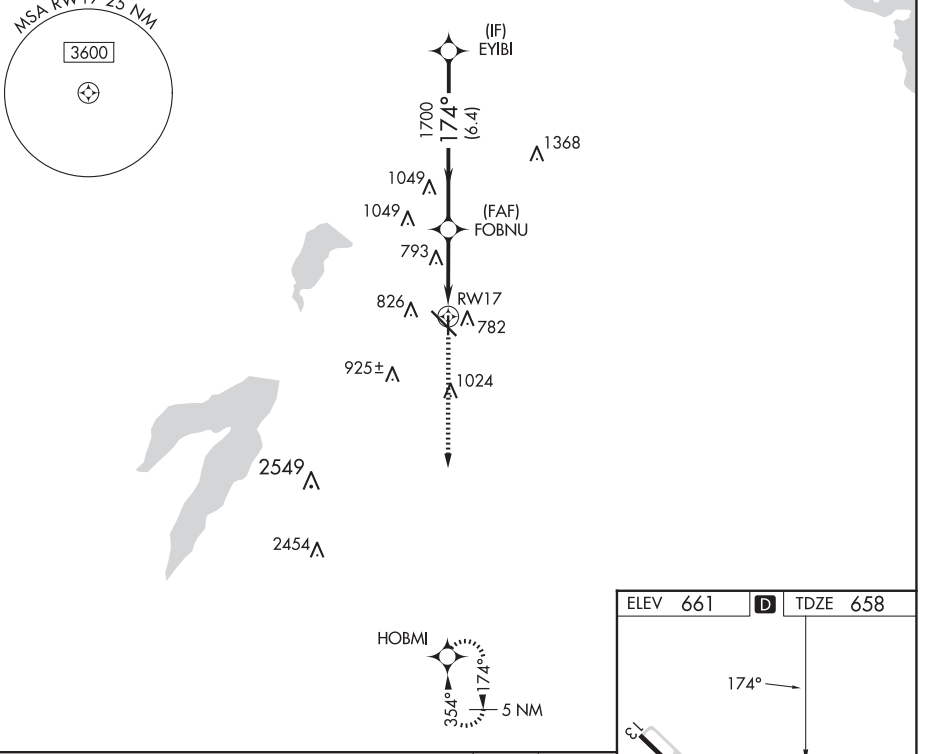
APP CRS	Rwy Idg	3800
174°	TDZE	658
	Apt Elev	661

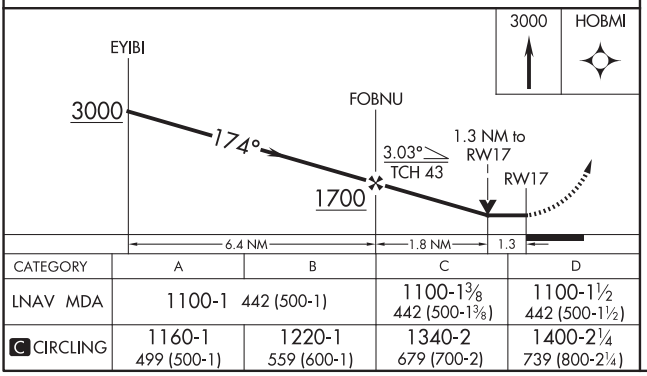
RNP APCH.

T A Rwy 17 helicopter visibility reduction below ¾ SM NA.

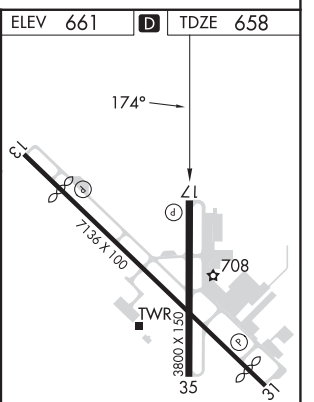
MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

ATIS	LONE STAR APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95





CATEGORY	A	B	C	D
LNAV MDA	1100-1 442 (500-1)		1100-1⅜ 442 (500-1⅜)	1100-1½ 442 (500-1½)
C CIRCLING	1160-1 499 (500-1)	1220-1 559 (600-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)



REIL Rwys 13, 17, 31 and 35
MIRL Rwys 13-31 and 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS
Orig-B 03DEC20

32°41'N-96°52'W

DALLAS EXEC (RBD)
RNAV (GPS) RWY 17

RNAV (GPS) RWY 31

DALLAS EXEC (RBD)

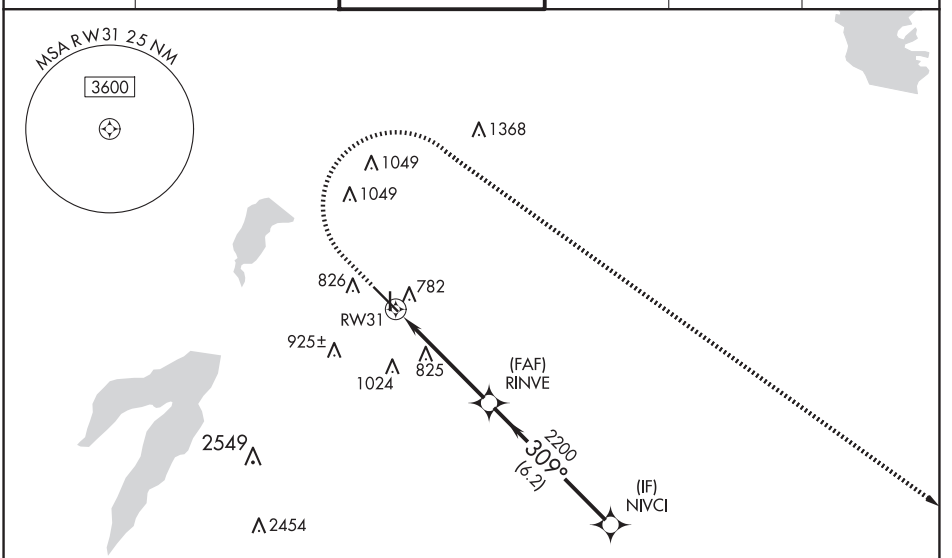
WAAS	APP CRS	Rwy Idg	6601
CH 42699	309°	TDZE	660
W31A		Apt Elev	661

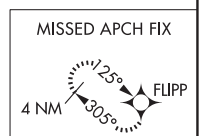
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

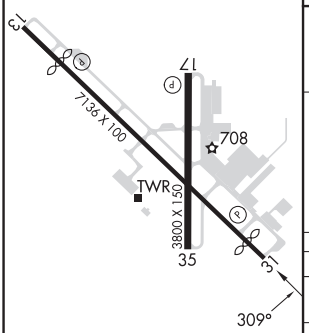
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct FLIPP and hold.

ATIS	LONE STAR APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95

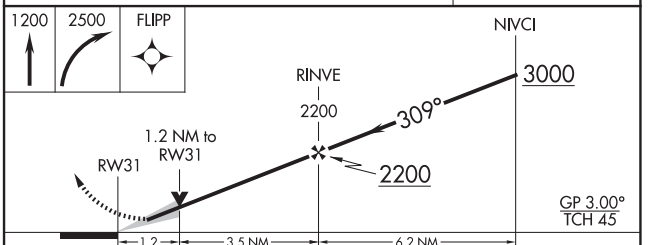




ELEV 661 D TDZE 660



REIL Rwys 13, 17, 31 and 35
MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	860-¾ 200 (200-¾)			
LNAV/VNAV DA	993-1 333 (400-1)			
LNAV MDA	1080-1 420 (500-1)		1080-1⅛ 420 (500-1⅛)	
C CIRCLING	1160-1 499 (500-1)	1220-1 559 (600-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)

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SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS

AL-742 (FAA)

24305

RNAV (GPS) RWY 35

DALLAS EXEC (RBD)

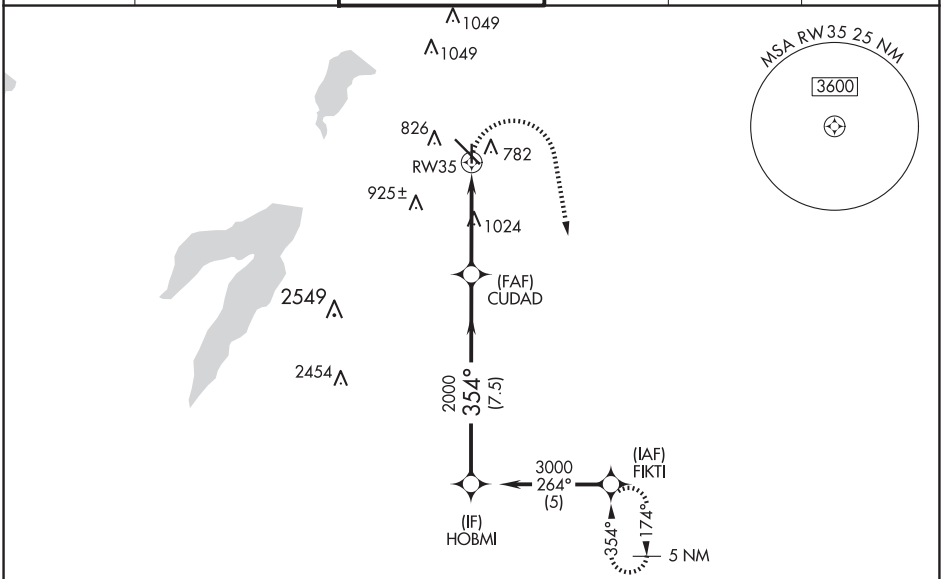
APP CRS	Rwy Idg	3800
354°	TDZE	659
	Apt Elev	661

RADAR required for procedure entry. RNP APCH.

T
A

MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

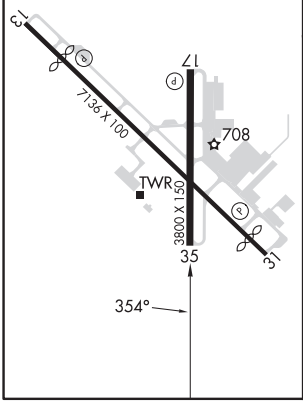
ATIS	LONE STAR APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95

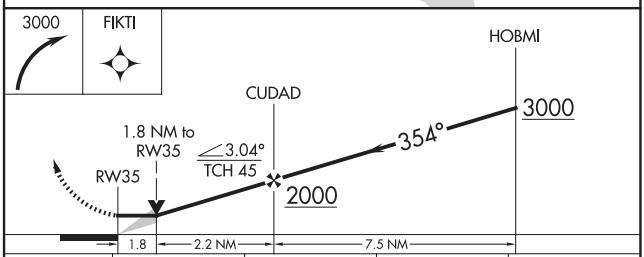


ELEV 661 D TDZE 659

REIL Rwys 13, 17, 31 and 35

MIRL Rwys 13-31 and 17-35 L





CATEGORY	A	B	C	D
LNAV MDA	1280-1	621 (700-1)	1280-1¾ 621 (700-1¾)	1280-2 621 (700-2)
C CIRCLING	1280-1	619 (700-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)

DALLAS, TEXAS
Orig-B 03DEC20

32°41'N-96°52'W

DALLAS EXEC (RBD)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 13

DALLAS EXEC (RBD)

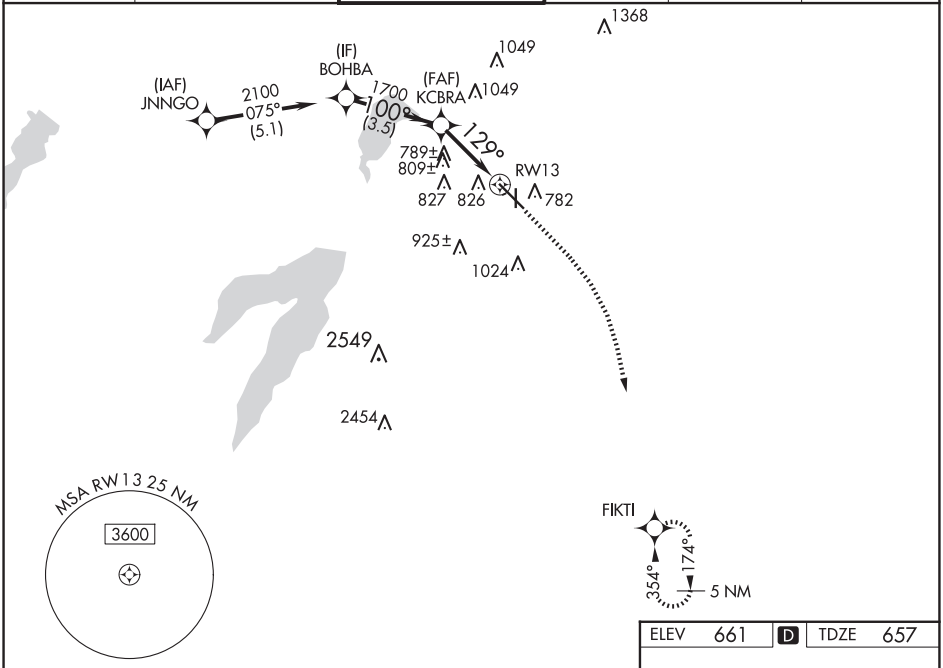
WAAS	APP CRS	Rwy Ldg	5537
CH 78444	129°	TDZE	657
W13A		Apt Elev	661

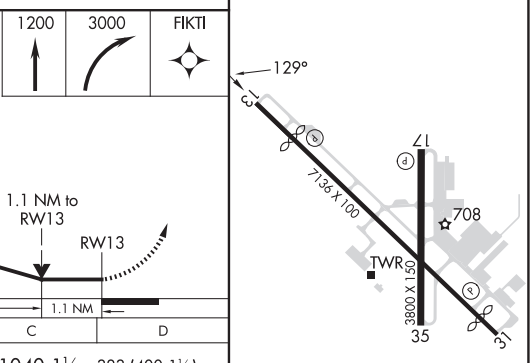
RNP APCH - GPS.

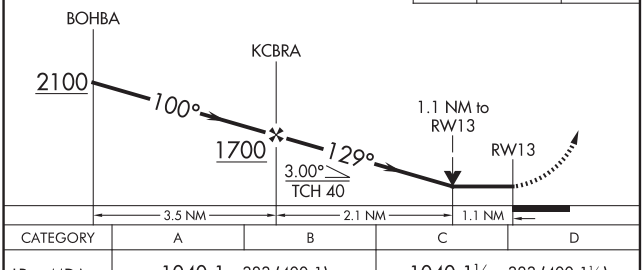
Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct FIKTI and hold.

ATIS	LONE STAR APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95







CATEGORY	A	B	C	D
LP MDA	1040-1 383 (400-1)		1040-1⅛ 383 (400-1⅛)	
LNAV MDA	1060-1 403 (400-1)		1060-1⅛ 403 (400-1⅛)	
C CIRCLING	1160-1 499 (500-1)	1220-1 559 (600-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)

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DALLAS, TEXAS

AL-742 (FAA)

25163

RNAV (GPS) Z RWY 13

DALLAS EXEC (RBD)

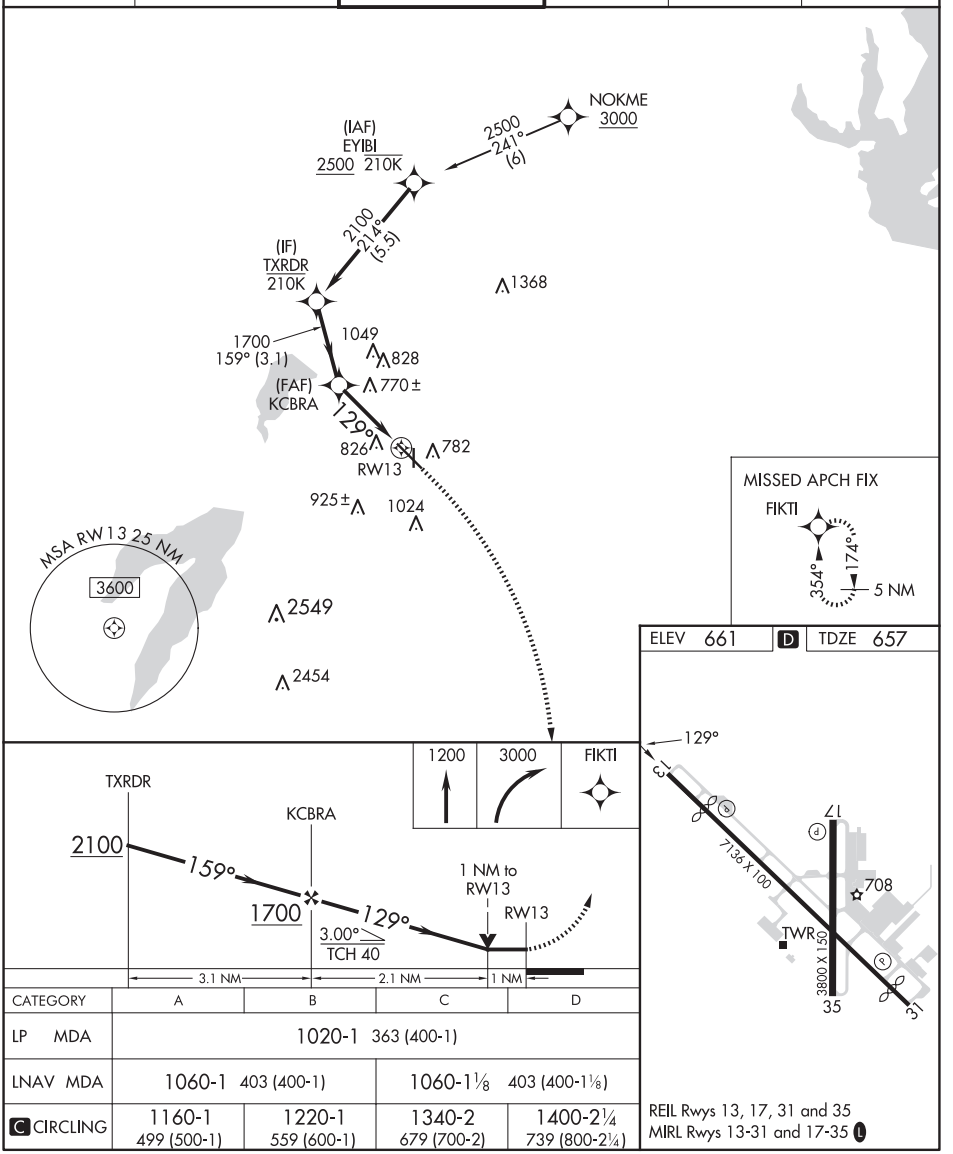
WAAS	APP CRS	Rwy Ldg	5537
CH 50247	129°	TDZE	657
W13B		Apt Elev	661

RNP APCH-GPS.

T A Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct FIKTI and hold.

ATIS	LONE STAR APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95



CATEGORY	A	B	C	D
LP MDA	1020-1 363 (400-1)			
LNAV MDA	1060-1 403 (400-1)		1060-1⅛ 403 (400-1⅛)	
C CIRCLING	1160-1 499 (500-1)	1220-1 559 (600-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)

REIL Rwys 13, 17, 31 and 35
MIRL Rwys 13-31 and 17-35 L

DALLAS, TEXAS
Orig 12JUN25

32°41'N-96°52'W

DALLAS EXEC (RBD)

RNAV (GPS) Z RWY 13

SC-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 17

DALLAS EXEC (RBD)

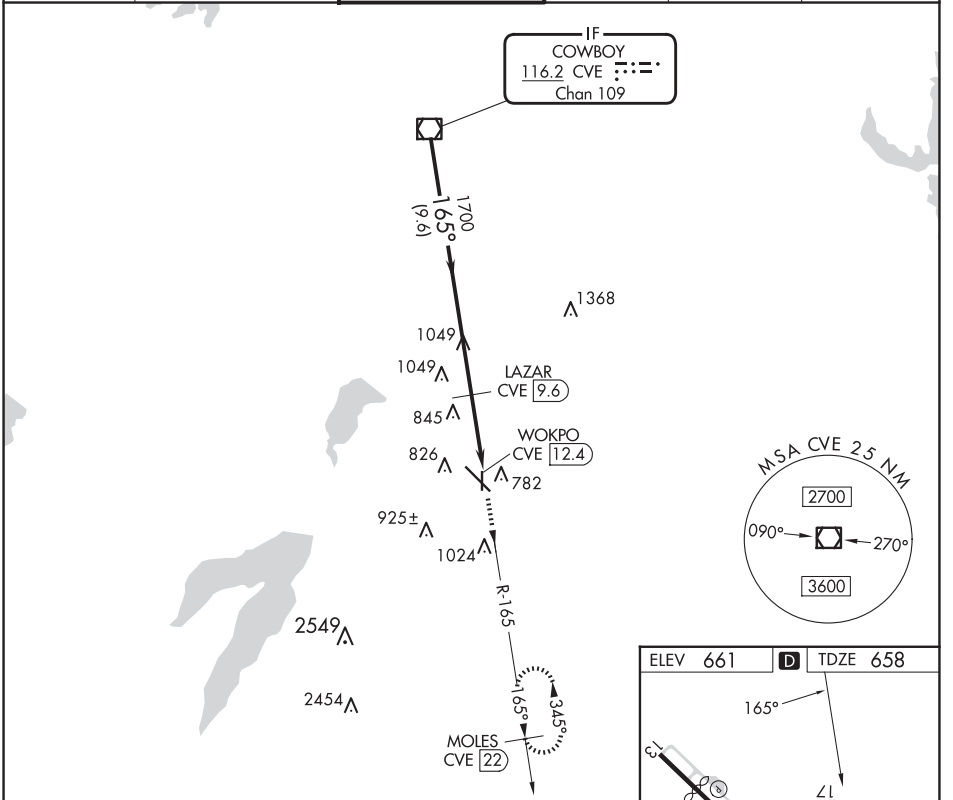
VOR/DME CVE	APP CRS	Rwy Idg	3800
116.2	165°	TDZE	658
Chan 109		Apt Elev	661

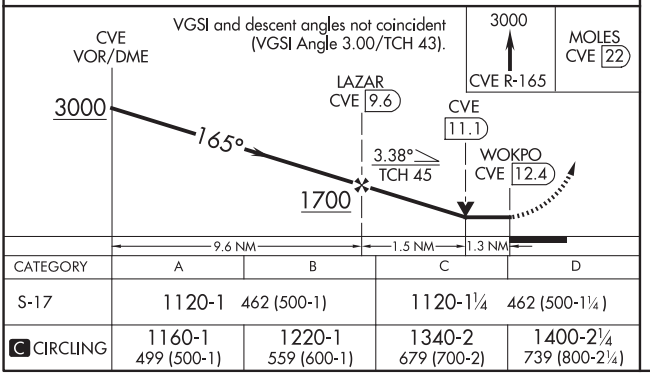
DME required. RADAR required for procedure entry.

T A Rwy 17 helicopter visibility reduction below ¾ SM NA.

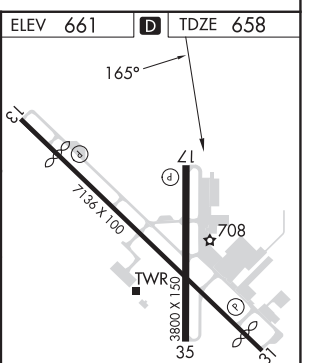
MISSED APPROACH: Climb to 3000 on CVE VOR/DME R-165 to MOLES/22 DME and hold.

ATIS	LONE STAR APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
126.35	125.2 343.65	127.25 (CTAF) L	119.475	118.625	122.95





CATEGORY	A	B	C	D
S-17	1120-1	462 (500-1)	1120-1¼	462 (500-1¼)
C CIRCLING	1160-1 499 (500-1)	1220-1 559 (600-1)	1340-2 679 (700-2)	1400-2¼ 739 (800-2¼)



REIL Rwys 13, 17, 31 and 35
MIRL Rwys 13-31 and 17-35 L

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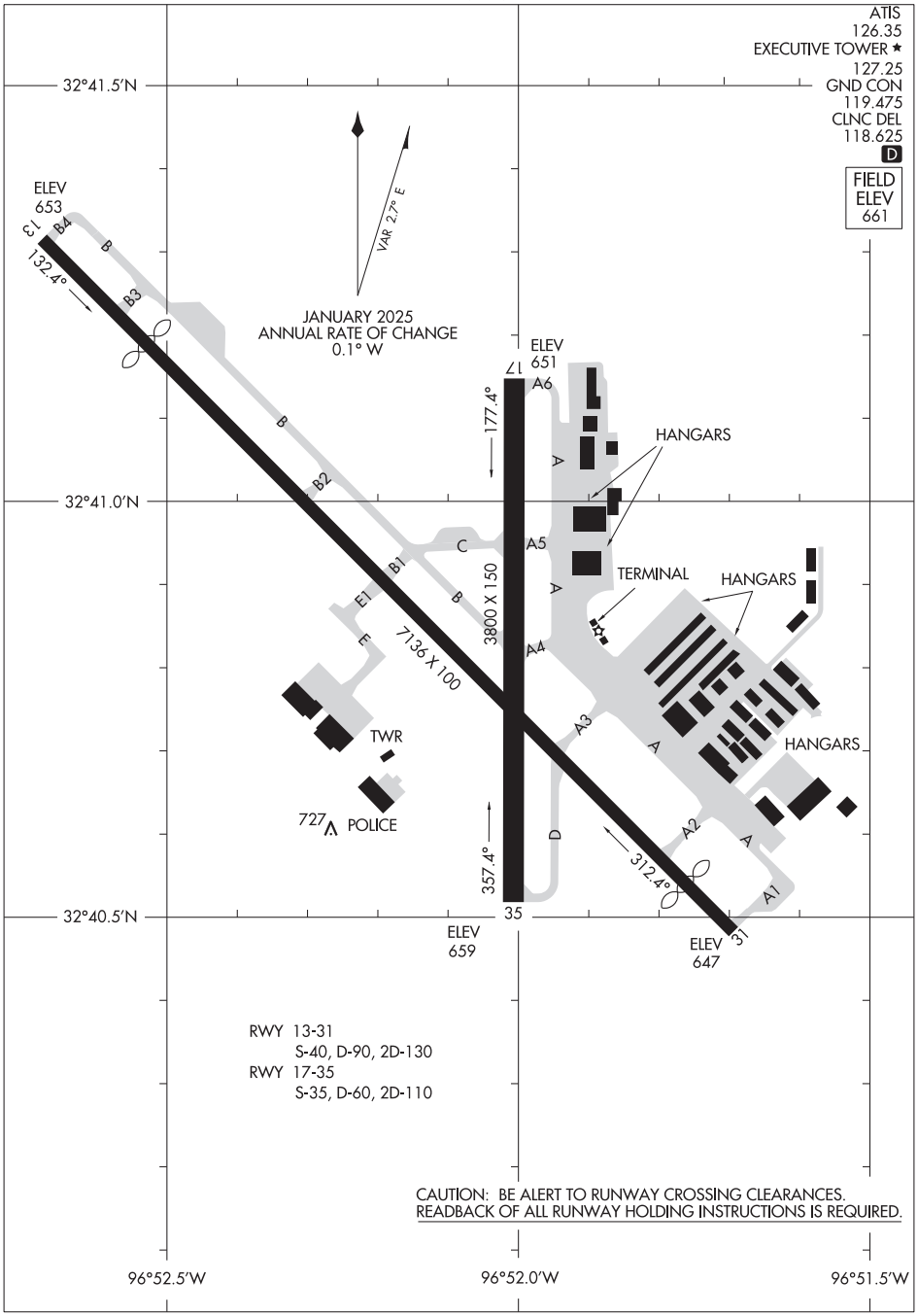
SC-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

DALLAS EXEC (RBD)
DALLAS, TEXAS

AL-742 (FAA)



SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
DALLAS, TEXAS
DALLAS EXEC (RBD)

BOTCH ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 129° to 1800, then on heading 287° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 17: Climb on heading 174° to 2600, then on heading 287° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 31: Climb on heading 309° to 1500, then on heading 286° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 354° to 1400, then on heading 285° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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MSA TTT 25 NM
2700
3600
090°
270°
TAKEOFF MINIMUMS
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2¾ 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.
NOTE: SOLDO Transition: ATC assigned.
N
LITTLE ROCK
113.9 LIT
Chan 86
TEXARKANA
116.3 TXK
Chan 110
BELCHER
117.4 EIC
Chan 121
GREGG COUNTY
112.9 GGG
Chan 76
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
LONE STAR DEP CON
125.2 343.65
ATIS
126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF)
RADAR and DME required.
TOP ALTITUDE: ASSIGNED BY ATC
ORTRO
COBUG
SHERO
TRISS
SOLDO
POTEN
CLARE
NOBLY
SHRLY
TEKBE
R-187
R-320
R-244
R-259
R-346
R-180
R-181
R-182
R-184
F230
*2100
055°
(117)
R235
F230
*2000
064°
(75)
7500
*2100
064°
(79)
5000
*2300
(38)
5000
*2100
064°
(38)
3000
*2300
084°
(36)
5000
*2400
094°
(36)
14000
*2100
079°
(44)
14000
*1900
(25)
14000
*3100
(25)
079°
(34)
9000
*2100
094°
(71)
(94)
(50)
(97)
(76)
1400
1800
2600
1500
354°
129°
174°
309°
(CONTINUED ON FOLLOWING PAGE)
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.

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

RADAR and DME required.
TOP ALTITUDE: ASSIGNED BY ATC
LONE STAR 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: 400-2¾ or standard with minimum climb of 220'/NM to 1200.
NOTE: SOLDO Transition: ATC assigned.
BONHAM 114.6 BYP Chan 93
PARIS 113.6 PRX Chan 83
TEXARKANA 116.3 TXK Chan 110
GREGG COUNTY 112.9 GGG Chan 76
TYLER 114.2 TYR Chan 89
MAVERICK 113.1 TTT Chan 78
NOBLY
ECKEY
SHERO
TRISS
SOLDO
ROCKK
CLARE
R-131
R-221
R-244
R-279
R-303
R-180
R-181
R-182
R-184
5000 *2300 064° (24) 62
5000 *2100 074° (39)
5000 *2100 064° (38)
5000 *2300 074° (36)
3000 *2300 084° (36)
3500 *2100 094° (22) 59
3500 *2400 094° (36)
3500 *2500 099° (60)
3500 *2200 123° (32)
5000 *3000 041° (29)
7500 *2100 064° (79)
76
1400
1800
2600
1500
354°
129°
174°
309°
NSA TTT 25 NM
090°
270°
2700
3600
NOTE: Chart not to scale.
N
(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.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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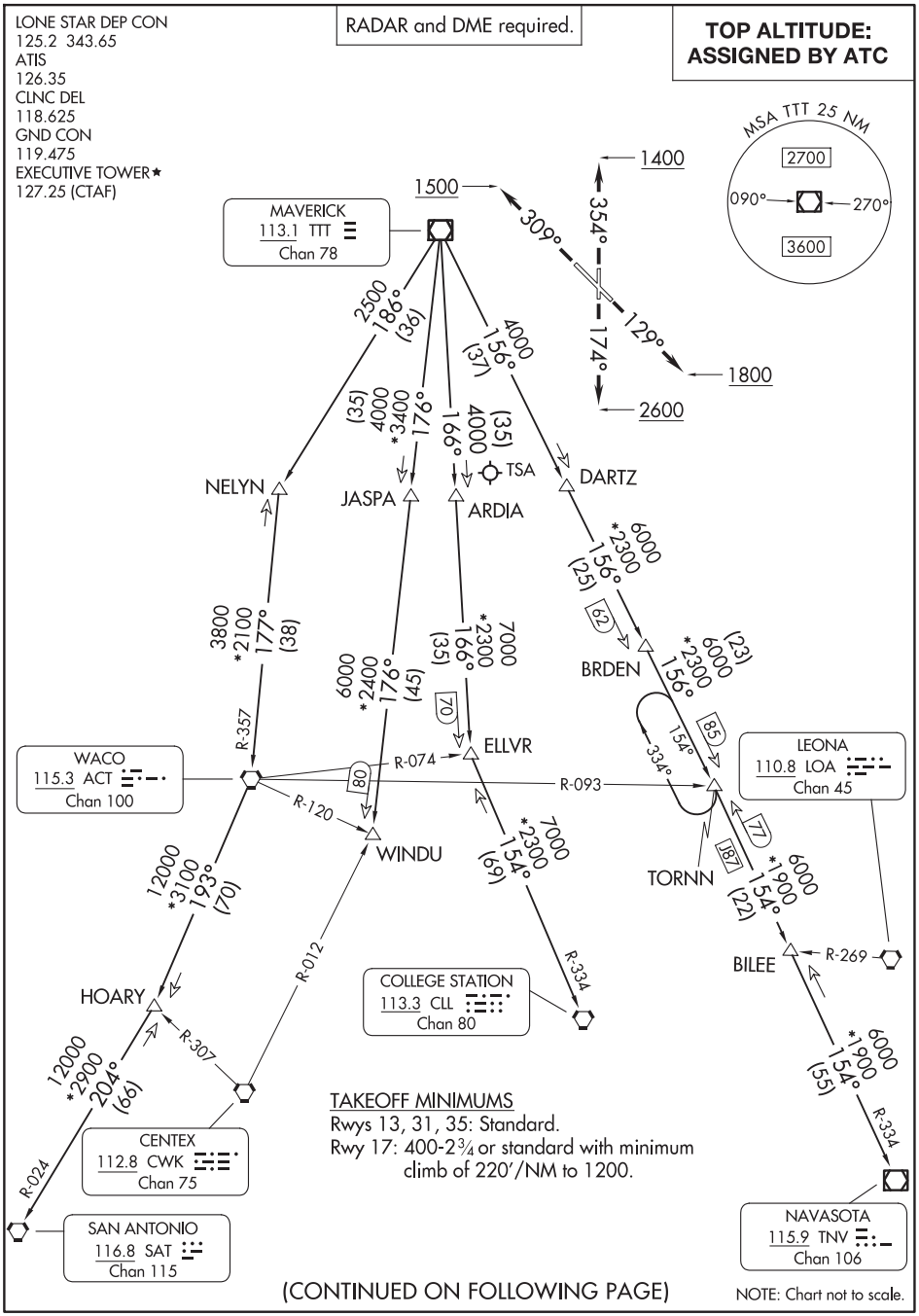
JOE POOL EIGHT DEPARTURE



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(JPOOL8.TTT) 25219 AL-742 (FAA)

JOE POOL EIGHT DEPARTURE

DALLAS EXEC (RBD)
DALLAS, TEXAS

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.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

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TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
LONE STAR 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: 400-2¾ or standard with
minimum climb of 220'/NM to 1200.
MAVERICK
113.1 TTT
Chan 78
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
FERRA
MUZZO
KARYN
PODDE
V568
V62
V66
R-148
R-114
R-071
R-081
R-330
65
3100
328°
(25)
4000
*3000
330°
(22)
4000
*3000
285°
(27)
2700
*2400
285°
(37)
3500
*2800
250°
(36)
3000
261°
(13)
3700
253°
(96)
6000
*4800
296°
(127)
1400
1800
2600
1500
354°
309°
129°
174°
N
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.
NAS TTT 25 NM
2700
3600
090°
270°
(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 appopriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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KUSSO ONE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

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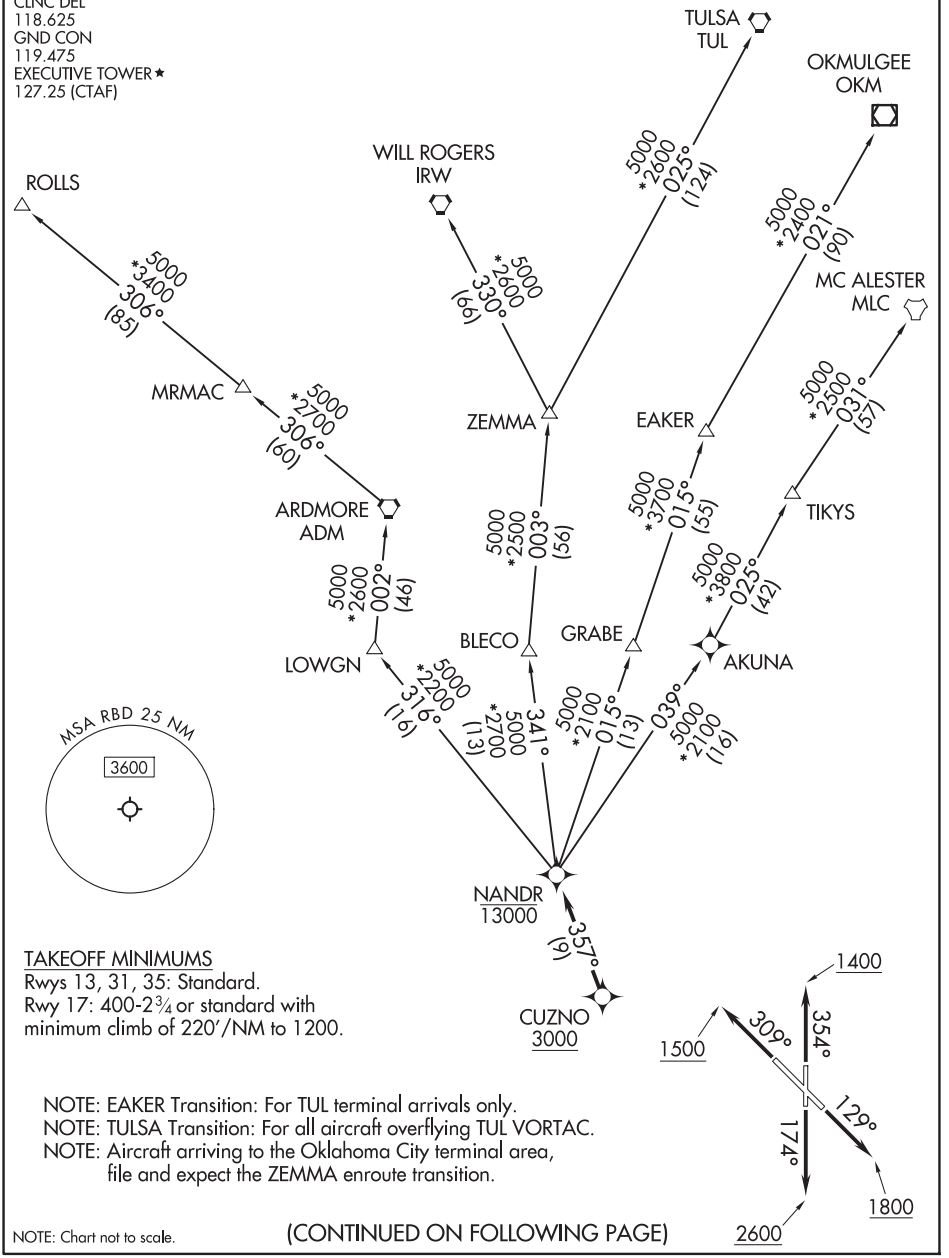
NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
125.2 343.65
ATIS
126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER★
127.25 (CTAF)

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2¾ or standard with minimum climb of 220'/NM to 1200.

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.

(CONTINUED 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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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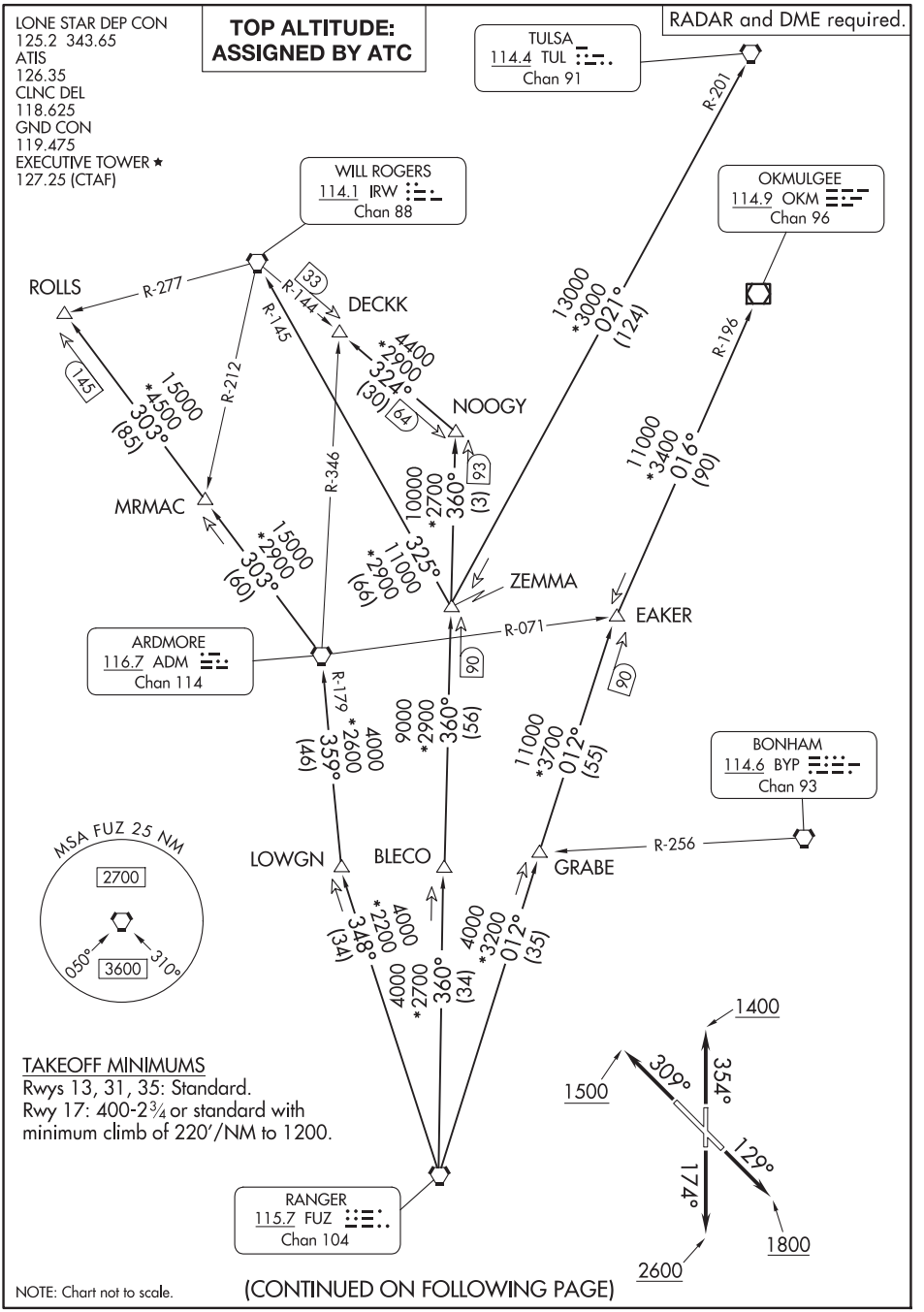

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(TEX5.FUZ) 24025 AL-742 (FAA) DALLAS EXEC (RBD)

TEXOMA FIVE DEPARTURE

DALLAS, TEXAS

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.

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, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: ASSIGNED BY ATC
RADAR and DME required.
LONE STAR DEP CON 125.2 343.65
ATIS 126.35
CLNC DEL 118.625
GND CON 119.475
EXECUTIVE TOWER ★ 127.25 (CTAF)
MSA TTT 25 NM
2700
3600
090°
270°
N
MAVERICK 113.1 TTT Chan 78
WICHITA FALLS 112.7 SPS Chan 74
CHILDRESS 117.0 CDS Chan 117
PANHANDLE 116.6 PNH Chan 113
TEXICO 112.2 TXO Chan 59
LUBBOCK 109.2 LBB Chan 29
CORONA 115.5 CNX Chan 102
ABILENE 113.7 ABI Chan 84
MILLSAP 117.7 MQP Chan 124
VTT4
R-118
5300
297°
(87)
R-127
14000
*3200
307°
(61)
SCABI
R-233
129
14000
*3000
285°
(92)
FERRA
4000
*2400
285°
(37)
3500
*2800
250°
(36)
PODDE
3000
261°
(13)
R-081
3700
253°
(96)
R-071
V66
V62
14000
*4800
296°
(127)
R-114
5900
305°
(66)
FL180
272°
*9300
(192)
R-088
R-124
1400
354°
309°
129°
174°
1800
2600
1500
NOTE: Chart not to scale.
NOTE: PODDE Transition: ATC assigned.
TAKEOFF MINIMUMS
Rwys 13, 31, 35: Standard.
Rwy 17: 400-2¾ 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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13L

DALLAS LOVE FLD (DAL)

LOC/DME I-DAL	APP CRS	Rwy Idg 7352
111.5	133°	TDZE 485
Chan 52		Apt Elev 487

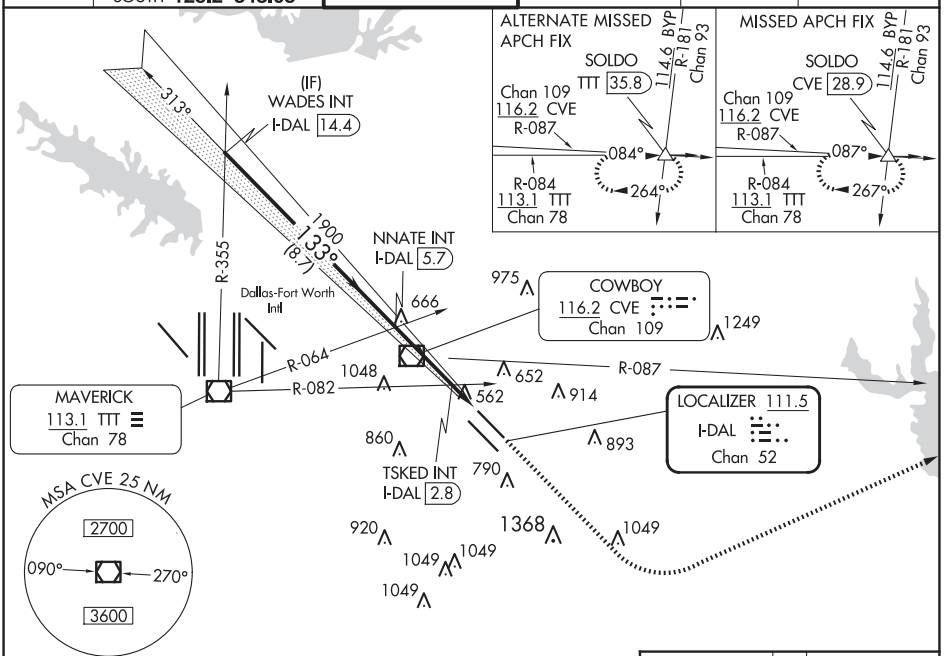
RADAR required for procedure entry.

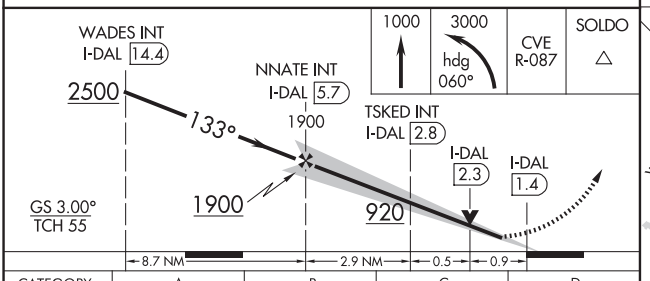
T A Simultaneous approach authorized.

MALSR

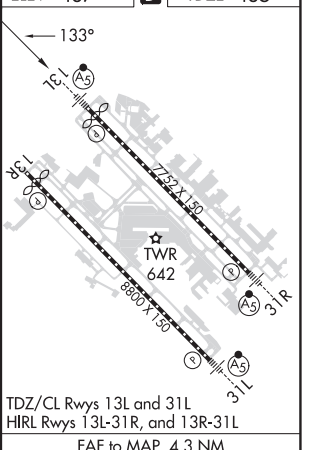
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 060° and CVE VOR/DME R-087 to SOLDO INT/CVE 28.9 DME and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	





CATEGORY	A	B	C	D
S-ILS 13L	685/18	200 (200-½)		
S-LOC 13L	920/24	435 (500-½)	920/40	435 (500-¾)
C CIRCLING	1000-1 513 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)
TSKED FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 13L	820/24	335 (400-½)	820/26	335 (400-½)
C CIRCLING	1000-1 513 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)



FAF to MAP 4.3 NM

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

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13R

DALLAS LOVE FLD (DAL)

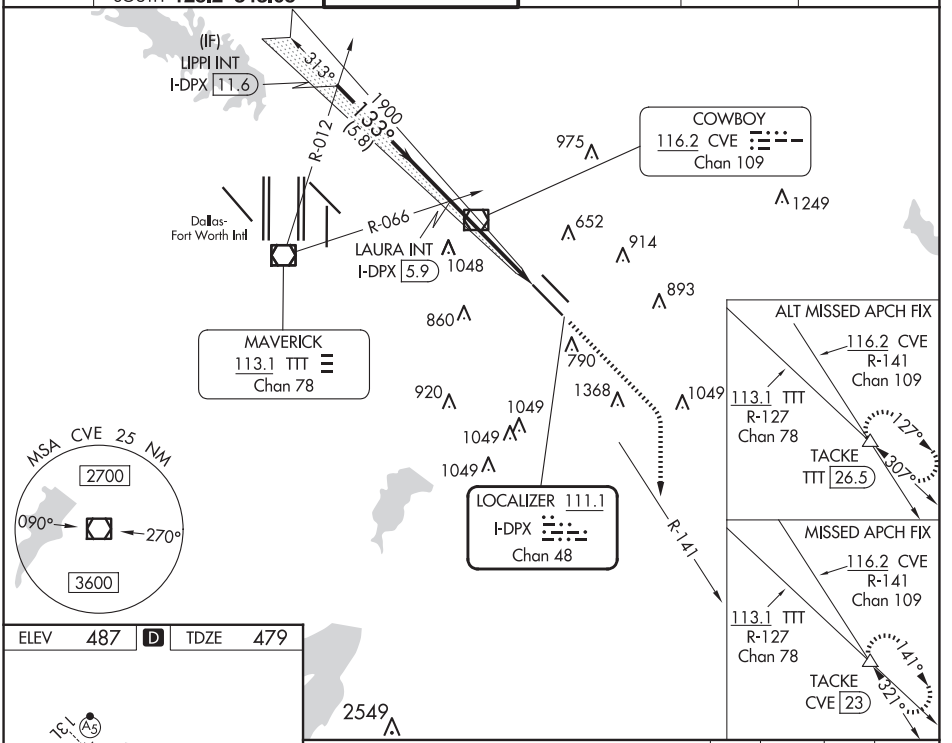
LOC/DME I-DPX	APP CRS	Rwy Idg	8310
111.1	133°	TDZE	479
Chan 48		Apt Elev	487

DME required.
RADAR required for procedure entry.

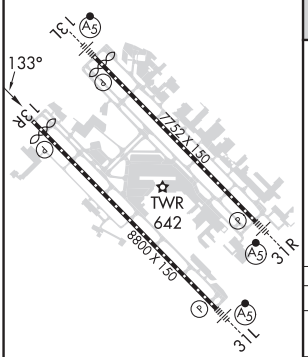
Simultaneous approach authorized.

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.

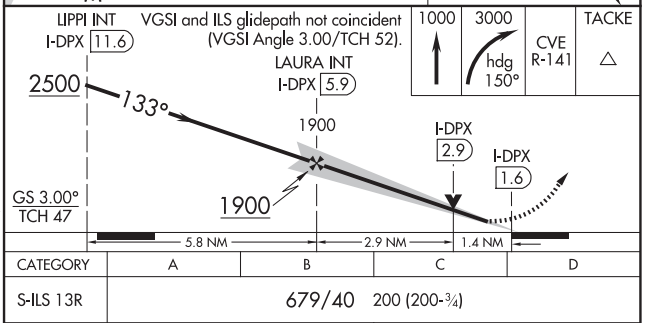
D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



ELEV 487	D	TDZE 479



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L



CATEGORY	A	B	C	D
S-ILS 13R	679/40 200 (200-¾)			
S-LOC 13R	960/55 481 (500-1)		960-1⅜ 481 (500-1⅜)	
C CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31L

DALLAS LOVE FLD (DAL)

LOC/DME I-LVF	APP CRS	Rwy Idg	8000
111.1	313°	TDZE	477
Chan 48		Apt Elev	487

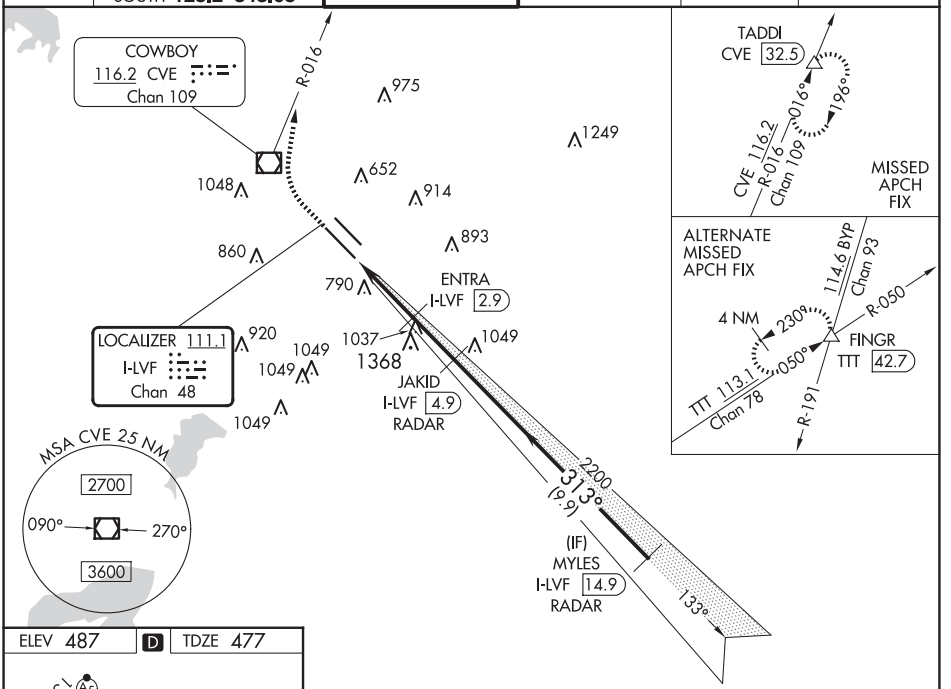
DME required.
RADAR required for procedure entry.

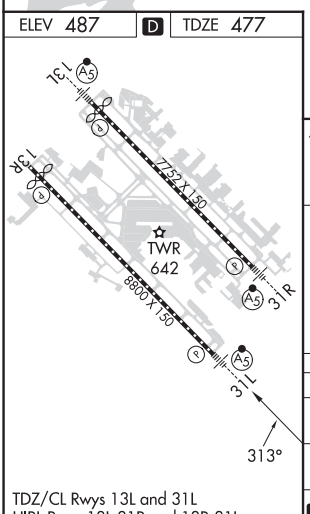
Simultaneous approach authorized.

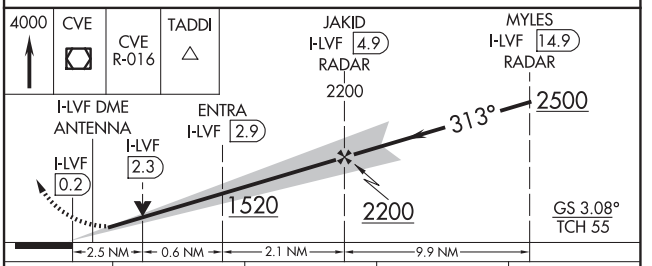
MALSR

MISSED APPROACH: Climb to 4000 direct CVE VOR/DME and on CVE R-016 to TADDI/CVE 32.5 DME and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	







CATEGORY	A	B	C	D
S-ILS 31L	677/18 200 (200-½)			
S-LOC 31L	1340/24 863 (900-½)	1340/40 863 (900-¾)	1340-2 863 (900-2)	
C CIRCLING	1340-1¼ 853 (900-1¼)		1340-2½ 853 (900-2½)	1520-3 1033 (1100-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31R

DALLAS LOVE FLD (DAL)

LOC/DME I-OVW	APP CRS	Rwy Idg	6952
111.5	313°	TDZE	487
Chan 52		Apt Elev	487

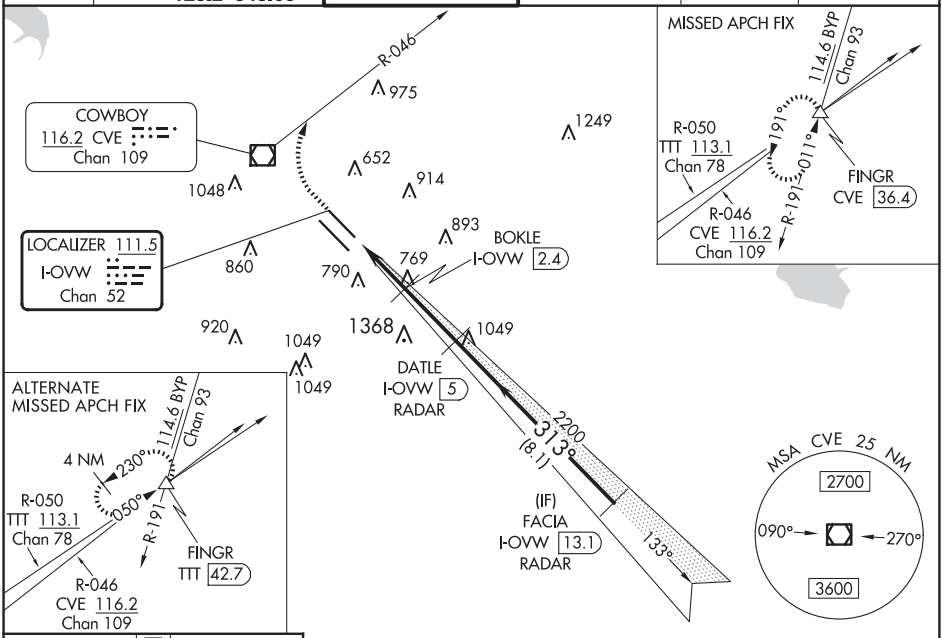
DME required.
RADAR required for procedure entry.

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

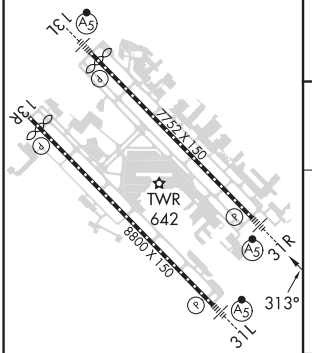
MALSR

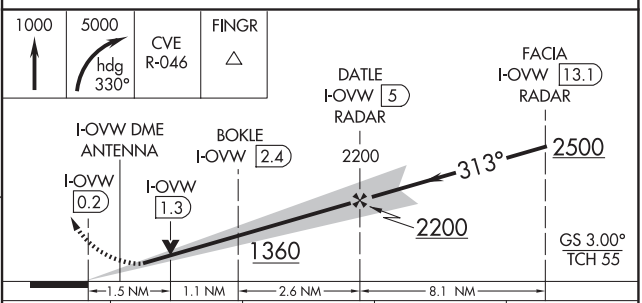
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 330° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



ELEV 487 D TDZE 487





TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R and 13R-31L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 31R **	687/24 200 (200-½)			
S-LOC 31R	1020/24 533 (600-½)		1020/55 533 (600-1)	
C CIRCLING	1020-1 533 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

32°51'N-96°51'W

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 13L (SA CAT I & II)

DALLAS LOVE FLD (DAL)

LOC/DME I-DAL	APP CRS	Rwy Idg	7352
111.5	133°	TDZE	485
Chan 52		Apt Elev	487

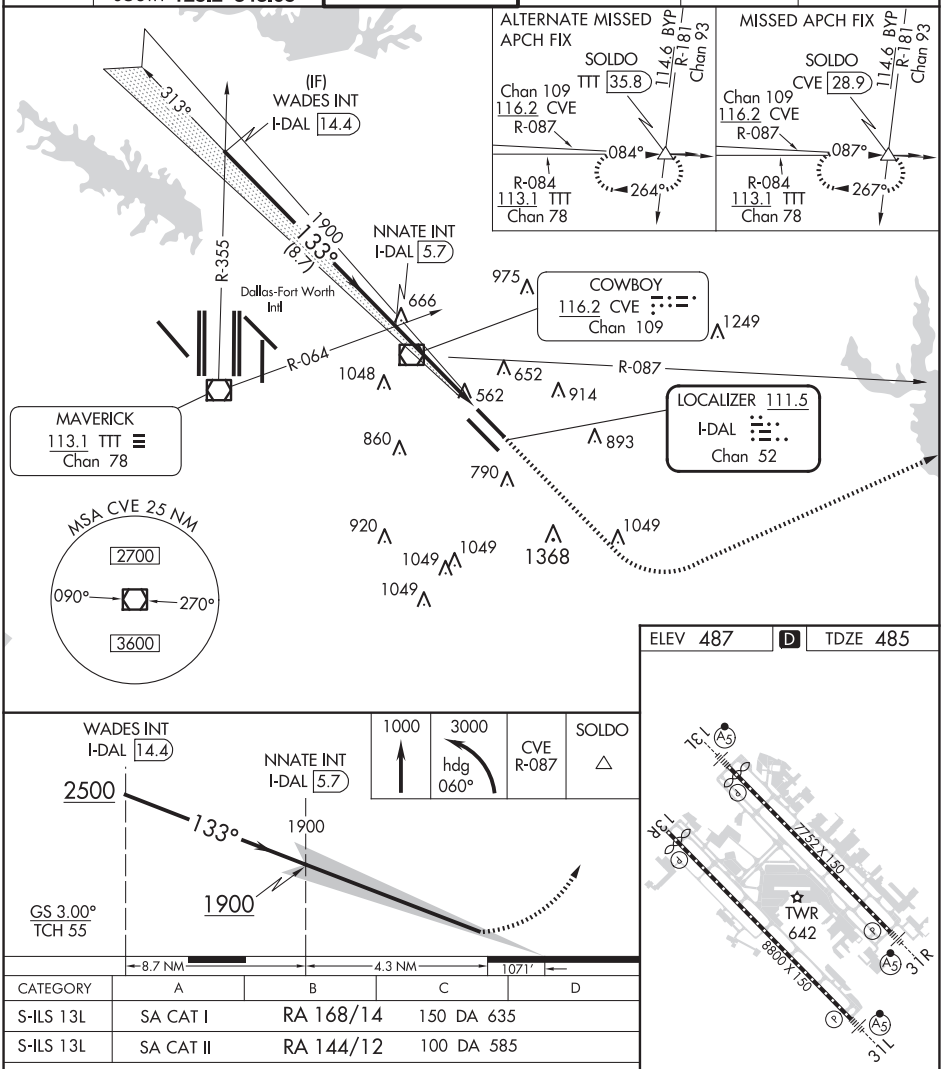
RADAR required for procedure entry.

Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 060° and CVE VOR/DME R-087 to SOLDO INT/CVE 28.9 DME and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



CATEGORY	A	B	C	D
S-ILS 13L	SA CAT I	RA 168/14	150 DA 635	
S-ILS 13L	SA CAT II	RA 144/12	100 DA 585	

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS AL-106 (FAA) 24305

ILS RWY 31R (SA CAT I & II)

DALLAS LOVE FLD (DAL)

LOC/DME I-OVW	APP CRS	Rwy Idg	6952
111.5	313°	TDZE	487
Chan 52		Apt Elev	487

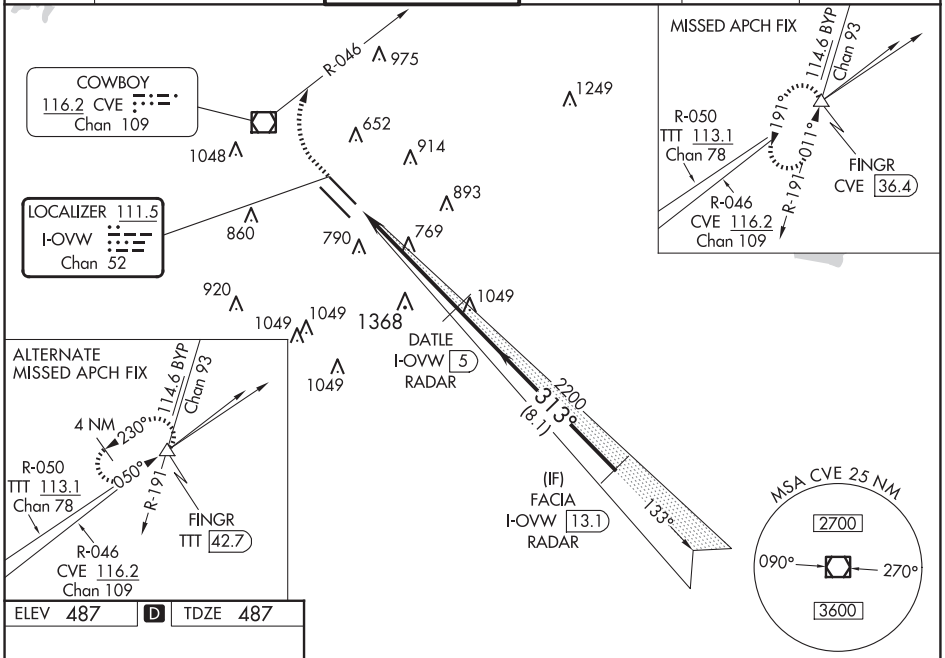
RADAR required for procedure entry.

Simultaneous approach authorized.
SA CAT I/II: Requires specific OPSPEC, MSPEC or LOA approval.

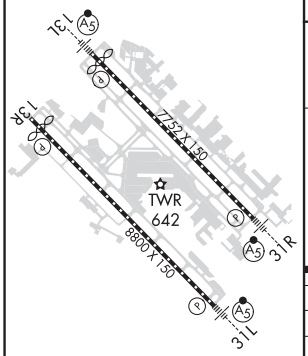
MALSR

MISSED 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.

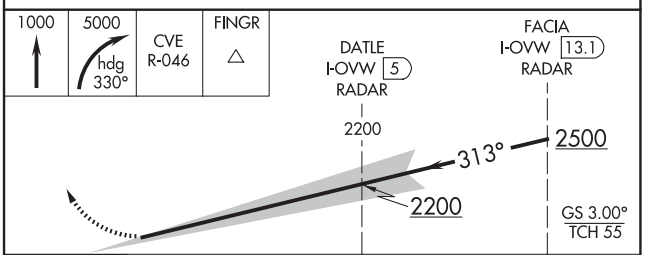
D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



ELEV 487 D TDZE 487



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L



CATEGORY	A	B	C	D
S-ILS 31R	SA CAT I	RA 151/14	150 DA 637	
S-ILS 31R	SA CAT II	RA 98/12	100 DA 587	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DALLAS, TEXAS
Amdt 7B 29DEC22

32°51'N-96°51'W

DALLAS LOVE FLD (DAL)

ILS RWY 31R (SA CAT I & II)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) W RWY 13L

DALLAS LOVE FLD (DAL)

APP CRS	Rwy Idg	7352
133°	TDZE	485
	Apt Elev	487

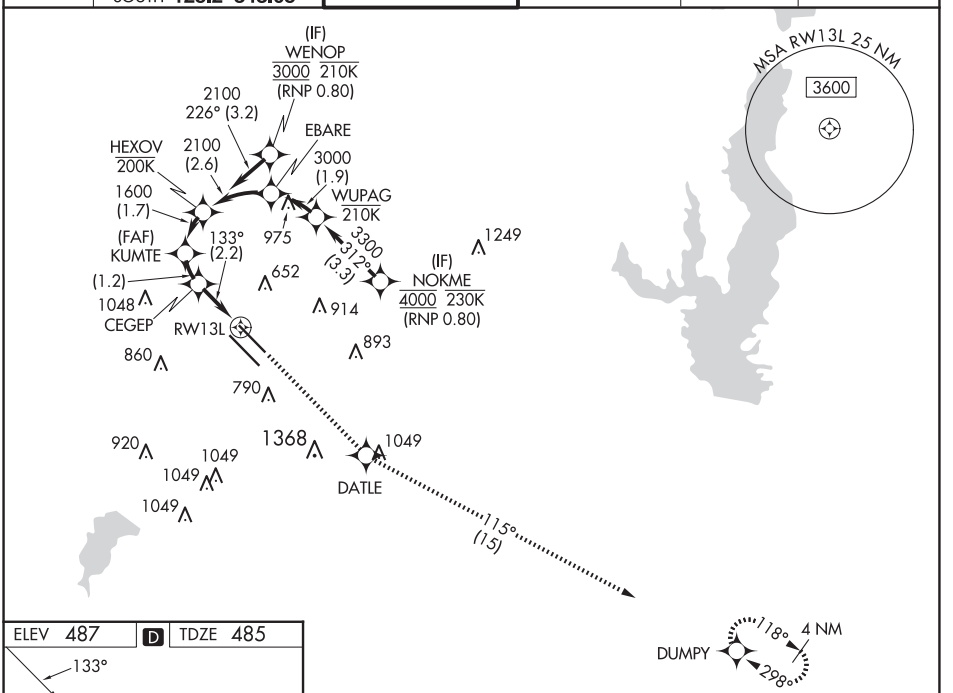
RNP AR APCH. RF required.

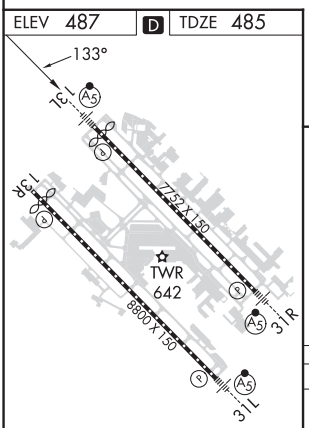
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 3000 direct DATLE and on track 115° to DUMPY and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	

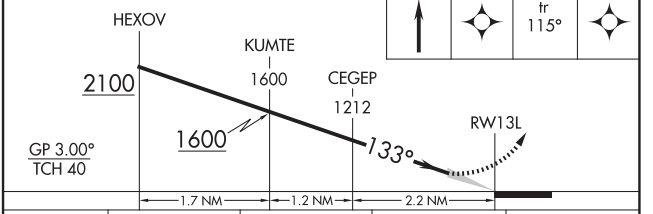




TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

See planview for multiple IF locations.

3000	DATLE	tr 115°	DUMPY



CATEGORY	A	B	C	D
RNP 0.11 DA	754/24 269 (300-½)			
RNP 0.30 DA	846/40 361 (400-¾)			

AUTHORIZATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS | AL-106 (FAA) | 24305

RNAV (RNP) W RWY 13R

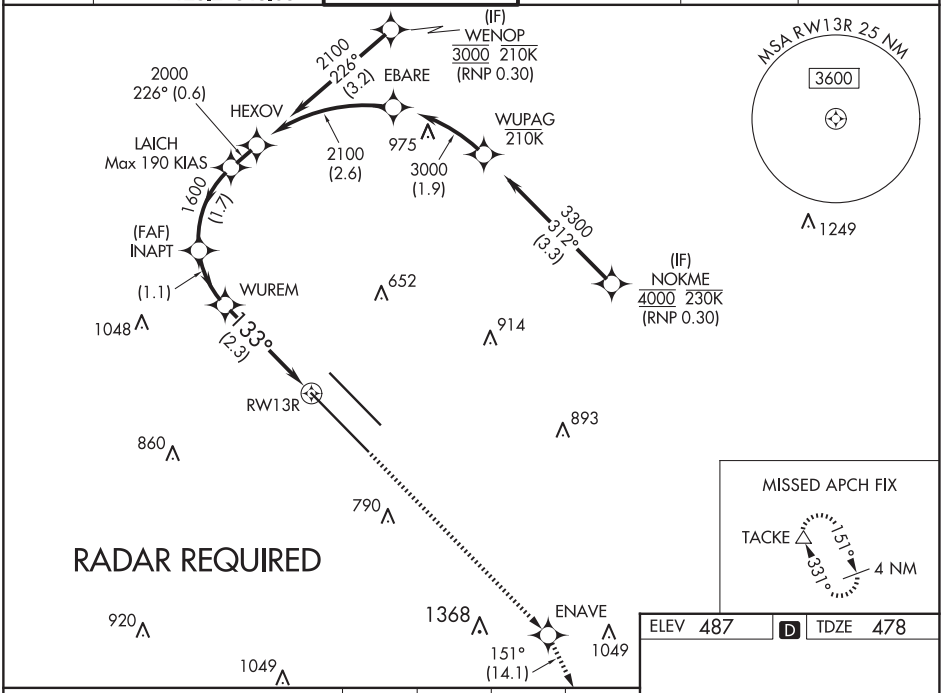
DALLAS LOVE FLD (DAL)

APP CRS	Rwy Idg	8310
133°	TDZE	478
	Apt Elev	487

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.

MISSED APPROACH: Climb to 3000 direct ENAVE and on track 151° to TACKE and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	

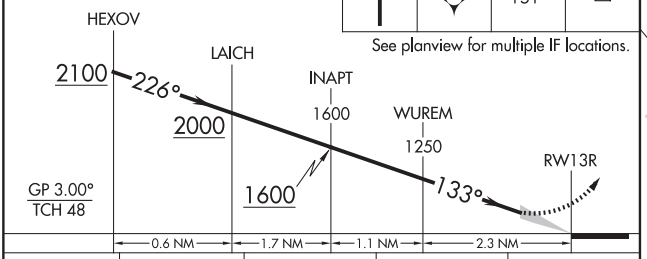


ELEV 487 | D | TDZE 478

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

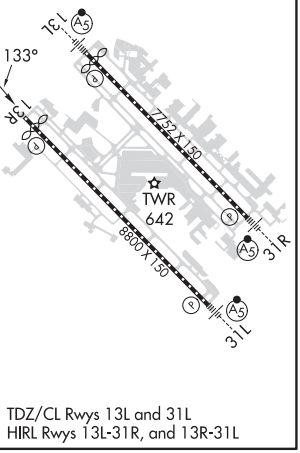
3000	ENAVE	tr 151°	TACKE

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.20 DA		781/50	303 (300-1)	
RNP 0.25 DA		833/60	355 (400-1¼)	
RNP 0.30 DA		929-1½	451 (500-1½)	

AUTHORIZATION REQUIRED



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

DALLAS, TEXAS
Orig-C 31MAR16

32°51'N-96°51'W

DALLAS LOVE FLD (DAL)

RNAV (RNP) W RWY 13R

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) X RWY 13L

DALLAS LOVE FLD (DAL)

APP CRS	Rwy Idg	7352
133°	TDZE	485
	Apt Elev	487

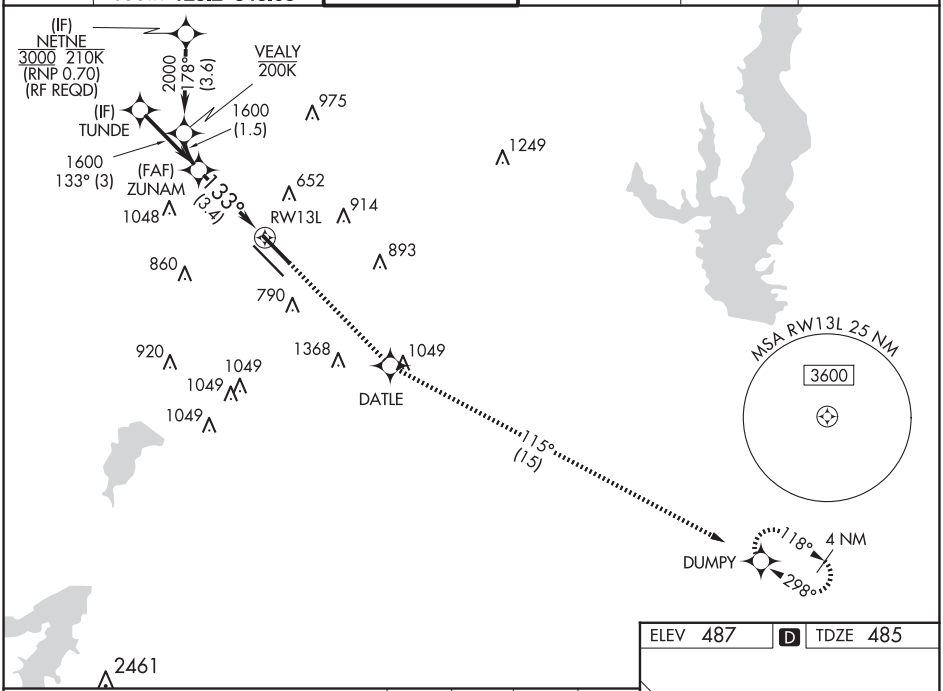
RNP AR APCH.

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.

MALSR

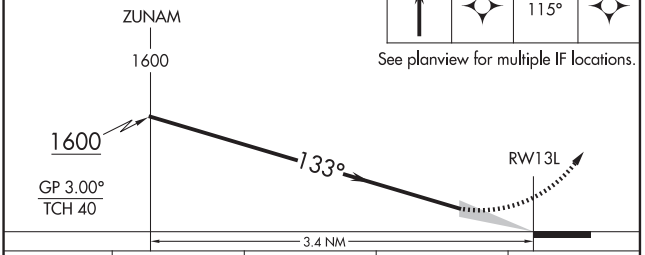
MISSED APPROACH: Climb to 3000 direct DATLE and on track 115° to DUMPY and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



3000	DATLE	tr 115°	DUMPY

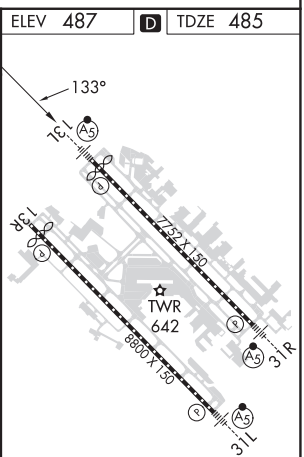
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA	754/24	269 (300-½)		
RNP 0.30 DA	846/40	361 (400-¾)		

AUTHORIZATION REQUIRED

ELEV 487 D TDZE 485



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	8310
133°	TDZE	478
	Apt Elev	487

RNAV (RNP) X RWY 13R

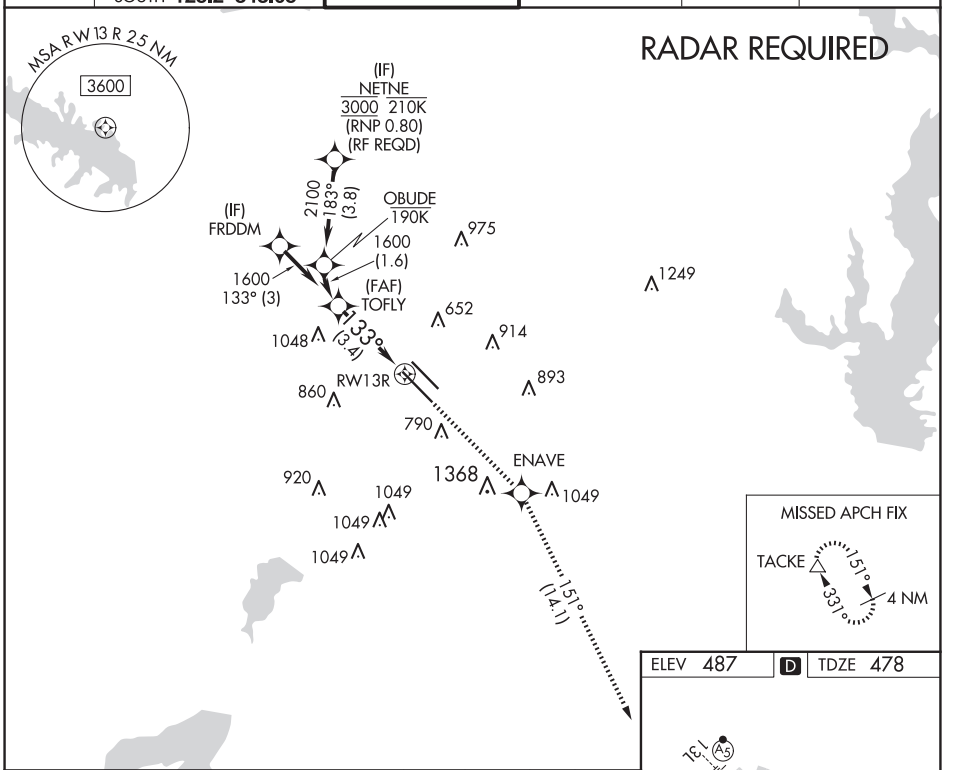
DALLAS LOVE FLD (DAL)

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.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	

RADAR REQUIRED

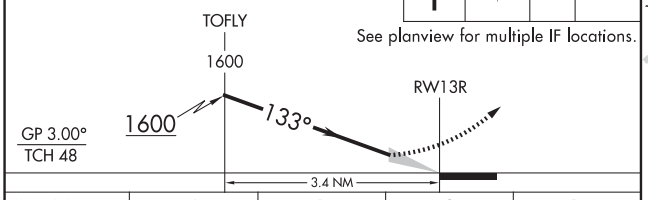


ELEV 487 D TDZE 478

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

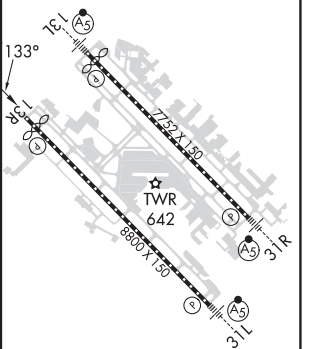
3000	ENAVE	tr 151°	TACKE

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.20 DA		781/50	303 (300-1)	
RNP 0.25 DA		833/60	355 (400-1¼)	
RNP 0.30 DA		929-1½	451 (500-1½)	

AUTHORIZATION REQUIRED



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 31L

DALLAS LOVE FLD (DAL)

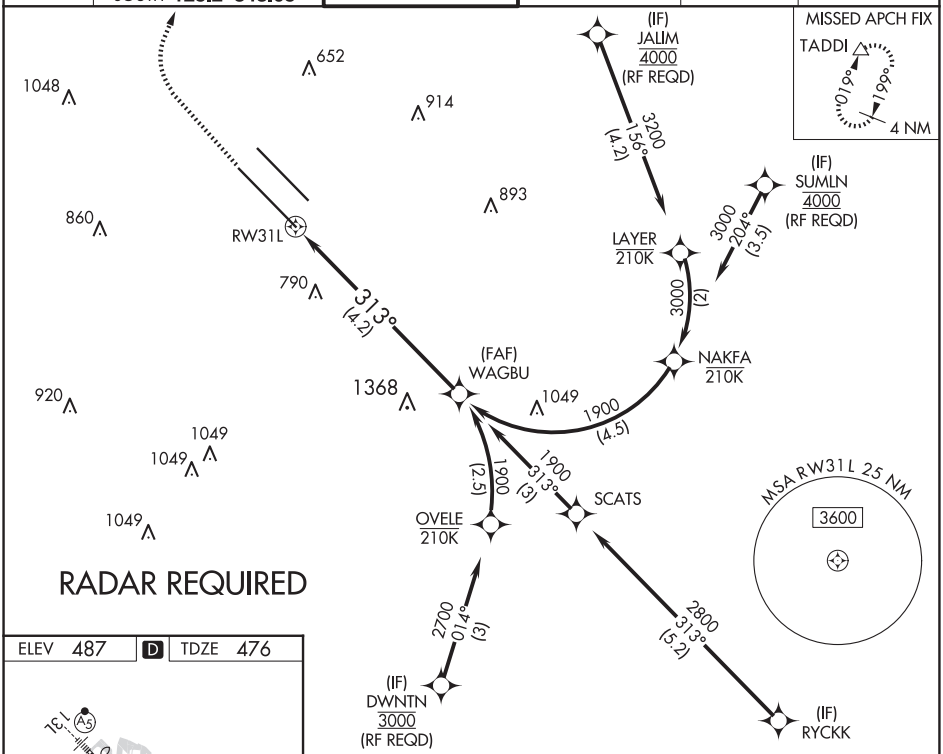
APP CRS	Rwy Idg	8000
313°	TDZE	476
	Apt Elev	487

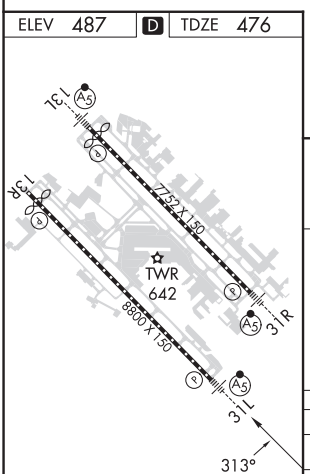
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 48°C (119°F). Simultaneous approach authorized. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility all Cats to 2½ miles.

MALSR (A5)

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct TADDI and hold.

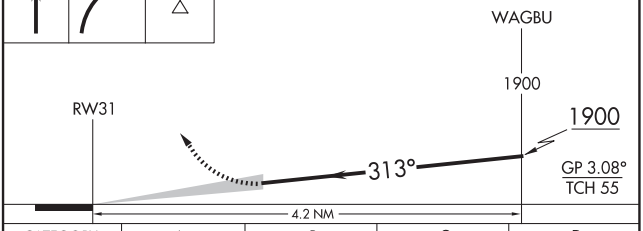
D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	





TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

1700	4000	TADDI	See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	1117-1⅝ 641 (700-1⅝)			

AUTHORIZATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS AL-106 (FAA) 24305

RNAV (RNP) Z RWY 31R

DALLAS LOVE FLD (DAL)

APP CRS	Rwy Idg	6952
313°	TDZE	487
	Apt Elev	487

RNP AR APCH.

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.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct FINGR and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	

MISSED APCH FIX

FINGR 226° 046° 5 NM

652 914 860 619± 893 594 790 1368 1049 1049 1049

RW31R

(IF) JALIM 4000 (RF REQD)

3300 150° (3.7)

(IF) SUMLN 4000 (RF REQD)

WEANS 210K

3000 203° (3)

3000 (2.2)

313° (4.3)

(FAF) TIRKE

QUARE 210K

1900 (4.6)

1900 (2.1)

1900 313° (3)

USURY 210K

ZORNO

2200 014° (3.8)

2800 313° (5.1)

(IF) DWNTN 3000 (RF REQD)

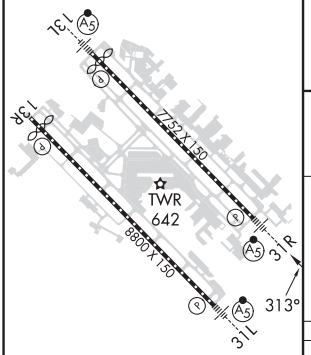
(IF) KELHR

MSA RW31R 25 NM

3600

RADAR REQUIRED

ELEV 487 D TDZE 487

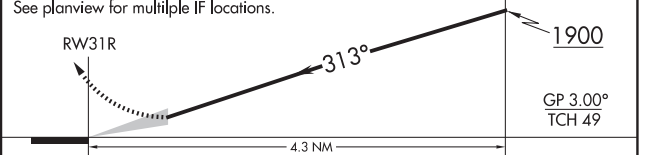


TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

900	5000	FINGR
↑	↱	△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

See planview for multilple IF locations.



CATEGORY	A	B	C	D
RNP 0.16 DA		796/24	309 (400-½)	
RNP 0.30 DA		895/45	408 (500-⅞)	

AUTHORIZATION REQUIRED

DALLAS, TEXAS
Orig-C 31JAN19

32°51'N-96°51'W

DALLAS LOVE FLD (DAL)

RNAV (RNP) Z RWY 31R

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 13L

DALLAS LOVE FLD (DAL)

APP CRS	Rwy Idg	7352
135°	TDZE	485
	Apt Elev	487

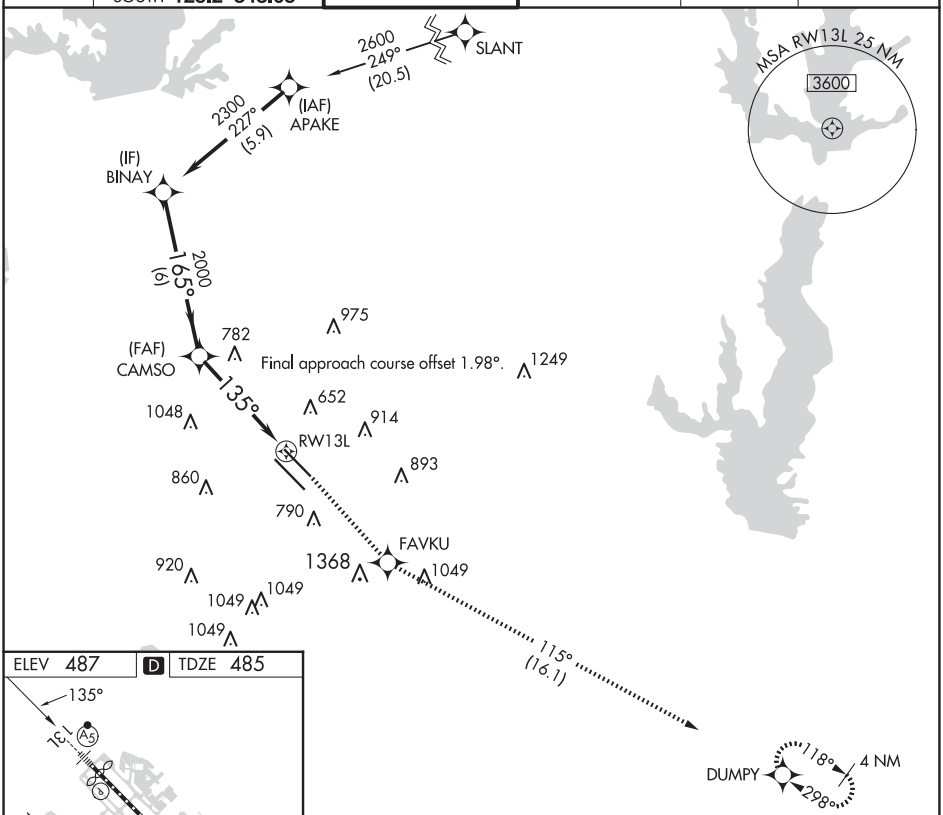
RNP APCH - GPS.

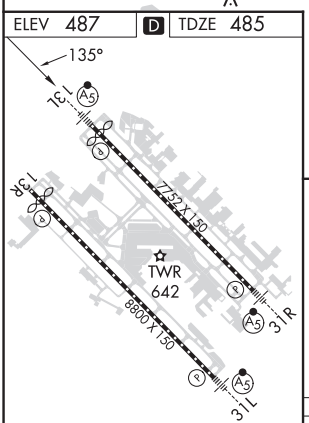
For inop ALS, increase LNAV Cats C/D visibility to 1¾ SM.

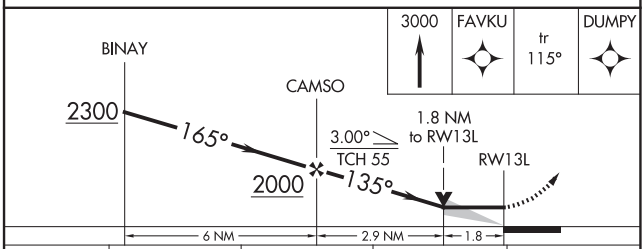
MALSR

MISSED APPROACH: Climb to 3000 direct FAVKU and on track 115° to DUMPY and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	







CATEGORY	A	B	C	D
LNAV MDA	1100/24	615 (700-½)	1100-1⅜	615 (700-1⅜)
C CIRCLING	1100-1 613 (700-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 13R

DALLAS LOVE FLD (DAL)

APP CRS	Rwy Idg	8310
142°	TDZE	479
	Apt Elev	487

RNP APCH.

MISSED APPROACH: Climb to 5000 direct ECOTO and on track 112° to DUMPY and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	

RADAR REQUIRED

1548

2600
249°
(20.5)
SLANT

(IAF)
APAKE

2300
227°
(5.9)

(IF)
BINAY

2000
165°
(6)

975

(FAF)
CAMSO
782

1249

142°

1048

652

914

MSA DESPE 25 NM
3600

Final approach course offset 8.91°.

860

(MAP)
DESPE

893

790

MISSED APCH FIX
118°
4 NM
298°
DUMPY

920

1368

1049

1049

1049

1049

ECOTO

112°
(16.6)

ELEV 487 D TDZE 479

142°

13L

31R

7752 X 150

TWR
642

8800 X 150

31L

5000	ECOTO	tr 112°	DUMPY

BINAY

CAMSO

2300

165°

2.96°
TCH 53

0.7 NM to DESPE

DESPE

2000

142°

6 NM 3.5 NM 0.7

CATEGORY	A	B	C	D
LNAV MDA	920/55	441 (500-1)	920-1⅜	441 (500-1⅜)
C CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R and 13R-31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 31L

DALLAS LOVE FLD (DAL)

WAAS	APP CRS	Rwy Idg	8000
CH 72808	313°	TDZE	477
W31A		Apt Elev	487

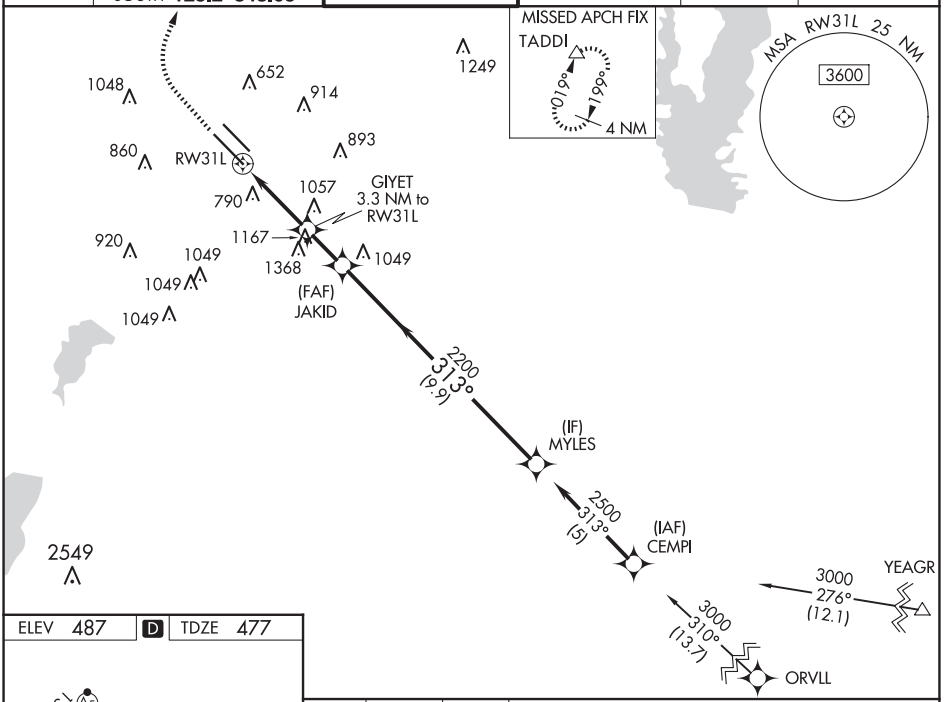
RNP APCH.

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.

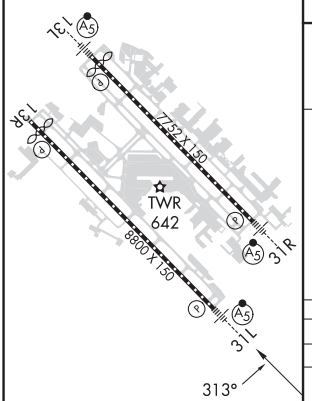
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct TADDI and hold.

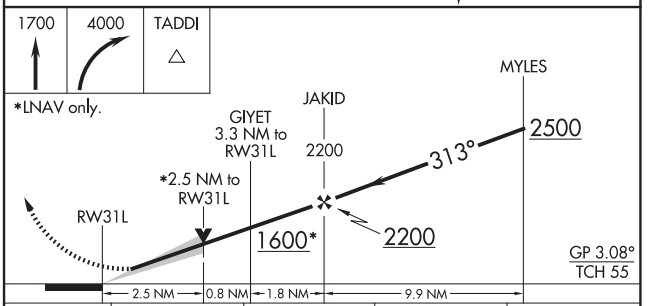
D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



ELEV 487 D TDZE 477



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L



CATEGORY	A	B	C	D
LPV DA	770/22	293 (300-½)		
LNAV MDA	1360/40	883 (900-¾)	1360-2	883 (900-2)
C CIRCLING	1360-1¼	873 (900-1¼)	1360-2½ 873 (900-2½)	1520-3 1033 (1100-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS | AL-106 (FAA) | 24305

RNAV (GPS) Y RWY 31R

DALLAS LOVE FLD (DAL)

WAAS	APP CRS	Rwy ldg	TDZE	Apt Elev
CH 87123 W31B	313°	6952	487	487

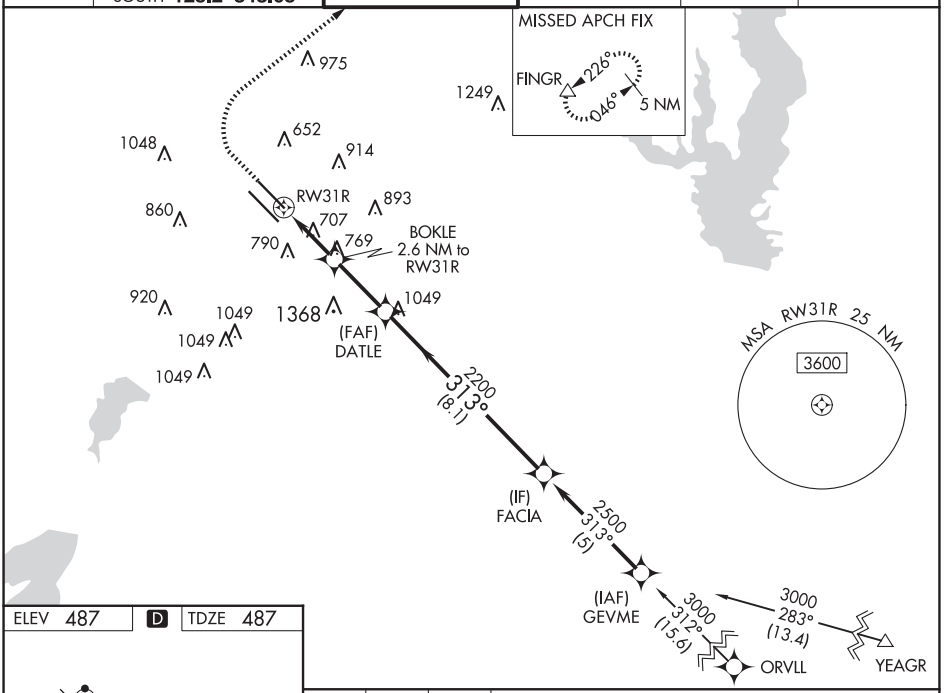
RNP APCH-GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°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 visibility Cat C/D to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

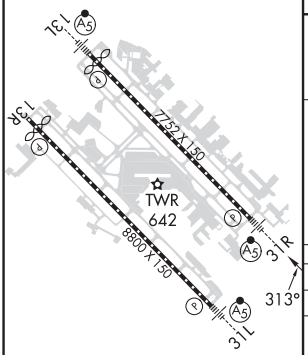
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 direct FINGR and hold.

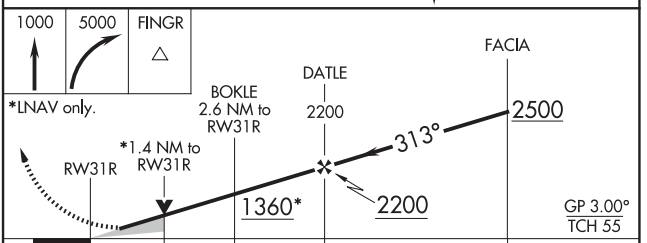
D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



ELEV 487 | D | TDZE 487



TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L



CATEGORY	A	B	C	D
LPV DA **		687/24	200 (200-½)	
LNAV/VNAV DA		873/35	386 (400-⅝)	
LNAV MDA	980/24	493 (500-½)	980/50	493 (500-1)
C CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

DALLAS, TEXAS
Amdt 3B 11AUG22

32°51'N-96°51'W

DALLAS LOVE FLD (DAL)

RNAV (GPS) Y RWY 31R

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy ldg	7352
CH 99723	133°	TDZE	485
W13B		Apt Elev	487

RNAV (GPS) Z RWY 13L

DALLAS LOVE FLD (DAL)

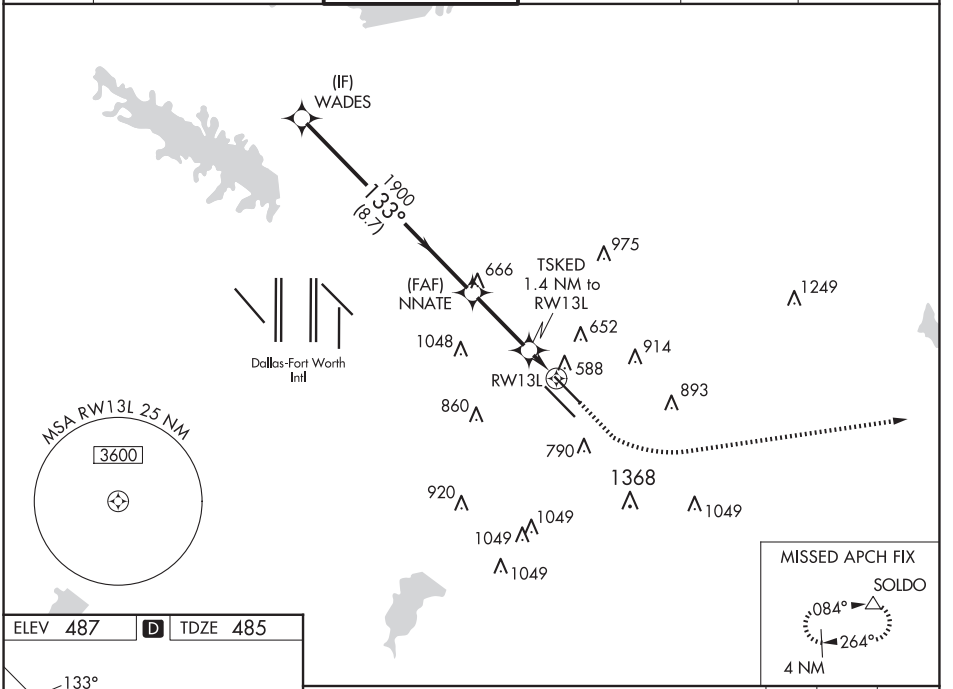
RNP APCH.

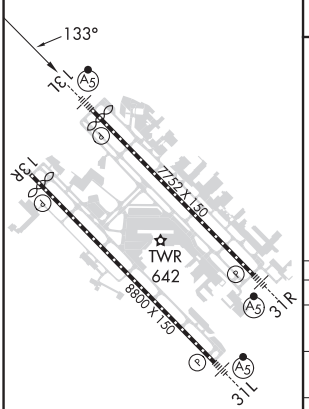
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500.

MALSR

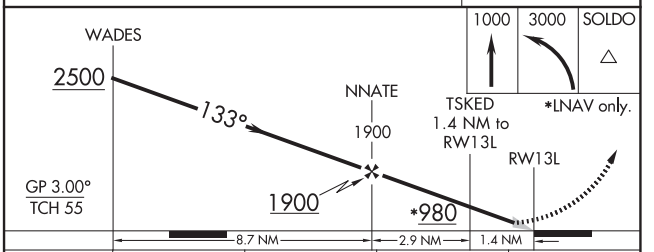
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct SOLDO and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	





TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R, and 13R-31L



CATEGORY	A	B	C	D
LPV DA	685/18 200 (200-½)			
LNAV/VNAV DA	764/24 279 (300-½)			
LNAV MDA	840/24 355 (400-½)		840/30 355 (400-¾)	
C CIRCLING	1000-1 513 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	8310
CH 82436	133°	TDZE	479
W13A		Apt Elev	487

RNAV (GPS) Z RWY 13R

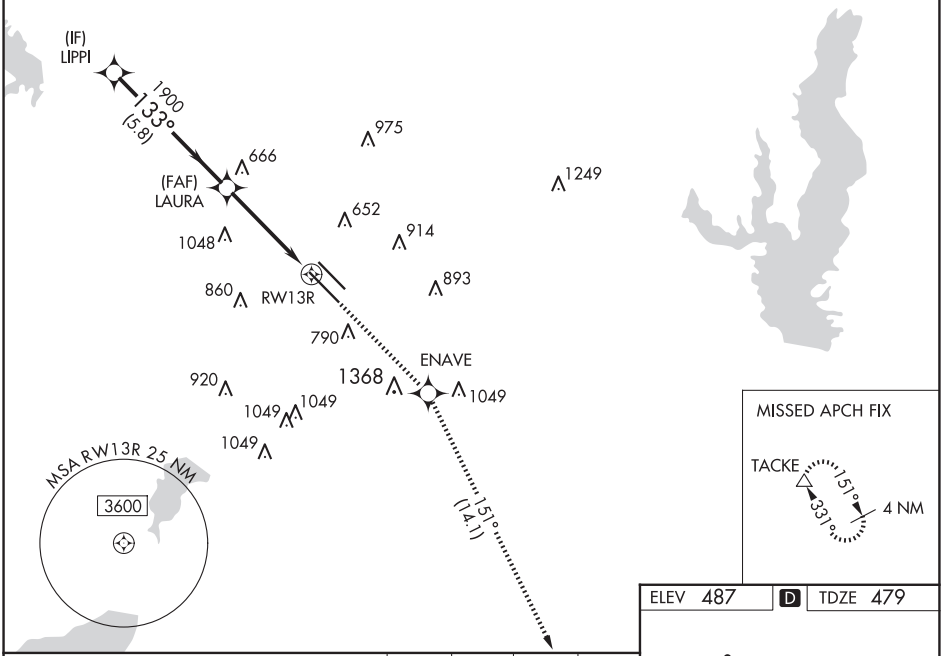
DALLAS LOVE FLD (DAL)

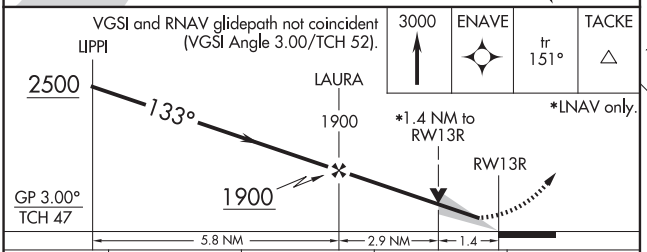
RNP APCH.

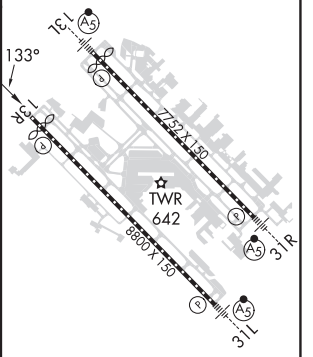
Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ENAVE and on track 151° to TACKE and hold.

D-ATIS	LONE STAR APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9	



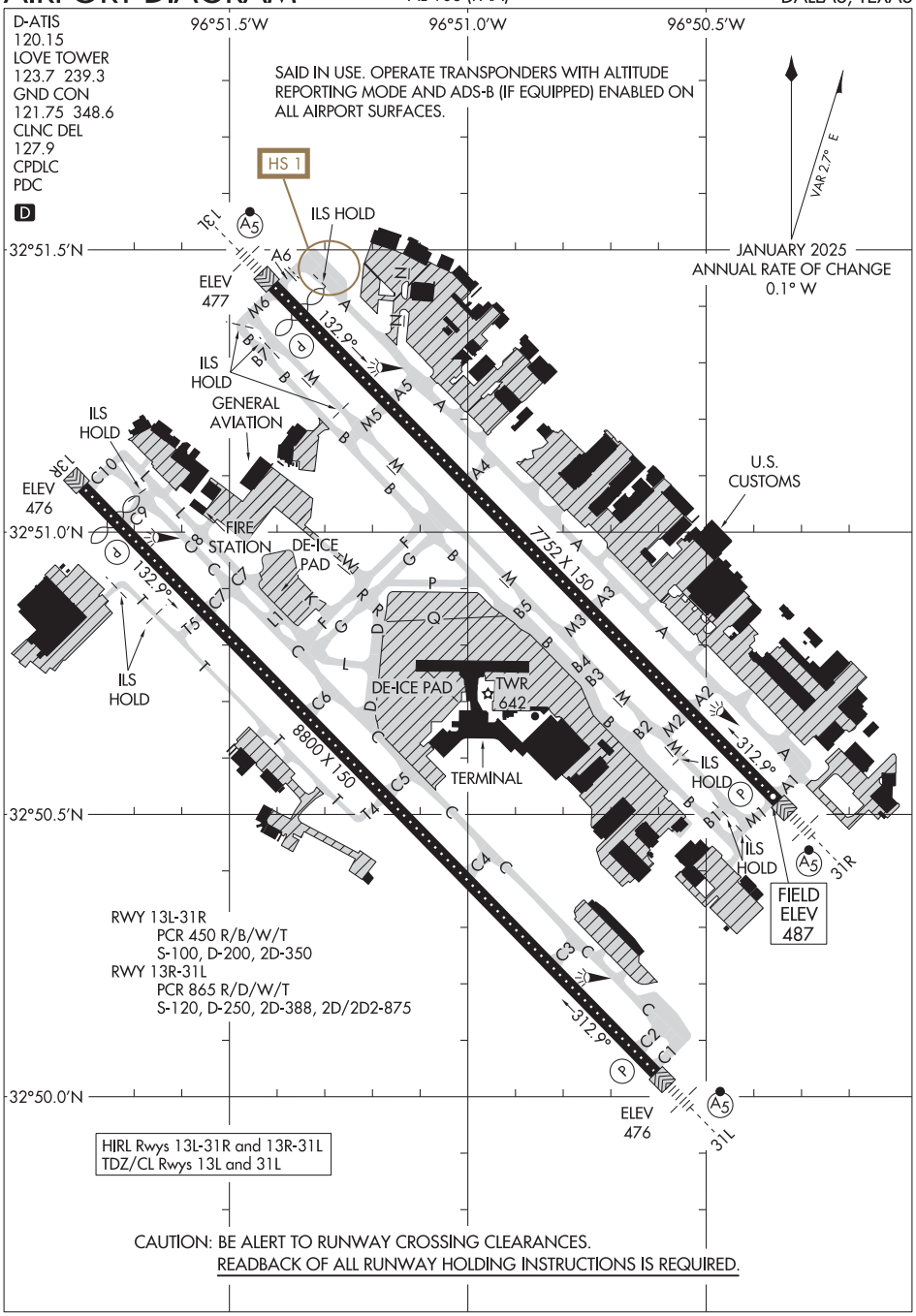




CATEGORY	A	B	C	D
LPV DA	679/40 200 (200-¾)			
LNAV/VNAV DA	834/60 355 (400-1¼)			
LNAV MDA	980/55 501 (500-1)		980-1⅜ 501 (500-1⅜)	
C CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

TDZ/CL Rwys 13L and 31L
HIRL Rwys 13L-31R and 13R-31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

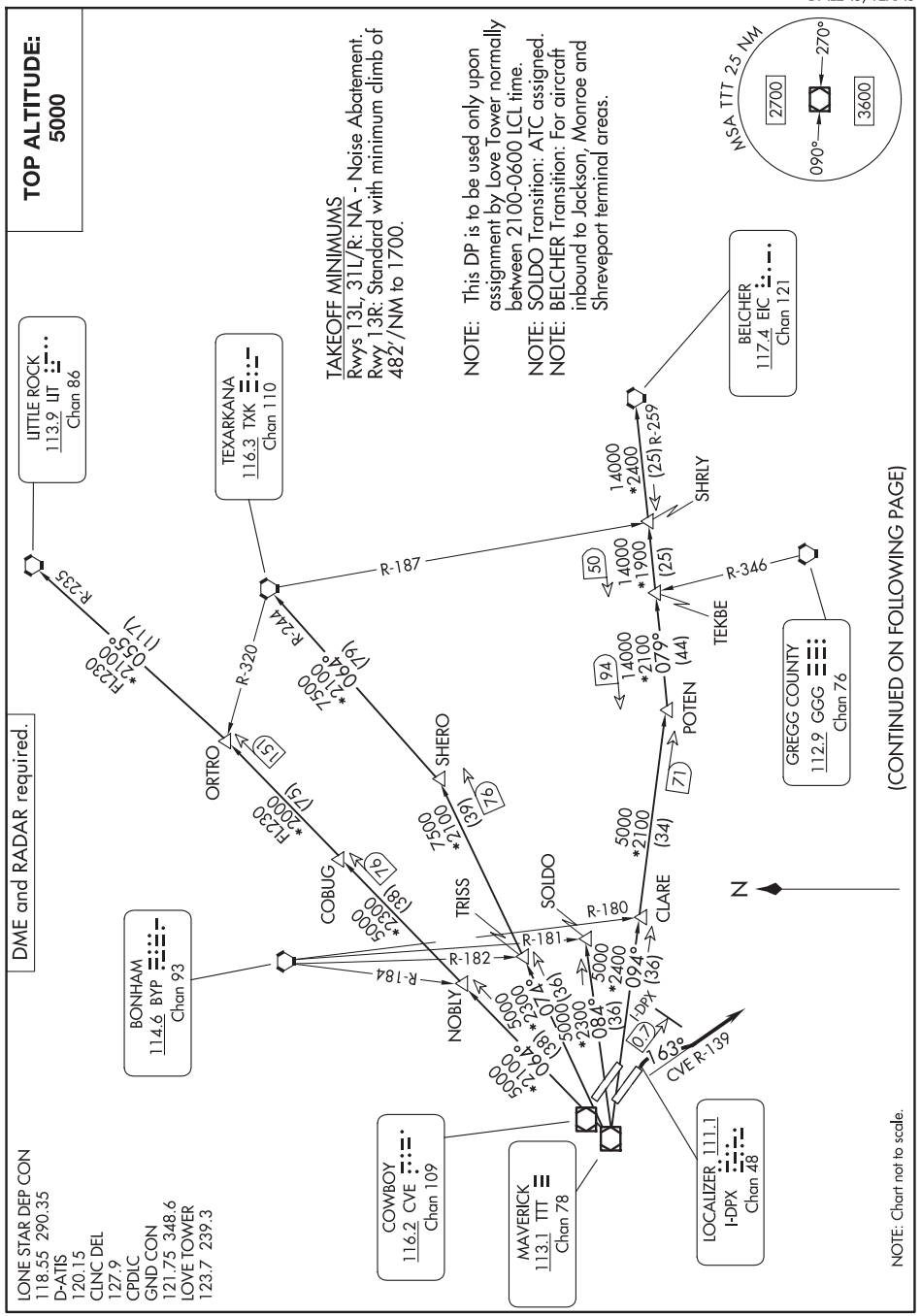


SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(BACH1.TTT) 24305 AL-106 (FAA)

BACHMAN ONE DEPARTURE

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS



SC-2, 07 AUG 2025 to 02 OCT 2025

BACHMAN ONE DEPARTURE
(BACH1.TTT) 05OCT23
DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

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.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(BOTCH1.BOTCH) 25107 AL-106 (FAA)

DALLAS LOVE FLD (DAL)

BOTCH ONE DEPARTURE (RNAV)

DALLAS, TEXAS

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 17APR25

DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13L: Climb on heading 133° to 987, then on heading 261° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 13R: Climb on heading 133° to 987, then on heading 262° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 31L: Climb on heading 313° to 1300, then on heading 259° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 31R: Climb on heading 313° to 1300, then on heading 258° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

(CYOTE4.TTT) 24305

COYOTE FOUR DEPARTURE

DALLAS LOVE FLD (DAL)

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

COYOTE FOUR DEPARTURE

(CYOTE4.TTT) 25JAN24

DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(CURLO6.CURLO) 24305 AL-106 (FAA)

DALLAS LOVE FLD (DAL)

CURLO SIX DEPARTURE (RNAV)

DALLAS, TEXAS

TOP ALTITUDE:
RWYS 13L/R: 8000
RWYS 31L/R: 6000

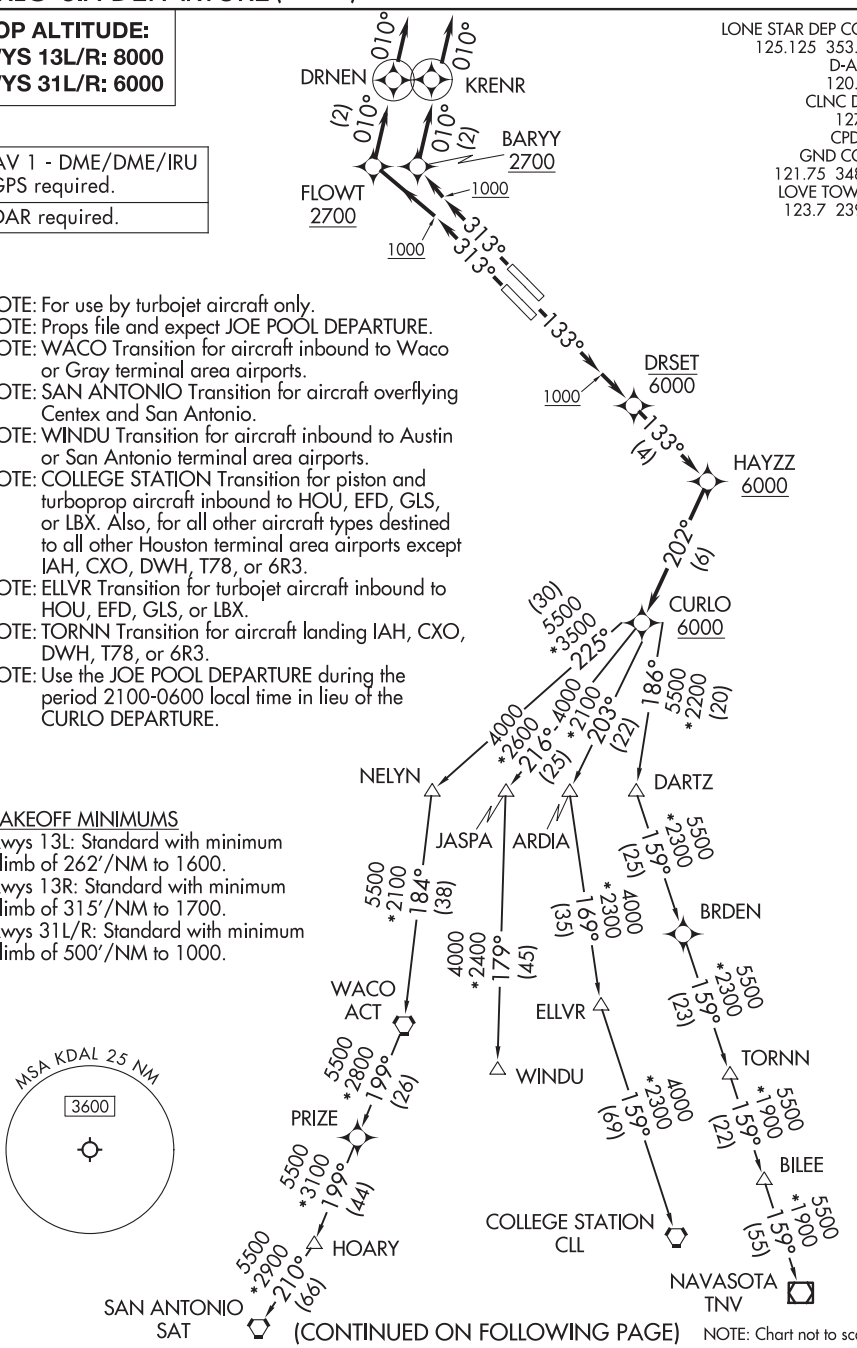
RNAV 1 - DME/DME/IRU or GPS required.

RADAR required.

LONE STAR DEP CON
125.125 353.95
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

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: TORNN 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.

TAKEOFF MINIMUMS
Rwys 13L: Standard with minimum climb of 262'/NM to 1600.
Rwys 13R: Standard with minimum climb of 315'/NM to 1700.
Rwys 31L/R: Standard with minimum climb of 500'/NM to 1000.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

SC-2 07 AUG 2025 to 02 OCT 2025

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 mintues 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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

EMMTT FOUR DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

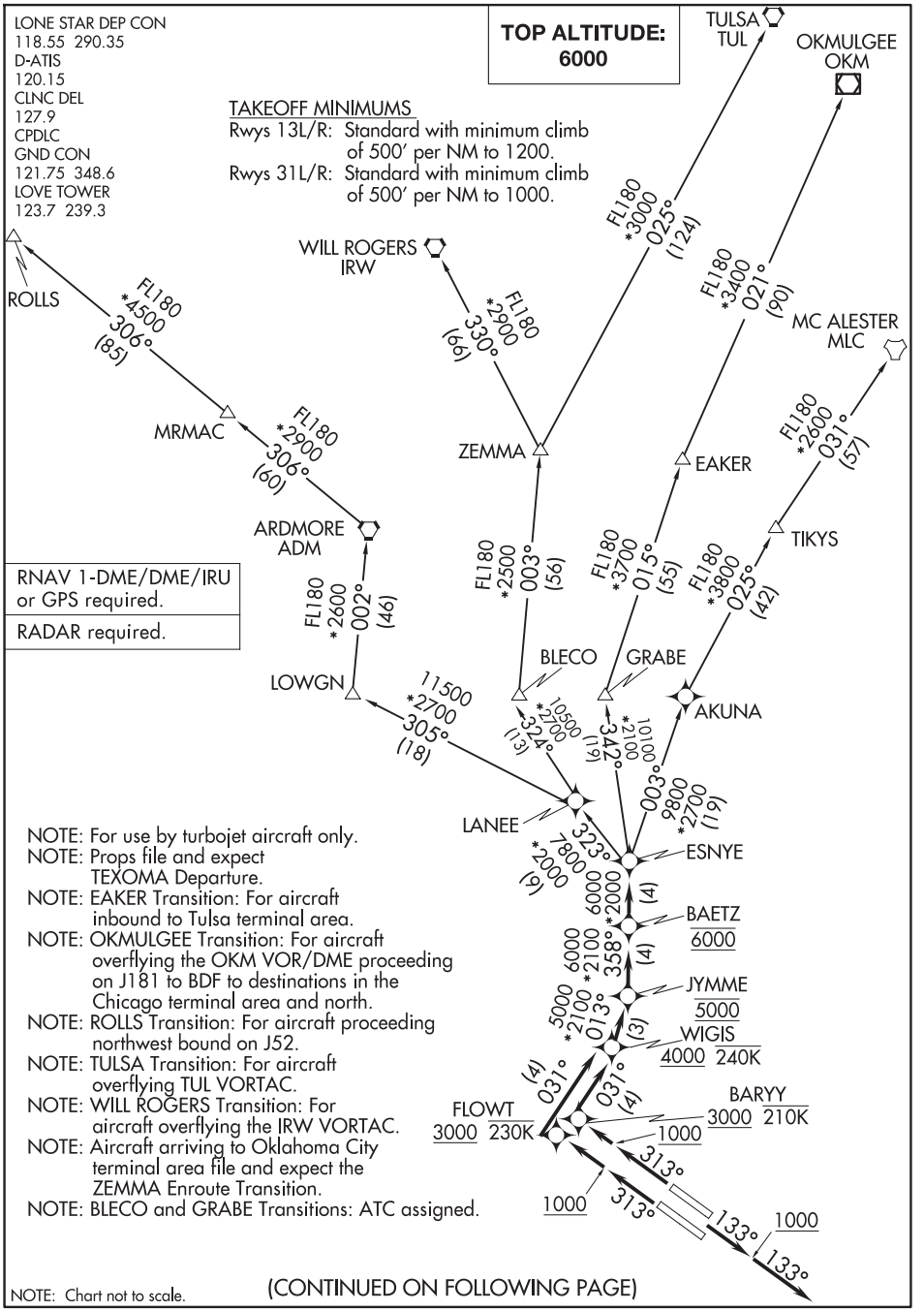
SC-2, 07 AUG 2025 to 02 OCT 2025

(ESNYE7.ESNYE) 24305 AL-106 (FAA)

DALLAS LOVE FLD (DAL)

ESNYE SEVEN DEPARTURE (RNAV)

DALLAS, TEXAS



ESNYE SEVEN DEPARTURE (RNAV)

DALLAS, TEXAS

DALLAS LOVE FLD (DAL)

(ESNYE7.ESNYE) 29DEC22

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

(GARL6.TTT) 25107
GARLAND SIX DEPARTURE

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS

RADAR and DME required.

TOP ALTITUDE:
RWYS 13L/R:
8000
RWYS 31L/R:
ASSIGNED BY ATC

NOTE: SOLDO Transition: ATC assigned.

LONE STAR DEP CON
118.55 290.35
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83

TEXARKANA
116.3 TXK
Chan 110

GREGG COUNTY
112.9 GGG
Chan 76

TYLER
114.2 TYR
Chan 89

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.5
I-OVW
Chan 52

LOCALIZER 111.1
I-LVF
Chan 48

CVE
13
6000

NOBLY
TRISS
SOLDO
ECKEY
SHERO
CLARE
ROCKK

R-131
R-180
R-181
R-182
R-184
R-221
R-244
R-279
R-303

5000 *2300 064° (24) 62
5000 *2100 064° (38)
5000 *2300 074° (36)
3000 *2300 084° (36)
5000 *2100 074° (39)
3500 *2100 094° (22) 59
3500 *2400 094° (36)
5000 *3000 041° (29)
7500 *2100 064° (79) 76
3500 *2500 099° (60)
3500 *2200 123° (32)

313°
313°
133°
013°
013°
I-OVW 5.5
I-LVF 5.5

N

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.

MSA TTT 25 NM
2700
3600
090°
270°

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE
(GARL6.TTT) 17APR25
DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

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.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025

(JPOOL8.TTT) 25219 AL-106 (FAA)

JOE POOL EIGHT DEPARTURE

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS

LONE STAR DEP CON
125.125 353.95 (13L/R)
118.55 290.35 (31L/R)
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

RADAR and DME required.

TOP ALTITUDE:
RWYS 13L/13R: 8000
RWYS 31L/31R: ASSIGNED BY ATC

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

I-LVF/
I-OVW
5.5

013°
313°

LOCALIZER 111.5
I-OVW
Chan 52

CVE
13
6000

133°

LOCALIZER 111.1
I-LVF
Chan 48

2500
186°
(36)

4000
156°
(37)

(35)
4000
*3400
176°

166°
4000
(35)

TSA

NELYN

JASPA

ARDIA

DARTZ

MSA TTT 25 NM
2700
090°
270°
3600

6000
*2300
156°
(25)

62

3800
*2100
177°
(38)

6000
*2400
176°
(45)

7000
*2300
166°
(35)

70

BRDEN

(23)
6000
*2300
156°

85

154°

334°

R-357

R-074

80

R-093

R-120

ELLVR

WACO
115.3 ACT
Chan 100

LEONA
110.8 LOA
Chan 45

77

187

12000
*3100
193°
(70)

WINDU

7000
*2300
154°
(69)

TORNN

6000
*1900
154°
(22)

BILEE

R-269

HOARY

R-012

R-307

COLLEGE STATION
113.3 CLL
Chan 80

R-334

12000
*2900
204°
(66)

6000
*1900
154°
(55)

R-334

R-024

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115

NAVASOTA
115.9 TNV
Chan 106

NOTE: Props departing DAL must contact clearance delivery for departure instructions.

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)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

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 (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.

HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.

SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.

WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL8.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.

KINGDOM FIVE DEPARTURE

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 to appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

KKITY FIVE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 133° to 1000, thence. . . .

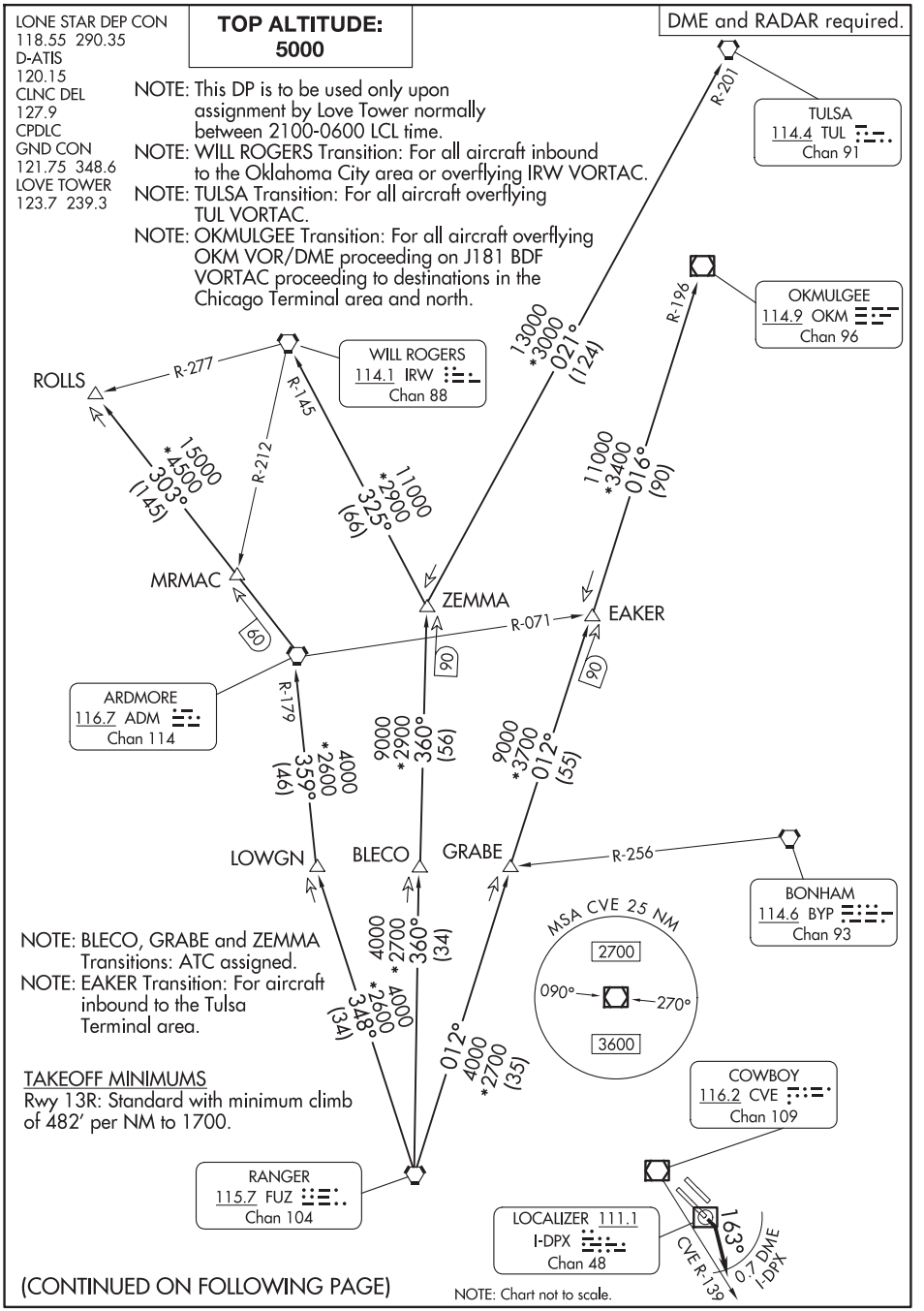
. . . .direct to cross DRSET at or below 6000, then on track 133° to cross HAYZZ at or above 6000, then on track 202° to CURLO, then on track 267° to KKITY, then on (transition). Maintain 8000. Expect filed altitude 10 minutes after departure.

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 (KITTY5.HULZE)
HUDAD TRANSITION (KKITY5.HUDAD)
WSTEX TRANSITION (KKITY5.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

KRUMM ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

LNDRE FIVE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

LNDRE FIVE DEPARTURE (RNAV)

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

LNDRE FIVE DEPARTURE (RNAV)

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.

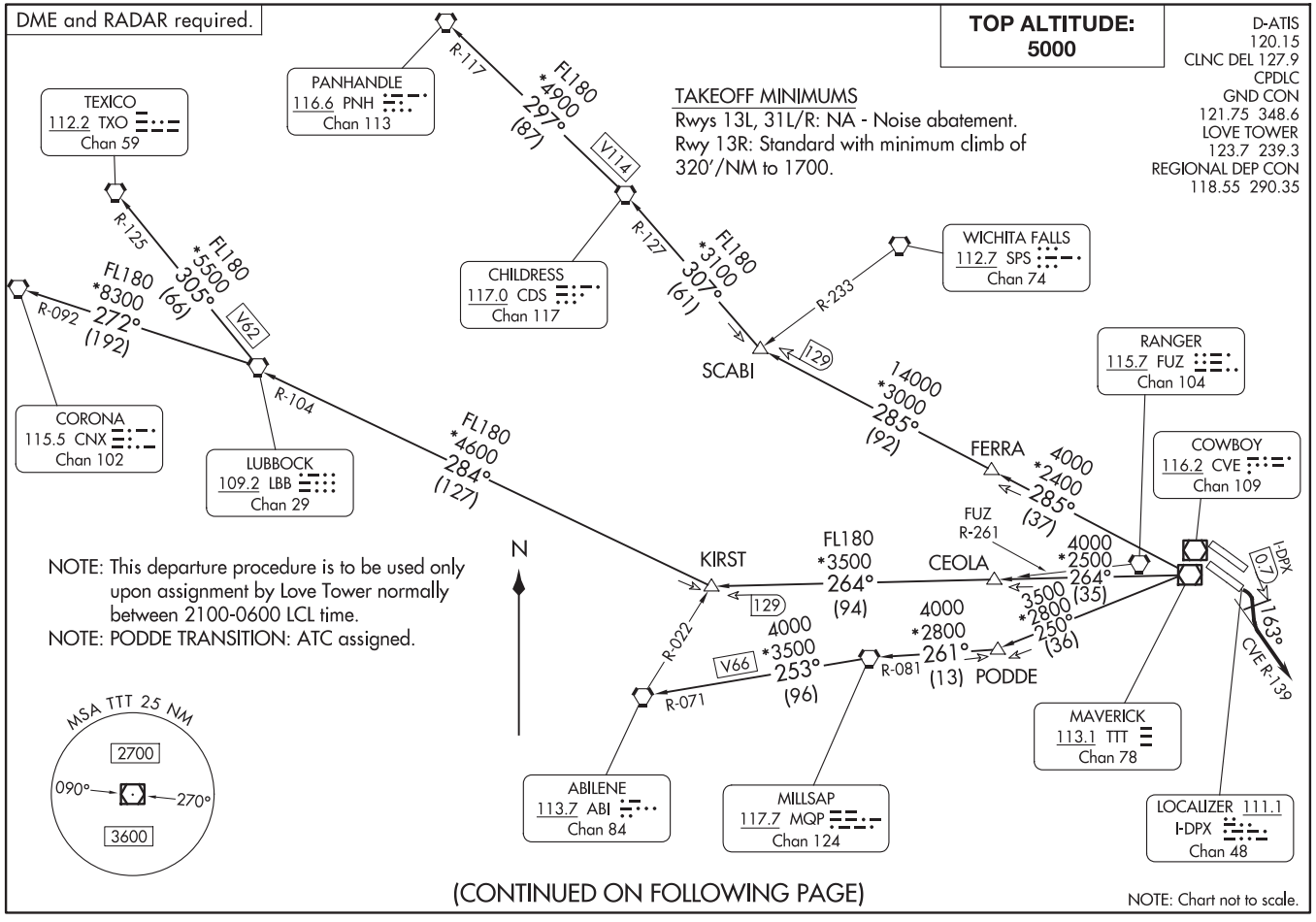
BDDAY TRANSITION (LNDRE5.BDDAY)
BSKAT TRANSITION (LNDRE5.BSKAT)
FORCK TRANSITION (LNDRE5.FORCK)
LOOSE TRANSITION (LNDRE5.LOOSE)
MRSSH TRANSITION (LNDRE5.MRSSH)
ZALEA TRANSITION (LNDRE5.ZALEA)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

LOVE SEVEN DEPARTURE (LOVE7.TTT) 26DEC24

DALLAS LOVE FLD (DAL) DALLAS, TEXAS



LOVE SEVEN DEPARTURE (LOVE7.TTT) 24361

DALLAS LOVE FLD (DAL) DALLAS, TEXAS

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. Maintain 5000 and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE7.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 (LOVE7.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE7.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 (LOVE7.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-104 to LBB VORTAC.

MILLSAP TRANSITION (LOVE7.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (LOVE7.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 (LOVE7.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.

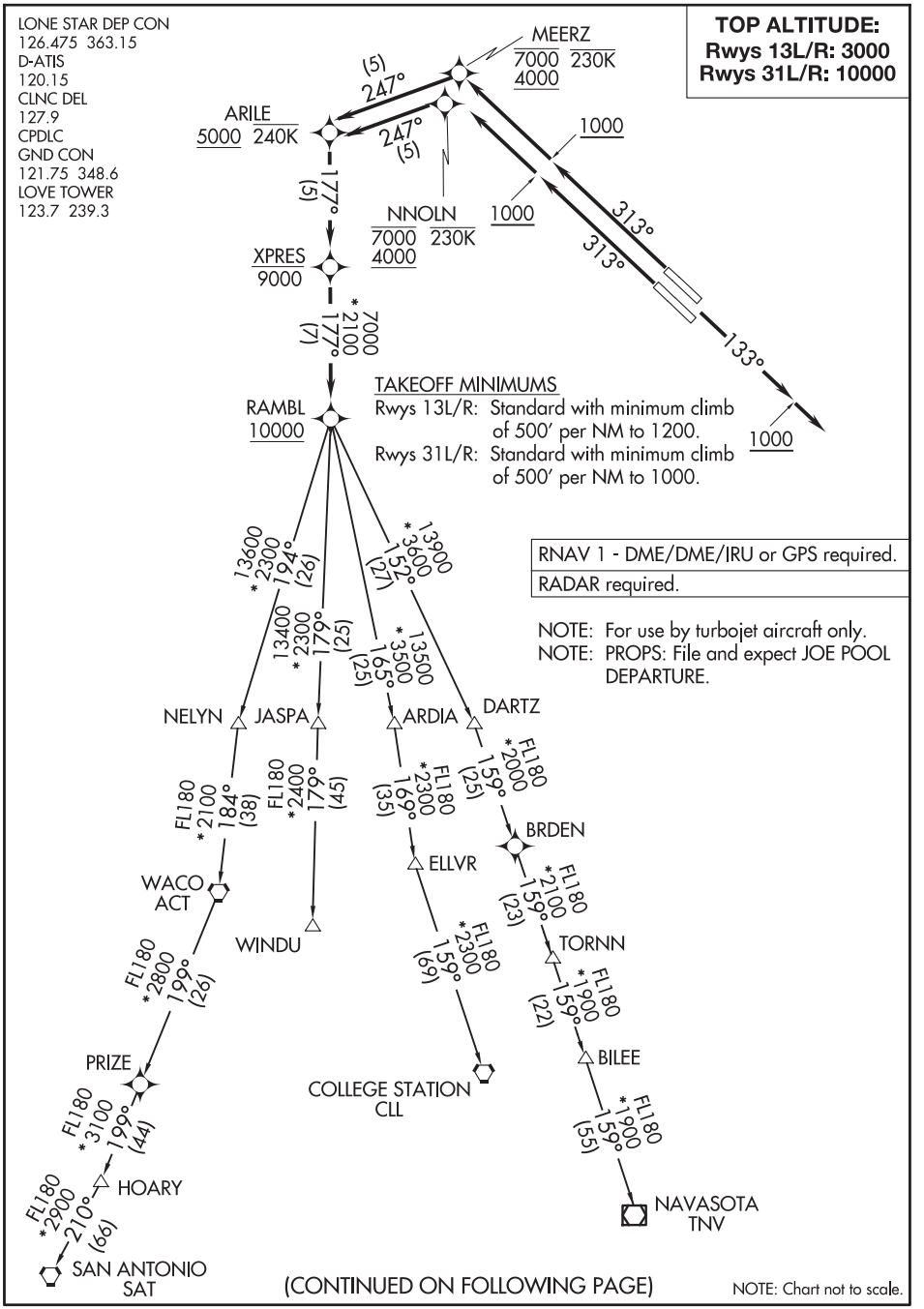
TEXICO TRANSITION (LOVE7.TXO): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-104 to LBB VORTAC, then on LBB R-305 and TXO R-125 to TXO VORTAC.

SC-2, 07 AUG 2025 to 02 OCT 2025

(RAMBL6.RMBL) 24305 AL-106 (FAA)

RAMBL SIX DEPARTURE (RNAV)

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS



SC-2, 07 AUG 2025 to 02 OCT 2025

RAMBL SIX DEPARTURE (RNAV)

DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

(RAMBL6.RAMBL) 29DEC22

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.CLL)
ELLVR TRANSITION (RAMBL6.ELLVR)
HOARY TRANSITION (RAMBL6.HOARY)
NAVASOTA TRANSITION (RAMBL6.TNV)
SAN ANTONIO TRANSITION (RAMBL6.SAT)
TORNN TRANSITION (RAMBL6.TORNN)
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: TORNN Transition: For aircraft inbound to George Bush Intcntl/Houston, Conroe/North Houston Rgnl, David Wayne Hooks Meml, Liberty Muni, or Cleveland Muni airports.

SC-2, 07 AUG 2025 to 02 OCT 2025

SNSET FOUR DEPARTURE (RNAV)

(SNSET4.SNSET) 31MAR16

DALLAS LOVE FLD (DAL)

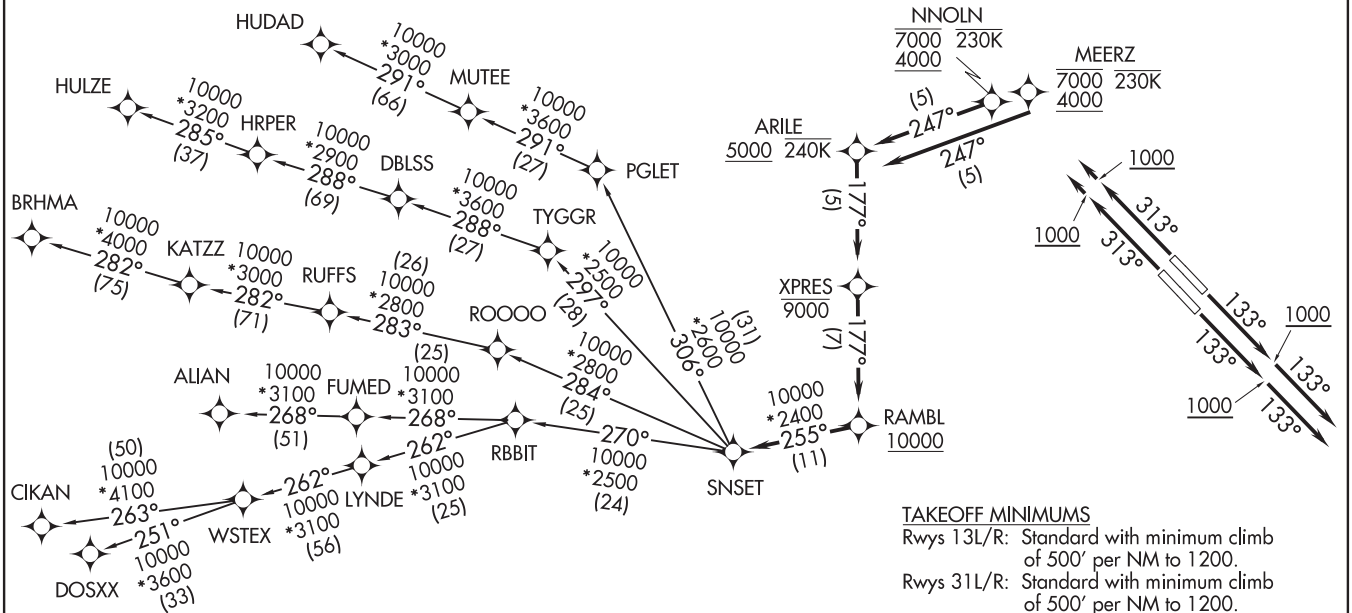
DALLAS, TEXAS

LONE STAR DEP CON
126.475 363.15
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

N

TOP ALTITUDE:
RWYS 13L/R: 3000
RWYS 31L/R: 10000

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.



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 1200.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SNSET FOUR DEPARTURE (RNAV)

(SNSET4.SNSET) 24305

DALLAS LOVE FLD (DAL)

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

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 . . . .

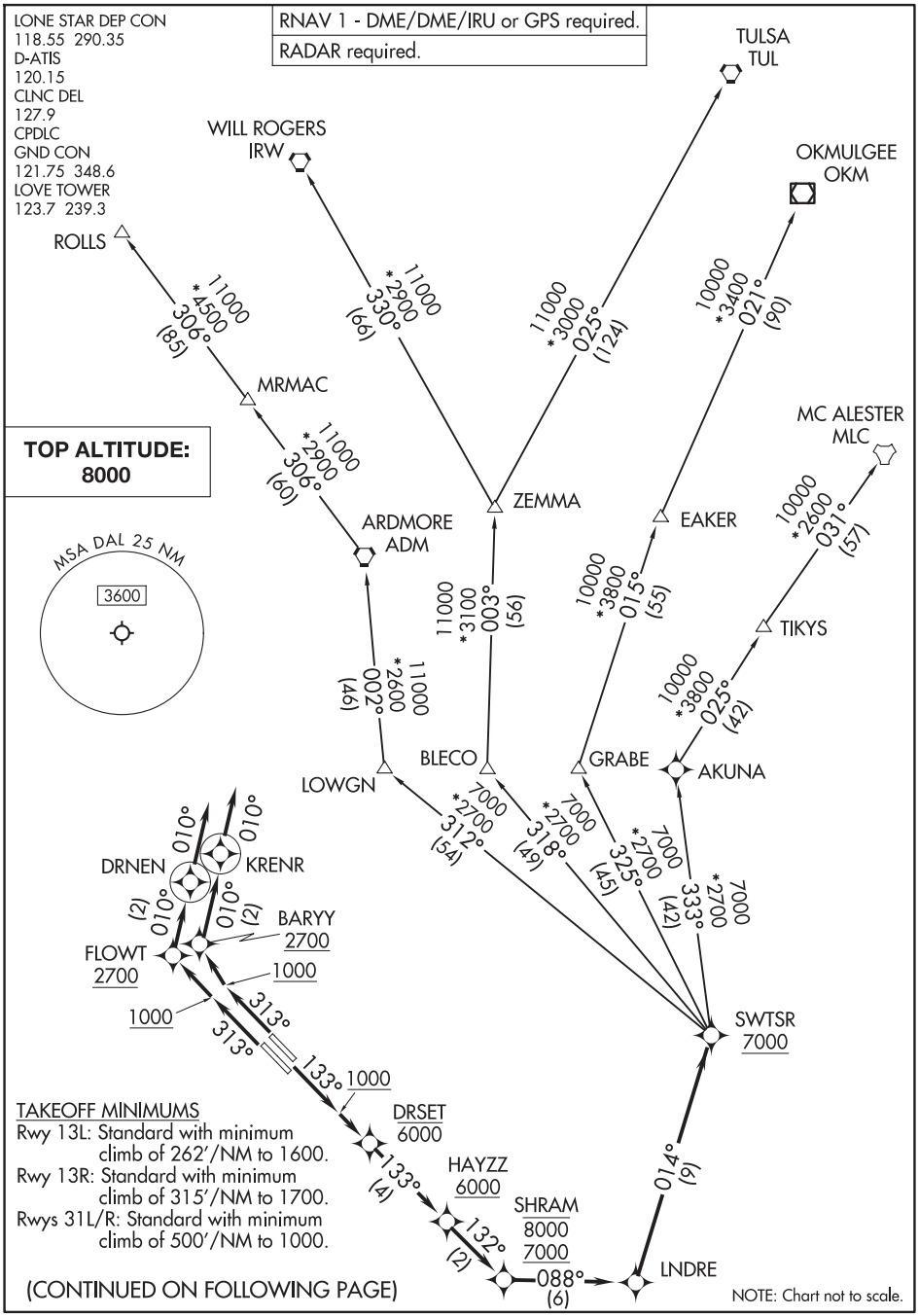
. . . . on track 177° to cross XPRES at or below 9000, then on track 177° to cross RAMBL at or above 10000, then on track 255° to SNSET, then on (transition). Maintain 10000. Expect filed altitude 10 minutes after departure.

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)

(SWTSR7.SWTSR) 24305 AL-106 (FAA) DALLAS LOVE FLD (DAL)

SWTSR SEVEN DEPARTURE (RNAV)

DALLAS, TEXAS



SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

SWTSR SEVEN DEPARTURE (RNAV)

(SWTSR7.SWTSR) 25JAN24

DALLAS, TEXAS
DALLAS LOVE FLD (DAL)

SC-2, 07 AUG 2025 to 02 OCT 2025

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 KRENR, 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.

(TEX5.FUZ) 24305 AL-106 (FAA) DALLAS LOVE FLD (DAL)

TEXOMA FIVE DEPARTURE

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
118.55 290.35
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

TOP ALTITUDE:
RWYS 13L/R: 8000
RWYS 31L/R:
ASSIGNED BY ATC

RADAR and DME required.

TULSA
114.4 TUL
Chan 91

WILL ROGERS
114.1 IRW
Chan 88

OKMULGEE
114.9 OKM
Chan 96

ROLLS

DECKK

NOOGY

MRMAC

ZEMMA

EAKER

ARDMORE
116.7 ADM
Chan 114

BONHAM
114.6 BYP
Chan 93

LOWGN

BLECO

GRABE

MSA FUZ 25 NM
2700
3600
050°
310°

RANGER
115.7 FUZ
Chan 104

COWBOY
116.2 CVE
Chan 109

LOCALIZER 111.5
I-OVW
Chan 52

I-LVF/
I-OVW
5.5

LOCALIZER 111.1
I-LVF
Chan 48

CVE
13
6000

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)

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-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.

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, 07 AUG 2025 to 02 OCT 2025

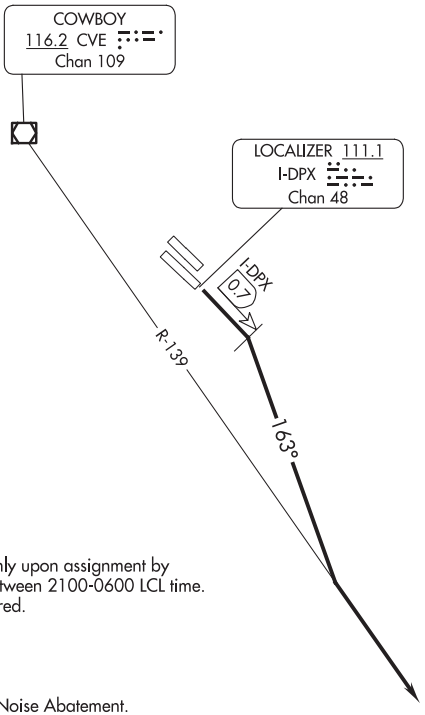
(TRNTY8.CVE) 24305 AL-106 (FAA)

TRINITY EIGHT DEPARTURE

DALLAS LOVE FLD (DAL)
DALLAS, TEXAS

LONE STAR DEP CON
125.12 319.85 (South and West)
118.55 290.35 (North and East)
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

TOP ALTITUDE: 5000



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
Rwys 13L, 18, 31L/R, 36: NA - Noise Abatement.
Rwy 13R: Standard with a minimum climb of 482' per NM to 1700.

NOTE: Chart not to scale.

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 outbound. Expect vectors to appropriate route, unless otherwise advised maintain 5000 and expect filed altitude 10 minutes after departure.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VENUS FOUR DEPARTURE

LONE STAR DEP CON
125.125 353.95
D-ATIS
120.15
CLNC DEL
127.9
CPDLC
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3

RADAR required. DME required.

TOP ALTITUDE: 5000

LOCALIZER 111.1
I-DPX
Chan 48

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

NOTE: This DP is to be used only upon assignment by Love tower normally between 2100-0600 local time.

4000 *2400 186° (36)
4000 *3400 176° (35)
*4000 *3600 166° (35)
4000 *3600 156° (37)
CVE R-139
I-DPX 07 163°

NELYN
JASPA
ARDIA
TSA
DARTZ

4000 *2100 177° (38)
8000 *2400 176° (45)
7000 *2300 166° (35)
6000 *2100 156° (48)

R-357
70
85
LEONA
110.8 LOA
Chan 45

WACO
115.3 ACT
Chan 100

R-074
ELLVR
R-093
R-120
80
TORNN
77
6000 *1900 154° (22)
BILEE
R-269

WINDU

12000 *3100 193° (70)
7000 *2300 154° (69)
R-012
R-334
87
6000 *1900 154° (55)

HOARY
R-307
COLLEGE STATION
113.3 CLL
Chan 80

12000 *2900 204° (66)
CENTEX
112.8 CWK
Chan 75
NAVASOTA
115.9 TNV
Chan 106

R-024
SAN ANTONIO
116.8 SAT
Chan 115

TAKEOFF MINIMUMS
Rwys 13L, 18, 31L/R, 36: NA - Noise Abatement.
Rwy 13R: Standard with minimum climb of 320′ per NM to 1700.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

WORTH ONE DEPARTURE

DALLAS, TEXAS

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.

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ILS or LOC RWY 18

MCKINNEY NTL (TKI)

LOC/DME I-EFE	APP CRS	Rwy Ldg	7002
109.35	179°	TDZE	576
Chan 30 (Y)		Apt Elev	589

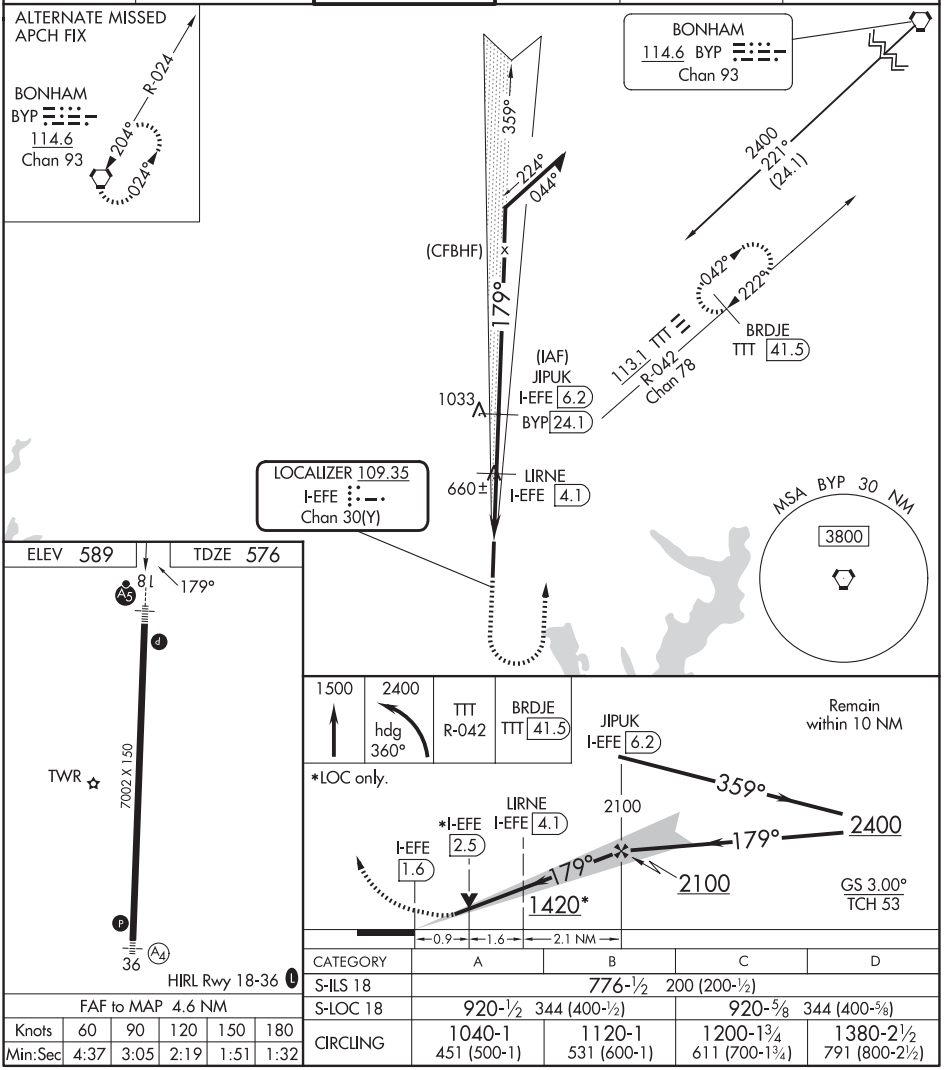
DME required for procedure entry.
DME required.

T A 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 ⅛ SM, increase Circling visibility Cat C ½ SM, Cat D ¼ 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 18 all Cats visibility to ⅞ SM and increase S-LOC 18 Cats C/D to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 on heading 360° and on TTT VOR/DME R-042 to BRDJE/TTT 41.5 DME and hold.

ATIS	LONE STAR APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 (When twr closed)	122.95



FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:37	3:05	2:19	1:51	1:32

CATEGORY	A	B	C	D
S-ILS 18	776-½ 200 (200-½)			
S-LOC 18	920-½ 344 (400-½)		920-⅝ 344 (400-⅝)	
CIRCLING	1040-1 451 (500-1)	1120-1 531 (600-1)	1200-1¾ 611 (700-1¾)	1380-2½ 791 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS, TEXAS

AL-6644 (FAA)

25219

RNAV (GPS) RWY 18

MCKINNEY NTL (TKI)

WAAS	APP CRS	Rwy Ldg	7002
CH 87102	179°	TDZE	576
W18A		Apt Elev	589

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 ⅛ mile, and Circling Cats C and D visibility ¼ mile. For inop MALSR when using Dallas Love Fld altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ONEME and hold.

ATIS	LONE STAR APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 (When twr closed)	122.95

RADAR REQUIRED

(IAF) SASIE

3000 167° (4.6)

(IF) VELCI

(IAF) KARLA

3000 258° (9.2)

2300 179° (6)

(FAF) IKOTY

LIRNE 2.5 NM to RW18

729±

669±

RW18

MISSED APCH FIX ONEME

359° 179° 4 NM

MSA RW18 25 NM

3800

ELEV 589 TDZE 576

179°

8 L

TWR

7002 X 150

36

HIRL Rwy 18-36 L

3000 ONEME

*LNAV only.

LIRNE 2.5 NM to RW18

*0.9 NM to RW18

RW18

IKOTY 2300

VELCI 3000

179°

1420*

2300

GP 3.00° TCH 50

0.9 NM 1.6 NM 2.8 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	776-½ 200 (200-½)			
LNAV MDA	920-½ 344 (400-½)		920-⅝ 344 (400-⅝)	
CIRCLING	1040-1 451 (500-1)	1120-1 531 (600-1)	1200-1¾ 611 (700-1¾)	1380-2½ 791 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

MCKINNEY NTL (TKI)

WAAS	APP CRS	Rwy Ldg	7002
CH 49202	359°	TDZE	589
W36A		Apt Elev	589

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 ⅛ 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 ⅞ 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 ⅞ mile, LNAV/VNAV Cat D visibility to 1⅛ mile, and LNAV Cat D visibility to 1¼ mile. Inop table does not apply to LPV all Cats.

MALS

MISSED APPROACH: Climb to 3000 direct VELCI and hold.

ATIS	LONE STAR APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 (When twr closed)	122.95

RADAR REQUIRED

MISSED APCH FIX
4 NM
359°
179°
VELCI

RW36
689±
WAXUX
2.5 NM to RW36
732
(FAF)
ILEZY
2000
359°
(6)
(IF)
ONEME
MSA RW36 25 NM
3800
3000
004°
(25.9)
340°
(28.7)
3000
(IAF)
TACKE
(IAF)
BACKS

ELEV 589 | TDZE 589

ONEME
3000
359°
ILEZY
2000
2000
WAXUX
2.5 NM to RW36
*0.9 NM to RW36
RW36
*1420
*LNAV only.
3000 VELCI
GP 3.00°
TCH 50
6 NM | 1.8 NM | 1.6 NM | 0.9 NM

TWR ☆
7002 X 150
8 L
36
359°
HIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LPV DA	789-¾	200 (200-¾)		
LNAV/VNAV DA	850-¾	261 (300-¾)		
LNAV MDA	940-¾	351 (400-¾)		
CIRCLING	1120-1	531 (600-1)	1200-1¾ 611 (700-1¾)	1380-2½ 791 (800-2½)

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DALLAS, TEXAS

AL-6644 (FAA)

25219

VOR/DME-A

MCKINNEY NTL (TKI)

VORTAC BYP	APP CRS	Rwy Ldg	N/A
114.6	214°	TDZE	N/A
Chan 93		Apt Elev	589

When local altimeter setting not received use Dallas Love Fld altimeter setting and increase all MDA 80 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2400 on BYP VORTAC R-214 to BIRRD/BYP 21.9 DME and hold.

ATIS	LONE STAR APP CON	MC KINNEY TOWER ★	GND CON	CLNC DEL	UNICOM
119.925	124.3 282.275	118.825 (CTAF) L	121.875	121.35 (When twr closed)	122.95

Procedure NA for arrivals on BYP VORTAC airway radials 173 CW 264.

IAF BONHAM 114.6 BYP Chan 93

2500 214° (11.9)

(IF) REDGE BYP 11.9

2400 214° (10)

034°

1045

BIRRD BYP 21.9

WILOM BYP 27.5

ELEV 589

81

214°

TWR ☆

7002 X 150

36

HIRL Rwy 18-36 L

MSA BYP 25 NM

2400

100°

3800

010°

2400

BYP R-214

BIRRD BYP 21.9

WILOM BYP 27.5

REDGE BYP 11.9

BYP VORTAC

214° 2500

214° 2500

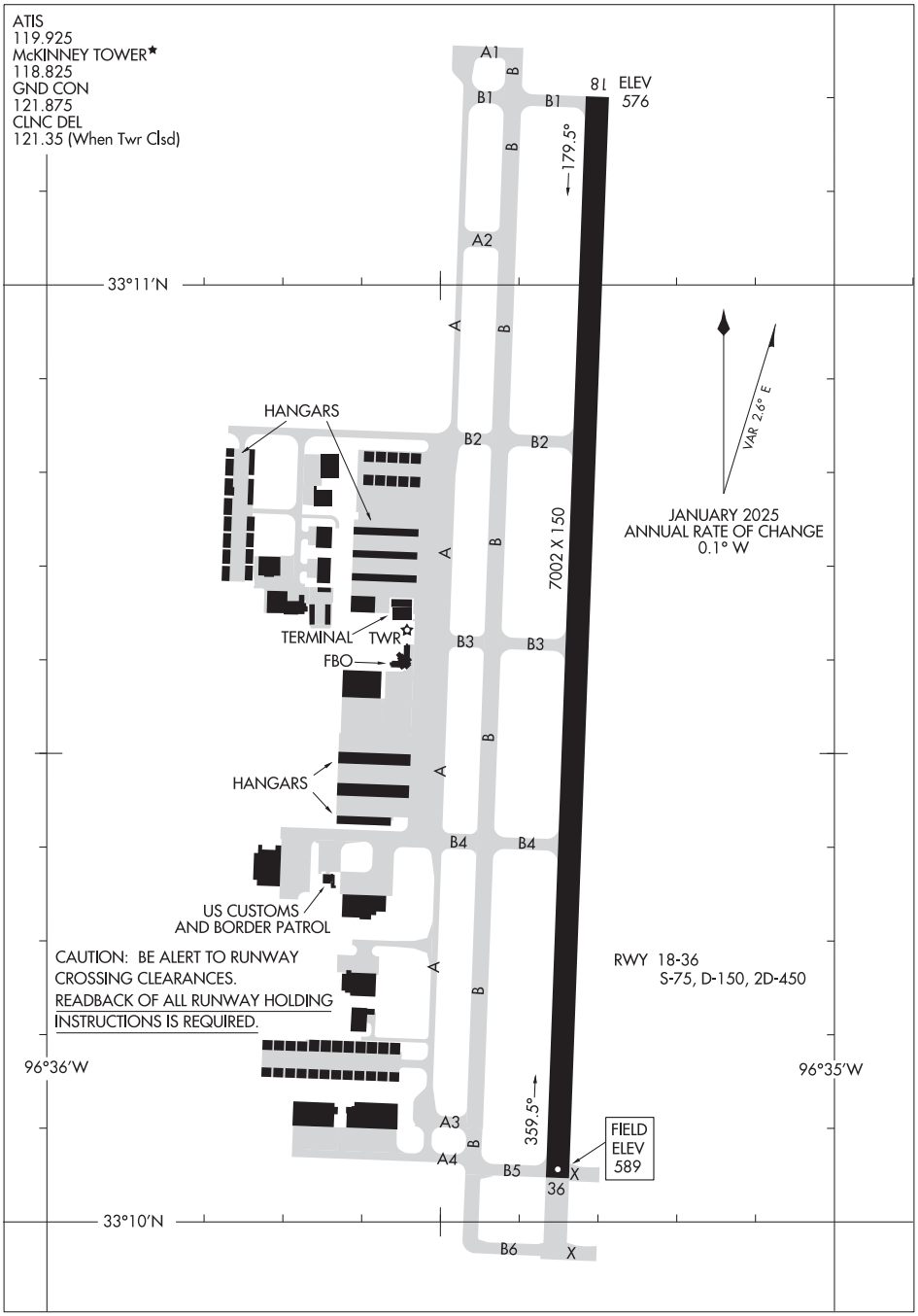
2400

5.6 NM | 10 NM | 11.9 NM

CATEGORY	A	B	C	D
CIRCLING	1360-1 771 (800-1)	1360-1¼ 771 (800-1¼)	1360-2¼ 771 (800-2¼)	1380-2½ 791 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025

(BOTCH1.BOTCH) 25107 AL-6644 (FAA)

MCKINNEY NTL (TKI)

BOTCH ONE DEPARTURE (RNAV)

DALLAS, TEXAS

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 17APR25

DALLAS, TEXAS
MCKINNEY NTL (TKI)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 179° to 1089, then on heading 233° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 359° to 1089, then on heading 232° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

DALLAS, TEXAS

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.

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(GARL6.TTT) 25107

AL-6644 (FAA)

GARLAND SIX DEPARTURE

MCKINNEY NTL (TKI)

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

(GARL6.TTT) 17APR25

DALLAS, TEXAS
MCKINNEY NTL (TKI)

DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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(JPOOL8.TTT) 25219 AL-6644 (FAA)

JOE POOL EIGHT DEPARTURE

MCKINNEY NTL (TKI)
DALLAS, TEXAS

LONE STAR DEP CON
124.3 282.275
CLNC DEL (When twr closed)
121.35
GND CON
121.875
MC KINNEY TOWER ★
118.825 (CTAF)

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

MSA TTT 30 NM
2700
090° 270°
3600

MAVERICK
113.1 TTT
Chan 78

2500 186° (36)
4000 156° (37)
(35) 4000 *3400 176°
166° 4000 (35)
TSA

NELYN
JASPA
ARDIA
DARTZ

6000 *2300 156° (25)
62
3800 *2100 177° (38)
6000 *2400 176° (45)
*2300 166° (35) 7000
70
BRDEN
6000 *2300 156° (23)
85
154° 334°

R-357
WACO
115.3 ACT
Chan 100
80
R-074
R-093
R-120
ELLVR
LEONA
110.8 LOA
Chan 45

WINDU
12000 *3100 193° (70)
7000 *2300 154° (69)
77
187
TORNN
6000 *1900 154° (22)

BILEE
R-269
R-012
R-307
HOARY
COLLEGE STATION
113.3 CLL
Chan 80
R-334
12000 *2900 204° (66)
6000 *1900 154° (55)
R-334

CENTEX
112.8 CWK
Chan 75
R-024
SAN ANTONIO
116.8 SAT
Chan 115

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NAVASOTA
115.9 TNV
Chan 106

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

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TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
LONE STAR DEP CON
124.3 282.275
CLNC DEL (When twr closed)
121.35
GND CON
121.875
MC KINNEY TOWER ★
118.825 (CTAF)
N
TAKEOFF MINIMUMS
Rwys 18, 36: Standard.
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
MAVERICK
113.1 TTT
Chan 78
V568
R-148
3100
328°
(25)
KARYN
4000
*3000
330°
(22)
MUZZO
V568
65
R-330
4000
*3000
285°
(27)
FERRA
2700
*2400
285°
(37)
3500
*2800
250°
(36)
PODDE
3000
261°
(13)
R-081
V66
3700
253°
(96)
R-071
6000
*4800
296°
(127)
V62
R-114
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.
MSA TTT 30 NM
2700
090°
270°
3600
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.

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

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(NANDR3.NANDR) 25107 AL-6644 (FAA) MCKINNEY NTL (TKI)

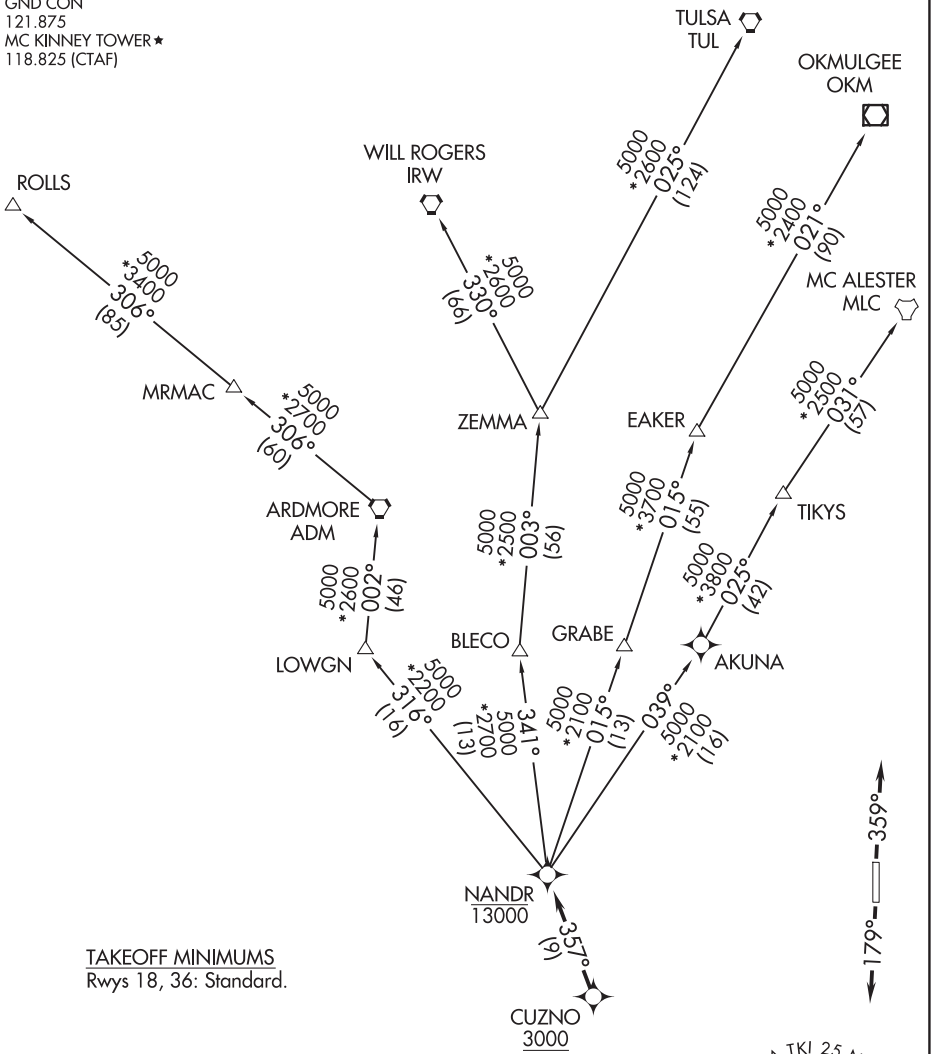
NANDR THREE DEPARTURE (RNAV)

DALLAS, TEXAS

LONE STAR DEP CON
124.3 282.275
CLNC DEL (When twr closed)
121.35
GND CON
121.875
MC KINNEY TOWER★
118.825 (CTAF)

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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(TEX5.FUZ) 24305

AL-6644 (FAA)

MCKINNEY NTL (TKI)

TEXOMA FIVE DEPARTURE

DALLAS, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
124.3 282.275
CLNC DEL (When twr closed)
121.35
GND CON
121.875
MC KINNEY TOWER ★
118.825 (CTAF)

TOP ALTITUDE: ASSIGNED BY ATC

RADAR and DME required.

TULSA
114.4 TUL
Chan 91

WILL ROGERS
114.1 IRW
Chan 88

OKMULGEE
114.9 OKM
Chan 96

ROLLS

DECKK

NOOGY

MRMAC

ZEMMA

EAKER

ARDMORE
116.7 ADM
Chan 114

BONHAM
114.6 BYP
Chan 93

LOWGN

BLECO

GRABE

RANGER
115.7 FUZ
Chan 104

COWBOY
116.2 CVE
Chan 109

R-277
R-144
R-145
R-212
R-346
R-201
R-196
R-071
R-179
R-256

13000 *3000 021° (124)
4400 *2900 324° (30)
15000 *4500 303° (85)
10000 *2700 360° (3)
11000 *3400 016° (90)
15000 *2900 303° (60)
11000 *2900 325° (66)
9000 *2900 360° (56)
11000 *3700 012° (55)
4000 *2600 359° (46)
4000 *2200 348° (34)
4000 *2700 360° (34)
4000 *3200 012° (35)

MSA CVE 25 NM
2700
090° 270°
3600

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

(CONTINUED ON FOLLOWING PAGE)

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.

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, 07 AUG 2025 to 02 OCT 2025

WORTH ONE DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

ILS or LOC RWY 17C

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FLQ	APP CRS		17C	17R
110.3	176°	Rwy Ldg	13400	13400
Chan 40		TDZE	562	567
		Apt Elev	607	607

DME and RADAR required.

Simultaneous approach authorized with Rwy 17L, 18L/R. Inop table does not apply to sidestep 17R Cats A and B.

Rwy 17C ALSF-2 (A)

Rwy 17R MALSR (A5)

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/TTT 35 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

ALTERNATE MISSED APCH FIX

113.1 TTT Chan 78

R-176

R-186

116.2 CVE Chan 109

006°

186°

JASPA CVE 37.1

MSA TTT 25 NM

2700

090°

270°

3600

MISSED APCH FIX

113.1 TTT Chan 78

R-176

R-186

116.2 CVE Chan 109

356°

176°

JASPA TTT 35

356°

BOSSI I-FLQ 19.3 RADAR

(IF)

1139

5000

176°

(3.2)

PENNY I-FLQ 16.2 RADAR

3000

176°

(6.3)

ZINGG I-FLQ 9.9 RADAR

2300

(2.2)

838

JIFFY INT I-FLQ 7.7 RADAR

COWBOY 116.2 CVE Chan 109

804

1016

R-312

IM

660±

MAVERICK 113.1 TTT Chan 78

R-176

YUPRU I-FLQ 2.8 RADAR 3000

R-158

LOCALIZER 110.3 I-FLQ Chan 40

ELEV 607 D

TDZE 562 17C

TDZE 567 17R

hdg 176°

YUPRU I-FLQ 2.8 3000

4000 TTT R-176

JASPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

*LOC only.

BOSSI I-FLQ 19.3 RADAR

PENNY I-FLQ 16.2 RADAR

ZINGG I-FLQ 9.9 RADAR

JIFFY INT I-FLQ 7.7 RADAR

*I-FLQ 3.5

I-FLQ IM 2.4

2300

3000

176°

6000

5000

2300

GS 3.00° TCH 58

0.1 | 1 NM | 4.1 NM | 2.2 NM | 6.3 NM | 3.2 NM

176°

TWR

13400 X 150

13400 X 200

13401 X 200

13400 X 150

TWR

13400 X 150

0.5% UP

0.5% UP

0.5% UP

0.5% UP

0.5% DOWN

0.5% DOWN

0.5% DOWN

0.5% DOWN

18L 18R 17C 17R 13L 31R 31L 13R 36L 36R 35L 35C 35R

CATEGORY	A	B	C	D
S-ILS 17C	762/18	200 (200-½)		
S-LOC 17C	1000/24 438 (400-½)		1000/40 438 (400-¾)	
SIDESTEP 17R	1140/55 573 (600-1)			1140-1½ 573 (600-1½)

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 17L

DALLAS-FORT WORTH INTL (DFW)

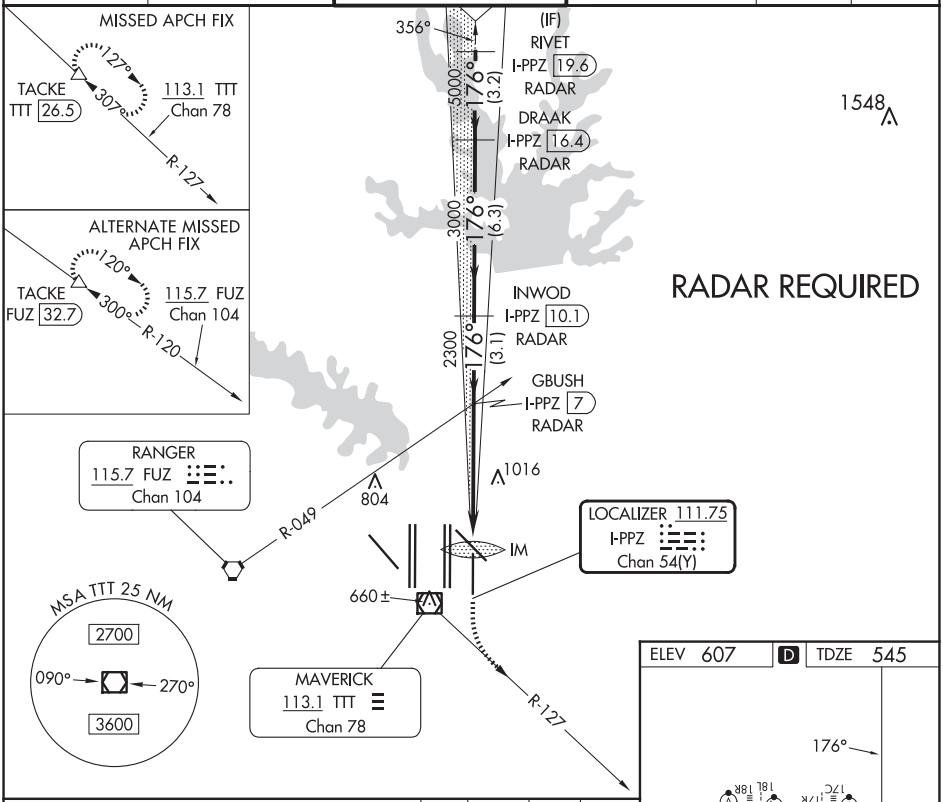
LOC/DME I-PPZ	APP CRS	Rwy Ldg	8500
111.75	176°	TDZE	545
Chan 54 (Y)		Apt Elev	607

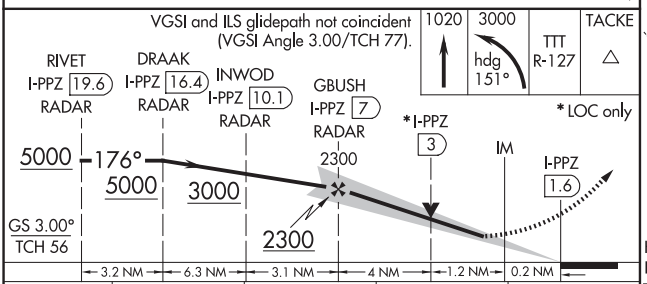
Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required.

ALSF-2

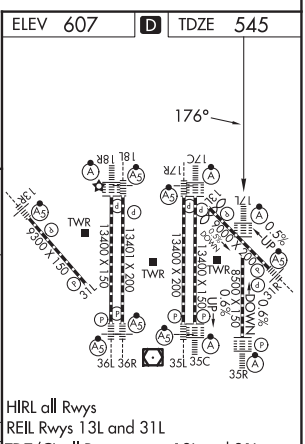
MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on heading 151° and TTT VOR/DME R-127 to TACKE/TTT 26.5 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		





CATEGORY	A	B	C	D
S-ILS 17L	745/18 200 (200-½)			
S-LOC 17L	1040/24 495 (500-½)		1040/50 495 (500-1)	



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

ILS or LOC RWY 17R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-JHZ	APP CRS		17R	17C
111.35	176°	Rwy Ldg	13400	13400
Chan 50(Y)		TDZE	567	562
		Apt Elev	607	607

DME and RADAR required.

Rwy 17R MALSR

Rwy 17C ALSF-2

MISSED APPROACH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.

Simultaneous approach authorized with Rwy 17L, 18L/R.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

MISSED APCH FIX

R-176 R-186 356° 176°

JASPA

TTT 35

116.2 CVE Chan 109

113.1 TTT Chan 78

ALTERNATE MISSED APCH FIX

R-176 R-186 006° 186°

JASPA

CVE 37.1

116.2 CVE Chan 109

113.1 TTT Chan 78

RANGER

115.7 FUZ

Chan 104

MAVERICK

113.1 TTT

Chan 78

(IF) NETTS

I-JHZ 19.3 RADAR

356° 176° (3.2) 5000

GARZA

I-JHZ 16.2 RADAR

3000 176° (6.3)

YALTA

I-JHZ 9.9 RADAR

2200 (2.5)

BBAKR INT

I-JHZ 7.3 RADAR

R-043

804

838

1016

1548

660±

EYWEP RADAR 3000

TTT R-176

TTT R-162

LOCALIZER 111.35

I-JHZ

Chan 50(Y)

MSA TTT 25 NM

2700

090° 270°

3600

ELEV 607 D TDZE 567 17R TDZE 562 17C

176°

TWR

13401 X 150

13400 X 200

13400 X 150

8500 X 150

0.5% UP

0.6% DOWN

36L 36R 35L 35C 35R

hdg 176°

EYWEP RADAR 3000

4000 TTT R-176

JASPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

*LOC only.

NETTS I-JHZ 19.3 RADAR

GARZA I-JHZ 16.2 RADAR

YALTA I-JHZ 9.9 RADAR

BBAKR INT I-JHZ 7.3 RADAR

*I-JHZ

I-JHZ 4

I-JHZ 2.4

2200 3000 5000 6000

176°

GS 3.00°

TCH 54

1.6 NM 3.4 NM 2.5 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17R	767/18 200 (200-½)			
S-LOC 17R	1140/24 573 (600-½)		1140-1¼ 573 (600-1¼)	
SIDESTEP 17C	1140-1 578 (600-1)		1140-1½ 578 (600-1½)	1140-2 578 (600-2)

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS

Amdt 23D 26MAR20

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS or LOC RWY 17R

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

25163

ILS or LOC RWY 18L

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-CIX	APP CRS		18L	18R
110.55	176°	Rwy Ldg	13401	13400
Chan 42 (Y)		TDZE	602	606
		Apt Elev	606	606

RADAR required for procedure entry. DME or RADAR required.

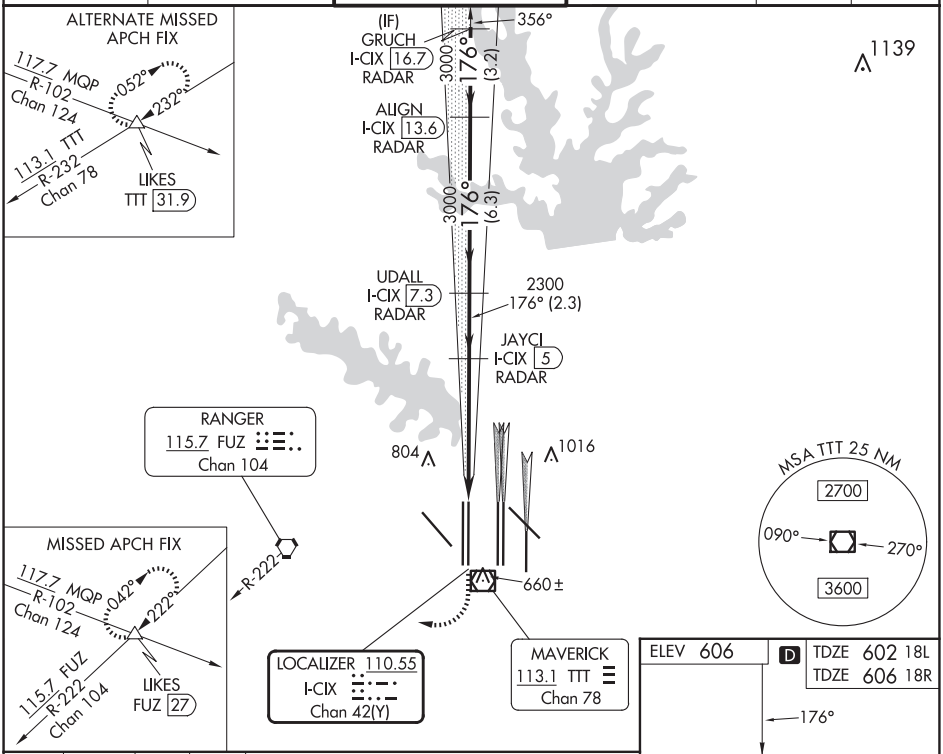
Simultaneous approach authorized with Rwy 17L/C/R. For inop ALS, increase S-LOC 18L Cat C/D and Sidestep 18R Cat C/D visibility to 1¾ mile. Inop table does not apply to Sidestep 18R Cats A and B.

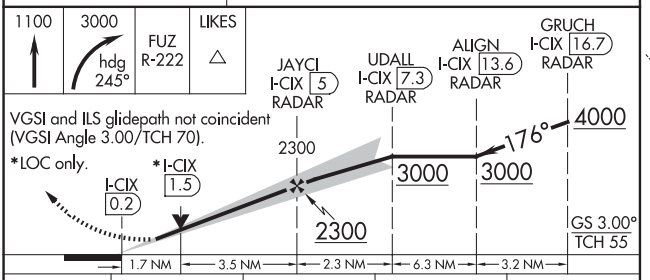
Rwy 18L MALSR

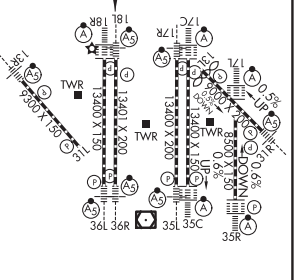
Rwy 18R ALSF-2

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 and heading 245° and FUZ VORTAC R-222 to LIKES INT/FUZ 27 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		







CATEGORY	A	B	C	D
S-ILS 18L	802/18 200 (200-½)			
S-LOC 18L	1220/24 618 (700-½)		1220-1⅜ 618 (700-1⅜)	
SIDESTEP 18R	1220/50 614 (700-1)		1220-1⅜ 614 (700-1⅜)	1220-1½ 614 (700-1½)

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

ILS or LOC RWY 18R

DALLAS-FORT WORTH INTL (DFW)

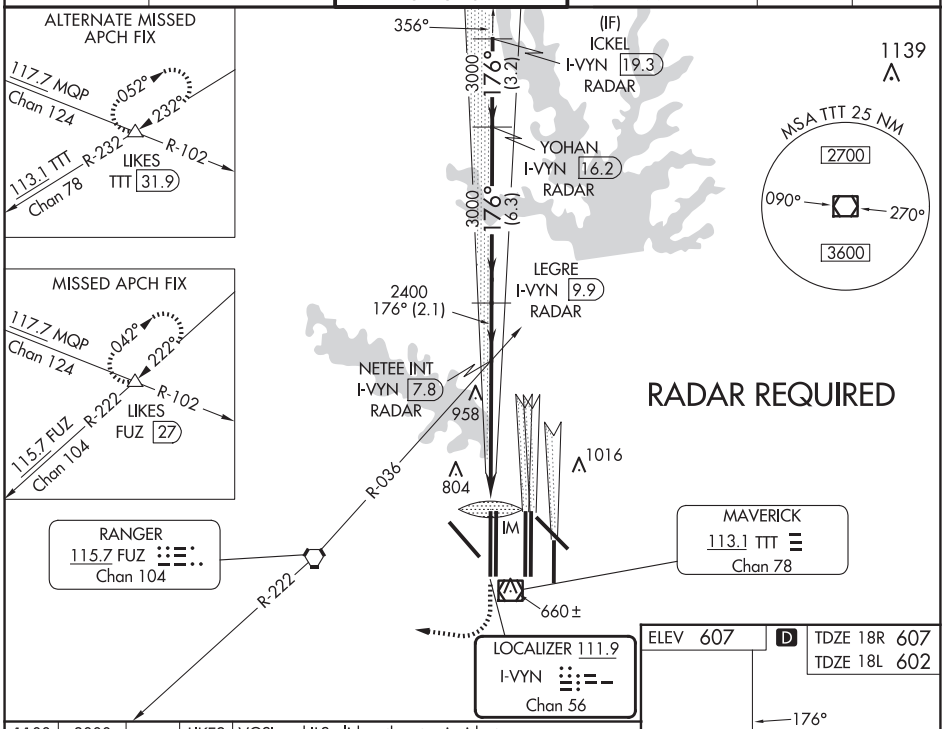
LOC/DME I-VYN	APP CRS		18R	18L
111.9	176°	Rwy Ldg	13400	13401
Chan 56		TDZE	607	602
		Apt Elev	607	607

Inop table does not apply to Sidestep 18L Cats A and B. DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. For inop ALSF/MALSR, increase S-LOC 18R Cat C/D and Sidestep 18L Cat C visibility to 1¾ mile.

Rwy 18R ALSF-2 (A) | Rwy 18L MALSR (A5)

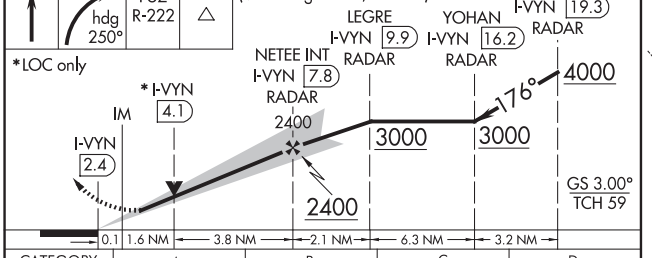
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT/FUZ VORTAC 27 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



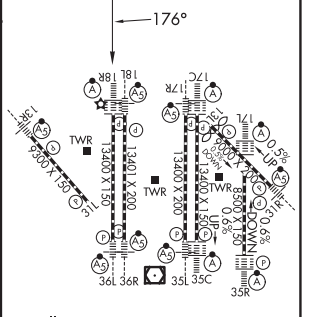
1100	3000	FUZ	LIKES
	hdg 250°	R-222	

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 18R	807/18		200 (200-½)	
S-LOC 18R	1220/24	613 (700-½)	1220-1⅜	613 (700-1⅜)
SIDESTEP 18L	1220/50	618 (700-1)	1220-1⅜ 618 (700-1⅜)	1220-1½ 618 (700-1½)

ELEV 607 D TDZE 18R 607 TDZE 18L 602



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RRA	APP CRS	Rwy Ldg	8373
110.9	311°	TDZE	523
Chan 46		Apt Elev	607

ILS or LOC RWY 31R

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized. DME required. For inop ALS increase S-LOC 31R GUKSE FIX minimums Cat C/D visibility to RVR 5500.

MALSR

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	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	135.5 125.2	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 — SOLDO CVE 28.9 — R-084 087° 267° R-087 — 113.1 TTT Chan 78

MISSED APCH FIX

116.2 CVE Chan 109 — SOLDO TTT 35.8 — R-084 084° 264° R-087 — 113.1 TTT Chan 78

LOCALIZER 110.9 I-RRA Chan 46

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

GUKSE I-RRA 3.1

FIVIS I-RRA 7.3 RADAR

VANDE I-RRA 9.3 RADAR

GACHO I-RRA 16.6 RADAR

TULOY I-RRA 20.6 RADAR

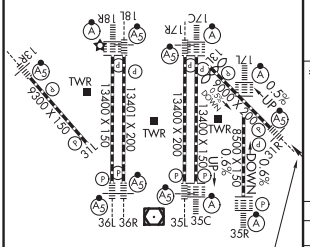
(IF)

(IAF)

804 1016 660± 613 860 2400 (2) 1368 3000 (7.3) 3000 (4) 311° 131° TTT R-084

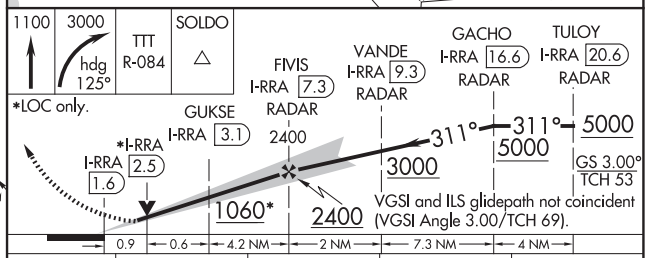
MSA TTT 25 NM: 2700 (090° – 270°) 3600

ELEV 607 | D | TDZE 523



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 31R	723/18 200 (200-½)			
S-LOC 31R	1060/24 537 (500-½)		1060/55 537 (500-1¼)	
GUKSE FIX MINIMUMS				
S-LOC 31R	880/24 357 (300-½)		880/30 357 (300-⅝)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

ILS or LOC RWY 35C

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-PKQ	APP CRS		35C	35L
110.3	356°	Rwy Ldg	13400	13400
Chan 40		TDZE	563	564
		Apt Elev	607	607

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.

Rwy 35C ALSF-2 | Rwy 35L MALSR

MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

MISSED APCH FIX
113.1 TTT R-356 Chan 78
356° 176°
BOSSI
TTT 19.7
RADAR

LOCALIZER 110.3
I-PKQ
Chan 40

MAVERICK
113.1 TTT
Chan 78

COWBOY
116.2 CVE
Chan 109

804 660± IM 1016 2549

R-356 R-223

JOBBS INT
I-PKQ 4.5
RADAR

DAYZZ
I-PKQ 7.5
RADAR

TUFFO
I-PKQ 13.8
RADAR

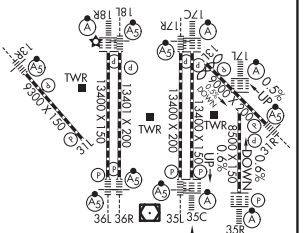
(IF)
RAYMA
I-PKQ 16.9
RADAR

2100 3000 5000 356° (3) (6.3) (3.2) 176°

MSA TTT 25 NM
2700
090° 270°
3600

ALTERNATE MISSED APCH FIX
GRABE FUZ 35.4
115.7 FUZ R-012 Chan 104
114.6 BYP Chan 93
R-256 012° 192°

ELEV 607 D TDZE 563 35C
TDZE 564 35L
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



3000 TTT R-356
BOSSI
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).
* LOC only
* I-PKQ 1
IM 2100 3000 5000 6000
356°
JOBBS INT I-PKQ 4.5 RADAR
DAYZZ I-PKQ 7.5 RADAR
TUFFO I-PKQ 13.8 RADAR
RAYMA I-PKQ 16.9 RADAR
GS 3.00° TCH 59
0.1 1 NM 3.5 NM 3 NM 6.3 NM 3.2 NM

FAF to MAP 4.6 NM

CATEGORY	A	B	C	D
S-ILS 35C	763/18 200 (200-½)			
S-LOC 35C	1000/24 437 (400-½)		1000/40 437 (400-¾)	
SIDESTEP 35L	1000/55 436 (400-1)			1000-1½ 436 (400-1½)

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AL-6039 (FAA)

25163

ILS or LOC RWY 35L

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-UWX	APP CRS		35L	35C
111.35	356°	Rwy Ldg	13400	13400
Chan 50 (Y)		TDZE	564	563
		Apt Elev	607	607

DME or RADAR required. Simultaneous approach authorized with Rwy 36 L/R and Rwy 35R. Inop table does not apply to Sidestep Rwy 35C.

Rwy 35L MALSR

Rwy 35C ALSF-2

MISSED APPROACH: Climb to 2000 then climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

MISSED APCH FIX

113.1 TTT R-356 Chan 78

356° 176°

BOSSI TTT 19.7

R-012

R-356

804

1016

LOCALIZER 111.35 I-UWX Chan 50(Y)

MAVERICK 113.1 TTT Chan 78

660±

RANGER 115.7 FUZ Chan 104

R-122

BEGGO INT I-UWX 5.1 RADAR

2300

356° (2.4)

RADAR REQUIRED

DALLN I-UWX 7.5 RADAR

3000

356° (6.3)

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

GRABE FUZ 35.4

115.7 FUZ R-012 Chan 104

114.6 BYP Chan 93

R-256

012° 192°

CORMN I-UWX 13.8 RADAR

5000

356° (3.2)

(IF)

TANDE I-UWX 16.9 RADAR

2549

176°

ELEV 607 D TDZE 564 35L TDZE 563 35C

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

2000	3000	TTT R-356	BOSSI
			△

*LOC only

TANDE I-UWX 16.9 RADAR

CORMN I-UWX 13.8 RADAR

DALLN I-UWX 7.5 RADAR

BEGGO INT I-UWX 5.1 RADAR

*I-UWX 1

6000

5000

3000

2300

356°

GS 3.00°

TCH 47

3.2 NM 6.3 NM 2.4 NM 4.1 NM 1.2 NM

CATEGORY	A	B	C	D
S-ILS 35L	764/18 200 (200-½)			
S-LOC 35L	1000/24 436 (400-½)		1000/40 436 (400-¾)	
SIDESTEP 35C	1000-1 437 (400-1)		1000-1½ 437 (400-1½)	1000-2 437 (400-2)

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, and 31L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS | AL-6039 (FAA) | 25163

ILS or LOC RWY 35R

DALLAS-FORT WORTH INTL (DFW)

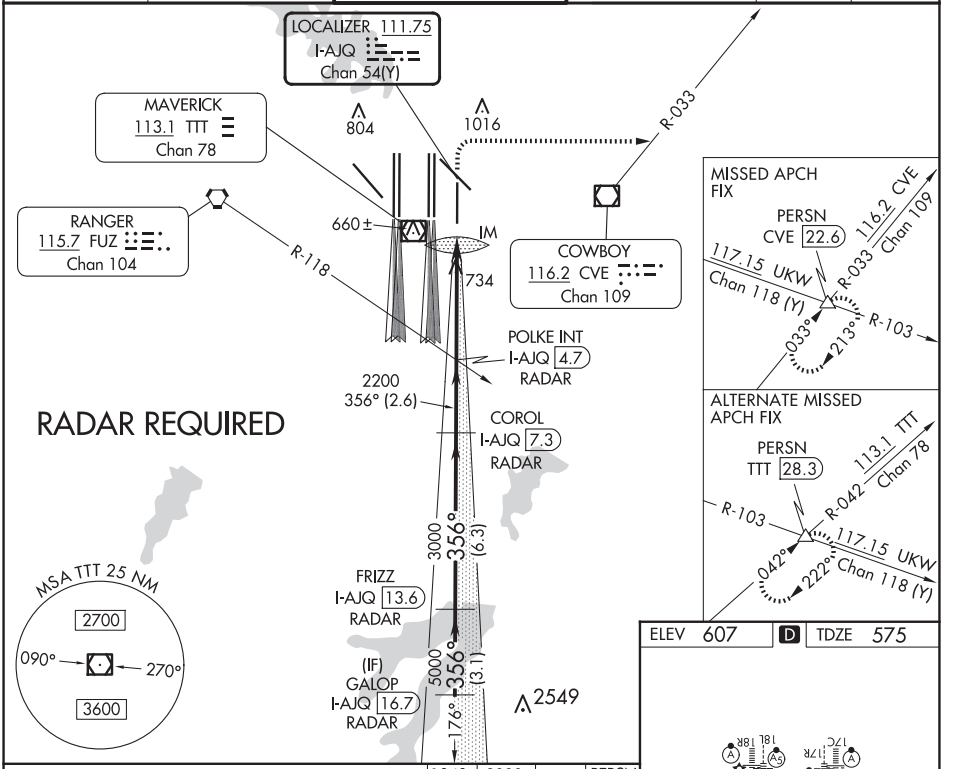
LOC/DME I-AJQ	APP CRS	Rwy Ldg	8500
111.75	356°	TDZE	575
Chan 54 (Y)		Apt Elev	607

Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. DME required.

ALSF-2

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		



CATEGORY	A	B	C	D
S-ILS 35R	775/18 200 (200-½)			
S-LOC 35R	1040/24 465 (500-½)		1040/50 465 (500-1)	

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

DALLAS-FORT WORTH, TEXAS
Amdt 4B 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS or LOC RWY 35R

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 36L

DALLAS-FORT WORTH INTL (DFW)

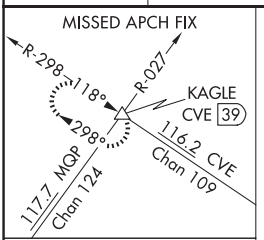
LOC/DME I-BXN	APP CRS		36L	36R
111.9	356°	Rwy Ldg	13400	13401
Chan 56		TDZE	588	581
		Apt Elev	606	606

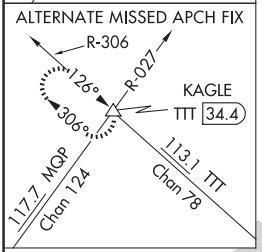
Inop table does not apply to Sidestep 36R. Simultaneous approach authorized with Rwy 35L/C/R. DME or RADAR required. For inop ALS, increase S-LOC 36L Cat C and D visibility to 1⅜ SM. For inop ALS, increase CIRIS fix minimums (DME required) S-LOC 36L Cats C and D visibility to RVR 5500.

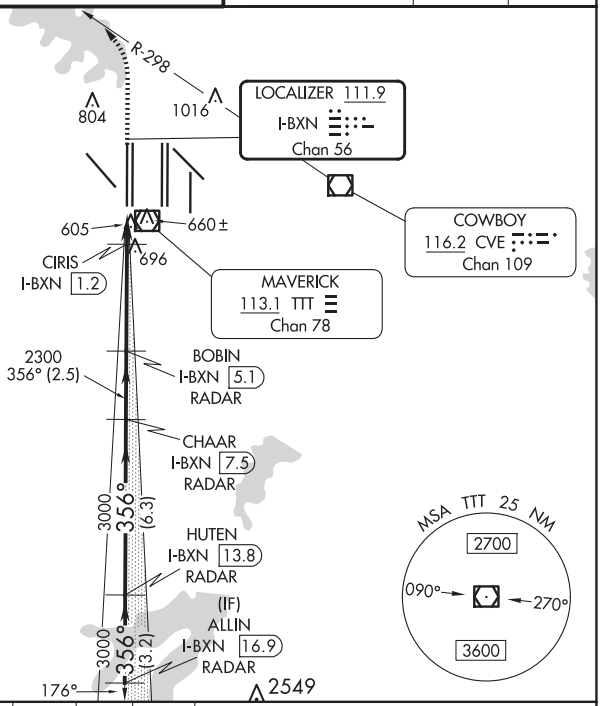
Rwys 36L/R MALSR

MISSED 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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

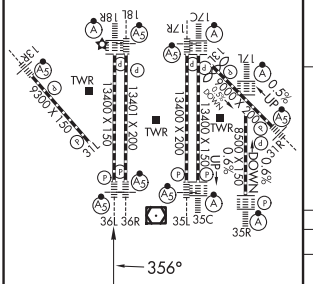






RADAR REQUIRED

ELEV 606 D TDZE 588 36L TDZE 581 36R

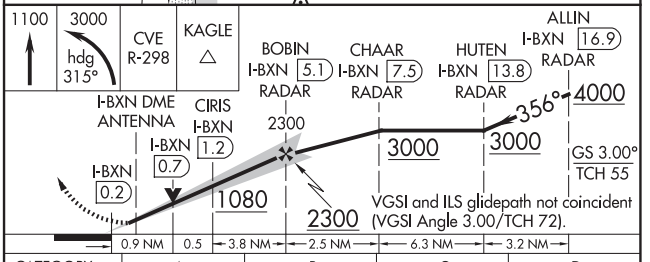


356°

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			
S-LOC 36L	1080/24 492 (500-½)		1080/50 492 (500-1)	
SIDESTEP 36R	1080/50 499 (500-1)		1080-1½ 499 (500-1½)	
CIRIS FIX MINIMUMS (DME required)				
S-LOC 36L	940/24 352 (400-½)		940/30 352 (400-⅝)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

ILS or LOC RWY 36R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FJN	APP CRS		36R	36L
110.55	356°	Rwy Ldg	13401	13400
Chan 42 (Y)		TDZE	581	588
		Apt Elev	607	607

Simultaneous approach authorized with Rwy 35L/C/R. Inop table does not apply to Sidestep 36L Cats A and B. DME or RADAR required.

Rwys 36R/L MALSR

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

MISSED APCH FIX
116.2 CVE
Chan 109
R-298
118°
298°
117.7 MQP
R-027
Chan 124
KAGLE
CVE 39

1016
804
R-298

LOCALIZER 110.55
I-FJN
Chan 42(Y)

660±

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

BASIN
I-FJN 7.7
RADAR

2300
356° (2.4)

TUTOO
I-FJN 10.1
RADAR

3000
356°
(6.3)

KICKA
I-FJN 16.4
RADAR

3000
356°
(3.2)

(IF)
SLOCO
I-FJN 19.5
RADAR

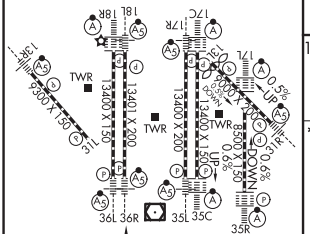
176°

2549

MSA TTT 25 NM
2700
090°
270°
3600

ALTERNATE MISSED APCH FIX
126°
R-027
KAGLE
TTT 34.4
306°
113.1 TTT
R-306
Chan 78
117.7 MQP
Chan 124

ELEV 607 D TDZE 581 36R
TDZE 588 36L

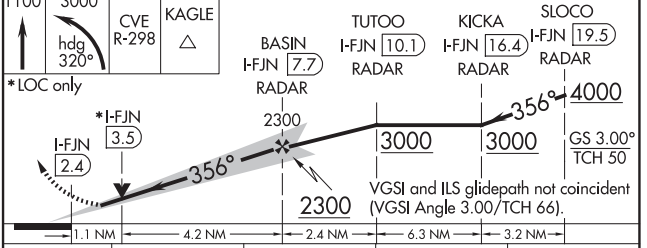


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1100 | 3000 hdg 320° | CVE R-298 | KAGLE △

*LOC only



CATEGORY	A	B	C	D
S-ILS 36R	781/18 200 (200-½)			
S-LOC 36R	1000/24 419 (400-½)		1000/40 419 (400-¾)	
SIDESTEP 36L	1080/50 492 (500-1)			1080-1½ 492 (500-1½)

DALLAS-FORT WORTH, TEXAS
Amdt 5A 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS or LOC RWY 36R

SC-2, 07 AUG 2025 to 02 OCT 2025

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ILS Z or LOC Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

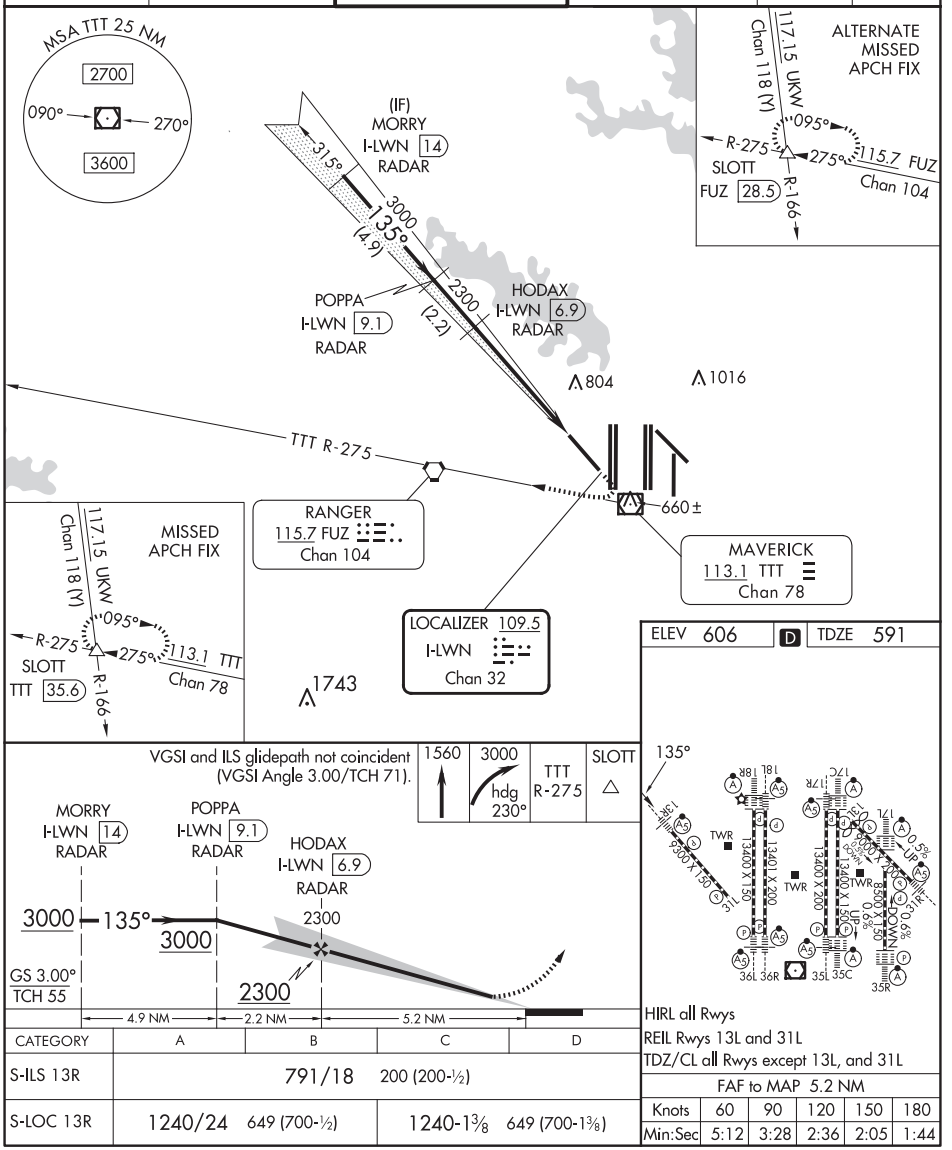
LOC/DME I-LWN	APP CRS	Rwy Ldg 9300
109.5	135°	TDZE 591
Chan 32		Apt Elev 606

RADAR required for procedure entry.
DME or RADAR required for LOC only.

MALSR

MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	133.15 118.1	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		



ELEV 606 D TDZE 591

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

1560	3000 hdg 230°	TTT R-275	SLOTT

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L

CATEGORY	A	B	C	D
S-ILS 13R	791/18 200 (200-½)			
S-LOC 13R	1240/24 649 (700-½)		1240-1⅜ 649 (700-1⅜)	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

ILS RWY 17C (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FLQ	APP CRS	Rwy Ldg	13400
110.3	176°	TDZE	562
Chan 40		Apt Elev	607

DME and RADAR required.

Simultaneous approach authorized with Rwy 17L, 18L/R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

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/TTT 35 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

ALTERNATE MISSED APCH FIX
113.1 TTT Chan 78
R-176 R-186
116.2 CVE Chan 109
006° 186°
JASPA CVE 37.1

MSA TTT 25 NM
2700
090° 270°
3600

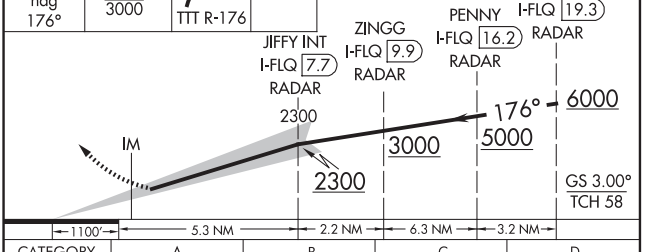
MISSED APCH FIX
113.1 TTT Chan 78
R-176 R-186
116.2 CVE Chan 109
356° 176°
JASPA TTT 35

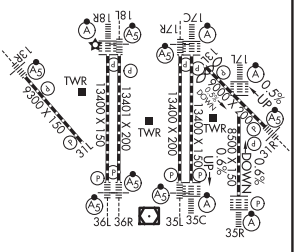
(IF)
BOSSI I-FLQ 19.3 RADAR
356° 176° (3.2) 5000
1139
PENNY I-FLQ 16.2 RADAR
3000 176° (6.3)
ZINGG I-FLQ 9.9 RADAR
2300 (2.2)
838
JIFFY INT I-FLQ 7.7 RADAR
804 1016 R-312
IM
660±
COWBOY 116.2 CVE Chan 109
MAVERICK 113.1 TTT Chan 78
R-176
YUPRU I-FLQ 2.8 RADAR 3000
R-158
LOCALIZER 110.3 I-FLQ Chan 40

ELEV 607 D TDZE 562

hdg 176° | YUPRU I-FLQ 2.8 3000 | 4000 TTT R-176 | JASPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).





CATEGORY	A	B	C	D
S-ILS 17C	RA 144/14 150 DA 712			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS
Amdt 11B 26MAR20
32°54'N-97°02'W
DALLAS-FORT WORTH INTL (DFW)
ILS RWY 17C (SA CAT I)

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 17L (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-PPZ	APP CRS	Rwy Ldg	8500
111.75	176°	TDZE	545
Chan 54 (Y)		Apt Elev	607

Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on heading 151° and TTT VOR/DME R-127 to TACKE/TTT 26.5 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

MISSED APCH FIX
TACKE
TTT 26.5
127°
307°
113.1 TTT
Chan 78
R-127

ALTERNATE MISSED APCH FIX
TACKE
FUZ 32.7
120°
300°
115.7 FUZ
Chan 104
R-120

RANGER
115.7 FUZ
Chan 104

MSA TTT 25 NM
2700
090°
270°
3600

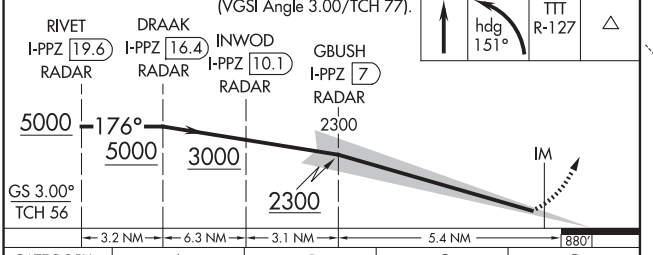
356°
(IF)
RIVET
I-PPZ 19.6
RADAR
5000
176°
(3.2)
DRAAK
I-PPZ 16.4
RADAR
3000
176°
(6.3)
INWOD
I-PPZ 10.1
RADAR
2300
176°
(3.1)
GBUSH
I-PPZ 7
RADAR
1548
1016
804
R-049
IM
660±
LOCALIZER 111.75
I-PPZ
Chan 54(Y)
MAVERICK
113.1 TTT
Chan 78
R-127

RADAR REQUIRED

ELEV 607 D TDZE 545

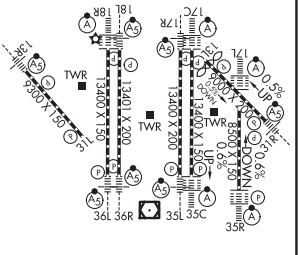
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

1020	3000	TTT	TACKE
	hdg 151°	R-127	△



CATEGORY	A	B	C	D
S-ILS 17L	RA 165/14 150 DA 695			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

ILS RWY 18R (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Ldg	13400
111.9	176°	TDZE	607
Chan 56		Apt Elev	607

DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

Rwy 18R ALSF-2

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

ALTERNATE MISSED APCH FIX

117.7 MQP Chan 124 052° 232° R-102 R-232 LIKES TTT 31.9 113.1 TTT Chan 78

MISSED APCH FIX

117.7 MQP Chan 124 042° 222° R-102 R-222 LIKES FUZ 27 115.7 FUZ Chan 104

356° (IF) ICKEL I-VYN 19.3 RADAR 3000 176° (3.2)

YOHAN I-VYN 16.2 RADAR 3000 176° (6.3)

LEGRE I-VYN 9.9 RADAR 2400 176° (2.1)

NETEE INT I-VYN 7.8 RADAR

1139 MSA TTT 25 NM 2700 090° 270° 3600

RADAR REQUIRED

958 804 1016 R-036 IM

RANGER 115.7 FUZ Chan 104

MAVERICK 113.1 TTT Chan 78

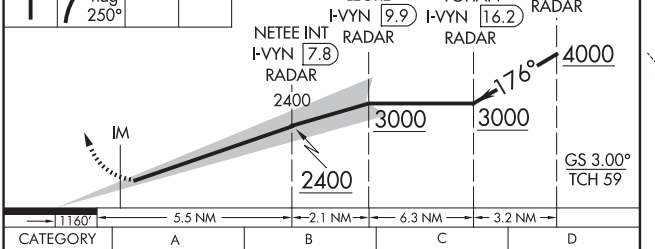
R-222 660±

LOCALIZER 111.9 I-VYN Chan 56

ELEV 607 D TDZE 607

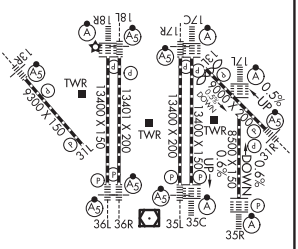
1100	3000 hdg 250°	FUZ R-222	LIKES

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 18R	RA 158/14		150 DA 757	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS Amdt 8A 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS RWY 18R (SA CAT I)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 35C (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-PKQ	APP CRS	Rwy Ldg	13400
110.3	356°	TDZE	563
Chan 40		Apt Elev	607

DME or RADAR required.
Simultaneous approach authorized with Rwy 35R, Rwy 36L/R.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

LOCALIZER 110.3 I-PKQ Chan 40

MAVERICK 113.1 TTT Chan 78

COWBOY 116.2 CVE Chan 109

JOBBS INT I-PKQ 4.5 RADAR

DAYZZ I-PKQ 7.5 RADAR

TUFFO I-PKQ 13.8 RADAR

(IF) RAYMA I-PKQ 16.9 RADAR

MISSED APCH FIX
BOSSI TTT 19.7 RADAR

ALTERNATE MISSED APCH FIX
GRABE FUZ 35.4
115.7 FUZ R012 Chan 104
114.6 BYP R-256 Chan 93

MSA TTT 25 NM
2700
090° 270°
3600

ELEV 607 D TDZE 563

3000 TTT R-356 BOSSI

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

GS 3.00° TCH 59

CATEGORY	A	B	C	D
S-ILS 35C	RA 153/14	150 DA 713		

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS | AL-6039 (FAA) | 25163

ILS RWY 35R (SA CAT I)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-AJQ	APP CRS	Rwy Ldg	8500
111.75	356°	TDZE	575
Chan 54 (Y)		Apt Elev	607

T Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

LOCALIZER 111.75 I-AJQ Chan 54(Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

COWBOY 116.2 CVE Chan 109

804 | 1016 | R-033 | 660± | IM | 734 | R-118

POLKE INT I-AJQ 4.7 RADAR

2200 356° (2.6)

COROL I-AJQ 7.3 RADAR

RADAR REQUIRED

3000 356° (6.3)

FRIZZ I-AJQ 13.6 RADAR

5000 356° (3.1)

(IF) GALOP I-AJQ 16.7 RADAR

176°

2549

MSA TTT 25 NM

2700 | 090° | 270° | 3600

MISSED APCH FIX

PERSN CVE 22.6 | 116.2 CVE Chan 109 | 117.15 UKW Chan 118 (Y) | R-033 | R-103 | 033° | 213°

ALTERNATE MISSED APCH FIX

PERSN TTT 28.3 | 113.1 TTT Chan 78 | R-042 | R-103 | 117.15 UKW Chan 118 (Y) | 042° | 222°

ELEV 607 | D | TDZE 575

1040	3000	CVE R-033	PERSN
	hdg 090°		

GALOP I-AJQ 16.7 RADAR | FRIZZ I-AJQ 13.6 RADAR | COROL I-AJQ 7.3 RADAR | POLKE INT I-AJQ 4.7 RADAR

5000 | 356° | 5000 | 3000 | 2200 | IM

GS 3.00° | TCH 58

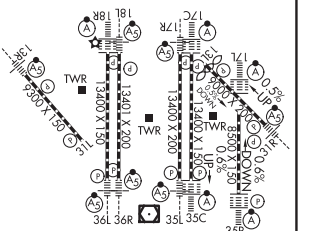
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

2200

3.1 NM | 6.3 NM | 2.6 NM | 4.9 NM | 1375'

CATEGORY	A	B	C	D
S-ILS 35R	RA 144/14 150 DA 725			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L

DALLAS-FORT WORTH, TEXAS | 32°54'N-97°02'W | DALLAS-FORT WORTH INTL (DFW)

Amdt 4B 18SEP14 | ILS RWY 35R (SA CAT I)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 17R (SA CAT I & CAT II)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-JHZ	APP CRS	Rwy Ldg	13400
111.35	176°	TDZE	567
Chan 50(Y)		Apt Elev	607

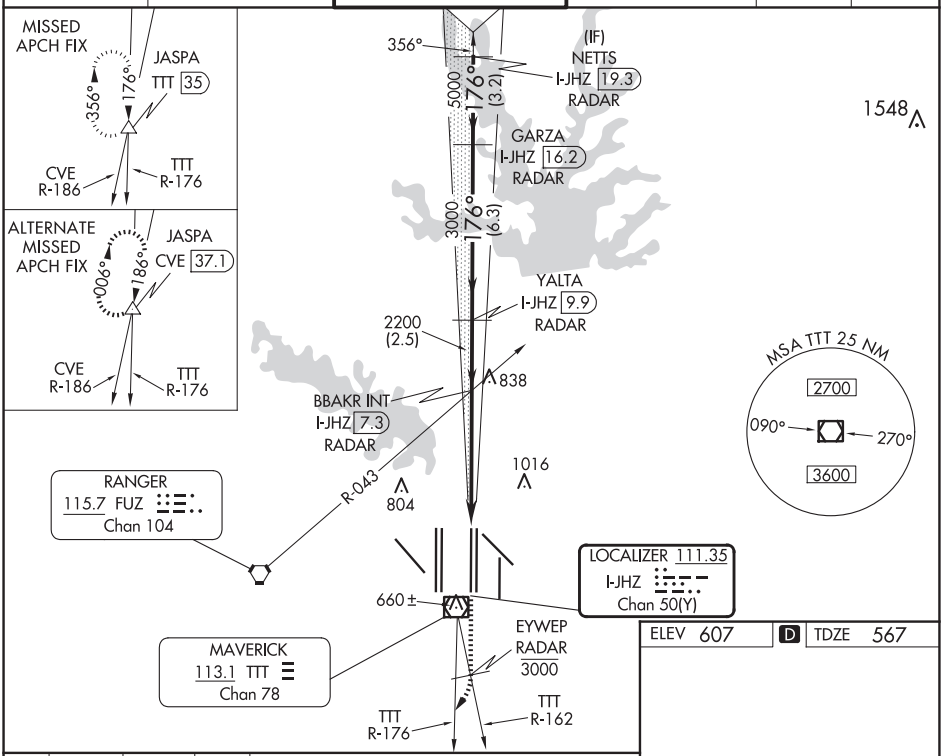
DME and RADAR required.

T SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting; requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown. Simultaneous approach authorized with Rwy 17L,18L/R.

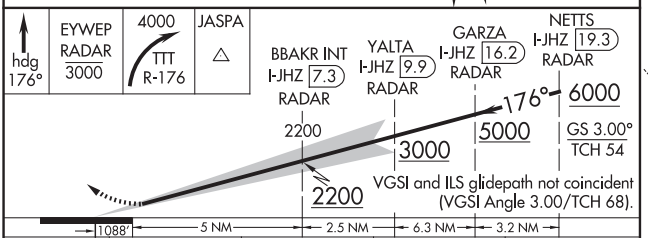
MALSR

MISSED APPROACH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

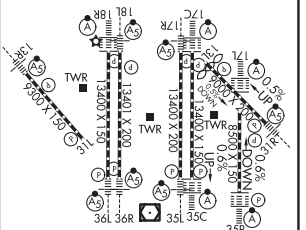


ELEV 607 D TDZE 567



CATEGORY	A	B	C	D
S-ILS 17R	SA CAT I	RA 160/14	150 DA 717	
S-ILS 17R	SA CAT II	RA 98/12	100 DA 667	

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

ILS RWY 18L (SA CAT I & II)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-CIX	APP CRS	Rwy Ldg	13401
110.55	176°	TDZE	602
Chan 42 (Y)		Apt Elev	606

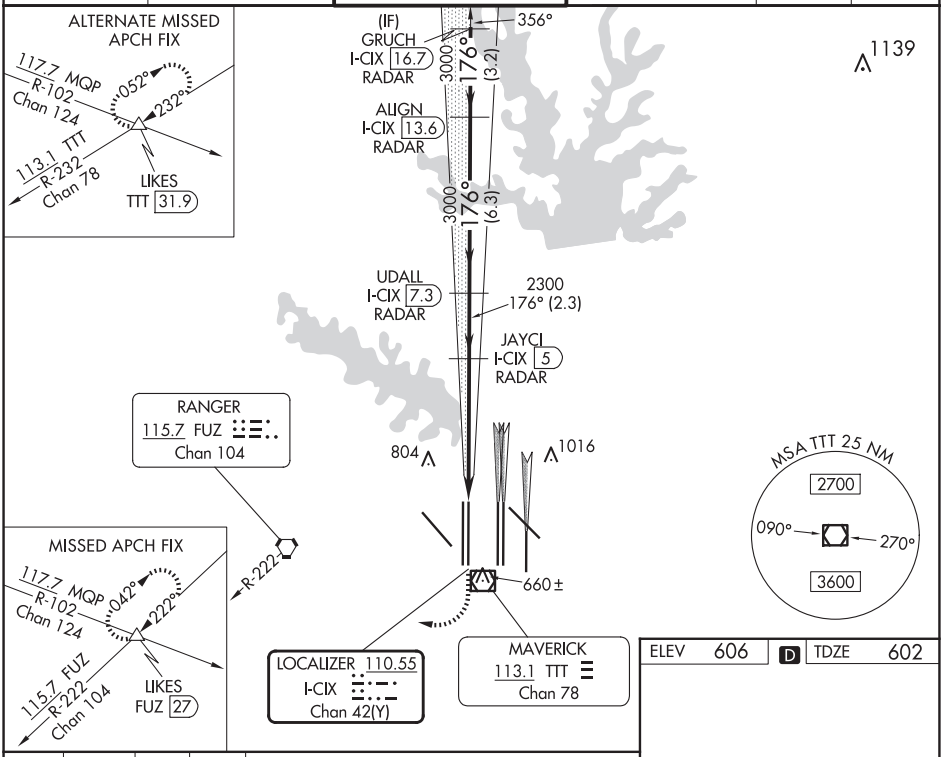
RADAR required for procedure entry. DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized with Rwy 17L/C/R.

MALSR

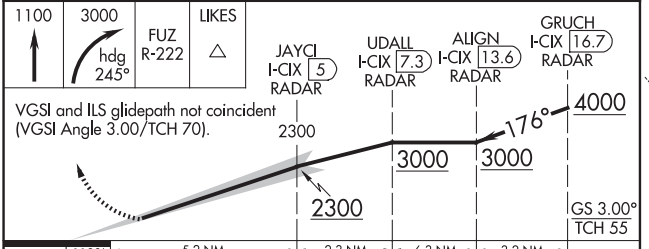
MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 on heading 245° and FUZ VORTAC R-222 to LIKES INT/FUZ 27 DME and hold.

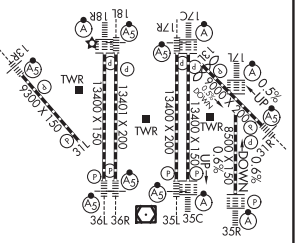
D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		



ELEV	606	D	TDZE	602

1100	3000	FUZ	LIKES
	hdg 245°	R-222	△





CATEGORY	A	B	C	D
S-ILS 18L	SA CAT I	RA 158/14	150 DA 752	
S-ILS 18L	SA CAT II	RA 115/12	100 DA 702	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-RRA	APP CRS	Rwy Ldg	8373
110.9	311°	TDZE	523
Chan 46		Apt Elev	607

ILS RWY 31R (SA CAT I & CAT II)

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized. DME required.
SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

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	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	135.5 125.2	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

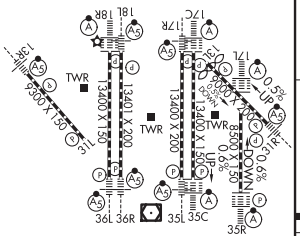
RADAR REQUIRED

ALTERNATE MISSED APCH FIX
116.2 CVE Chan 109
SOLDO CVE 28.9
087° R-084
267° R-087
113.1 TTT Chan 78

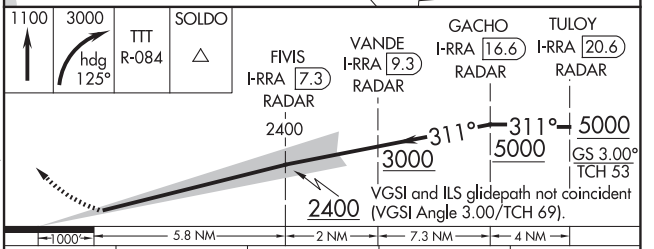
MISSED APCH FIX
116.2 CVE Chan 109
SOLDO TTT 35.8
084° R-084
264° R-087
113.1 TTT Chan 78

LOCALIZER 110.9 I-RRA Chan 46
1016
804
660±
613
COWBOY 116.2 CVE Chan 109
TTT R-084
2400 (2)
860
VANDE I-RRA 9.3 RADAR
FIVIS I-RRA 7.3 RADAR
3000 (7.3)
311°
1368
MAVERICK 113.1 TTT Chan 78
(IF) GACHO I-RRA 16.6 RADAR
(IAF) TULOY I-RRA 20.6 RADAR
5000 (14)
311°
131°
MSA TTT 25 NM
2700
090° 270°
3600

ELEV 607 D TDZE 523



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 31R	SA CAT I	RA 176/14	150	DA 673
S-ILS 31R	SA CAT II	RA 121/12	100	DA 623

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

ILS Z RWY 13R (SA CAT I & II)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-LWN	APP CRS	Rwy Ldg	9300
109.5	135°	TDZE	591
Chan 32		Apt Elev	606

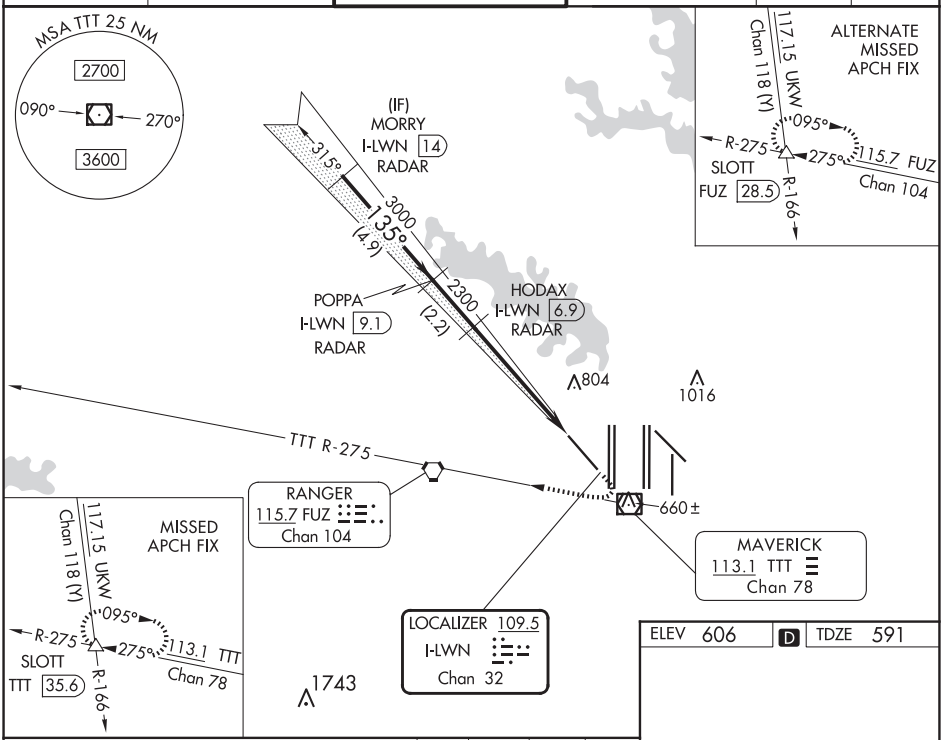
RADAR required for procedure entry.

SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT INT/TTT 35.6 DME and hold.

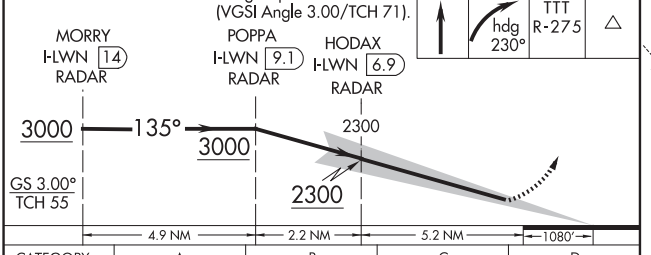
D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	133.15 118.1	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		



ELEV 606 D TDZE 591

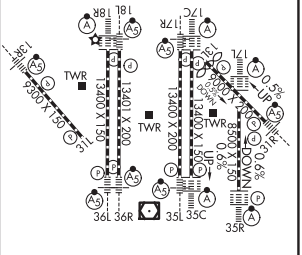
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

1560	3000	TTT	SLOTT
	hdg 230°	R-275	△



CATEGORY	A	B	C	D
S-ILS 13R	SA CAT I	RA 149/14	150	DA 741
S-ILS 13R	SA CAT II	RA 99/12	100	DA 691

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L

DALLAS-FORT WORTH, TEXAS
Amdt 9C 20FEB25

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS Z RWY 13R (SA CAT I & II)

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 17C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FLQ	APP CRS	Rwy Ldg	13400
110.3	176°	TDZE	562
Chan 40		Apt Elev	607

DME and RADAR required.

Simultaneous approach authorized with Rwy 17L, 18L/R.

ALSF-2

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/TTT 35 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

ALTERNATE MISSED APCH FIX
113.1 TTT Chan 78
R-176 R-186
116.2 CVE Chan 109
006° 186°
JASPA CVE 37.1

MSA TTT 25 NM
2700
090° 270°
3600

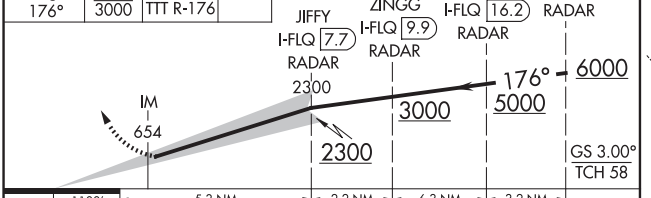
MISSED APCH FIX
113.1 TTT Chan 78
R-176 R-186
116.2 CVE Chan 109
356° 176°
JASPA TTT 35

356° (IF) BOSSI I-FLQ 19.3 RADAR
1139
5000 176° (3.2)
PENNY I-FLQ 16.2 RADAR
3000 176° (6.3)
ZINGG I-FLQ 9.9 RADAR
2300 (2.2)
838
JIFFY INT I-FLQ 7.7 RADAR
804 1016
R-312
COWBOY 116.2 CVE Chan 109
IM
660±
MAVERICK 113.1 TTT Chan 78
R-176
YUPRU I-FLQ 2.8 RADAR 3000
R-158
LOCALIZER 110.3 I-FLQ Chan 40

ELEV 607 D TDZE 562

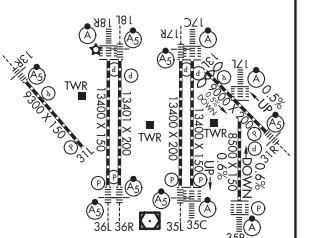
hdg 176°
YUPRU I-FLQ 2.8 3000
4000 TTT R-176
JASPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 17C	CAT II RA 102/12 100 DA 662			
S-ILS 17C	CAT III RVR 06			

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

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

LOC/DME I-PPZ	APP CRS	Rwy Ldg	8500
111.75	176°	TDZE	545
Chan 54 (Y)		Apt Elev	607

ILS RWY 17L (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on heading 151° and TTT VOR/DME R-127 to TACKE/TTT 26.5 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

MISSED APCH FIX

TACKE
TTT 26.5

127°
307°
R-127

113.1 TTT
Chan 78

ALTERNATE MISSED APCH FIX

TACKE
FUZ 32.7

120°
300°
R-120

115.7 FUZ
Chan 104

RANGER
115.7 FUZ
Chan 104

R-049

804

MAVERICK
113.1 TTT
Chan 78

660±

R-127

356°

5000

176°
(3.2)

(IF)
RIVET
I-PPZ 19.6
RADAR

DRAAK
I-PPZ 16.4
RADAR

3000

176°
(6.3)

2300

176°
(3.1)

INWOD
I-PPZ 10.1
RADAR

GBUSH
I-PPZ 7
RADAR

1016

IM

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

1548

RADAR REQUIRED

MSA TTT 25 NM

2700

090° 270°

3600

ELEV 607 D TDZE 545

1020	3000	TTT	TACKE
	hdg 151°	R-127	

RIVET
I-PPZ 19.6
RADAR

DRAAK
I-PPZ 16.4
RADAR

INWOD
I-PPZ 10.1
RADAR

GBUSH
I-PPZ 7
RADAR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

5000 176° 5000 3000 2300

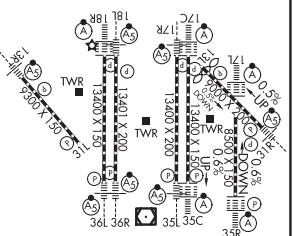
GS 3.00°
TCH 56

IM
638

3.2 NM 6.3 NM 3.1 NM 5.4 NM 880'

CATEGORY	A	B	C	D
S-ILS 17L	CAT II RA 122/12 100 DA 645			
S-ILS 17L	CAT IIIa RVR 07			
S-ILS 17L	CAT IIIb RVR 06			
S-ILS 17L	CAT IIIc NA			

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

DALLAS-FORT WORTH, TEXAS
Amdt 7 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS RWY 17L (CAT II & III)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25163

ILS RWY 18R (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Ldg	13400
111.9	176°	TDZE	607
Chan 56		Apt Elev	607

DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R.

ALSF-2

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

ALTERNATE MISSED APCH FIX

117.7 MQP Chan 124 052° 232° R-102 R-232

113.1 TTT Chan 78 LIKES TTT 31.9

MISSED APCH FIX

117.7 MQP Chan 124 042° 222° R-102 R-222

115.7 FUZ Chan 104 LIKES FUZ 27

356° (IF) ICKEL I-VYN 19.3 RADAR

3000 176° (3.2)

YOHAN I-VYN 16.2 RADAR

3000 176° (6.3)

2400 176° (2.1)

LEGRE I-VYN 9.9 RADAR

NETEE INT I-VYN 7.8 RADAR

958

804

1016

R-036

IM

660±

RADAR REQUIRED

1139

MSA TTT 25 NM

2700

090° 270°

3600

RANGER 115.7 FUZ Chan 104

R-222

MAVERICK 113.1 TTT Chan 78

LOCALIZER 111.9 I-VYN Chan 56

ELEV 607 D TDZE 607

1100	3000	FUZ	LIKES
	hdg 250°	R-222	

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

NETEE INT I-VYN 7.8 RADAR — LEGRE I-VYN 9.9 RADAR — YOHAN I-VYN 16.2 RADAR — ICKEL I-VYN 19.3 RADAR

IM 701 — 2400 — 3000 — 3000 — 4000 — 176° — GS 3.00° TCH 59

1160' — 5.5 NM — 2.1 NM — 6.3 NM — 3.2 NM

CATEGORY	A	B	C	D
S-ILS 18R	CAT II	RA 106/12	100	DA 707
S-ILS 18R	CAT IIIa	RVR 07		
S-ILS 18R	CAT IIIb	RVR 06		
S-ILS 18R	CAT IIIc	NA		

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

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 35C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-PKQ	APP CRS	Rwy Ldg	13400
110.3	356°	TDZE	563
Chan 40		Apt Elev	607

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	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

LOCALIZER 110.3 I-PKQ Chan 40

MAVERICK 113.1 TTT Chan 78

COWBOY 116.2 CVE Chan 109

MISSED APCH FIX
113.1 TTT R-356 Chan 78
356° 176°
BOSSI TTT 19.7 RADAR

804 1016 R-356 660± IM R-223

JOBBS INT I-PKQ 4.5 RADAR

DAYZZ I-PKQ 7.5 RADAR

TUFFO I-PKQ 13.8 RADAR

(IF) RAYMA I-PKQ 16.9 RADAR

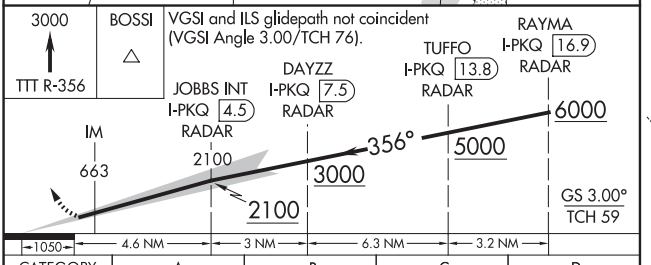
2100 3000 5000 356° (3) (6.3) (3.2) 176°

2549

MSA TTT 25 NM
2700
090° 270°
3600

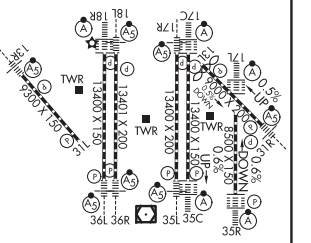
ALTERNATE MISSED APCH FIX
GRABE FUZ 35.4
115.7 FUZ R-012 Chan 104
114.6 BYP R-256 Chan 93
012° 192°

ELEV 607 D TDZE 563



CATEGORY	A	B	C	D
S-ILS 35C	CAT II RA 100/12 100 DA 663			
S-ILS 35C	CAT IIIa RVR 07			
S-ILS 35C	CAT IIIb RVR 06			
S-ILS 35C	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED


TWR
13401 X 200
13400 X 150
13400 X 200
13400 X 150
13400 X 200
13400 X 150
0.5% UP
0.5% UP
0.5% UP

ILS RWY 35R (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

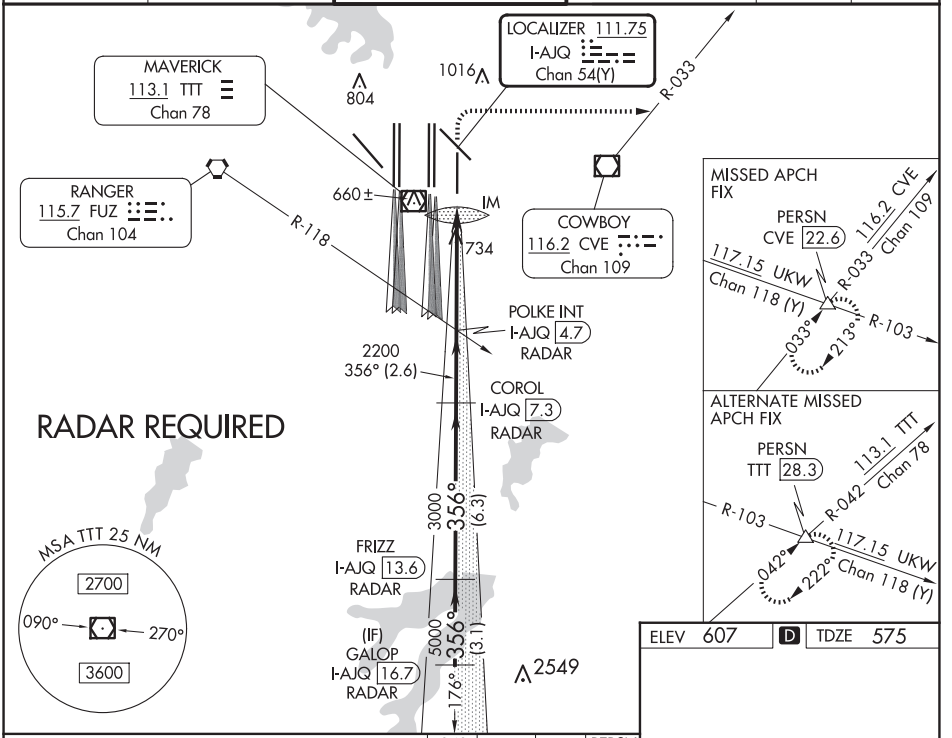
LOC/DME I-AJQ	APP CRS	Rwy Ldg	8500
111.75	356°	TDZE	575
Chan 54 (Y)		Apt Elev	607

Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. DME required.

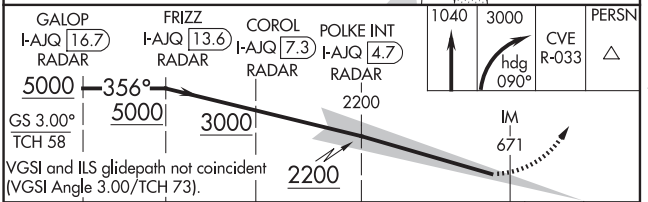
ALSF-2

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

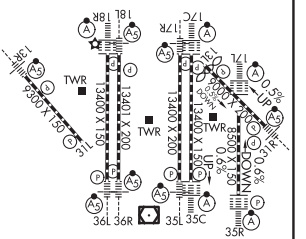


ELEV 607	D	TDZE 575



CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 94/12 100 DA 675			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 06			
S-ILS 35R	CAT IIIc NA			

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

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

ILS RWY 36L (SA CAT II)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-BXN	APP CRS	Rwy Ldg	13400
111.9	356°	TDZE	588
Chan 56		Apt Elev	606

DME or RADAR required.
Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED 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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

MISSED APCH FIX

R-298 118° R-027 KAGLE CVE 39 298° 116.2 CVE Chan 109 117.7 MQP Chan 124

ALTERNATE MISSED APCH FIX

R-306 126° R-027 KAGLE TTT 34.4 306° 113.1 TTT Chan 78 117.7 MQP Chan 124

R-298 804 1016 LOCALIZER 111.9 I-BXN Chan 56

COWBOY 116.2 CVE Chan 109

605 660± 696

MAVERICK 113.1 TTT Chan 78

2300 356° (2.5) BOBIN I-BXN 5.1 RADAR

CHAAR I-BXN 7.5 RADAR

3000 356° (6.3)

HUTEN I-BXN 13.8 RADAR

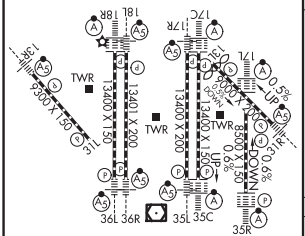
(IF) ALLIN I-BXN 16.9 RADAR

3000 356° (3.2) 176° 2549

MSA TTT 25 NM
2700
090° 270°
3600

RADAR REQUIRED

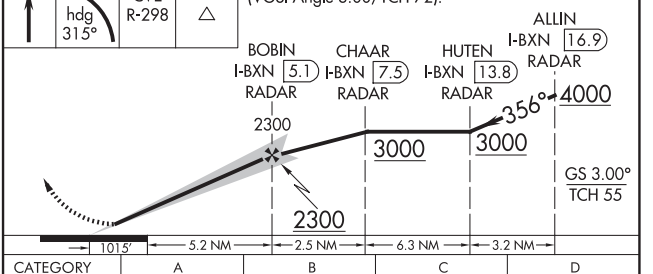
ELEV 606 D TDZE 588



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1100	3000 hdg 315°	CVE R-298	KAGLE △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 36L	RA 107/12 100 DA 688			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DALLAS-FORT WORTH, TEXAS
Amdt 4A 25JAN24

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS RWY 36L (SA CAT II)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FLQ	APP CRS	Rwy Ldg	13400
110.3	176°	TDZE	562
Chan 40		Apt Elev	607

DME or RADAR required.
Simultaneous approach authorized with Converging ILS Rwy 13R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS/TTT 33.2 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109

BELLS CVE 29.6

139° 319° R-139

MISSED APCH FIX

113.1 TTT Chan 78

BELLS TTT 33.2

128° 308° R-128

(IF) BOSSI I-FLQ 19.3 RADAR

356°

5000 176° (3.2)

PENNY I-FLQ 16.2 RADAR

3000 176° (6.3)

ZINGG I-FLQ 9.9 RADAR

2300 176° (2.2)

JIFFY INT I-FLQ 7.7 RADAR

MSA TTT 25 NM

2700

090° 270°

3600

1548

RADAR REQUIRED

804

1016

R-312

660±

LOCALIZER 110.3 I-FLQ Chan 40

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

R-128

ELEV 607 D TDZE 562

176°

TWR

13400 X 200

13401 X 200

13000 X 150

8500 X 150

0.5% UP

0.6% DOWN

36L 36R 35L 35C 35R

1300 | 3000 TTT R-128 | BELLS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

JIFFY INT I-FLQ 7.7 RADAR

ZINGG I-FLQ 9.9 RADAR

PENNY I-FLQ 16.2 RADAR

BOSSI I-FLQ 19.3 RADAR

IM 654

2300

3000

2300

176° 6000

5000

GS 3.00° TCH 58

0.1 | 5.2 NM | 2.2 NM | 6.3 NM | 3.2 NM

CATEGORY	A	B	C	D
S-ILS 17C	762/18		200 (200-½)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

CONVERGING ILS RWY 17R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-JHZ	APP CRS	Rwy Ldg 13400
111.35	176°	TDZE 567
Chan 50 (Y)		Apt Elev 607

DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 13R.

MALSR

MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS INT/TTT 33.2 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109

139° 319° R-139

BELLS CVE 29.6

DME REQUIRED

(IF) NETTS I-JHZ 19.3 RADAR

R-356

5000 176° (3.2)

GARZA I-JHZ 16.2 RADAR

3000 176° (6.3)

1548

YALTA I-JHZ 9.9 RADAR

2200 176° (2.5)

RADAR REQUIRED

RANGER 115.7 FUZ Chan 104

BBAKR INT I-JHZ 7.3 RADAR

MSA TTT 25 NM

2700

090° 270°

3600

804 1016

R-043

COWBOY 116.2 CVE Chan 109

660±

LOCALIZER 111.35 I-JHZ Chan 50(Y)

MAVERICK 113.1 TTT Chan 78

MISSED APCH FIX

113.1 TTT Chan 78

128° 308°

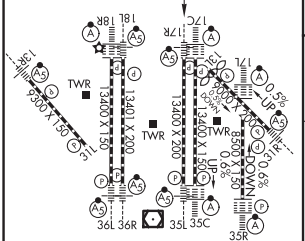
BELLS TTT 33.2

R-128

TTT R-128

ELEV 607 D TDZE 567

176°



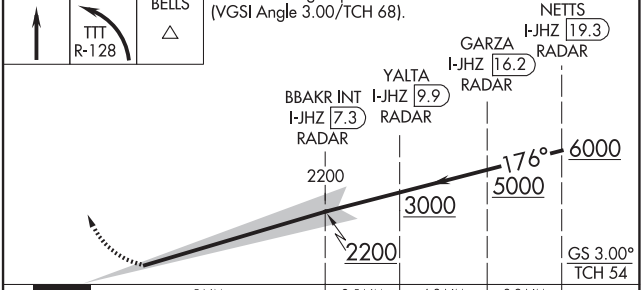
HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

1020	3000 TTT R-128	BELLS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
S-ILS 17R	767/18	200 (200-½)		

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

CONVERGING ILS RWY 31R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-RRA	APP CRS	Rwy Ldg	8373
110.9	311°	TDZE	523
Chan 46		Apt Elev	607

Inop table does not apply. DME required. Simultaneous converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R.

MALSR

MISSED APPROACH: Climbing right turn to 3000 on heading 125° and on TTT VOR/DME R-084 to SOLDO/TTT 35.8 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	135.5 125.2	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

LOCALIZER 110.9 I-RRA Chan 46

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78

804

1016

660±

TTT R-084

2400

311° (2)

FIVIS I-RRA 7.3 RADAR

VANDE I-RRA 9.3 RADAR

3000

311° (7.3)

(IF) GACHO I-RRA 16.6 RADAR

5000

311° (4)

(IAF) TULOY I-RRA 20.6 RADAR

131°

MISSED APCH FIX

116.2 CVE Chan 109

SOLDO TTT 35.8 R-084

084°

264° R-087

113.1 TTT Chan 78

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109

SOLDO CVE 28.9 R-084

087°

267° R-087

113.1 TTT Chan 78

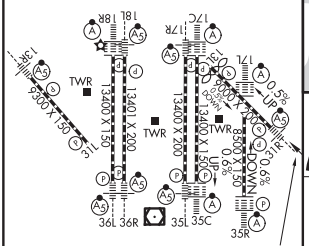
MSA TTT 25 NM

2700

090° 270°

3600

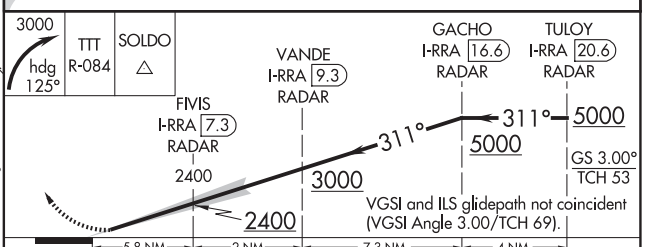
ELEV 607 D TDZE 523



2549

RADAR REQUIRED

3000 hdg 125°	TTT R-084	SOLDO △



CATEGORY	A	B	C	D
S-ILS 31R	1528-4	1005 (1000-4)	1583-4 1060 (1000-4)	NA

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

CONVERGING ILS RWY 35C

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-PKQ	APP CRS	Rwy Ldg	13400
110.3	356°	TDZE	563
Chan 40		Apt Elev	607

DME or RADAR required.
Simultaneous approach authorized with Converging ILS Rwy 31R.

ALSF-2

MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

804 1016 R-356

LOCALIZER 110.3 I-PKQ Chan 40

660± IM

MAVERICK 113.1 TTT Chan 78

COWBOY 116.2 CVE Chan 109

R-223

JOBBS INT I-PKQ 4.5 RADAR

2100 356° (3)

DAYZZ I-PKQ 7.5 RADAR

3000 356° (6.3)

TUFFO I-PKQ 13.8 RADAR

5000 356° (3.2)

(IF) RAYMA I-PKQ 16.9 RADAR

2549

176°

MISSED APCH FIX

113.1 TTT R-356 Chan 78

356° 176° BOSSI TTT 19.7 RADAR

ALTERNATE MISSED APCH FIX

GRABE FUZ 35.4

115.7 FUZ R-012 Chan 104

114.6 BYP Chan 93

R-256 012° 192°

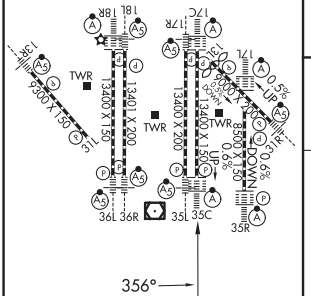
MSA TTT 25 NM

2700

090° 270°

3600

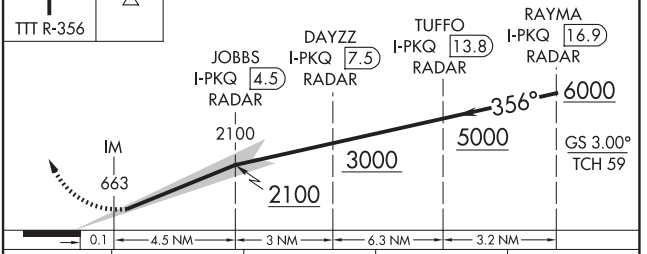
ELEV 607 D TDZE 563



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

3000 TTT R-356 BOSSI

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).



CATEGORY	A	B	C	D
S-ILS 35C	763/18	200 (200-½)		

DALLAS-FORT WORTH, TEXAS
Amdt 3 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

CONVERGING ILS RWY 35C

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

CONVERGING ILS RWY 35L

DALLAS-FORT WORTH INTL (DFW)

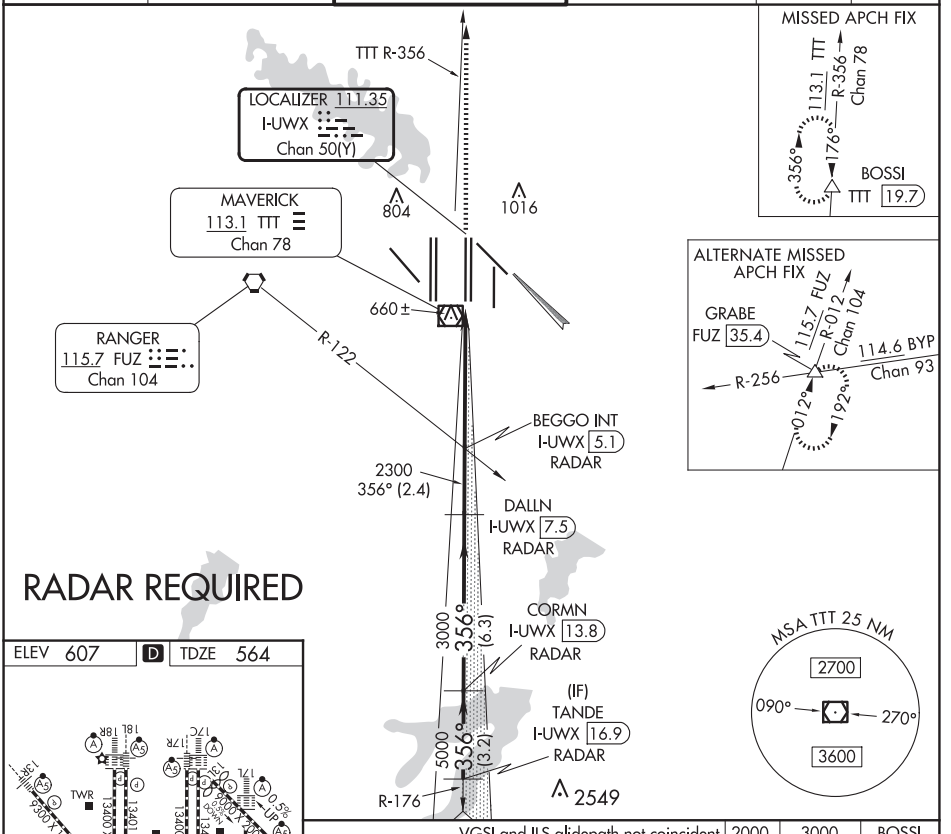
LOC/DME I-UWX	APP CRS	Rwy Ldg 13400
111.35	356°	TDZE 564
Chan 50 (Y)		Apt Elev 607

DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 31R.

MALSR

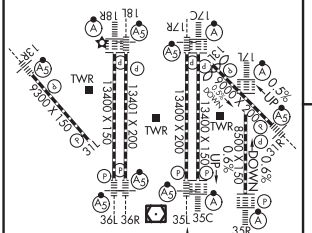
MISSED APPROACH: Climb to 2000 then climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

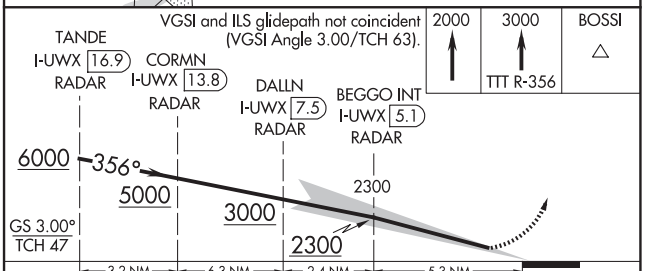


RADAR REQUIRED

ELEV 607 D TDZE 564



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
S-ILS 35L	764/18		200 (200-½)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-BXN	APP CRS	Rwy Ldg	13400
111.9	356°	TDZE	588
Chan 56		Apt Elev	607

DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R.

MALSR

MISSED 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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

MISSED APCH FIX

R-298 118° R-027 KAGLE CVE 39 298° 116.2 CVE Chan 109 117.7 MQP Chan 124

ALTERNATE MISSED APCH FIX

R-306 126° R-027 KAGLE TTT 34.4 306° 113.1 TTT Chan 78 117.7 MQP Chan 124

LOCALIZER 111.9 I-BXN Chan 56

804

1016

R-298

COWBOY 116.2 CVE Chan 109

660±

MAVERICK 113.1 TTT Chan 78

2300 356° (2.5)

BOBIN I-BXN 5.1 RADAR

CHAAR I-BXN 7.5 RADAR

3000 356° (6.3)

HUTEN I-BXN 13.8 RADAR

3000 356° (3.2)

(IF) 2549

ALLIN I-BXN 16.9 RADAR

176°

MSA TTT 25 NM

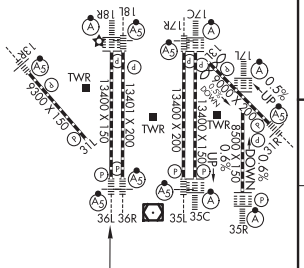
2700

090° 270°

3600

RADAR REQUIRED

ELEV 607 D TDZE 588



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1100	3000 hdg 315°	CVE R-298	KAGLE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

BOBIN I-BXN 5.1 RADAR

CHAAR I-BXN 7.5 RADAR

HUTEN I-BXN 13.8 RADAR

ALLIN I-BXN 16.9 RADAR

2300 3000 3000 356° 4000

2300

GS 3.00°
TCH 55

5.2 NM 2.5 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 36L	788/18 200 (200-½)			

DALLAS-FORT WORTH, TEXAS

Amdt 3 01FEB18

32°54′ N-97°02′ W

DALLAS-FORT WORTH INTL (DFW)

CONVERGING ILS RWY 36L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

CONVERGING ILS RWY 36R

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-FJN	APP CRS	Rwy Ldg	13401
110.55	356°	TDZE	581
Chan 42 (Y)		Apt Elev	607

Simultaneous approach authorized with Converging ILS Rwy 31R. DME or Radar required.

MALSR

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	118.425	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

MISSED APCH FIX
116.2 CVE
Chan 109
R-298
118°
298°
117.7 MQP
R-027
Chan 124
KAGLE
CVE 39

LOCALIZER 110.55
I-FJN
Chan 42(Y)

804
1016
R-298
660±

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

BASIN
I-FJN 7.7
RADAR

TUTOO
I-FJN 10.1
RADAR

2300
356° (2.4)

3000
356°
(6.3)

KICKA
I-FJN 16.4
RADAR

(IF)
SLOCO
I-FJN 19.5
RADAR

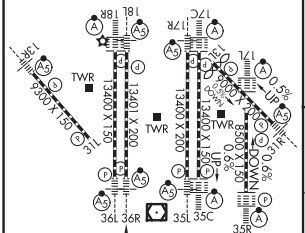
3000
356°
(3.2)
176°

2549

MSA TTT 25 NM
2700
090°
270°
3600

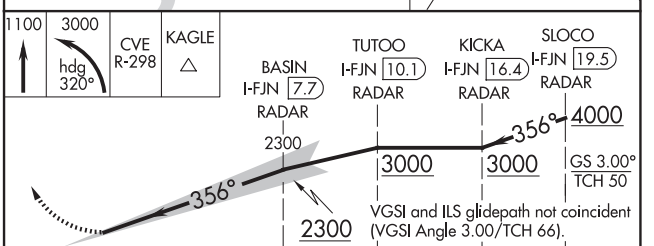
ALTERNATE MISSED APCH FIX
126°
R-027
KAGLE
TTT 34.4
306°
113.1 TTT
R-306
Chan 78
117.7 MQP
Chan 124

ELEV 607 D TDZE 581



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1100	3000 hdg 320°	CVE R-298	KAGLE △



CATEGORY	A	B	C	D
S-ILS 36R	781/18		200 (200-½)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

25163

ILS RWY 18L (CONVERGING)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-CIX	APP CRS	Rwy Ldg	13401
110.55	176°	TDZE	602
Chan 42 (Y)		Apt Elev	606

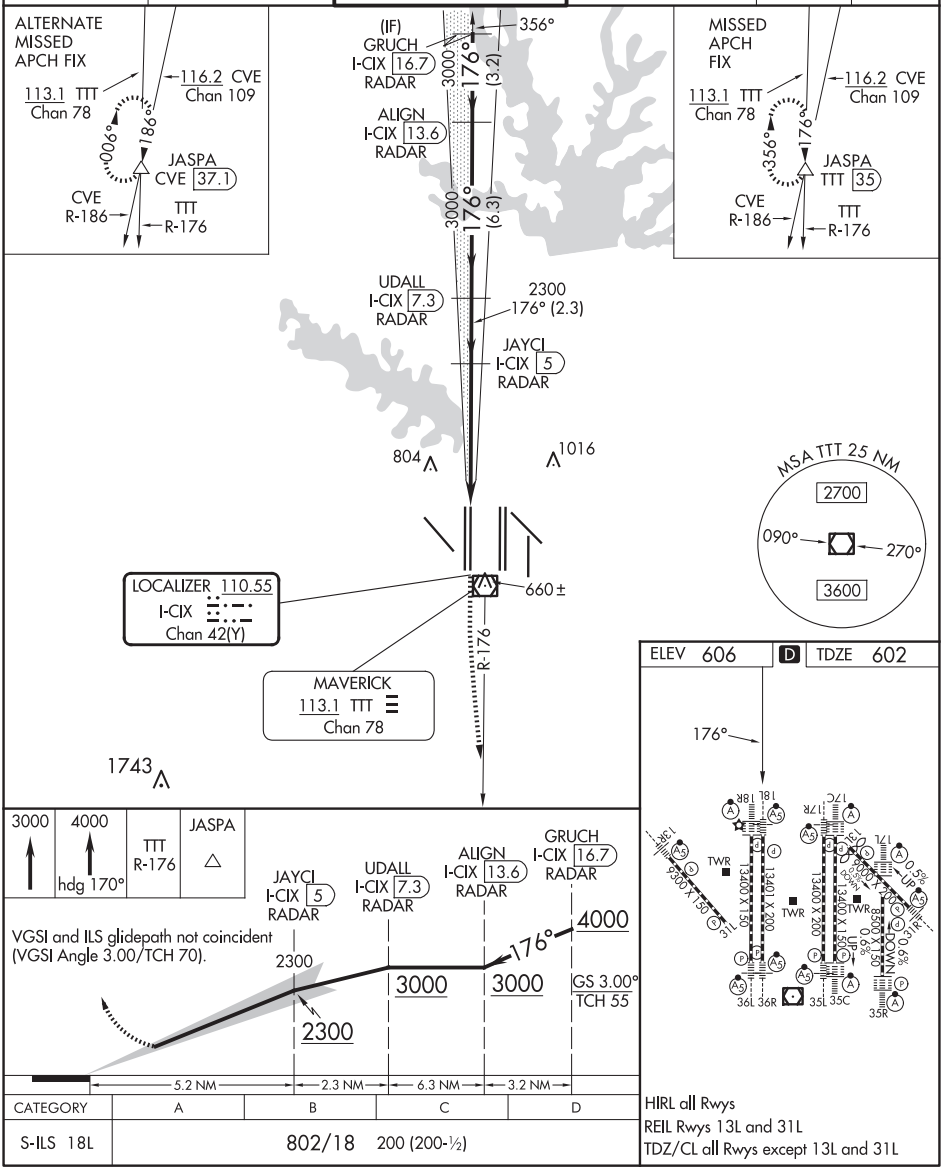
DME and RADAR required.

Simultaneous approach authorized with CONVERGING ILS RWY 13R.

MALSR

MISSED APPROACH: Climb to 3000, then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



CATEGORY	A	B	C	D
S-ILS 18L	802/18	200 (200-½)		

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS
Amdt 2C 22APR21

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

ILS RWY 18L (CONVERGING)

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 18R (CONVERGING)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-VYN	APP CRS	Rwy Ldg	13400
111.9	176°	TDZE	607
Chan 56		Apt Elev	607

DME and RADAR required.

Simultaneous approach authorized with CONVERGING ILS RWY 13R, CONVERGING ILS RWY 17C, and CONVERGING ILS 17R.

ALSF-2

MISSED APPROACH: Climb to 3000 then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA/TTT 35 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

ALTERNATE MISSED APCH FIX

R-176 R-186 006° 186°

JASPA

CVE 37.1

116.2 CVE Chan 109

113.1 TTT Chan 78

356° 176° (IF)

ICKEL I-VYN 19.3 RADAR

3000 (3.2)

YOHAN I-VYN 16.2 RADAR

3000 (6.3)

LEGRE I-VYN 9.9 RADAR

2400 (2.1)

NETEE INT I-VYN 7.8 RADAR

MISSED APCH FIX

R-176 R-186 356° 176°

JASPA

TTT 35

116.2 CVE Chan 109

113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

R-036

804 1016

IM

MSA TTT 25 NM

2700

090° 270°

3600

LOCALIZER 111.9 I-VYN Chan 56

660±

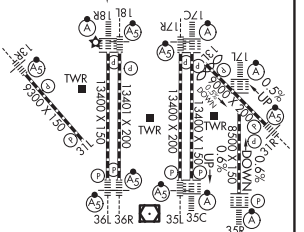
MAVERICK 113.1 TTT Chan 78

R-176

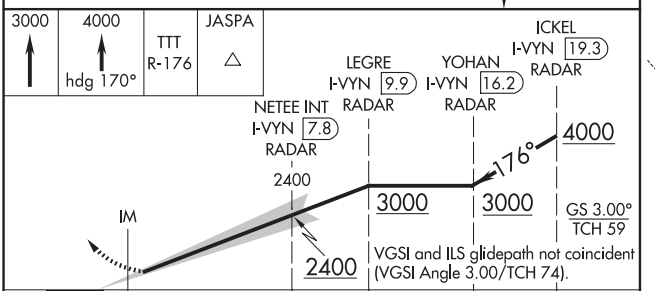
1743

ELEV 607 D TDZE 607

176°



3000	4000	TTT R-176	JASPA
	hdg 170°		



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

CATEGORY	A	B	C	D
S-ILS 18R	807/18	200 (200-½)		

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

ILS V RWY 13R (CONVERGING)

DALLAS-FORT WORTH INTL (DFW)

LOC/DME I-LWN	APP CRS	Rwy Ldg 9300
109.5	135°	TDZE 591
Chan 32		Apt Elev 606

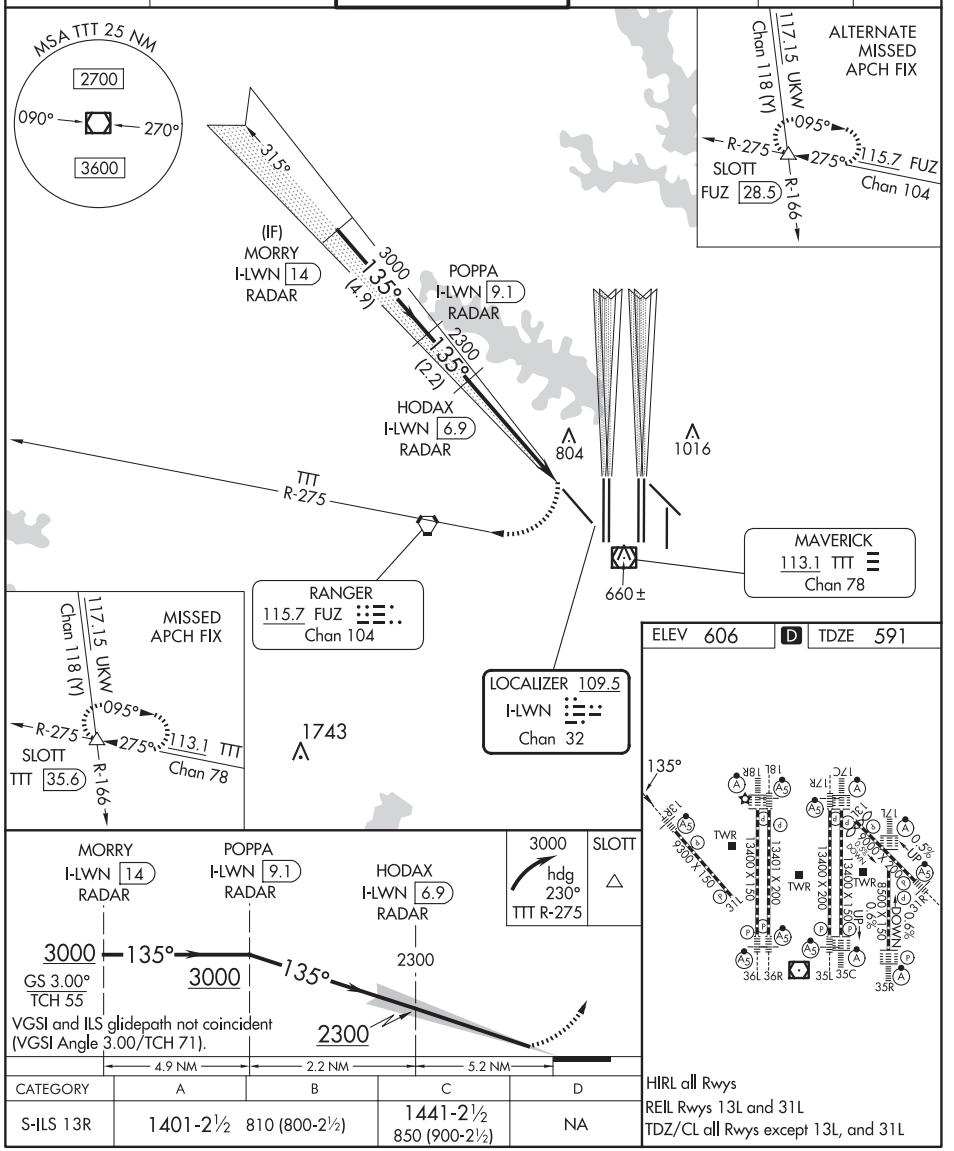
RADAR required for procedure entry.

T Simultaneous converging approach authorized with
A Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. For inop ALS, increase S-ILS 13R all Cats visibility to 2¾.

MALSR

MISSED APPROACH: Climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT/TTT 35.6 DME and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	133.15 118.1	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		



CATEGORY	A	B	C	D
S-ILS 13R	1401-2½ 810 (800-2½)		1441-2½ 850 (900-2½)	NA

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 13R

DALLAS-FORT WORTH INTL (DFW)

APP CRS	Rwy Ldg	9300
135°	TDZE	591
	Apt Elev	606

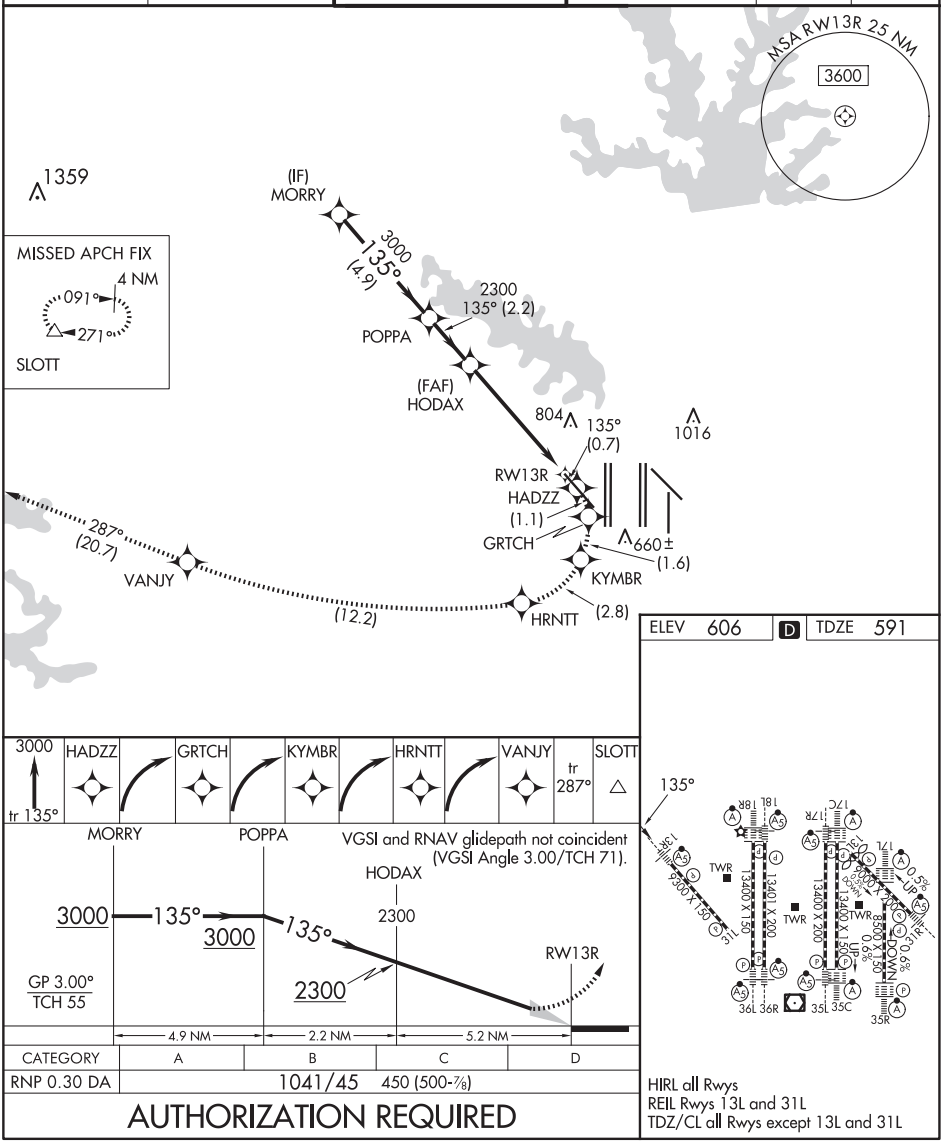
RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: (Do not exceed 185K until HRNTT) Climb to 3000 on the RNAV missed approach route to SLOTT and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



CATEGORY	A	B	C	D
RNP 0.30 DA	1041/45	450 (500-⅞)		

AUTHORIZATION REQUIRED

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

RNAV (RNP) Z RWY 31L

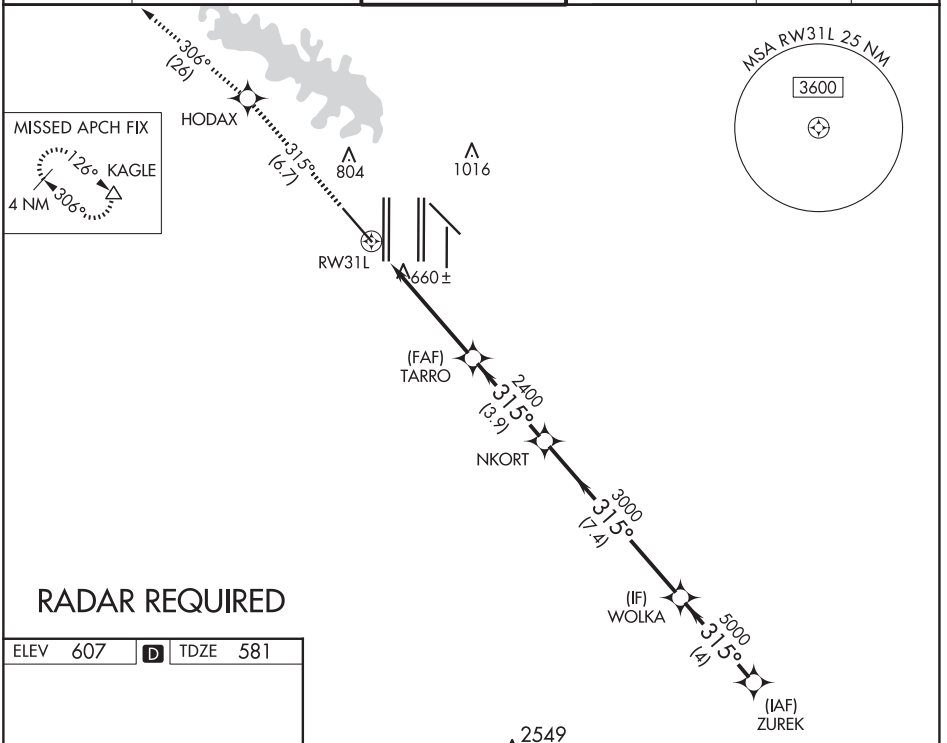
DALLAS-FORT WORTH INTL (DFW)

APP CRS	Rwy Ldg	9300
315°	TDZE	581
	Apt Elev	607

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.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425 127.075 119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 31R

DALLAS-FORT WORTH INTL (DFW)

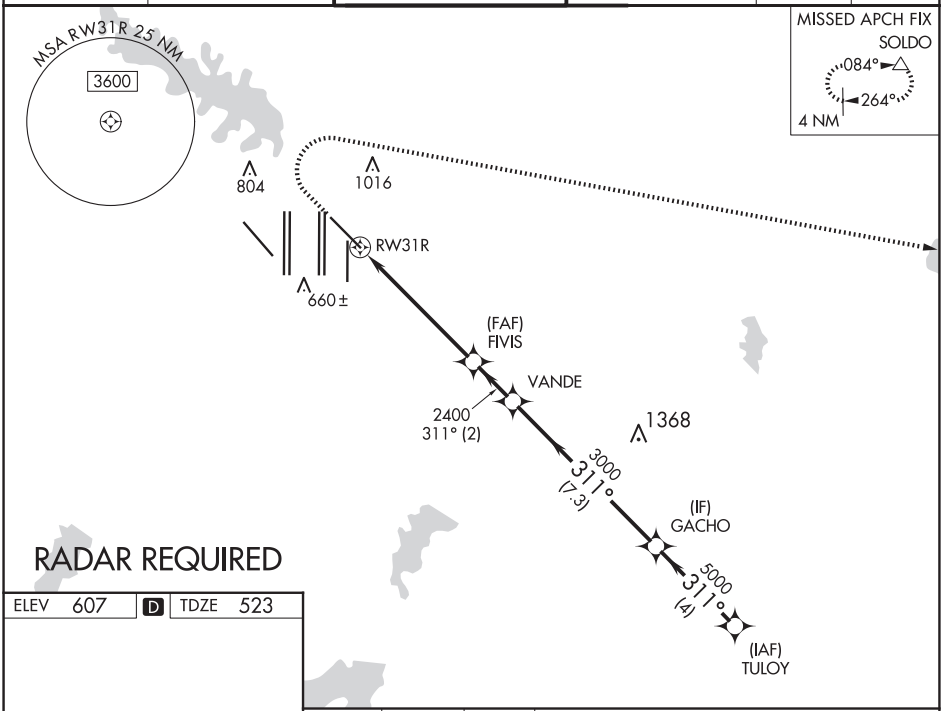
APP CRS	Rwy Ldg	8373
311°	TDZE	523
	Apt Elev	607

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 1⅜ mile, RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 31L. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

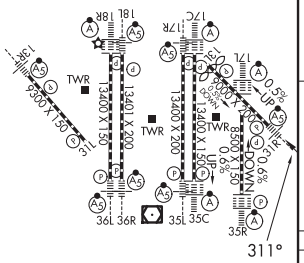
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SOLDO and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	135.5 125.2	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

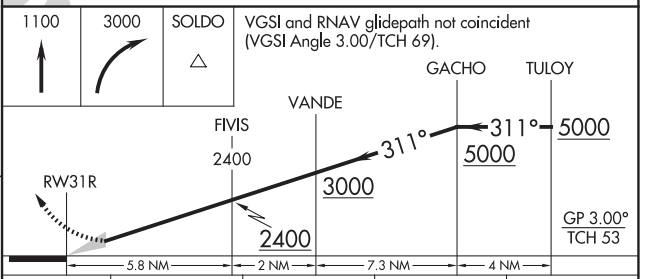


RADAR REQUIRED

ELEV 607	D	TDZE 523



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
RNP 0.14 DA		838/27	315 (300-⅝)	
RNP 0.23 DA		928/44	405 (400-⅞)	
RNP 0.30 DA		987/55	464 (400-1)	

AUTHORIZATION REQUIRED

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	13400
CH 97324	176°	TDZE	562
W17D		Apt Elev	607

RNAV (GPS) RWY 17C

DALLAS-FORT WORTH INTL (DFW)

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 18L/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.

ALSF-2

MISSED APPROACH: Climb to at or below 3000 direct YUPRU then climb to 4000 on track 176° to RAYMA and hold.

ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED

(IF) BOSSI 5000 176° (3.2)

PENNY

3000 176° (6.3)

ZINGG 2300 176° (2.2)

(FAF) JIFFY 838

804 1016 742 RW17C

660±

YUPRU 3000

176° (14.1)

1548

MSA RW17C 25 NM

3600

MISSED APCH FIX

RAYMA

356° 176° 4 NM

ELEV 607 D TDZE 562

176°

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

3000	YUPRU	4000 tr 176°	RAYMA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

*LNAV only.

*1.1 NM to RW17C

BOSSI 6000 PENNY 5000 ZINGG 3000 JIFFY 2300 RW17C 2300

176°

GP 3.00° TCH 58

1.1 NM 4.2 NM 2.2 NM 6.3 NM 3.2 NM

CATEGORY	A	B	C	D
LPV DA	762/18 200 (200-½)			
LNAV/VNAV DA	1068/60 506 (500-1¼)			
LNAV MDA	1000/24 438 (400-½)		1000/40 438 (400-¾)	

DALLAS-FORT WORTH, TEXAS
Amdt 2B 17AUG17

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

RNAV (GPS) RWY 17C

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	8500
CH 40008	176°	TDZE	545
W17B		Apt Elev	607

RNAV (GPS) RWY 17L

DALLAS-FORT WORTH INTL (DFW)

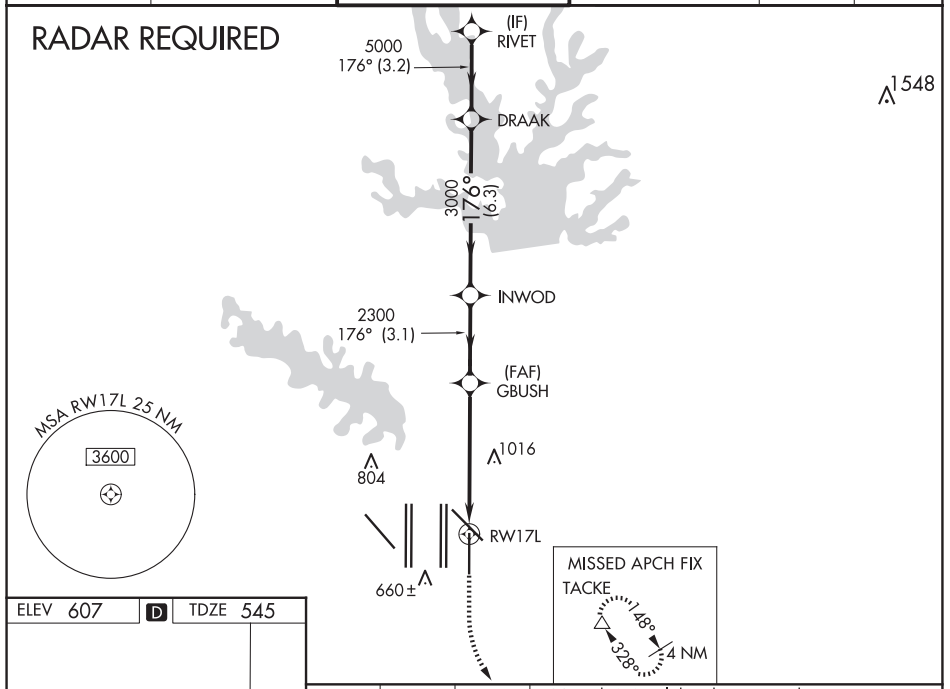
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

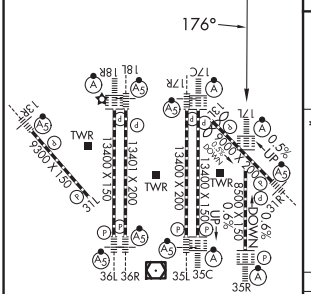
MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 direct TACKE and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	119.4	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

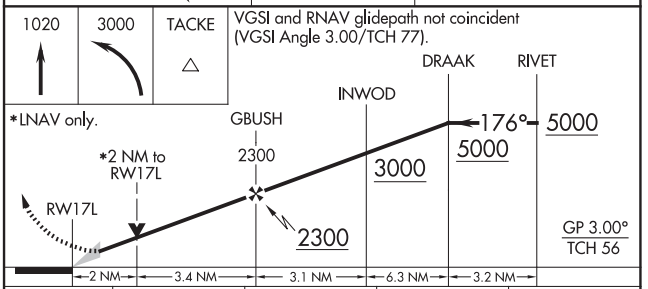
RADAR REQUIRED



ELEV 607 D TDZE 545



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA	745/18 200 (200-½)			
LNAV/VNAV DA	1063/60 518 (500-1¼)			
LNAV MDA	1240/24 695 (700-½)		1240-1½ 695 (700-1½)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17R

DALLAS-FORT WORTH INTL (DFW)

WAAS CH 53505 W17A	APP CRS 176°	Rwy Ldg 13400 TDZE 567 Apt Elev 607

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 1⅝ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to at or below 3000 direct EYWEP then climb to 4000 on track 179° to JASPA and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

RADAR REQUIRED

5000
176° (3.2)
(IF) NETTS

1548

GARZA

3000
176°
(6.3)

2200
176° (2.5)
YALTA

(FAF) BBAKR

804
1016
742
RW17R

660±

EYWEP
3000

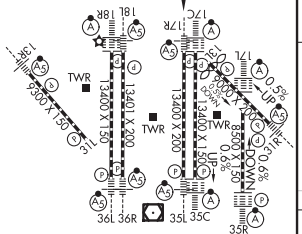
179°
(32.6)

MSA RW17R 25 NM
3600

MISSED APCH FIX
4 NM
359°
179°
JASPA

ELEV 607 D TDZE 567

176°

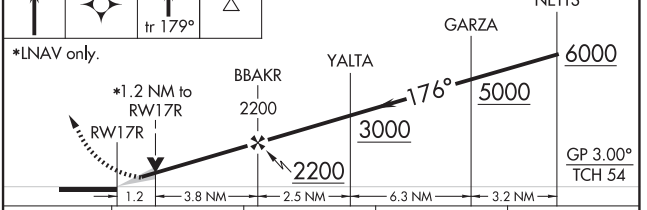


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

3000	EYWEP	4000 tr 179°	JASPA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	767/18 200 (200-½)			
LNAV/VNAV DA	1066/60 499 (500-1¼)			
LNAV MDA	1000/24 433 (400-½)		1000/40 433 (400-¾)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86807 W18A	APP CRS 176°	Rwy Ldg 13401 TDZE 602 Apt Elev 606

RNAV (GPS) RWY 18L

DALLAS-FORT WORTH INTL (DFW)

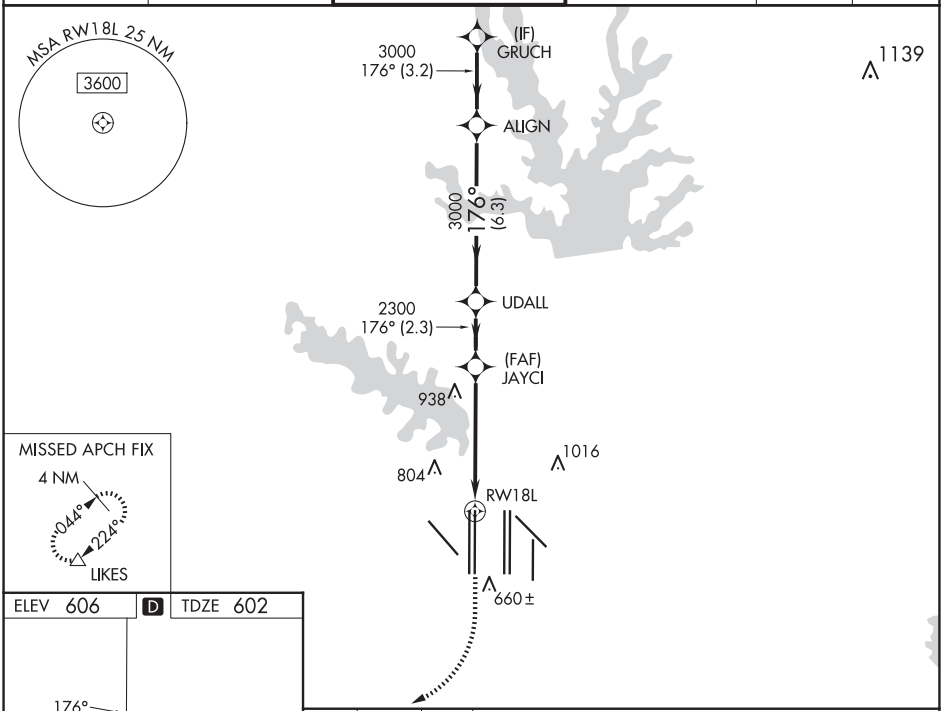
RADAR required for procedure entry. RNP APCH.

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 1¾ SM.

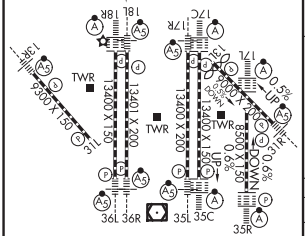
MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 direct LIKES and hold.

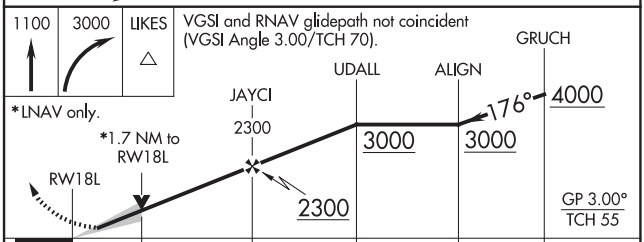
D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



ELEV 606 | D | TDZE 602



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA	802/18 200 (200-½)			
LNAV/VNAV DA	1013/40 411 (500-¾)			
LNAV MDA	1220/24 618 (700-½)		1220-1⅜ 618 (700-1⅜)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

RNAV (GPS) RWY 18R

DALLAS-FORT WORTH INTL (DFW)

WAAS CH 99407 W18B	APP CRS 176°	Rwy Ldg 13400 TDZE 606 Apt Elev 606

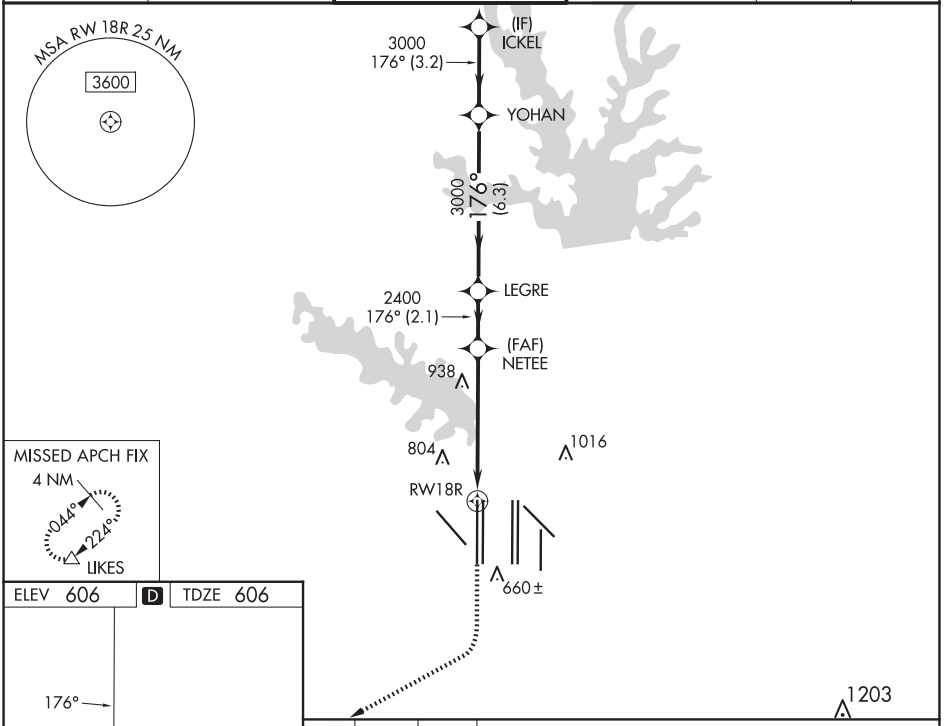
RADAR required for procedure entry. RNP APCH.

T 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 1¾ SM.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct LIKES and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



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)		1220-1⅜ 614 (700-1⅜)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS
Amdt 1C 22APR21

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

RNAV (GPS) RWY 18R

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40025 W35D	APP CRS 356°	Rwy Ldg 13400 TDZE 563 Apt Elev 607

RNAV (GPS) RWY 35C
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 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.

ALSF-2

MISSED APPROACH: Climb to 3000 direct BOSSI and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	127.075	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

RADAR REQUIRED

MISSED APCH FIX
4 NM 356° 176° BOSSI

804 1016 660± 694 RW35C

(FAF) JOBBS 2100 356° (3)

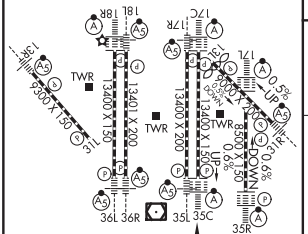
DAYZZ 3000 356° (6.3)

TUFFO 5000 356° (3.2)

(IF) RAYMA 2549

MSA RW35C 25 NM 3600

ELEV 607 D TDZE 563

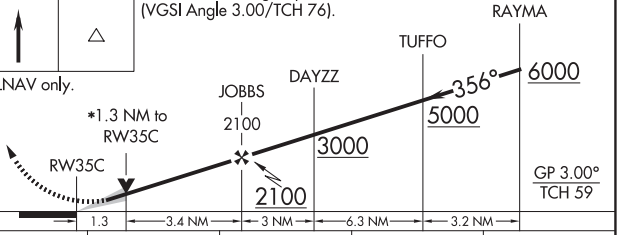


HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

3000 BOSSI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	763/18 200 (200-½)			
LNAV/VNAV DA	932/40 369 (400-¾)			
LNAV MDA	1040/24 477 (500-½)		1040/50 477 (500-1)	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

WAAS	APP CRS	Rwy Ldg 13400
CH 45805	356°	TDZE 564
W35B		Apt Elev 607

RNAV (GPS) RWY 35L

DALLAS-FORT WORTH INTL (DFW)

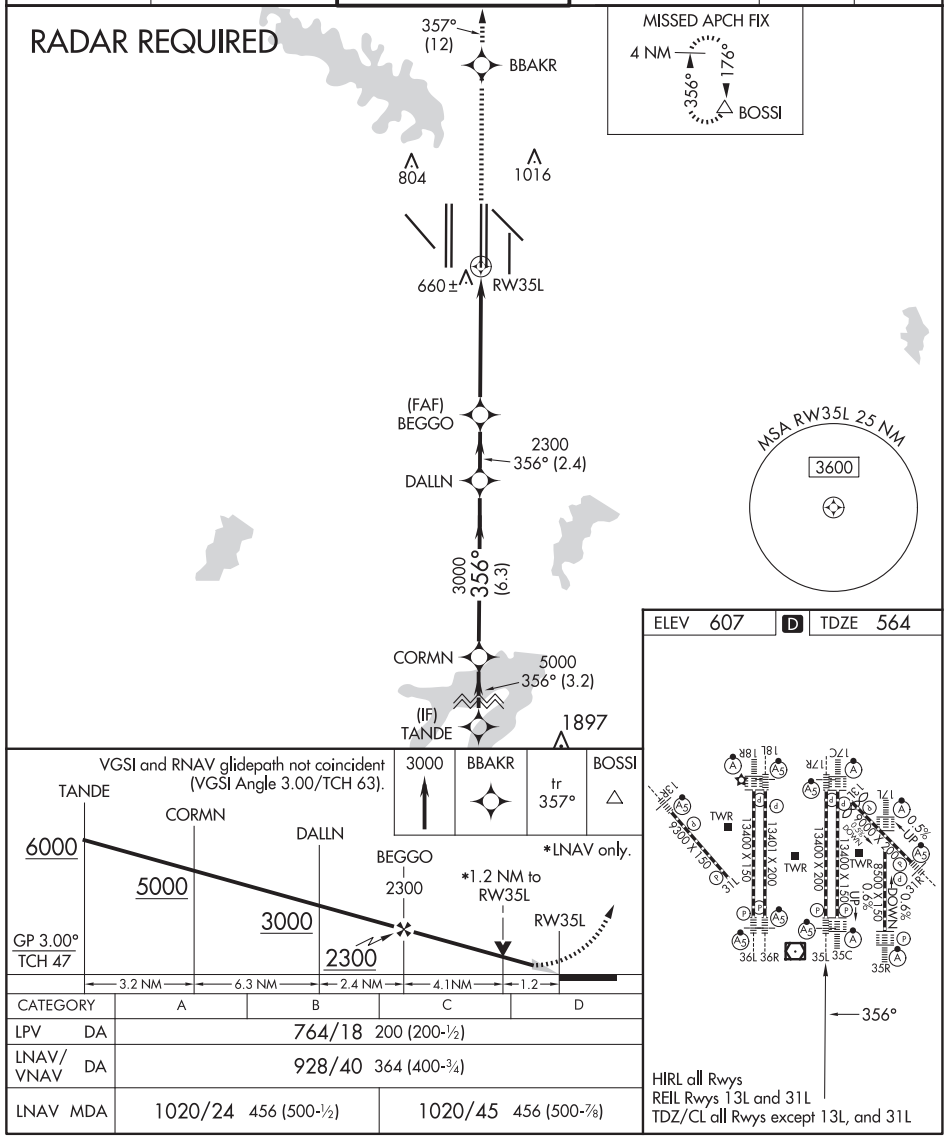
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 36L/R and Rwy 35R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 3000 direct BBAKR and on track 357° to BOSSI and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775	127.075	126.55 127.5 EAST	121.65 121.8 EAST	128.25	
DEP 135.925		124.15 134.9 WEST	121.85 WEST		

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	764/18 200 (200-½)			
LNAV/VNAV DA	928/40 364 (400-¾)			
LNAV MDA	1020/24 456 (500-½)		1020/45 456 (500-⅞)	

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35R

DALLAS-FORT WORTH INTL (DFW)

WAAS CH 40401 W35A	APP CRS 356°	Rwy Ldg 8500 TDZE 575 Apt Elev 607

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, increase LNAV Cat C/D visibility to 1⅜ mile. Simultaneous approach authorized with Rwy 35 L/C and 36L/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.

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing right turn to 3000 direct PERSN and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

RADAR REQUIRED

MISSED APCH FIX
PERSN
035°
215°
4 NM

804
1016
660±
RW35R
734
(FAF)
POLKE
2200
356° (2.6)
COROL
3000
356°
(6.3)
FRIZZ
5000
356° (3.1)
(IF)
GALOP
2549

MSA RW35R 25 NM
3600

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

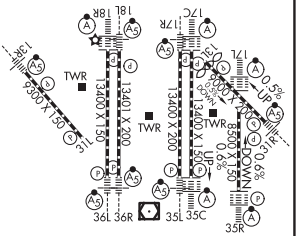
1040	3000	PERSN
		△

*LNAV only.

GALOP FRIZZ COROL POLKE
5000 356° 5000 356° 3000 2200
*1.2 NM to RW35R
RW35R
GP 3.00°
TCH 58
3.1 NM 6.3 NM 2.6 NM 3.7 NM 1.2

CATEGORY	A	B	C	D
LPV DA	775/18 200 (200-½)			
LNAV/VNAV DA	917/30 342 (400-⅝)			
LNAV MDA	1040/24 465 (500-½)		1040/50 465 (500-1)	

ELEV 607 D TDZE 575



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

RNAV (GPS) RWY 36L

DALLAS-FORT WORTH INTL (DFW)

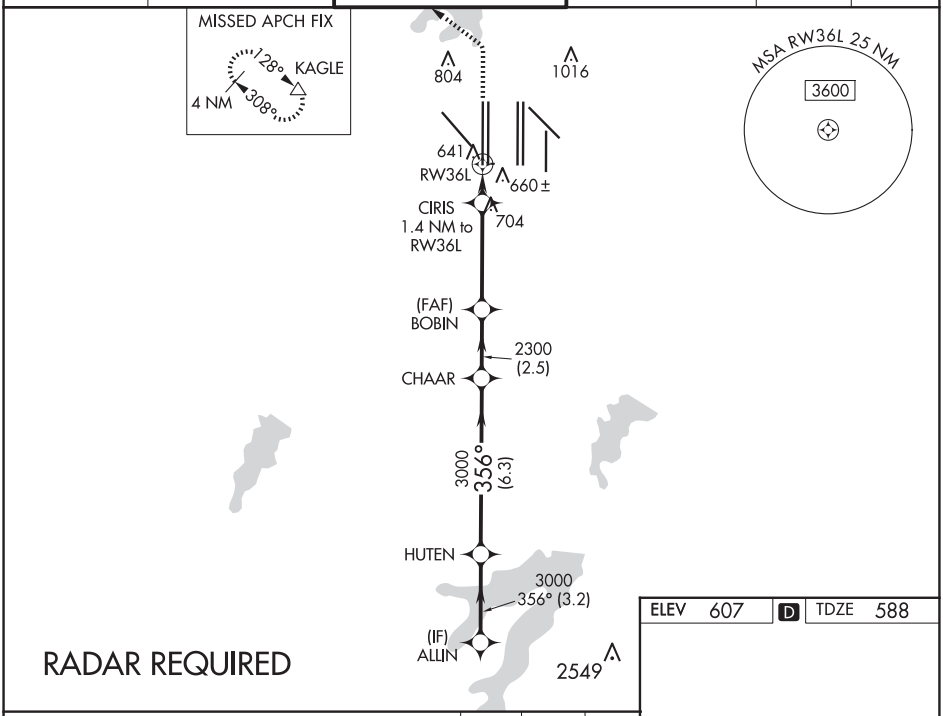
WAAS CH 93805 W36B	APP CRS 356°	Rwy Ldg 13400 TDZE 588 Apt Elev 607

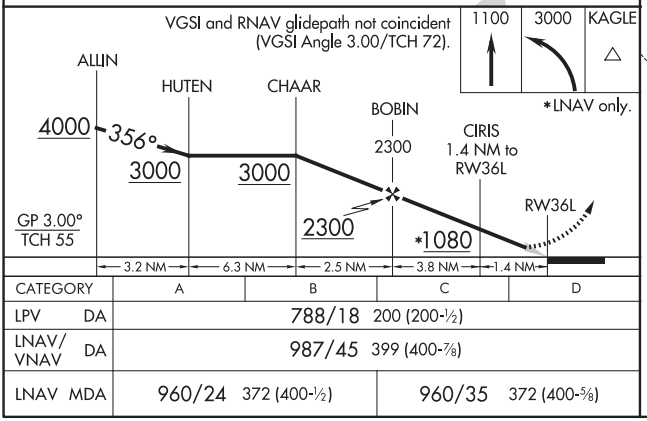
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cat C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.

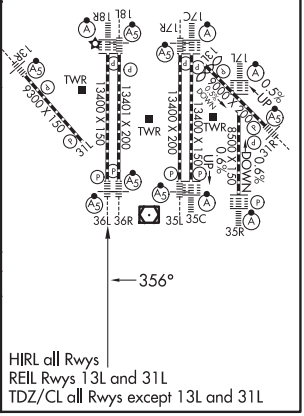
D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	





CATEGORY	A	B	C	D
LPV DA	788/18 200 (200-½)			
LNAV/VNAV DA	987/45 399 (400-⅞)			
LNAV MDA	960/24 372 (400-½)		960/35 372 (400-⅝)	

ELEV 607 D TDZE 588



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS
Amdt 3D 17AUG17

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

RNAV (GPS) RWY 36L

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36R

DALLAS-FORT WORTH INTL (DFW)

WAAS CH 87005 W36A	APP CRS 356°	Rwy Ldg 13401 TDZE 581 Apt Elev 607

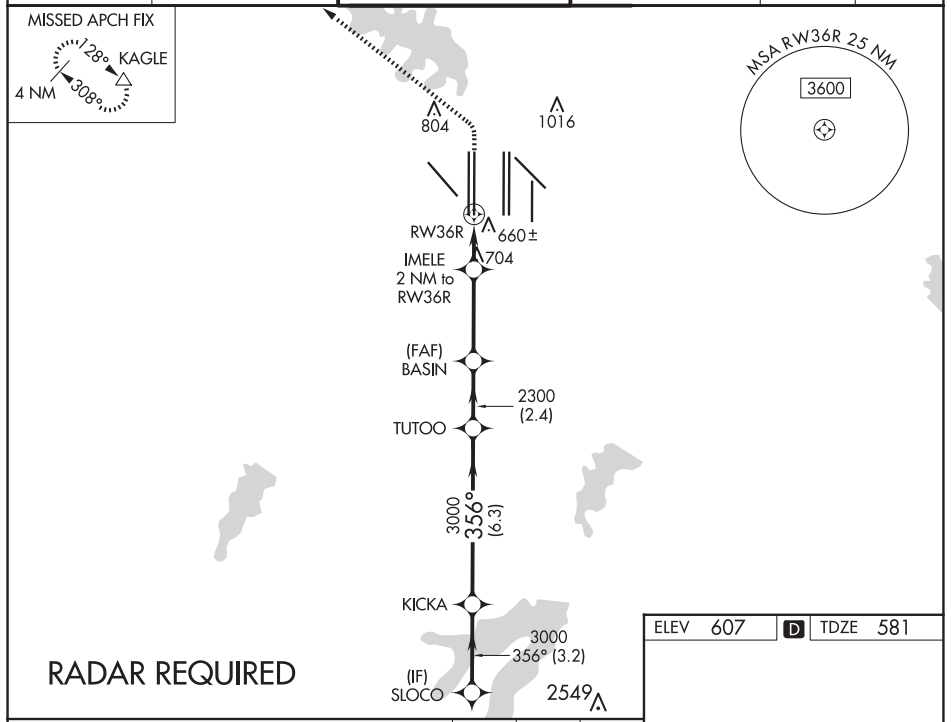
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cats C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR (A5)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

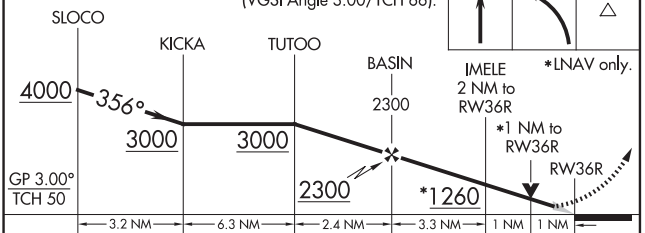
MISSED APCH FIX



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

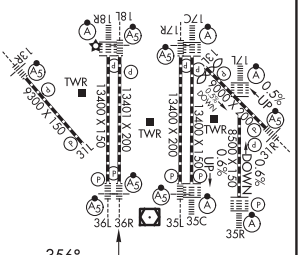
1100	3000	KAGLE

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	781/18	200 (200-½)		
LNAV/VNAV DA	941/40	360 (400-¾)		
LNAV MDA	960/24	379 (400-½)	960/35	379 (400-⅝)

ELEV 607 D TDZE 581



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS | AL-6039 (FAA) | 25163

RNAV (GPS) Y RWY 13R

DALLAS-FORT WORTH INTL (DFW)

WAAS	APP CRS	Rwy Ldg	9300
CH 72742	135°	TDZE	591
W13A		Apt Elev	606

RNP APCH - GPS.

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 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SLOTT and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	133.15 118.1	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

MISSED APCH FIX

4 NM

095°

275°

SLOTT

(IF) MORRY

3000

135°

(4.9)

2300

135° (2.2)

POPPA

(FAF) HODAX

ANIME

1.8 NM to RW13R

804

793

RW13R

1016

660±

MSA RW13R 25 NM

3600

1743

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

1100 | 3000 | SLOTT

MORRY | POPPA | HODAX | ANIME 1.8 NM to RW13R | RW13R

3000 — 135° — 3000 — 135° — 2300 — 2300 — 1200

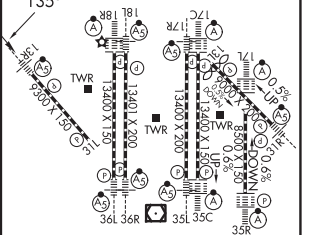
GP 3.00°

TCH 55

4.9 NM | 2.2 NM | 3.4 NM | 1.8 NM

CATEGORY	A	B	C	D
LPV DA	791/18 200 (200-½)			
LNAV/VNAV DA	991/35 400 (400-⅝)			
LNAV MDA	1080/24 489 (500-½)		1080/50 489 (500-1)	

ELEV 606 | D | TDZE 591



HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS

Amdt 4 25JAN24

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)

RNAV (GPS) Y RWY 13R

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 31L

DALLAS-FORT WORTH INTL (DFW)

WAAS CH 99703 W31A	APP CRS 315°	Rwy Ldg 9300 TDZE 581 Apt Elev 607

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.

MISSED APPROACH: Climb to 3000 direct HODAX and on track 306° to KAGLE and hold.

D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	118.425 127.075 119.4	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	

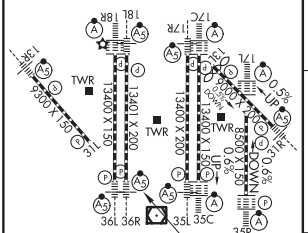
RADAR REQUIRED

MSA RW31L 25 NM
3600

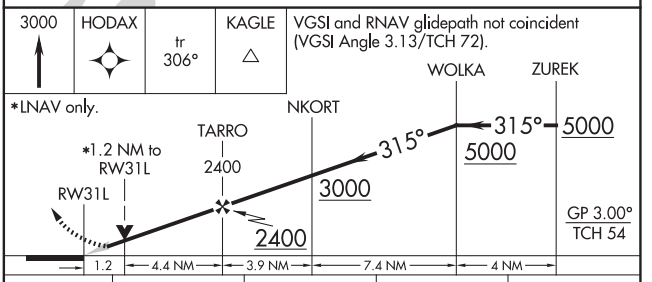
MISSED APCH FIX
126° KAGLE
4 NM 306°

306° (26)
HODAX
804
1016
RW31L
660±
734
(FAF) TARRO
2400
315° (3.9)
NKORT
3000
315° (7.4)
(IF) WOLKA
5000
315° (4)
(IAF) ZUREK
1743

ELEV 607 D TDZE 581



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA		831/40	250 (300-¾)	
LNAV/VNAV DA		907/50	326 (400-1)	
LNAV MDA	1060/55	479 (500-1)	1060-1⅜	479 (500-1⅜)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA) 25163

RNAV (GPS) Y RWY 31R

DALLAS-FORT WORTH INTL (DFW)

WAAS CH 90342 W31B	APP CRS 311°	Rwy Ldg 8373 TDZE 523 Apt Elev 607

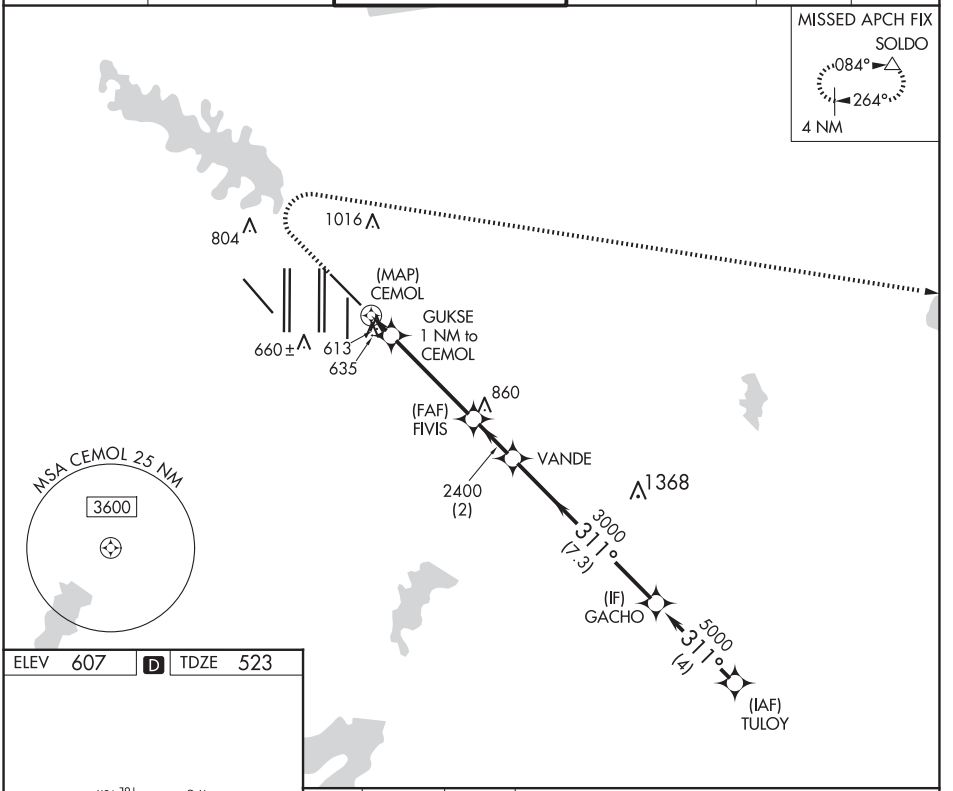
RNP APCH.

For inop ALS, increase LP Cat C/D visibility to RVR 5500 and LNAV Cat C/D visibility to RVR 6000.

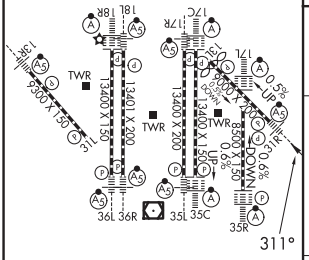
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SOLDO and hold.

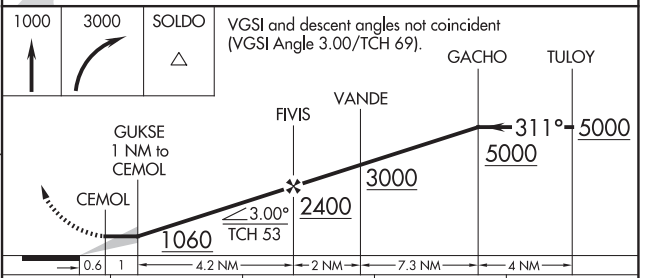
D-ATIS	LONE STAR APP CON	DFW TOWER	GND CON	CLNC DEL	CPDLC
ARR 123.775 DEP 135.925	135.5 125.2	126.55 127.5 EAST 124.15 134.9 WEST	121.65 121.8 EAST 121.85 WEST	128.25	



ELEV 607 D TDZE 523



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LP MDA	880/24 357 (300-½)		880/30 357 (300-⅝)	
LNAV MDA	940/24 417 (400-½)		940/40 417 (400-¾)	

DALLAS-FORT WORTH, TEXAS
Amdt 3A 05DEC19

32°54′N-97°02′W

DALLAS-FORT WORTH INTL (DFW)

RNAV (GPS) Y RWY 31R

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

D-ATIS ARR 123.775
DEP 135.925
DFW TOWER
124.15 134.9 (WEST)
126.55 127.5 (EAST)
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
CLNC DEL
128.25
CPDLC
PDC
D
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway Status Lights in operation.
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
VAR 2.8° E
FIELD ELEV 606
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 13L-31R
PCN 95 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-1120
RWY 13R-31L
PCN 76 R/B/W/T
S-120, D-250, 2D-485, 2D/2D2-1005
RWY 17C-35C
PCN 93 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-1120
RWY 17L-35R
PCN 91 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-1120
RWY 17R-35L
PCN 1300 R/C/W/T
S-120, D-250, 2D-550, 2D/2D2-1049
RWY 18L-36R
PCN 83 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-1066
RWY 18R-36L
PCN 90 R/C/W/T
S-120, D-250, 2D-490, 2D/2D2-985
HIRL Rwys 13L-31R, 13R-31L, 18L-36R, 18R-36L, 17C-35C, 17L-35R and 17R-35L
REIL Rwys 13L and 31L
TDZ/CL Rwys 31R, 13R, 18L, 36R, 18R, 36L, 17C, 35C, 17L, 35R, 17R and 35L
13400 X 200
13400 X 150
13401 X 200
9300 X 150
9000 X 200
8500 X 150
177.5°
177.4°
357.5°
357.4°
0.6% UP
0.6% DOWN
0.5% UP
0.5% DOWN
312.5°
132.5°
316.3°
136.2°
ILS HOLD
RWY 17L APCH HOLD
RWY 17R APCH HOLD
EAST TWR
WEST TWR
CENTER TWR
CENTRAL TERMINAL AREA
U.S. CUSTOMS
DE-ICING AREA
1E CORPORATE AVIATION RAMP
NE HOLD PAD
NW HOLD PAD
SE HOLD PAD
5E SOUTH AIR FREIGHT RAMP
EAST AIR FREIGHT
NORTH WEST AIR FREIGHT
WEST AIR FREIGHT
HANGARS
LAHSO
LAHSO HANGAR 5
WEST CARGO
FIRE STATION #1
FIRE STATION #2
FIRE STATION #3
FIRE STATION #4
FIRE STATION #5
ELEV 508
ELEV 524
ELEV 576
ELEV 563
ELEV 567
ELEV 562
ELEV 553
ELEV 602
ELEV 591
ELEV 575
ELEV 582
ELEV 577
97°01'W
97°02'W
97°03'W
97°04'W
97°05'W
32°54'N
32°53'N
97°00'W
32°55'N

(AKUNA9.AKUNA) 24305 AL-6039 (FAA)

AKUNA NINE DEPARTURE (RNAV)

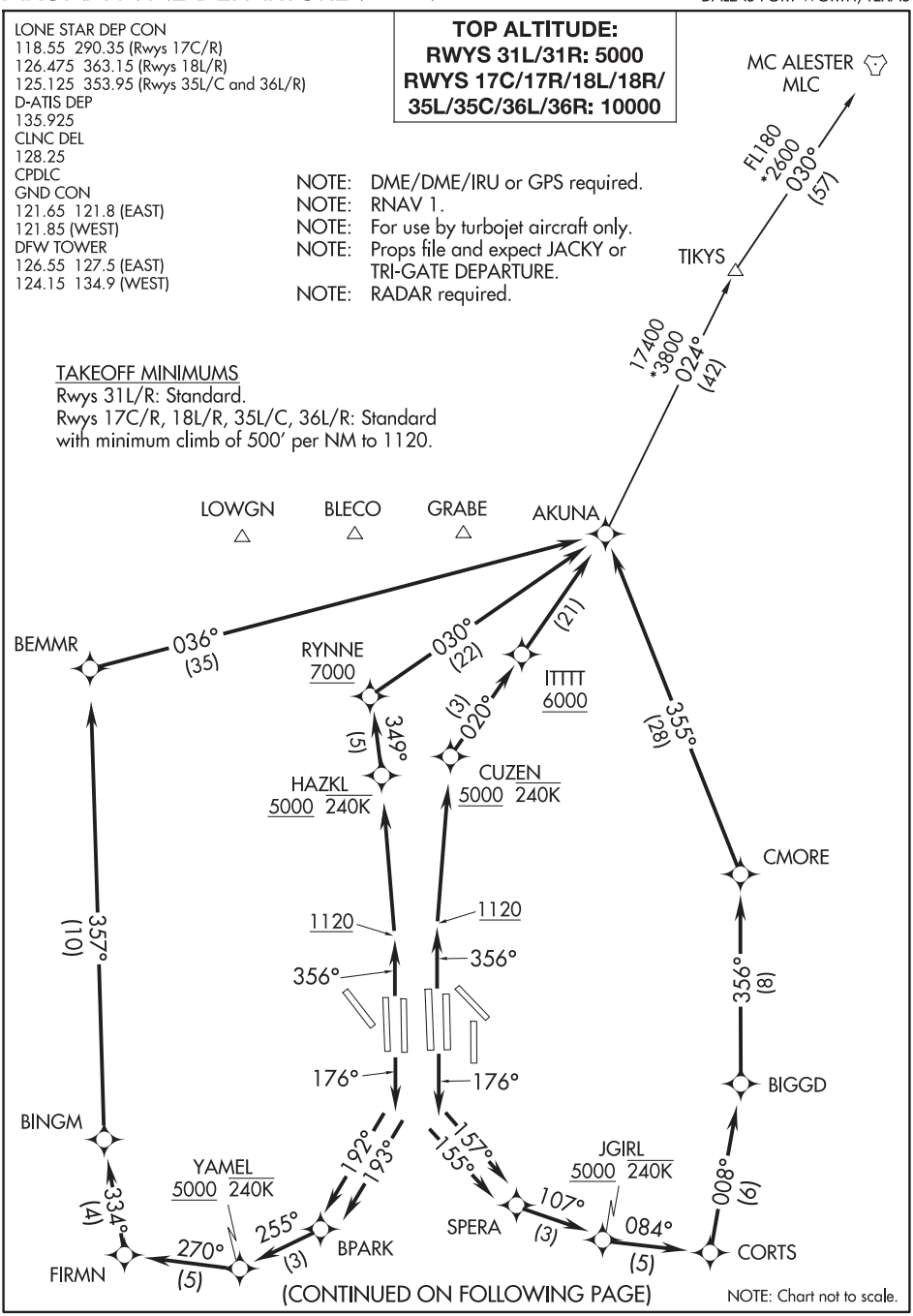
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

LONE STAR DEP CON
118.55 290.35 (Rwys 17C/R)
126.475 363.15 (Rwys 18L/R)
125.125 353.95 (Rwys 35L/C and 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)

TOP ALTITUDE:
RWYS 31L/31R: 5000
RWYS 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.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

ALIAN TWO DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

ALIAN TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

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. . . .

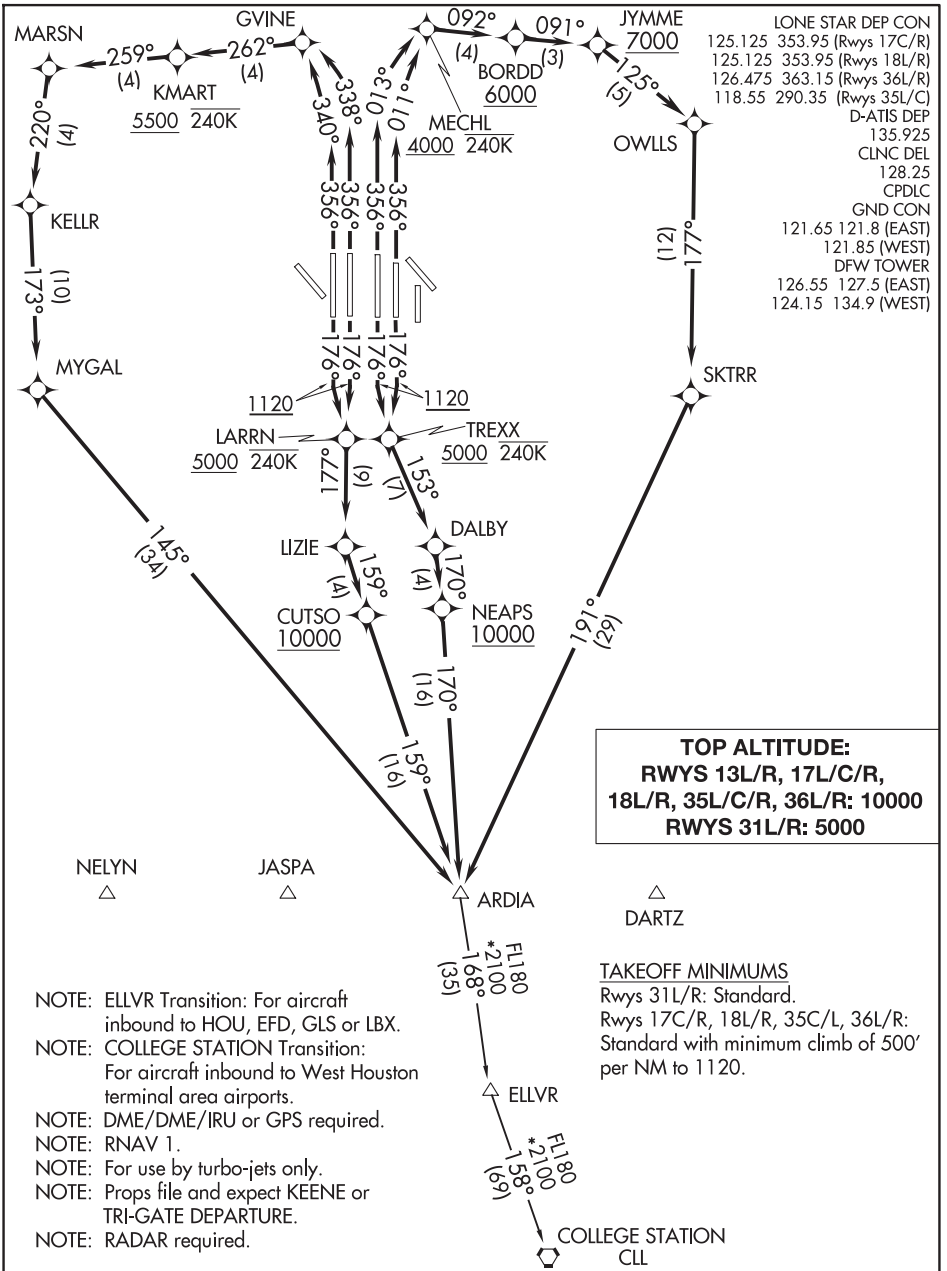
. . . .on track 267° to FUMED, then on track 267° to ALIAN.
Maintain 10000, expect filed altitude ten minutes after departure.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ARDIA SEVEN DEPARTURE (RNAV)



LONE STAR DEP CON
125.125 353.95 (Rwys 17C/R)
125.125 353.95 (Rwys 18L/R)
126.475 363.15 (Rwys 36L/R)
118.55 290.35 (Rwys 35L/C)
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)

TOP ALTITUDE:
RWYS 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: 10000
RWYS 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: 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.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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 KMART 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 KMART 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):

SC-2, 07 AUG 2025 to 02 OCT 2025

(BLECO8.BLECO) 24305 AL-6039 (FAA)

BLECO EIGHT DEPARTURE (RNAV)

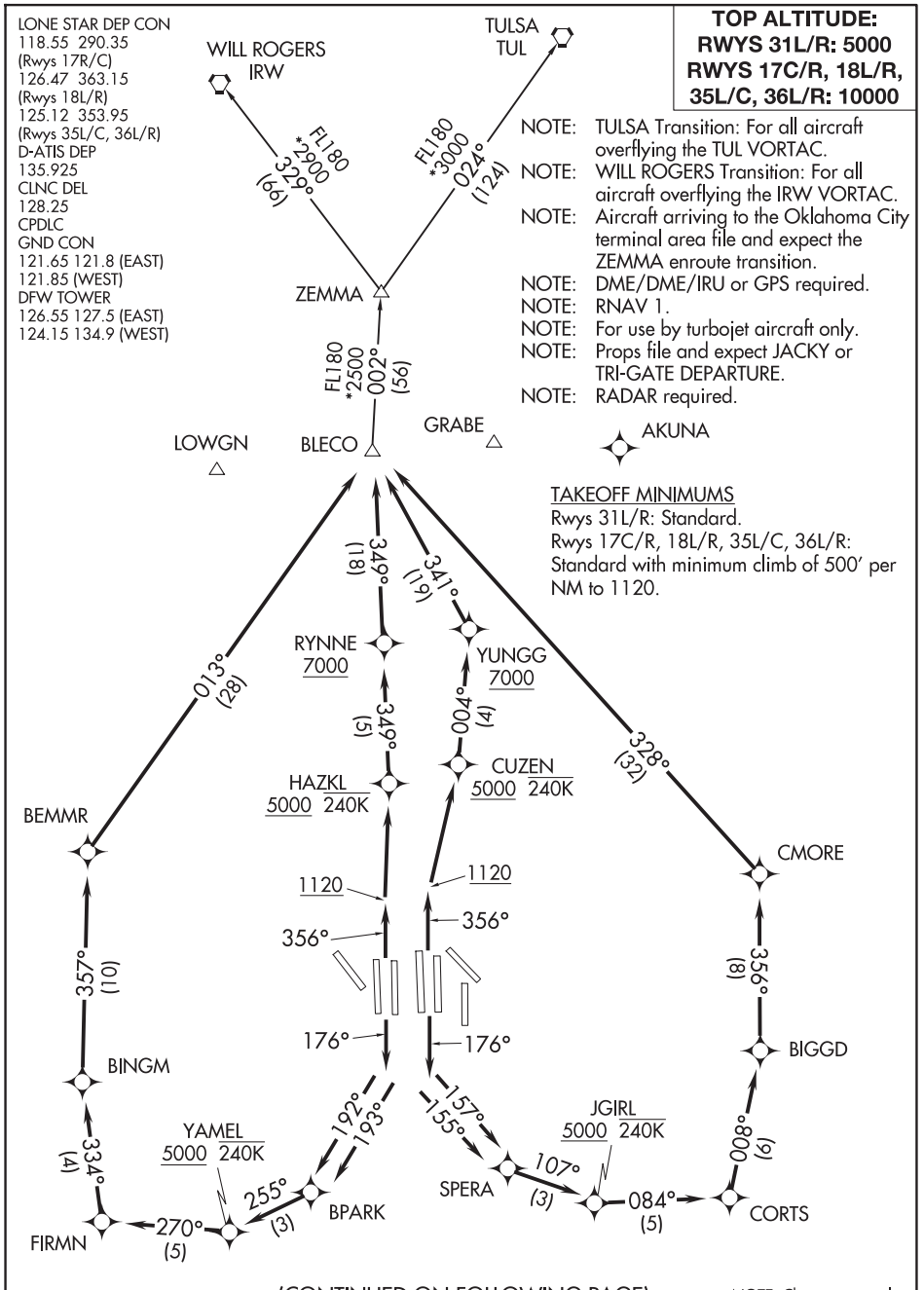
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
118.55 290.35
(Rwys 17R/C)
126.47 363.15
(Rwys 18L/R)
125.12 353.95
(Rwys 35L/C, 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)

TOP ALTITUDE:
RWYS 31L/R: 5000
RWYS 17C/R, 18L/R, 35L/C, 36L/R: 10000

NOTE: TULSA Transition: For all aircraft overflying the TUL VORTAC.
NOTE: WILL ROGERS Transition: For all aircraft overflying the IRW VORTAC.
NOTE: Aircraft arriving to the Oklahoma City terminal area file and expect the ZEMMA enroute transition.
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.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

(BOTCH1.BOTCH) 25107 AL-6039 (FAA) DALLAS-FORT WORTH INTL (DFW)

BOTCH ONE DEPARTURE (RNAV) Departure Routes

DALLAS-FORT WORTH, TEXAS

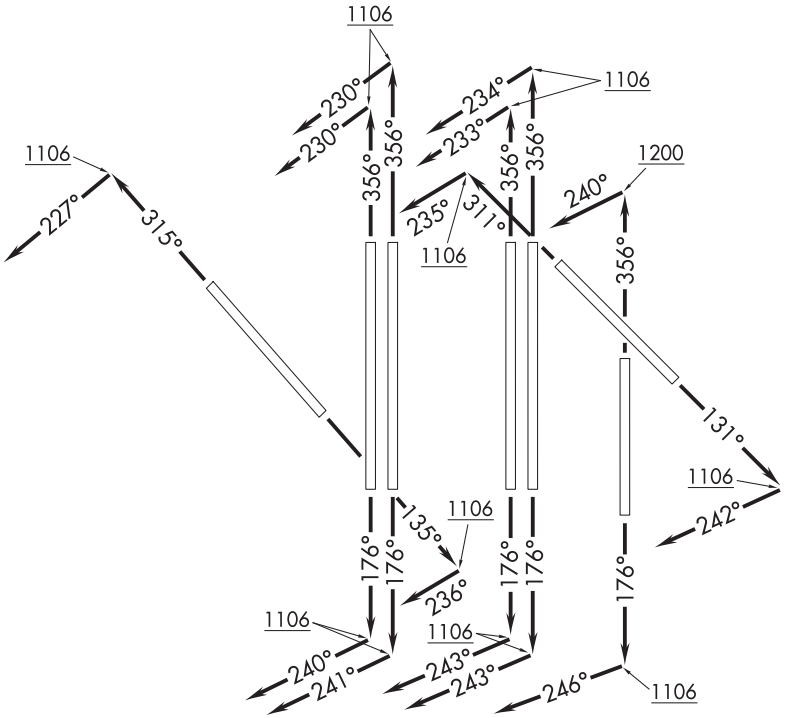
TOP ALTITUDE: ASSIGNED BY ATC

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

RADAR required for non-GPS equipped aircraft.

LONE STAR 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)
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)

TAKEOFF MINIMUMS
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245'/NM to 1200.

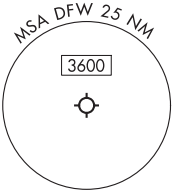


BOTCH
13000

270°
(13)

DEMII
5000

See following page for transition routes.



NOTE: ALIAN Transition: ATC assigned only.
NOTE: Props only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13L: Climb on heading 131° to 1106, then on heading 242° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 13R: Climb on heading 135° to 1106, then on heading 236° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 17L: Climb on heading 176° to 1106, then on heading 246° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAYS 17C/R: Climb on heading 176° to 1106, then on heading 243° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 18L: Climb on heading 176° to 1106, then on heading 241° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 18R: Climb on heading 176° to 1106, then on heading 240° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 31L: Climb on heading 315° to 1106, then on heading 227° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 31R: Climb on heading 311° to 1106, then on heading 235° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35L: Climb on heading 356° to 1106, then on heading 233° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35C: Climb on heading 356° to 1106, then on heading 234° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35R: Climb on heading 356° to 1200, then on heading 240° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 356° to 1106, then on heading 230° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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LONE STAR 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)
RADAR and DME required.
TOP ALTITUDE:
RWYS 13L/R, 17L/C/R, 18L/R,
31L/R, 35L/C/R, 36L/R: 2000
PANHANDLE
116.6 PNH
Chan 113
CHILDRESS
117.0 CDS
Chan 117
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
LUBBOCK
109.2 LBB
Chan 29
CORONA
115.5 CNX
Chan 102
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
MAVERICK
113.1 TTT
Chan 78
R-118
5300
297°
(87)
V114
R-127
1400
*3200
307°
(61)
R-233
SCABI
129
14000
*3000
285°
(92)
FERRA
270°
4000
*2400
285°
(37)
240°
4000
*2500
264°
(35)
CEOLA
250°
3500
*2800
(36)
PODDE
FL180
*3500
264°
(94)
KIRST
129
R-022
3000
*2800
261°
(113)
R-081
3700
253°
(96)
R-071
V66
FL180
*4700
282°
(127)
R-102
5900
305°
(66)
V62
FL180
*9300
272°
(192)
R-088
R-124
MSA TT 25 NM
2700
3600
090°
270°
N
TAKEOFF MINIMUMS
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
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)
NOTE: Chart not to scale.

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.

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LONE STAR DEP CON
118.55 290.35
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)
RADAR and DME required.
TAKEOFF MINIMUMS
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245'/NM to 1200.
TOP ALTITUDE:
RWYS 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: 10000
RWYS 31L/R: 5000
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.
MSA TTT 25 NM
2700
3600
090°
270°
LITTLE ROCK
113.9 LIT
Chan 86
TEXARKANA
116.3 TXK
Chan 110
BONHAM
114.6 BYP
Chan 93
MAVERICK
113.1 TTT
Chan 78
BELCHER
117.4 EIC
Chan 121
GREGG COUNTY
112.9 GGG
Chan 76
ORTRO
COBUG
NOBLY
TRISS
SHERO
SOLDO
CLARE
POTEN
SHRLY
TEKBE
R-320
R-244
R-187
R-180
R-181
R-182
R-184
R-259
R-346
N
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading, maintain 5000, thence. . . .

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: Climb on assigned heading, maintain 10000, 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.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

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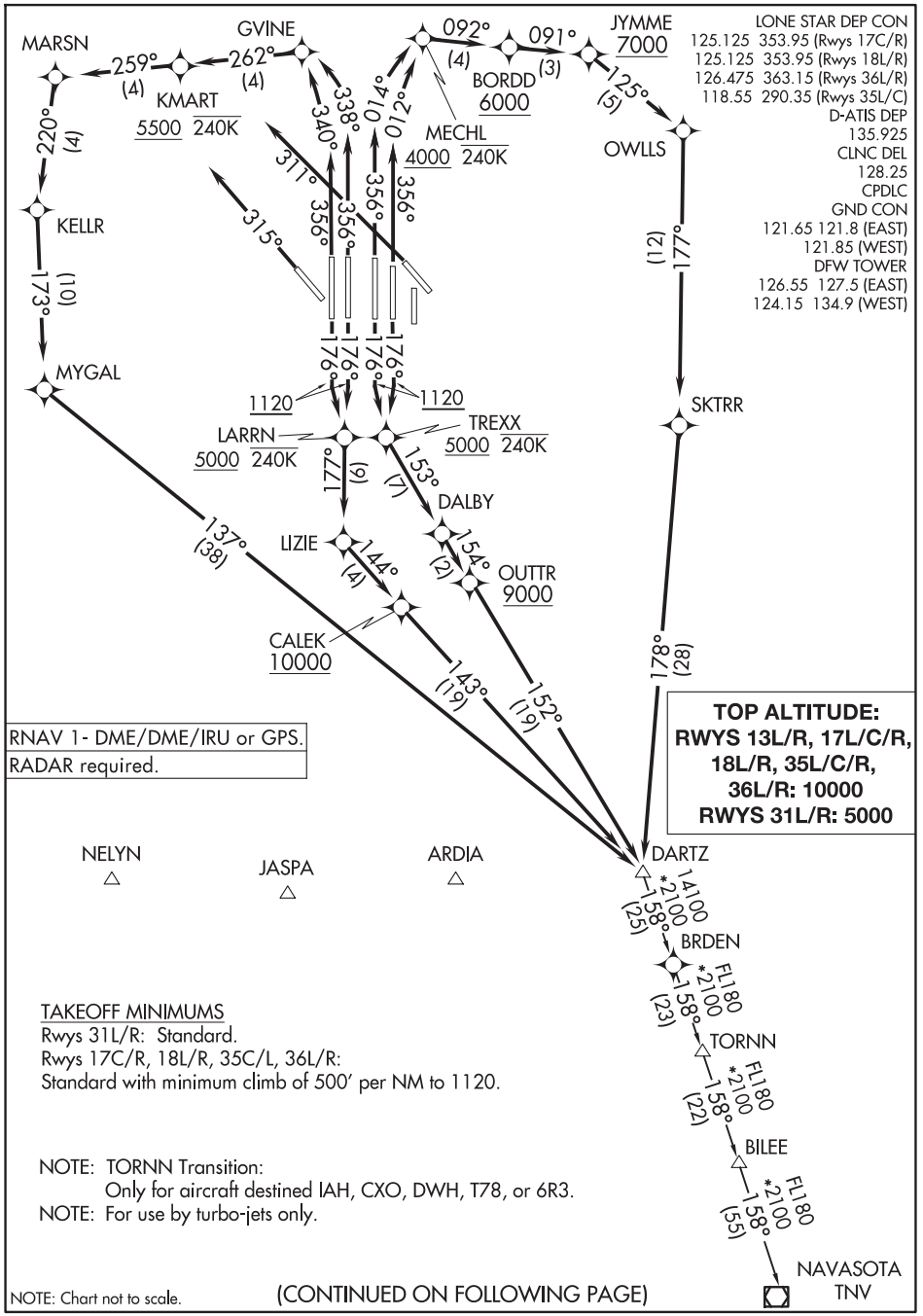
DARTZ NINE DEPARTURE (RNAV)



DARTZ NINE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

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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 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):

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FORCK THREE DEPARTURE (RNAV)

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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 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 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.

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GARLAND SIX DEPARTURE

(GARL6.TTT) 17APR25

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

LONE STAR DEP CON
118.55 290.35
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)

TOP ALTITUDE:
RWYS 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: 10000
RWYS 31L/R: 5000

RADAR and DME required.

NOTE: SOLDO Transition: ATC assigned.
NOTE: For all aircraft requesting FL230 and below.
NOTE: For all aircraft requesting FL240 and above expect DALLAS DEPARTURE.
NOTE: Jets maintain 240K until leaving 5000.

BONHAM
114.6 BYP
Chan 93

PARIS
113.6 PRX
Chan 83

TEXARKANA
116.3 TXK
Chan 110

MAVERICK
113.1 TTT
Chan 78

GREGG COUNTY
112.9 GGG
Chan 76

TYLER
114.2 TYR
Chan 89

NOBLY
TRISS
CLARE
ECKEY
SHERO
SOLDO
ROCKK

R-131
R-184
R-182
R-180
R-181
R-221
R-244
R-279
R-303

5000 *2000 041° (29)
5000 *2300 064° (24) 62
5000 *2100 064° (38)
5000 *2300 074° (36)
3000 *2300 084° (36)
5000 *2100 074° (39)
76
7500 *2100 064° (79)
094° 3500 *2400 (36)
3500 *2100 094° (22) 59
3500 *2500 099° (60)
3500 *2200 123° (32)

N

MSA TTT 25 NM
2700
090° 270°
3600

TAKEOFF MINIMUMS
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245'/NM to 1200.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

GARLAND SIX DEPARTURE

(GARL6.TTT) 25107

AL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading, maintain 5000, thence. . .

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: Climb on assigned heading, maintain 10000, thence. . .

. . .for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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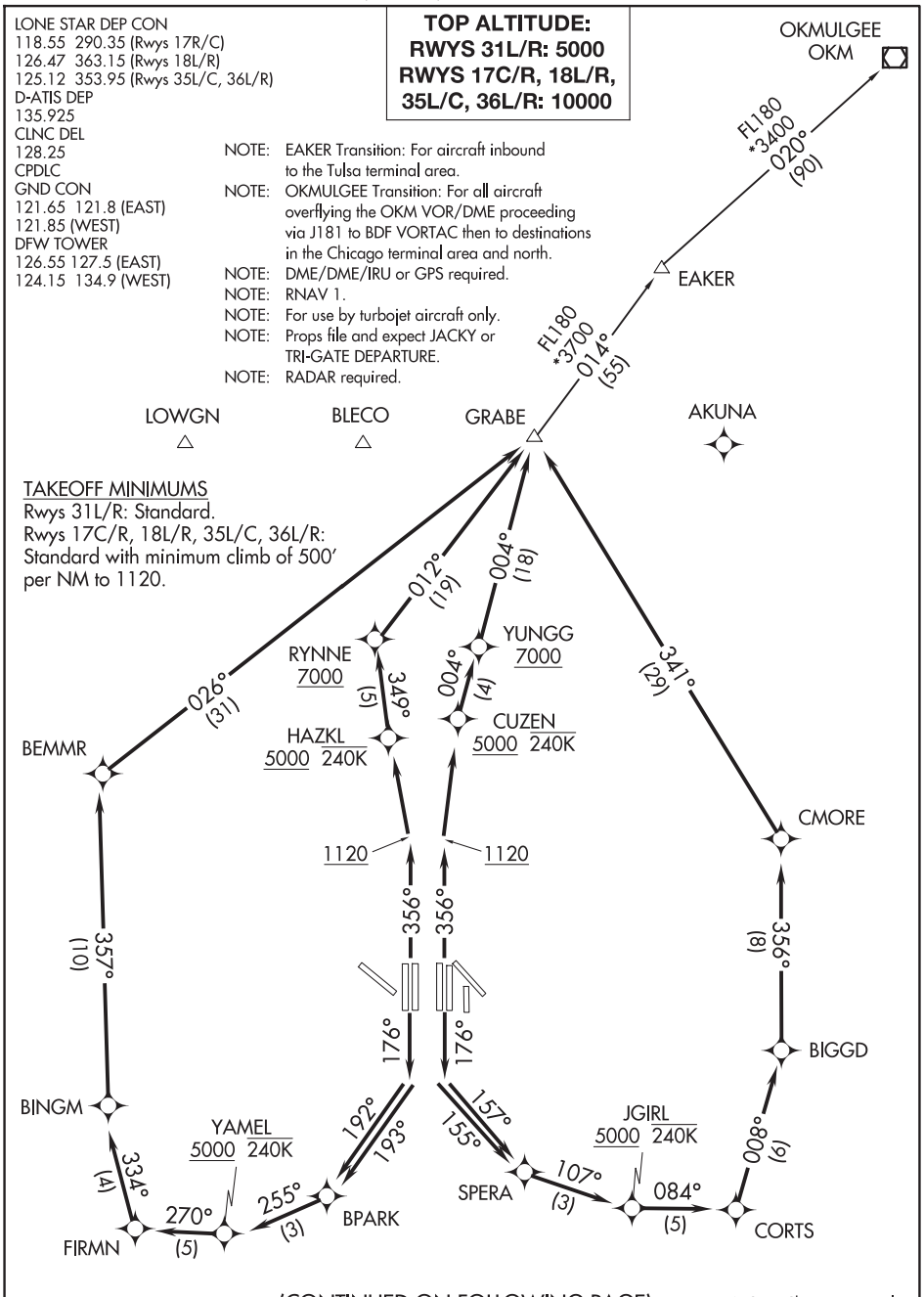
GRABE EIGHT DEPARTURE (RNAV)

LONE STAR DEP CON
118.55 290.35 (Rwys 17R/C)
126.47 363.15 (Rwys 18L/R)
125.12 353.95 (Rwys 35L/C, 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)

TOP ALTITUDE:
RWYS 31L/R: 5000
RWYS 17C/R, 18L/R, 35L/C, 36L/R: 10000

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: RNAV 1.
NOTE: For use by turbojet aircraft only.
NOTE: Props file and expect JACKY or TRI-GATE DEPARTURE.
NOTE: RADAR required.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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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)

HRPER THREE DEPARTURE (RNAV)

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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)

LONE STAR DEP CON 126.47 363.15
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)
TOP ALTITUDE: RWYS 17C/R, 18L/R, 35C/L, 36L/R: 10000 RWYS 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.
HUDAD
HRPER
KATZZ
ALIAN
WSTEX
MUTEE
DBLSS
RUFFS
PGLET
TYGGR
FUMED
LYNDE
ROOOO
RBBIT
FIRMN
TULUY
HAZKL 5000 240K
BPARK
YAMEL 5000 240K
10000 *3000 290° (66)
10000 *3600 290° (27)
255° (31)
294° (28)
277° (4)
255° (3)
270° (5)
346°
348°
356°
356°
1120
176°
176°
192°
193°
203°
205°
N
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.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale

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.

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TOP ALTITUDE: 2000

RNAV 1 - GPS. From BLECO, DECKK, NOOGY, ROLLS, ZEMMA.

RADAR required.

LONE STAR DEP CON
118.1 306.95
(Rwys 31L/R, 35L/C/R, 36 L/R)
135.975 379.9
(Rwys 13L/R, 17L/C/R, 18L/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)

ROLLS

TULSA
114.4 TUL
Chan 91

TAKEOFF MINIMUMS
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245'/NM to 1200.

WILL ROGERS
114.1 IRW
Chan 88

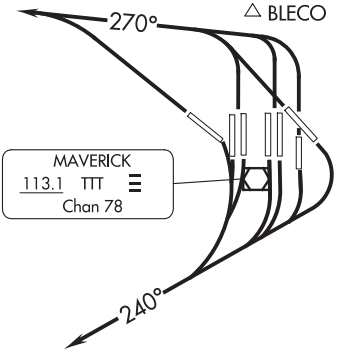
DECKK

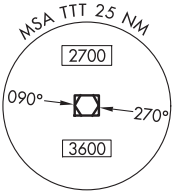
NOOGY

ZEMMA

NOTE: Applicable in RADAR environment and for non-turbojet aircraft.
NOTE: BLECO Transition: ATC assigned.

ARDMORE
116.7 ADM
Chan 114





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.

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(JASPA7.JASPA) 24305 AL-6039 (FAA)

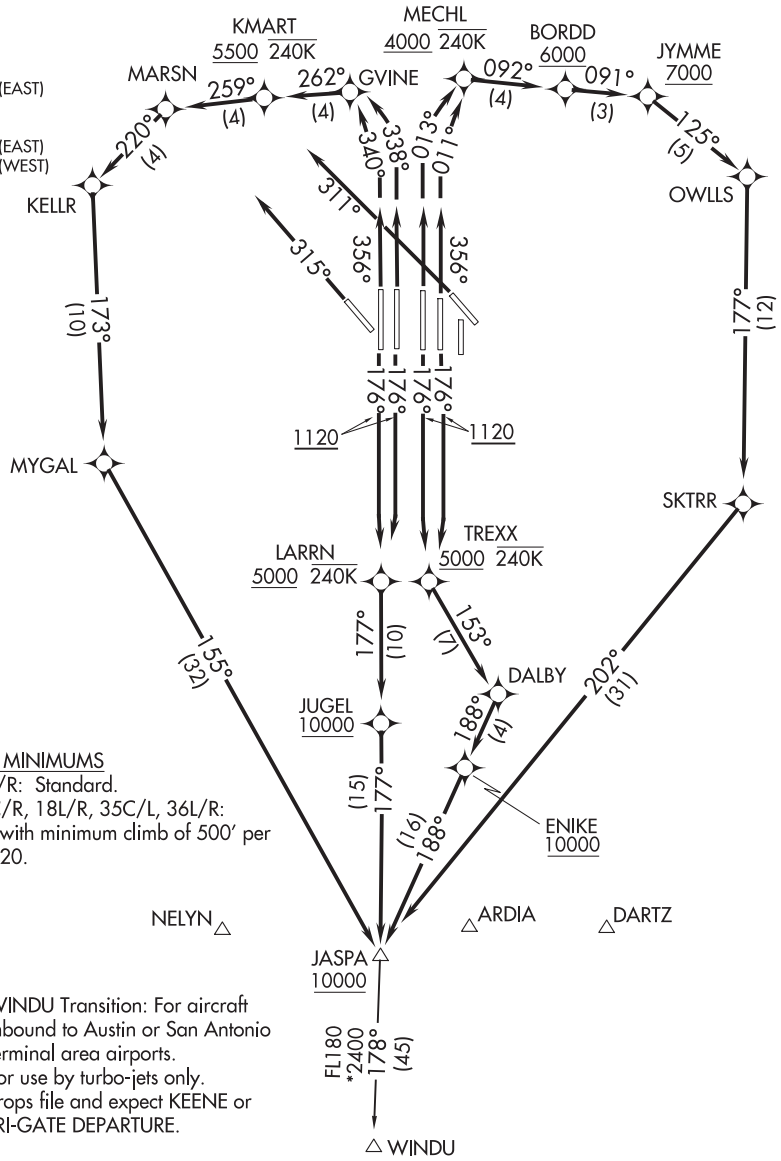
JASPA SEVEN DEPARTURE (RNAV)

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

LONE STAR DEP CON
125.125 353.95 (Rwys 17C/R)
125.125 353.95 (Rwys 18L/R)
126.475 363.15 (Rwys 36L/R)
118.55 290.35 (Rwys 35L/C)
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)

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

TOP ALTITUDE:
RWYS 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: 10000
RWYS 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: Props file and expect KEENE or TRI-GATE DEPARTURE.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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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 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 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 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 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.

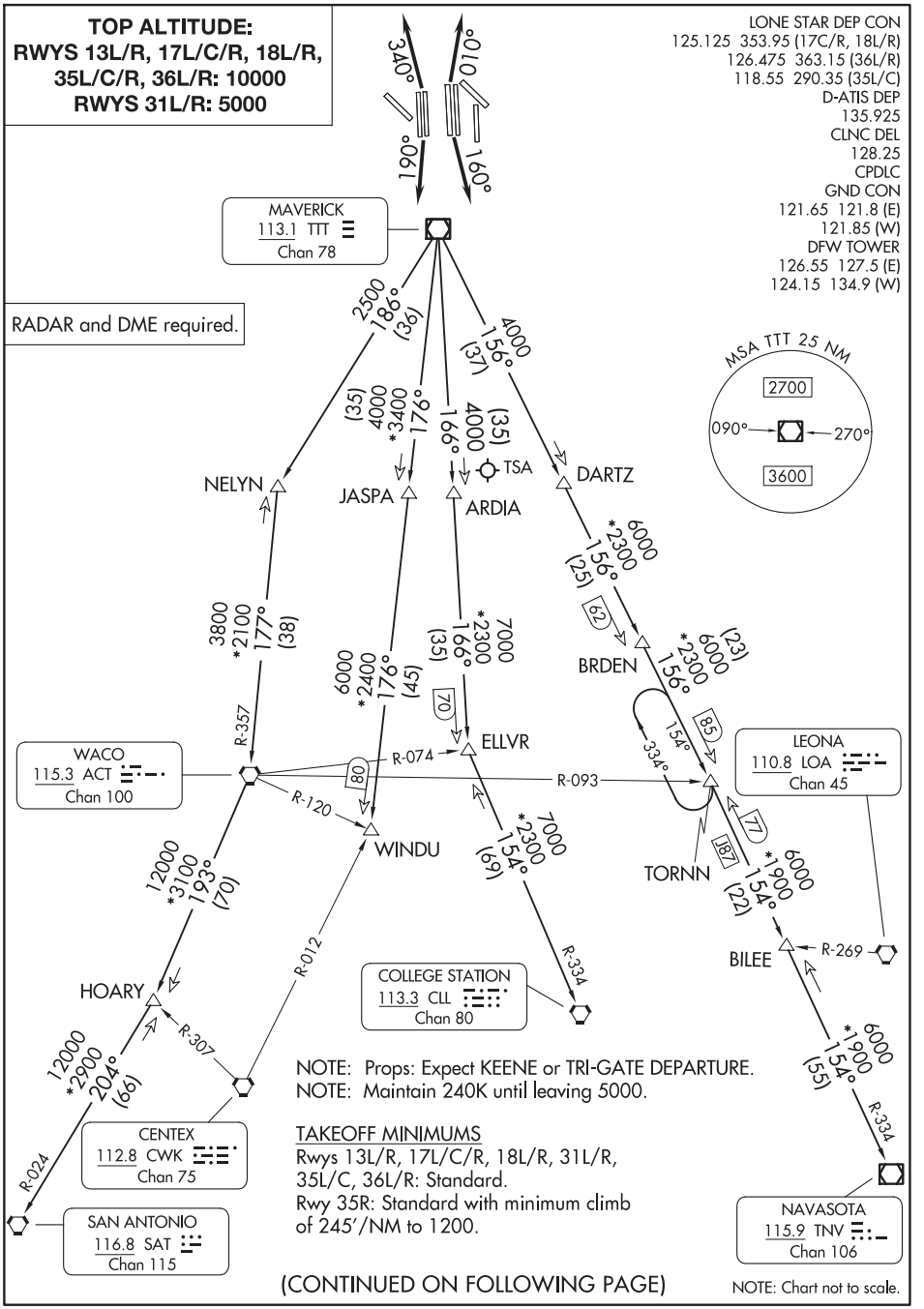
WINDU TRANSITION (JASPA7.WINDU):

SC-2, 07 AUG 2025 to 02 OCT 2025

(JPOOL8.TTT) 25219 AL-6039 (FAA)

JOE POOL EIGHT DEPARTURE

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



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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 (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

KATZZ TWO DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

KATZZ TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

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 KMART 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 KMART 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 KMART 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 KMART 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 SIX DEPARTURE

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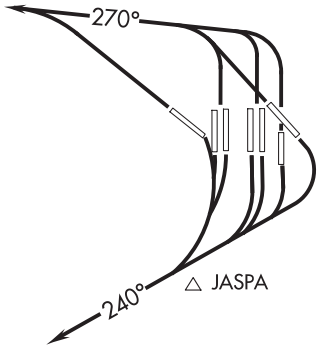
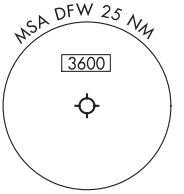
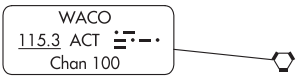
LONE STAR DEP CON
135.975 379.9 (Rwys 13L/R, 17L/C/R, 18L/R)
118.1 306.95 (Rwys 31L/R, 35L/C/R, 36L/R)
D-ATIS DEP
135.925
CLNC DEL
128.25
CPDLC
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)

RADAR required.

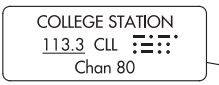
TOP ALTITUDE: 2000

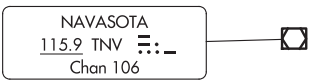






NOTE: For non-Turbojet aircraft only.
NOTE: JASPA TRANSITION: ATC assigned.





TAKEOFF MINIMUMS
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: 300-1¾ or standard with minimum climb of 230'/NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/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 RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb on heading 240° for RADAR vectors to appropriate FIX, maintain 2000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Climb on heading 270° for RADAR vectors to appropriate FIX, maintain 2000 and expect filed altitude 10 minutes after departure.

KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

JETS

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C/R, 36L/R: Climb on assigned heading for RADAR vectors to appropriate route, thence. . .

. . .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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C/R, 36L/R: Climb on assigned heading for RADAR vectors to SALVE. Thence . . . .

. . . . 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)

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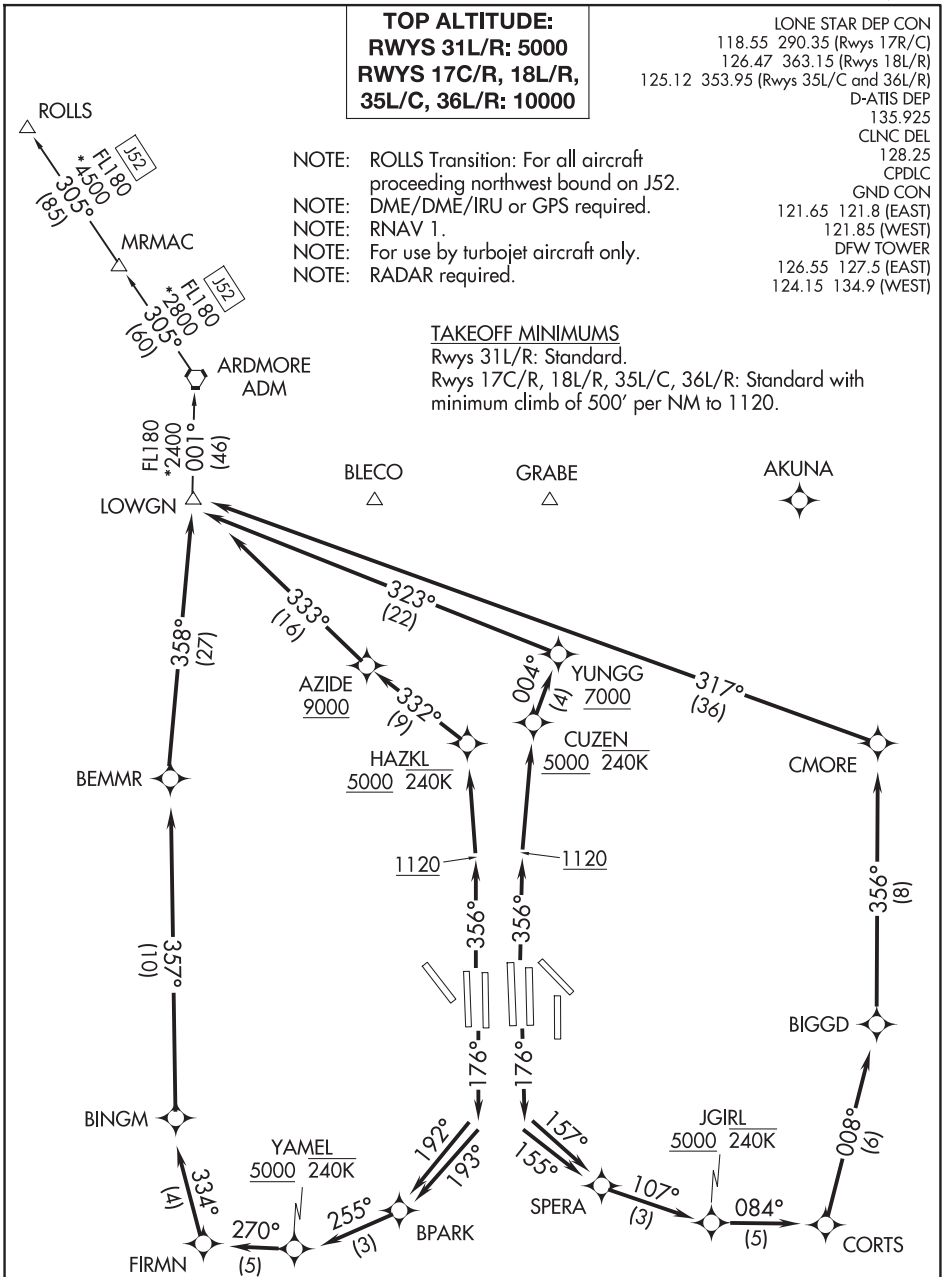
SC-2, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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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 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)

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
118.55 290.35
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: BDDAY Transition: ATC assigned only.
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.
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.
MECHL
4000
092°
(4)
BORDD
6000
091°
(3)
JYMME
7000
121°
(33)
085°
(31)
100°
(5)
TREXX
5000
1120
011°
013°
023°
025°
356°
356°
176°
176°
169°
168°
ZERLU
TRRCH
HANUH
JOLEN
SWDIA
JAYXX
LYING
FORCK
ZACHH
TRYTN
N
10000
*2000
090°
(25)
THHOR
10000
*2600
091°
(54)
JJANE
MRSSH
10000
*2100
104°
(70)
ZALEA
114°
*10000
*1900
(35)
BDDAY
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

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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 . . . .

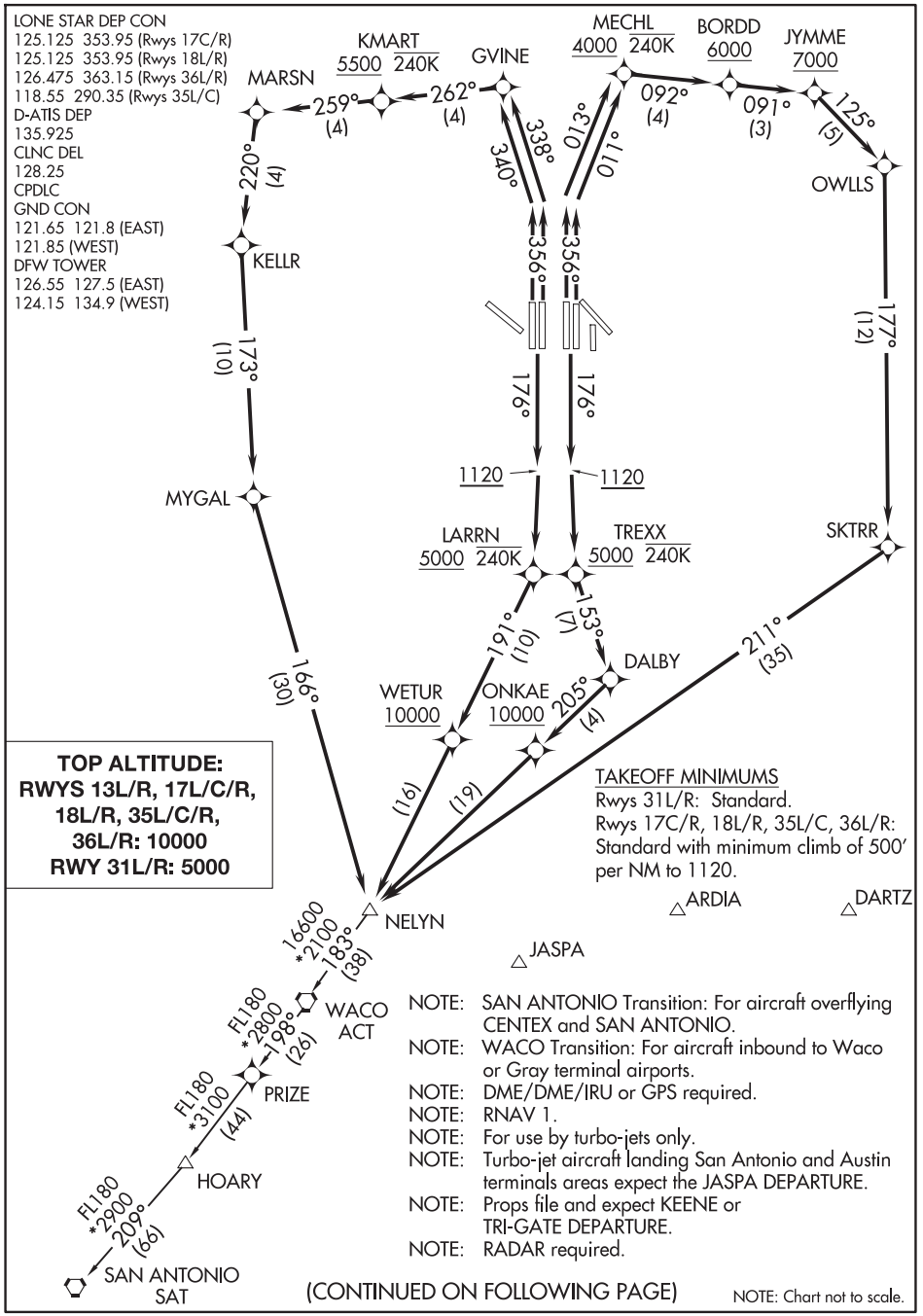
. . . . on track 090° to JJANE, then on track 091° to MRSSH, then on (transition). Maintain 10000, expect filed altitude 10 minutes after departure.

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)

NELYN SIX DEPARTURE (RNAV)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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 340° to GVINE, then on course 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 338° to GVINE, then on course 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.

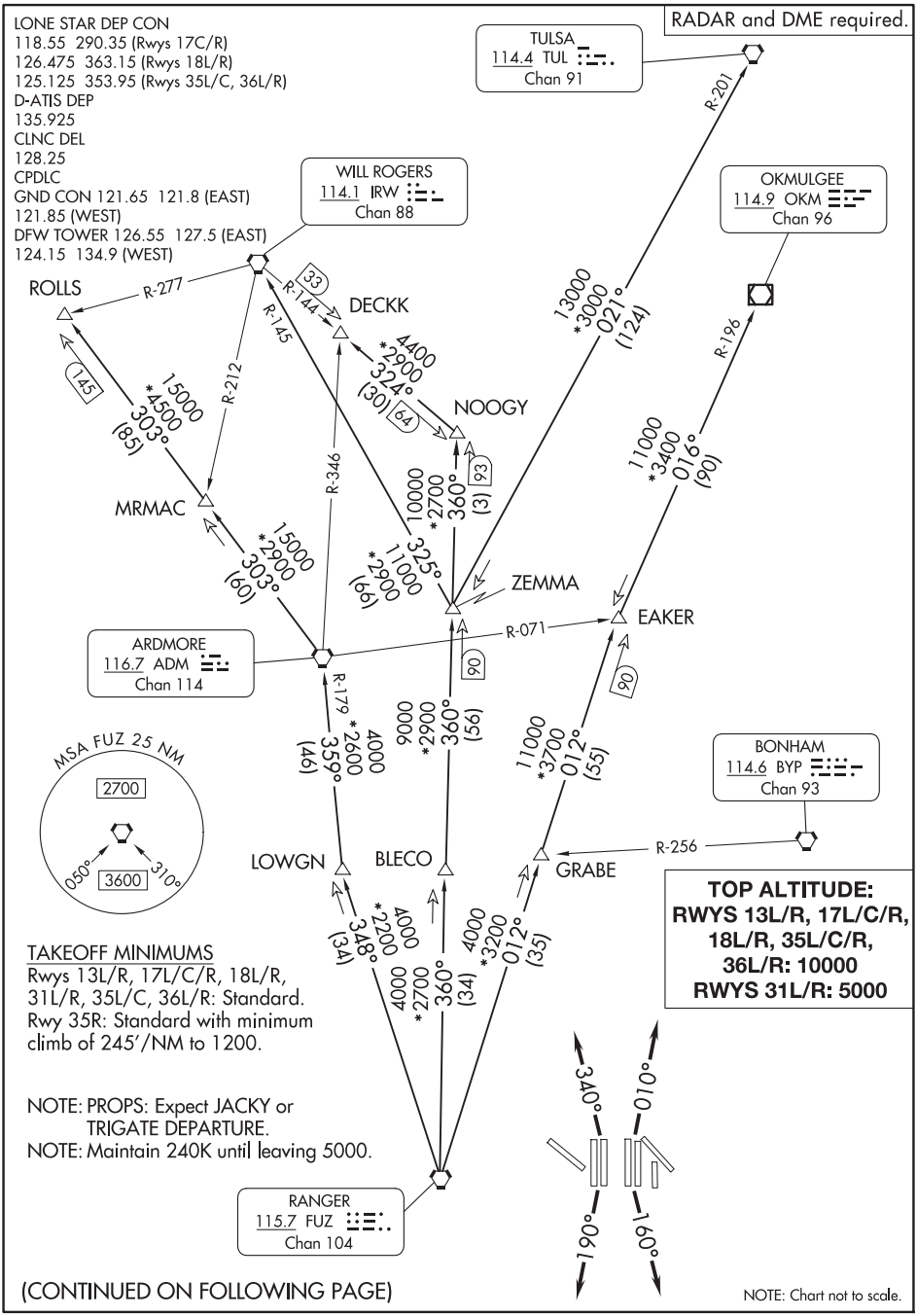
. . . .(transition) Maintain 10000, expect filed altitude ten minutes after departure.

HOARY TRANSITION (NELYN6.HOARY):

SAN ANTONIO TRANSITION (NELYN6.SAT):

WACO TRANSITION (NELYN6.ACT):

TEXOMA FIVE DEPARTURE



SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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. . . .

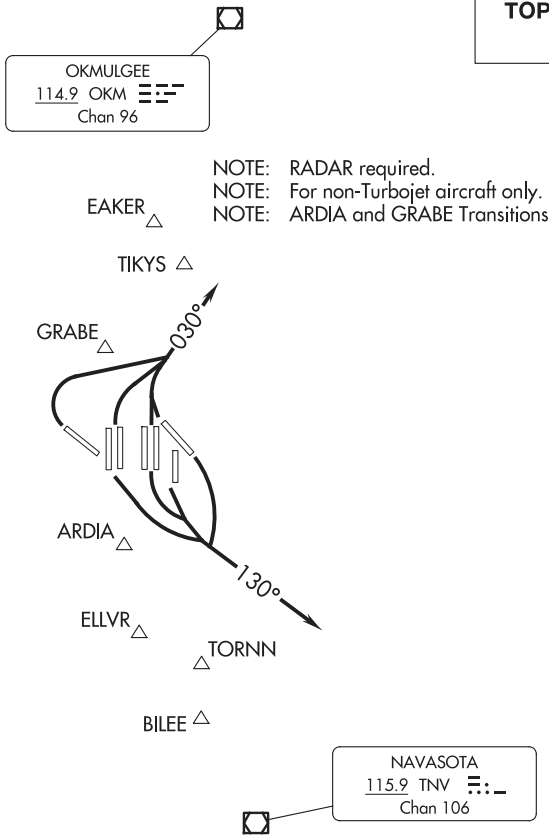
. . . .for RADAR vectors to appropriate route and expect filed altitude 10 minutes after departure.

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.

LONE STAR DEP CON
124.3 282.275 (NORTH)
125.2 343.65 (SOUTH)
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)

TOP ALTITUDE: 2000



TAKEOFF MINIMUMS
Rwy 35R: NA-ATC.
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TRYTN FOUR DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

TRYTN FOUR DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

ZACHH FOUR DEPARTURE (RNAV)

ZACHH FOUR DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

DECATUR, TEXAS | AL-6190 (FAA) | 25107

WAAS	APP CRS	Rwy Idg	4200
CH 40107	169°	TDZE	1047
W17A		Apt Elev	1047

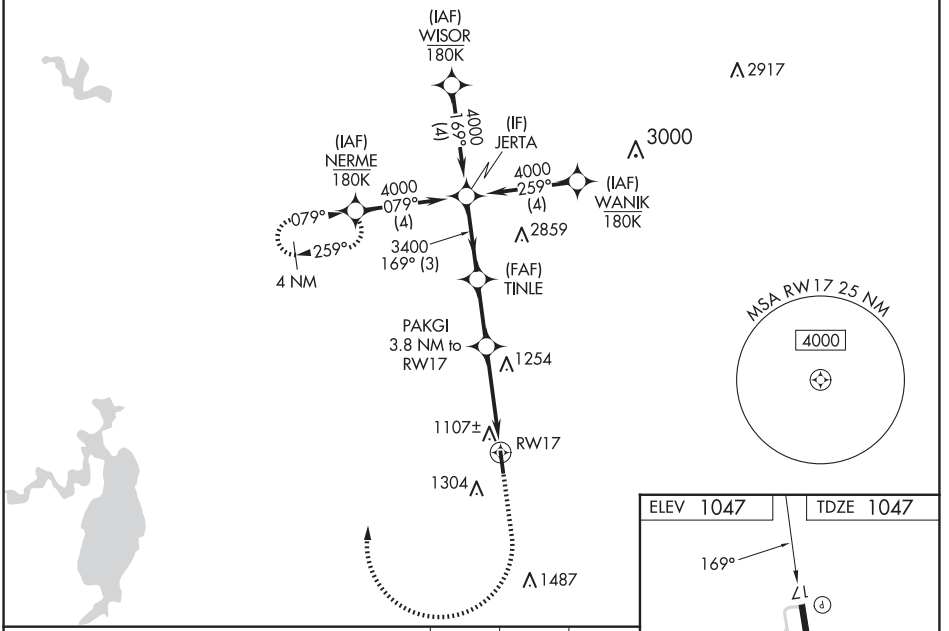
RNAV (GPS) RWY 17
DECATUR MUNI (LUD)

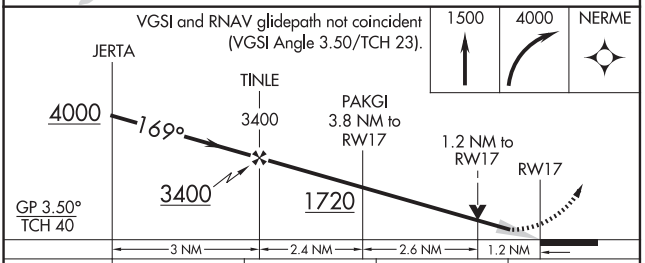
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using FTW altimeter setting. When local altimeter setting not received, use FTW altimeter setting and increase LPV DA to 1408 feet; increase LNAV/VNAV DA to 1466 feet and all visibilities ⅛ SM; increase all MDAs 120 feet.

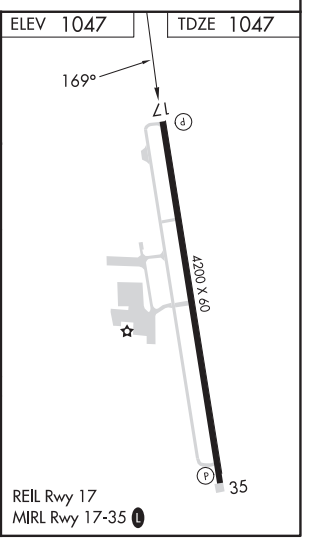
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct NERME and hold, continue climb-in-hold.

AWOS-3	LONE STAR APP CON	UNICOM
118.225	118.1 306.95	122.8(CTAF) L





CATEGORY	A	B	C	D
LPV DA	1297-1	250 (300-1)	NA	
LNAV/VNAV DA	1355-1	308 (400-1)	NA	
LNAV MDA	1500-1	453 (500-1)	NA	
C CIRCLING	1600-1	553 (600-1)	NA	



DECATUR, TEXAS
Amdt 1 17APR25

33°15'N-97°35'W

DECATUR MUNI (LUD)
RNAV (GPS) RWY 17

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WAAS	APP CRS	Rwy Idg	4200
CH 53447	349°	TDZE	1047
W35A		Apt Elev	1047

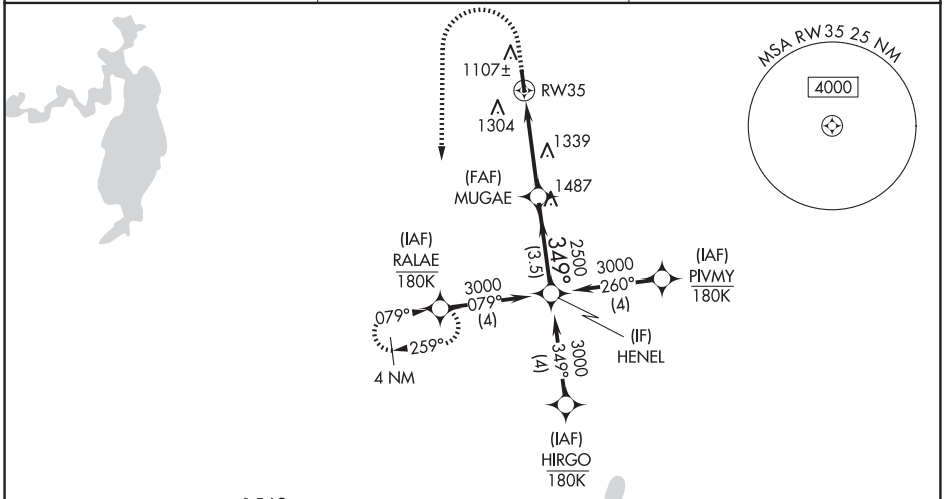
RNAV (GPS) RWY 35
DECATUR MUNI (LUD)

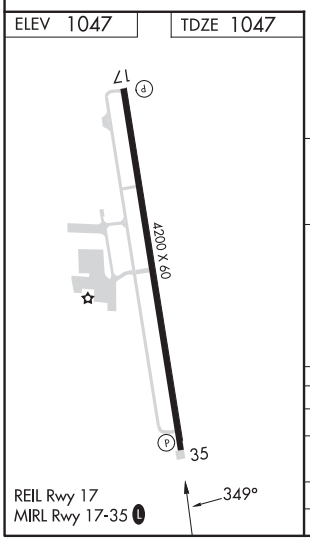
RNP APCH - GPS.

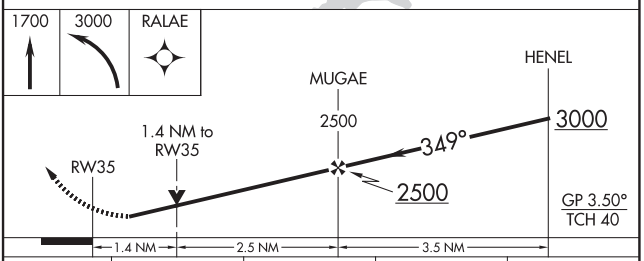
Rwy 35 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using FTW altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use FTW altimeter setting and increase LPV DA to 1408 feet; increase LNAV/VNAV DA to 1661 feet and all visibilities ⅜ SM; increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct RALAE and hold.

AWOS-3	LONE STAR APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1297-1	250 (300-1)	NA	
LNAV/VNAV DA	1550-1⅜	503 (600-1⅜)	NA	
LNAV MDA	1600-1	553 (600-1)	NA	
C CIRCLING	1600-1	553 (600-1)	NA	

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SC-2, 07 AUG 2025 to 02 OCT 2025

DECATUR, TEXAS | AL-6190 (FAA) | 24305

VOR/DME RWY 17

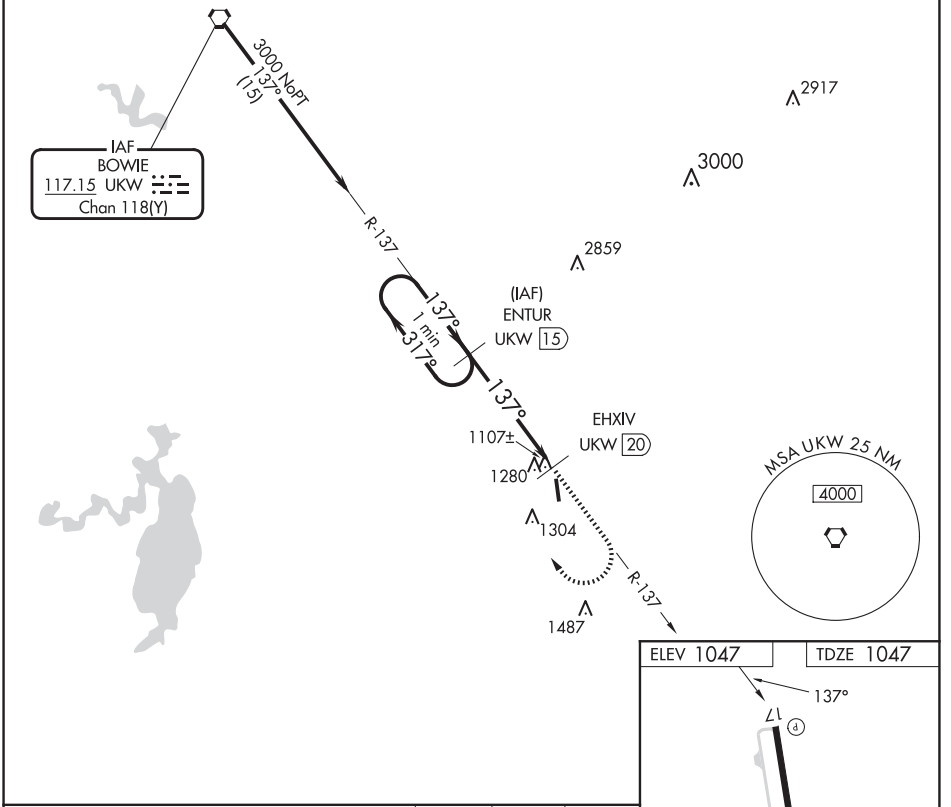
DECATUR MUNI (LUD)

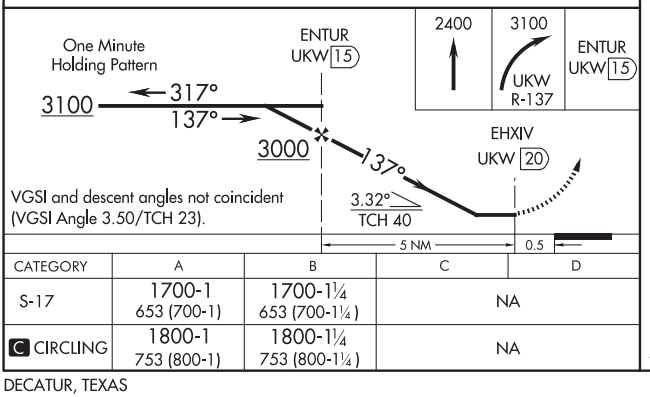
VORTAC UKW	APP CRS	Rwy Idg	4200
117.15	137°	TDZE	1047
Chan 118 (Y)		Apt Elev	1047

T
A NA 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 ENTUR/15 DME and hold.

AWOS-3	LONE STAR APP CON	UNICOM
118.225	118.1 306.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1700-1 653 (700-1)	1700-1¼ 653 (700-1¼)	NA	
C CIRCLING	1800-1 753 (800-1)	1800-1¼ 753 (800-1¼)	NA	

DECATUR, TEXAS
Amdt 2B 08OCT20

33°15′N-97°35′W

DECATUR MUNI (LUD)

VOR/DME RWY 17

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BOTCH ONE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

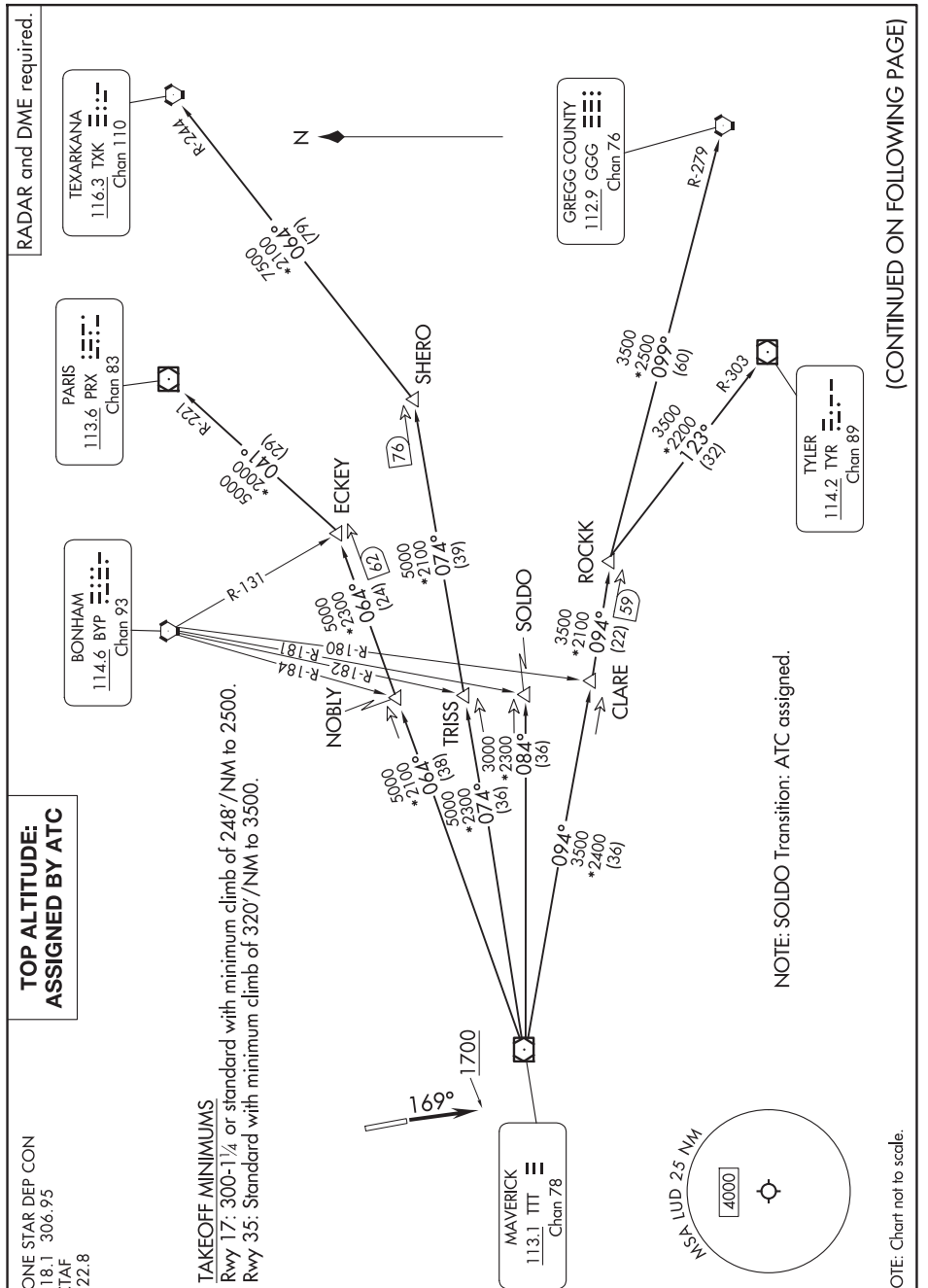
TAKEOFF RUNWAY 17: Climb on heading 169° to 1700, then on heading 143° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 349° to 1547, then on heading 144° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025


RADAR and DME required.
TOP ALTITUDE: ASSIGNED BY ATC
LONE STAR DEP CON
118.1 306.95
CTAF
122.8
TAKEOFF MINIMUMS
Rwy 17: 300-1¼ or standard with minimum climb of 248'/NM to 2500.
Rwy 35: Standard with minimum climb of 320'/NM to 3500.
BONHAM
114.6 BYP
Chan 93
PARIS
113.6 PRX
Chan 83
TEXARKANA
116.3 TXK
Chan 110
GREGG COUNTY
112.9 GGG
Chan 76
TYLER
114.2 TYR
Chan 89
MAVERICK
113.1 TTT
Chan 78
N
R-131
R-221
R-244
R-279
R-303
R-180
R-181
R-182
R-184
ECKEY
SHERO
NOBLY
TRISS
SOLDO
ROCKK
CLARE
5000 *2300 064° (24)
5000 *2100 074° (39)
5000 *2100 064° (38)
5000 *2300 074° (36)
3000 *2300 084° (36)
3500 *2400 094° (36)
3500 *2100 094° (22)
3500 *2500 099° (60)
3500 *2200 123° (32)
5000 *3000 041° (29)
7500 *2100 064° (79)
76
62
59
1700
169°
MSA LUD 25 NM
4000
NOTE: SOLDO Transition: ATC assigned.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

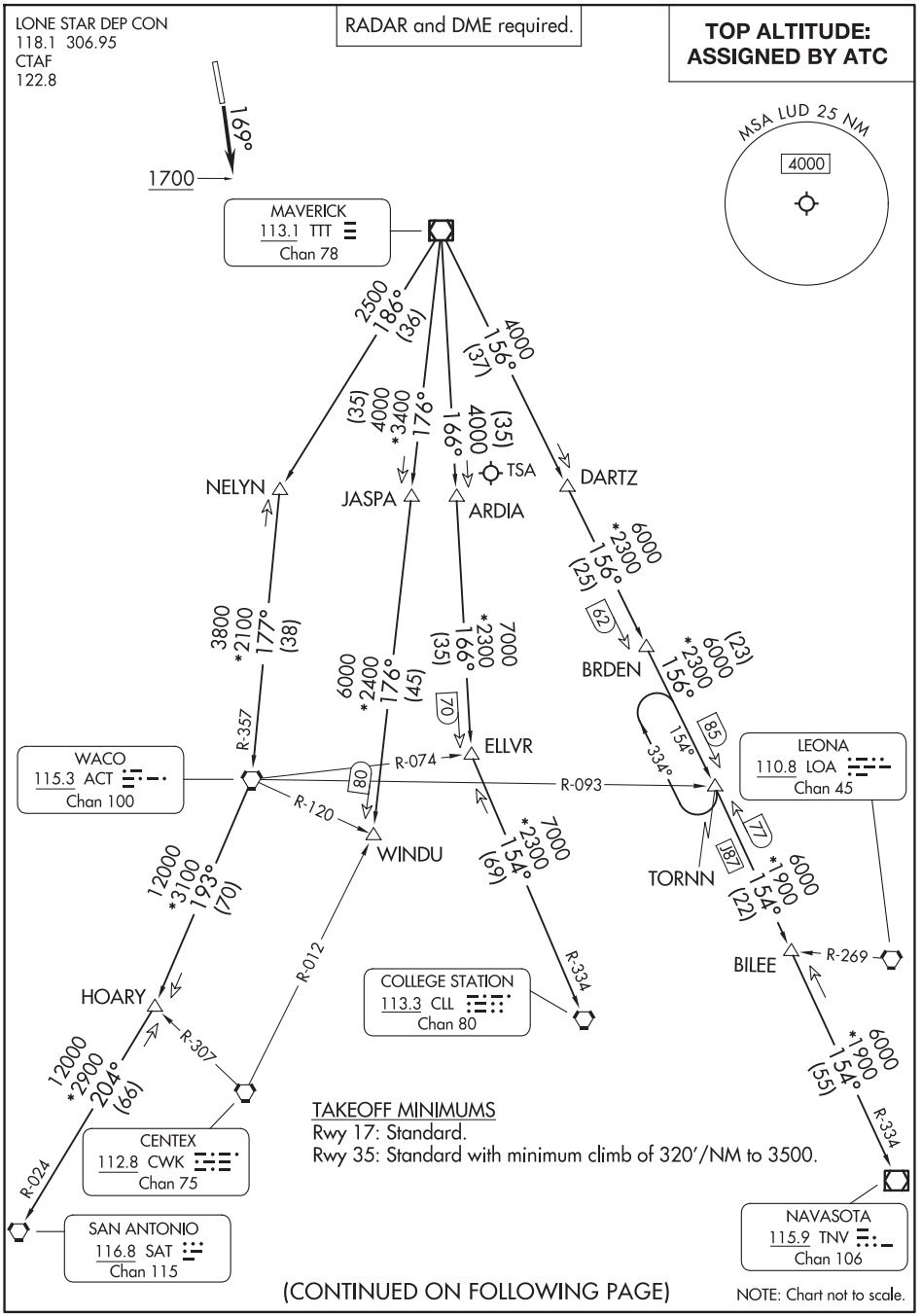
TAKEOFF RUNWAY 17: Climb on heading 169° to 1700 before proceeding north.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



JOE POOL EIGHT DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 169° to 1700 before proceeding north.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° to 1700 before proceeding north.

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

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 (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)

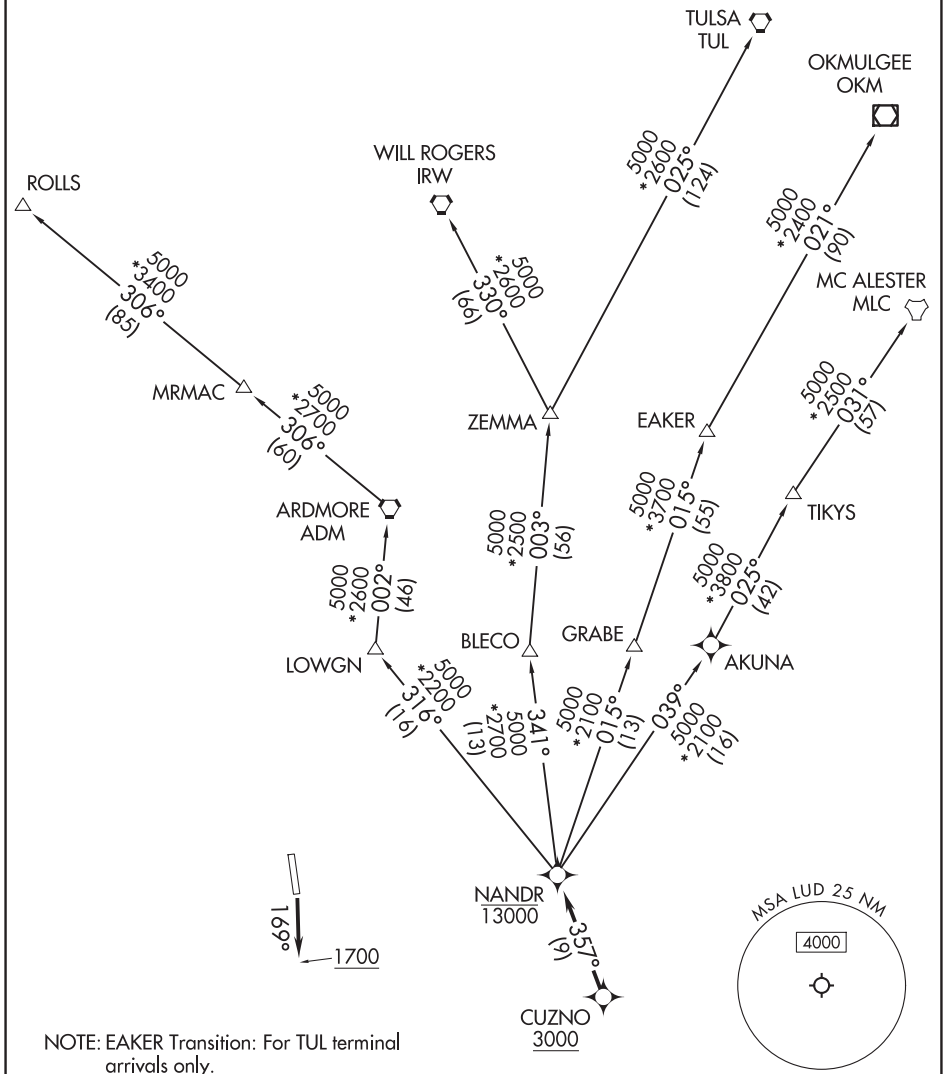
SC-2, 07 AUG 2025 to 02 OCT 2025

NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
118.1 306.95

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
Rwy 17: 300-1¼ or standard with minimum climb of 248'/NM to 2500.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° 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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18L

DENTON ENTERPRISE (DTO)

LOC I-DTO	APP CRS		18L	18R
109.1	177°	Rwy Ldg	6502	5003
		TDZE	642	643
		Apt Elev	643	643

ADF required. RADAR required for procedure entry.

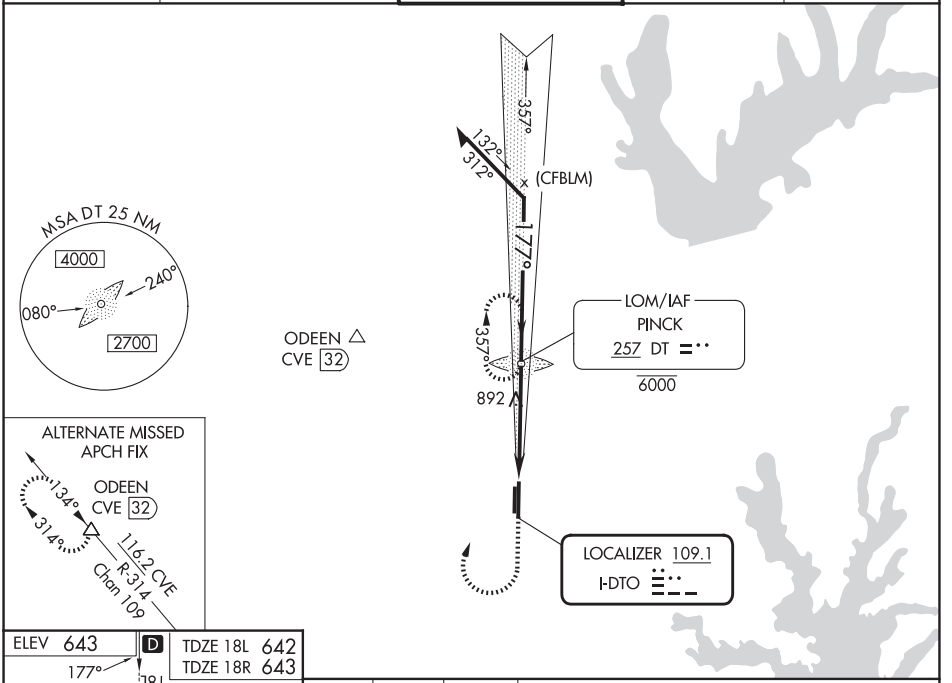
MALSR

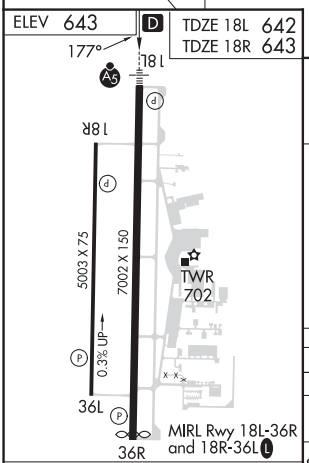
MISSED APPROACH: Climb to 2500 then right turn direct PINCK LOM and hold.

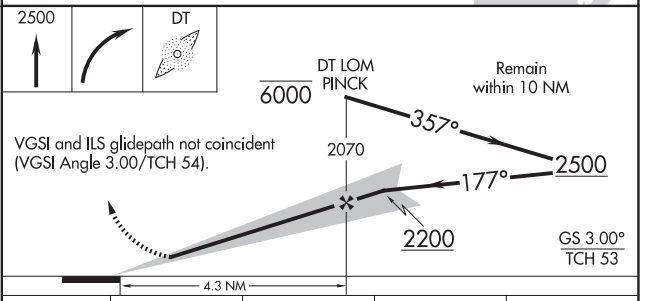
For inop ALS, increase S-ILS 18L all Cats visibility to ⅞ SM. For inop ALS, increase S-LOC 18L Cat C/D to 1⅜ SM.

NA

ATIS	LONE STAR APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95







VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).

CATEGORY	A	B	C	D
S-ILS 18L		842-½	200 (200-½)	
S-LOC 18L	1160-½	518 (600-½)	1160-1	518 (600-1)
SIDESTEP 18R	1260-1	617 (700-1)	1260-1¾ 617 (700-1¾)	1260-2 617 (700-2)
CIRCLING	1260-1	617 (700-1)	1380-2 737 (800-2)	1380-2¼ 737 (800-2¼)

FAF to MAP 4.3 NM

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

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DENTON, TEXAS

AL-5866 (FAA)

25219

RNAV (GPS) RWY 18L

DENTON ENTERPRISE (DTO)

WAAS	APP CRS		18L	18R
CH **82143**	**177°**	Rwy Ldg	**6502**	**5003**
W18A		TDZE	**642**	**643**
		Apt Elev	**643**	**643**

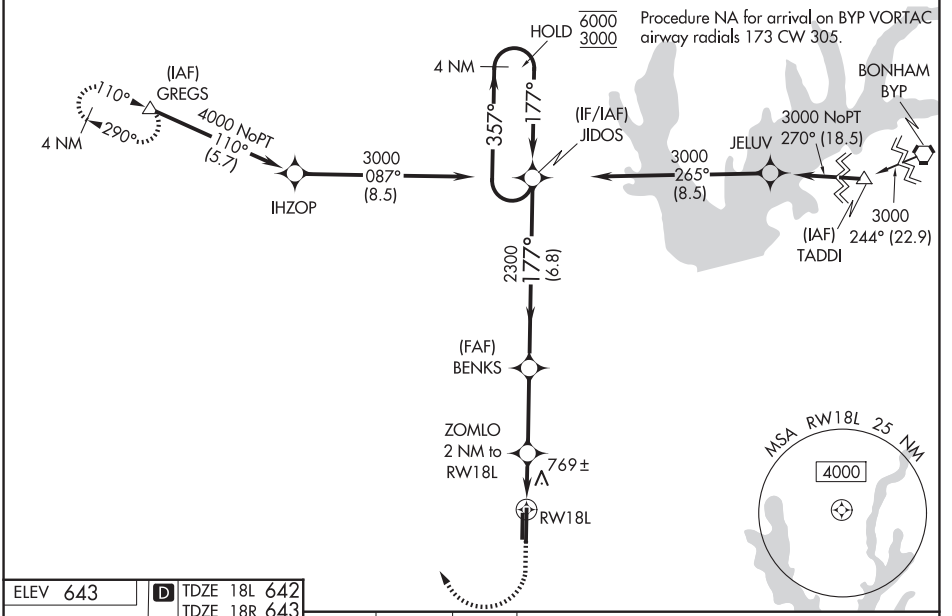
RNP APCH-GPS.

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 ⅞ SM, and LNAV Cats C and D to 1 SM.

MALSR

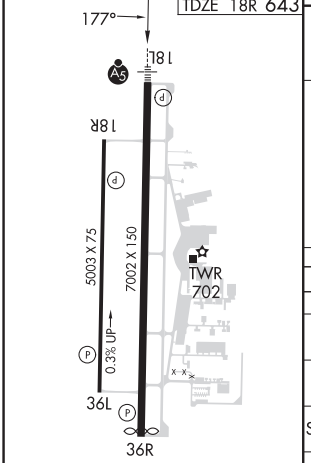
MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct GREGS and hold.

ATIS	LONE STAR APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	**118.1 306.95**	**119.95** (CTAF) L	**123.95**	**123.95**

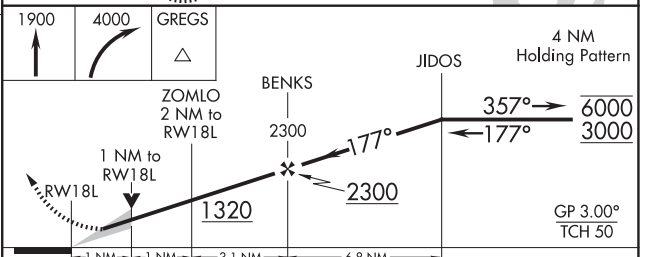


ELEV 643

D TDZE 18L 642
TDZE 18R 643



MIRL Rwy 18L-36R and 18R-36L L



CATEGORY	A	B	C	D
LPV DA	842-½ 200 (200-½)			
LNAV/VNAV DA	950-½ 308 (400-½)			
LNAV MDA	1020-½ 378 (400-½)		1020-¾ 378 (400-¾)	
SIDESTEP 18R	1100-1 457 (500-1)		1100-1½ 457 (500-1½)	1100-2 457 (500-2)
CIRCLING	1100-1 457 (500-1)	1260-1 617 (700-1)	1380-2 737 (800-2)	1380-2¼ 737 (800-2¼)

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SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18R

DENTON ENTERPRISE (DTO)

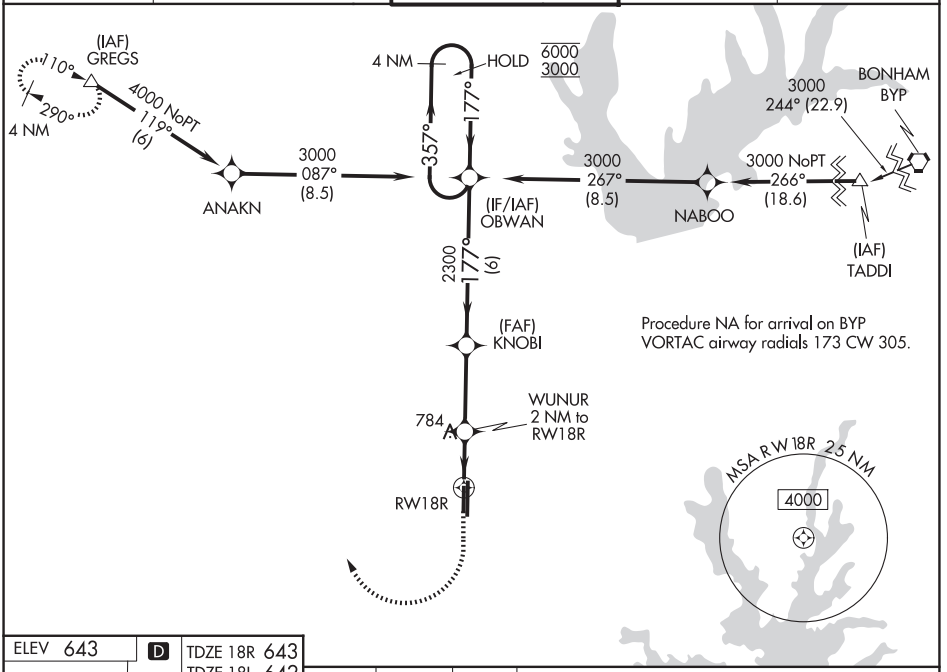
WAAS	APP CRS		18R	18L
CH **97643**	**177°**	Rwy Ldg	**5003**	**6502**
W18B		TDZE	**643**	**642**
		Apt Elev	**643**	**643**

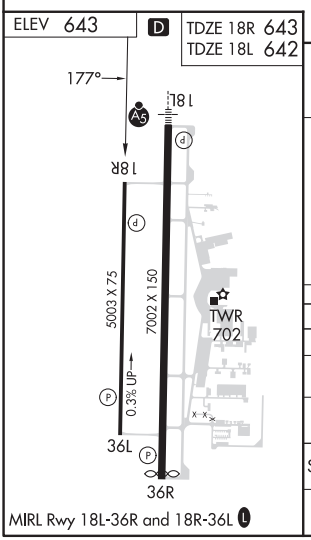
RNP APCH.

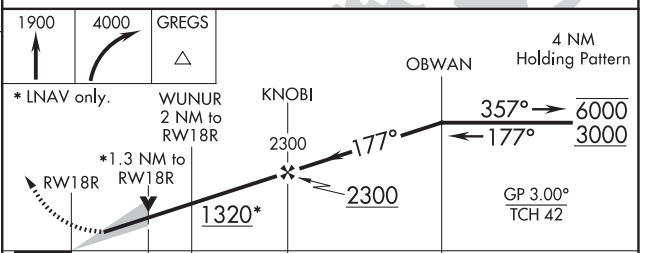
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 direct GREGS and hold.

ATIS	LONE STAR APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	**118.1 306.95**	**119.95** (CTAF) L	**123.95**	**123.95**







CATEGORY	A	B	C	D
LPV DA		893-¾	250 (300-¾)	
LNAV/VNAV DA		926-⅞	283 (300-⅞)	
LNAV MDA	1100-1 457 (500-1)		1100-1⅜ 457 (500-1⅜)	
SIDESTEP 18L	1100-1¼ 458 (500-1¼)		1100-1¾ 458 (500-1¾)	1100-2¼ 458 (500-2¼)
CIRCLING	1100-1 457 (500-1)	1260-1 617 (700-1)	1380-2 737 (800-2)	1380-2¼ 737 (800-2¼)

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DENTON, TEXAS AL-5866 (FAA) 25219

RNAV (GPS) RWY 36L

DENTON ENTERPRISE (DTO)

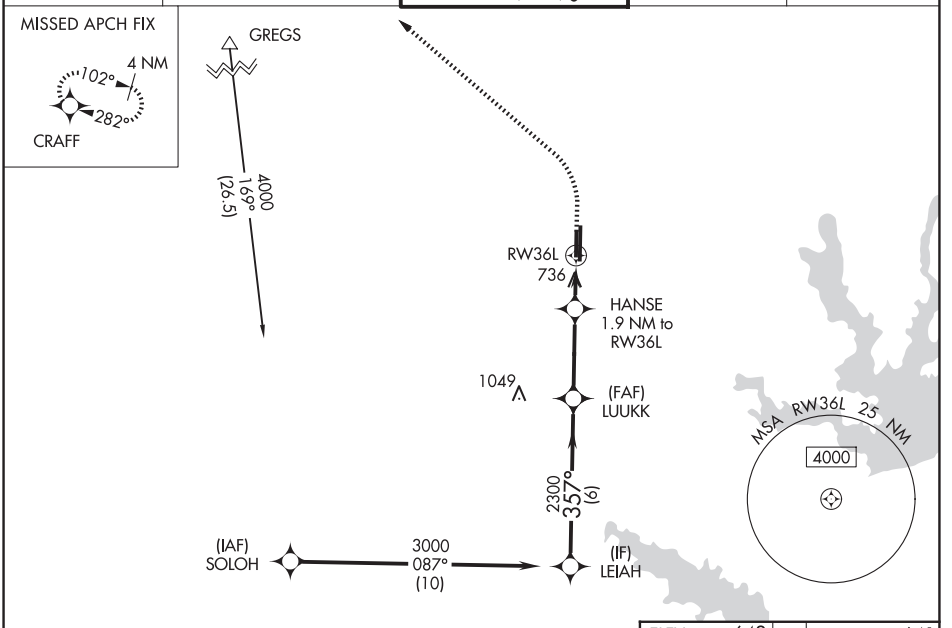
WAAS	APP CRS		36L	36R
CH 56543	357°	Rwy Ldg	5003	6502
W36B		TDZE	641	639
		Apt Elev	643	643

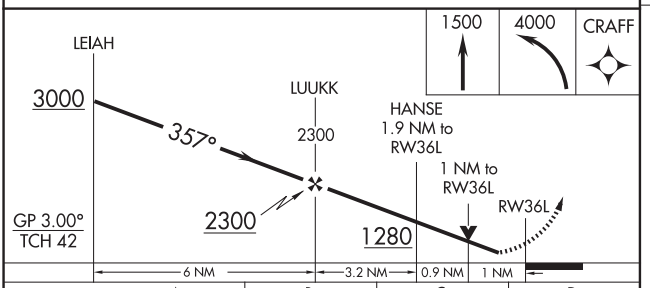
RNP APCH - GPS.

T A — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Rwy 36L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct CRAFF and hold, continue climb-in-hold to 4000.

ATIS	LONE STAR APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	118.1 306.95	119.95 (CTAF) L	123.95	123.95



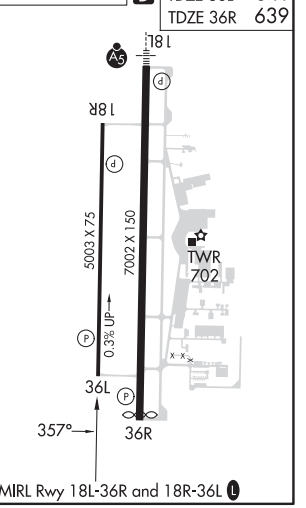


CATEGORY	A	B	C	D
LPV DA		891-¾	250 (300-¾)	
LNAV/VNAV DA		992-1	351 (400-1)	
LNAV MDA		1000-1	359 (400-1)	
SIDESTEP 36R	1040-1 401 (400-1)		1040-1½ 401 (400-1½)	1040-2 401 (400-2)
CIRCLING	1100-1 457 (500-1)	1260-1 617 (700-1)	1380-2 737 (800-2)	1380-2¼ 737 (800-2¼)

ELEV 643 D

TDZE 36L 641

TDZE 36R 639



DENTON, TEXAS

Orig-B 16MAY24

33°12'N-97°12'W

DENTON ENTERPRISE (DTO)

RNAV (GPS) RWY 36L

SC-2, 07 AUG 2025 to 02 OCT 2025

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RNAV (GPS) RWY 36R

DENTON ENTERPRISE (DTO)

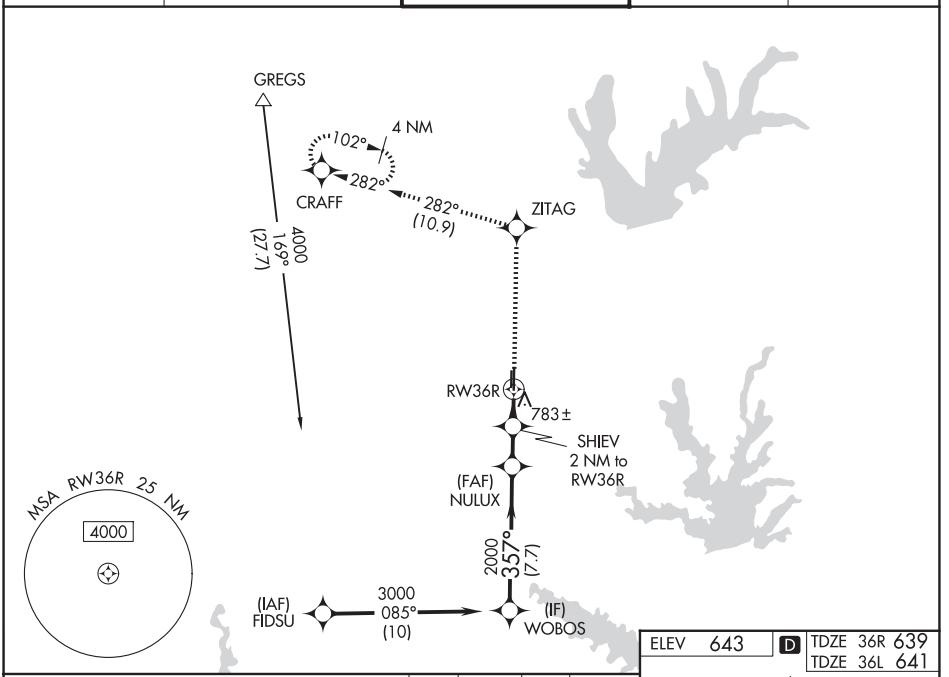
WAAS	APP CRS		36R	36L
CH **87043**	**357°**	Rwy Ldg	**6502**	**5003**
W36A		TDZE	**639**	**641**
		Apt Elev	**643**	**643**

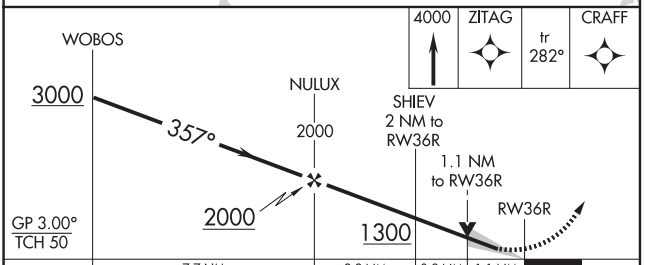
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct ZITAG and on track 282° to CRAFF and hold.

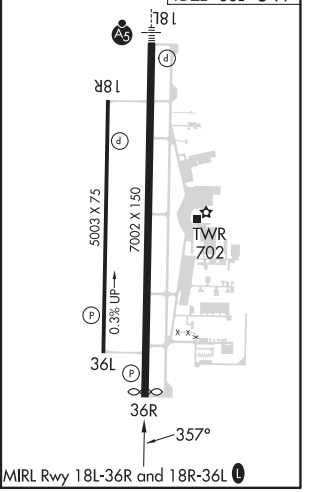
ATIS	LONE STAR APP CON	DENTON TOWER ★	GND CON	CLNC DEL
119.325	**118.1 306.95**	**119.95** (CTAF) L	**123.95**	**123.95**





CATEGORY	A	B	C	D
LPV DA	839-¾ 200 (200-¾)			
LNAV/VNAV DA	964-1 325 (400-1)			
LNAV MDA	1040-1 401 (400-1)		1040-1⅛ 401 (400-1⅛)	
SIDESTEP 36L	1040-1 399 (400-1)		1040-1½ 399 (400-1½)	1040-2 399 (400-2)
CIRCLING	1100-1 457 (500-1)	1260-1 617 (700-1)	1380-2 737 (800-2)	1380-2¼ 737 (800-2¼)

ELEV 643 D TDZE 36R 639
TDZE 36L 641



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SC-2, 07 AUG 2025 to 02 OCT 2025

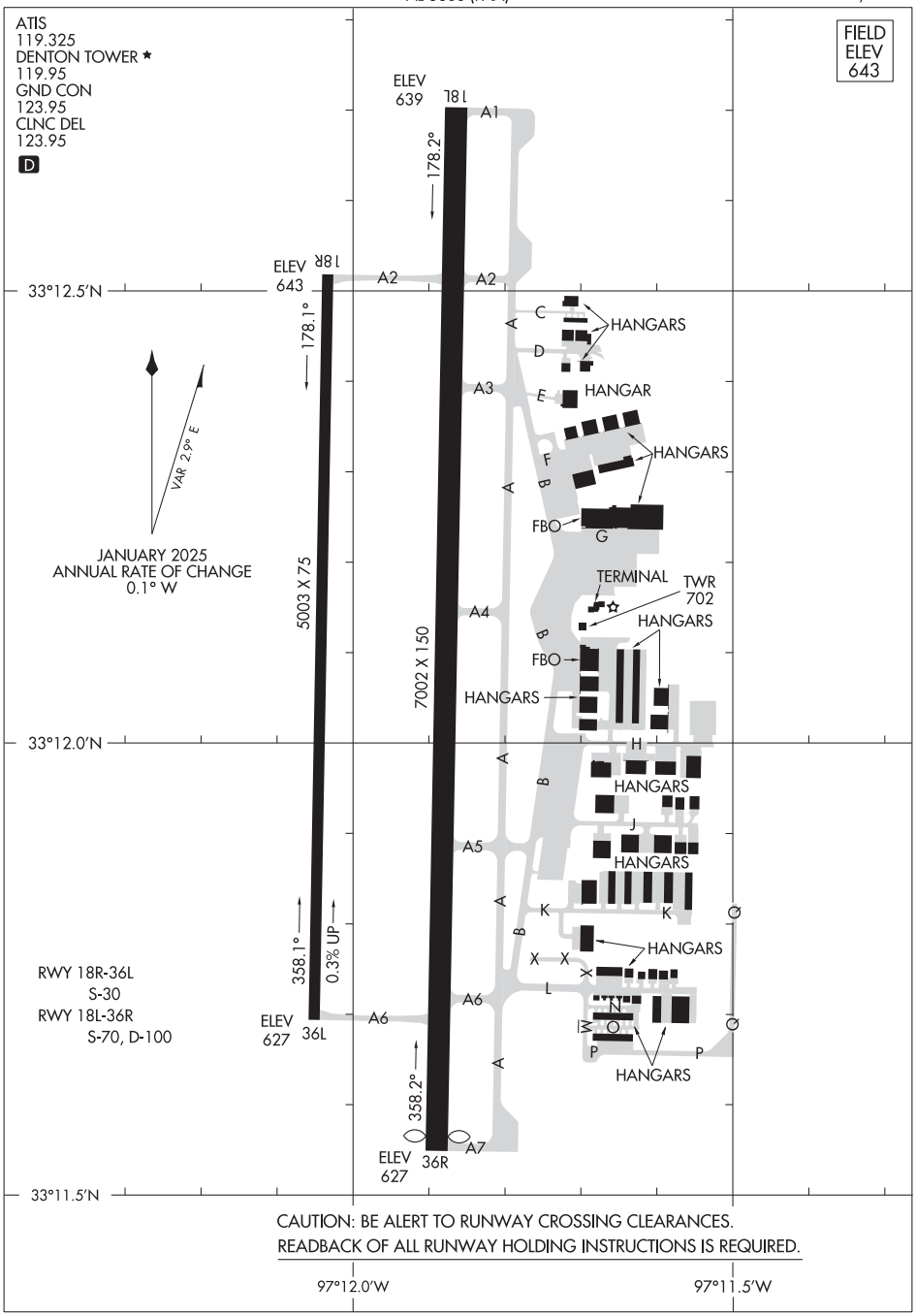
25107

AIRPORT DIAGRAM

DENTON ENTERPRISE (DTO)

DENTON, TEXAS

AL-5866 (FAA)



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

AIRPORT DIAGRAM

DENTON, TEXAS

DENTON ENTERPRISE (DTO)

25107

SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 177° to 1143, then on heading 180° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 357° to 1143, then on heading 180° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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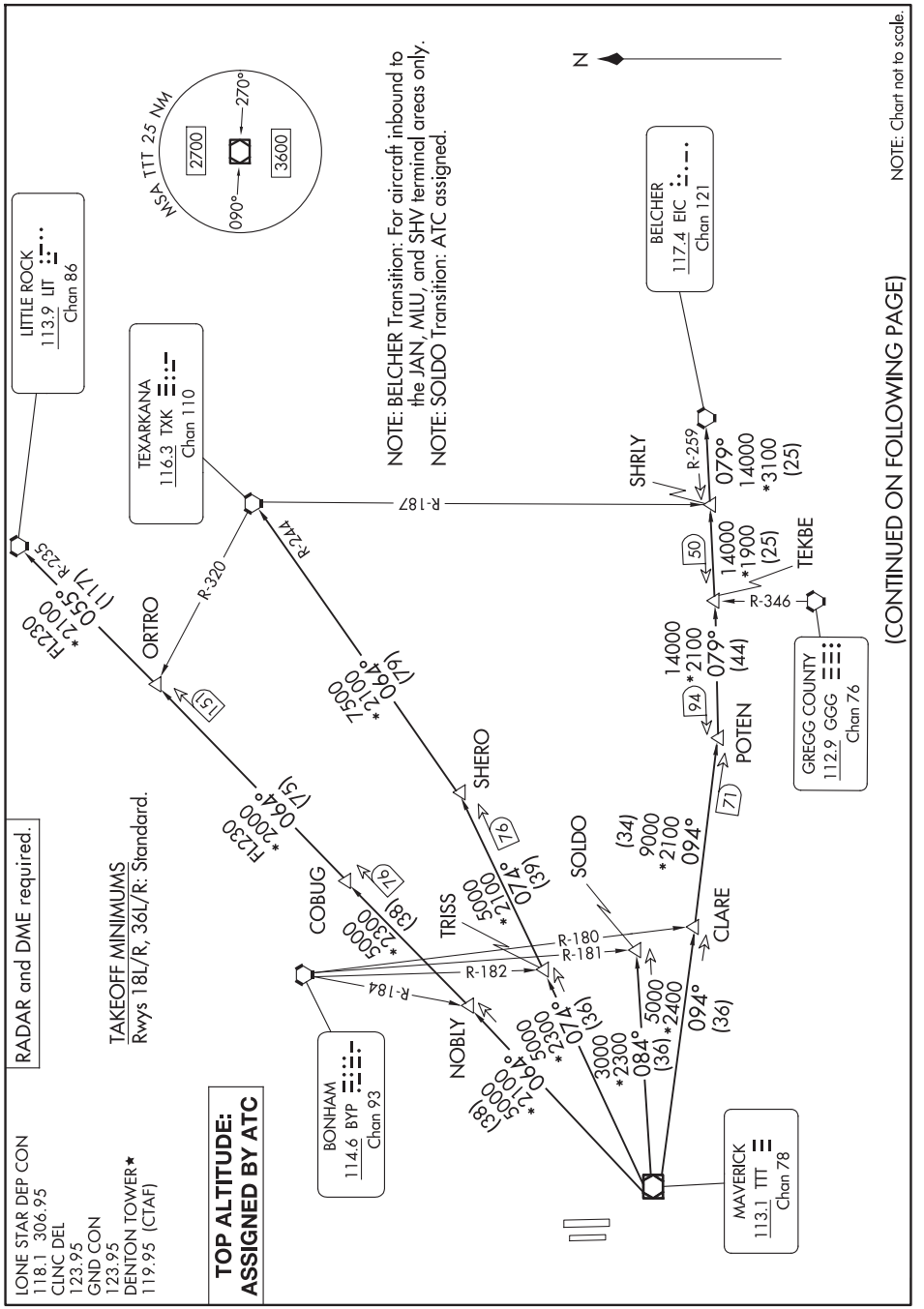
SC-2, 07 AUG 2025 to 02 OCT 2025


LONE STAR DEP CON
118.1 306.95
CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
RADAR and DME required.
TOP ALTITUDE: ASSIGNED BY ATC
TAKEOFF MINIMUMS
Rwys 18L/R, 36L/R: Standard.
BONHAM
114.6 BYP
Chan 93
LITTLE ROCK
113.9 LIT
Chan 86
TEXARKANA
116.3 TXK
Chan 110
MAVERICK
113.1 TTT
Chan 78
BELCHER
117.4 EIC
Chan 121
GREGG COUNTY
112.9 GGG
Chan 76
MSA TTT 25 NM
2700
3600
090°
270°
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
NOTE: SOLDO Transition: ATC assigned.
N
ORTRO
COBUG
NOBLY
TRISS
SHERO
SOLDO
CLARE
POTEN
SHRLY
TEKBE
R-320
R-244
R-187
R-184
R-182
R-180
R-181
R-346
R-259
(CONTINUED ON FOLLOWING PAGE)
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.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

GARLAND SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

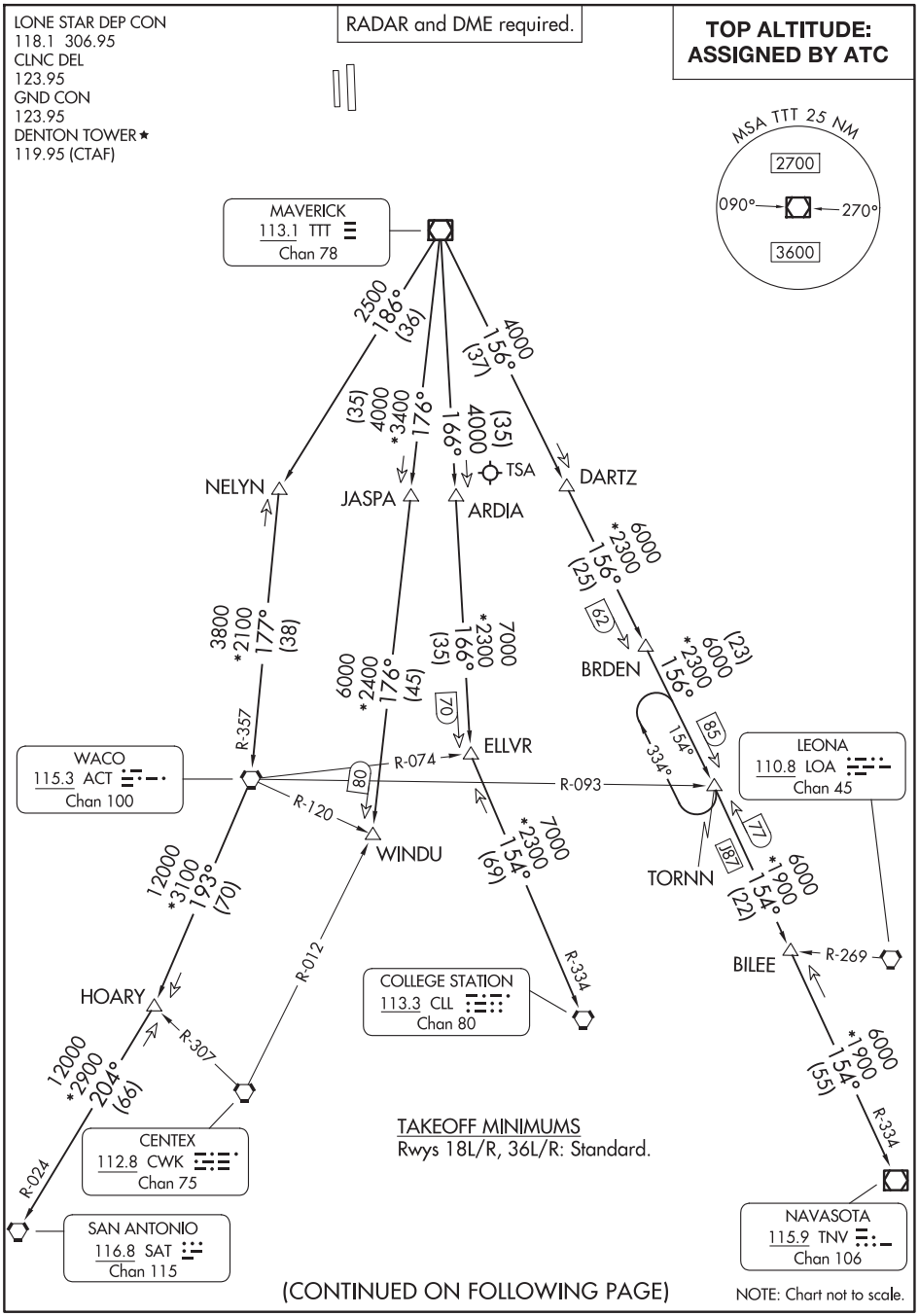
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



JOE POOL EIGHT DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(JPOOL8.TTT) 25219 AL-5866 (FAA)

JOE POOL EIGHT DEPARTURE

DENTON ENTERPRISE (DTO)
DENTON, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
ASSIGNED BY ATC
LONE STAR DEP CON
118.1 306.95
CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)
TAKEOFF MINIMUMS
Rwys 18L, 36R: Standard.
Rwys 18R, 36L: NA.
N
SALVE
8500
*2100
090°
(8)
KUSSO
ZERLU
10000
*2100
025°
(11)
10000
*2100
025°
(11)
10000
*2100
264°
(27)
SWDIA
10000
*2100
264°
(86)
ZACHH
10000
*1900
057°
(40)
BSKAT
TRRCH
10000
*2000
066°
(27)
JAYXX
10000
*2000
066°
(85)
TRYTN
10000
*2400
067°
(62)
LOOSE
HANUH
10000
*1900
109°
(6)
10000
*1900
144°
(10)
THHOR
10000
*2000
091°
(25)
JJANE
10000
*2600
092°
(54)
MRSSH
10000
*2100
105°
(70)
ZALEA
115°
10000
*1900
(35)
BDDAY
LYING
10000
*2000
080°
(25)
10000
*2100
080°
(80)
FORCK
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.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

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)

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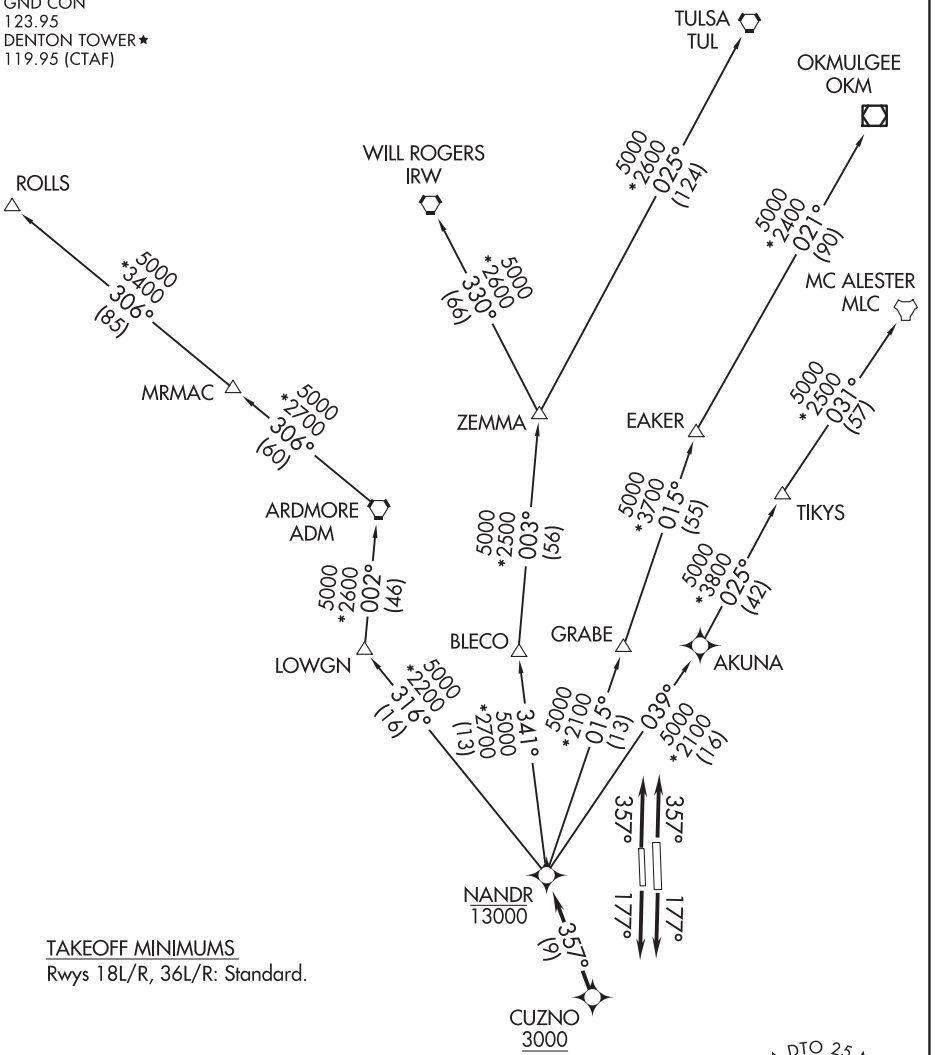
SC-2, 07 AUG 2025 to 02 OCT 2025

NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
118.1 306.95
CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 18L/R, 36L/R: Standard.

MSA DTO 25 NM
4000

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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 177° or as assigned by ATC, thence. . .
TAKEOFF RUNWAYS 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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE

DENTON, TEXAS

LONE STAR DEP CON
118.1 306.95
CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)

TOP ALTITUDE: ASSIGNED BY ATC

RADAR and DME required.

TULSA
114.4 TUL
Chan 91

WILL ROGERS
114.1 IRW
Chan 88

OKMULGEE
114.9 OKM
Chan 96

ROLLS

DECKK

NOOGY

MRMAC

ZEMMA

EAKER

ARDMORE
116.7 ADM
Chan 114

BONHAM
114.6 BYP
Chan 93

LOWGN

BLECO

GRABE

RANGER
115.7 FUZ
Chan 104

R-277
R-144
R-145
R-212
R-346
R-201
R-196
R-071
R-179
R-256

13000 *3000 021° (124)
4400 *2900 324° (30)
15000 *4500 303° (85)
10000 *2700 360° (3)
11000 *3400 016° (90)
15000 *2900 303° (60)
11000 *2900 325° (66)
9000 *2900 360° (56)
11000 *3700 012° (55)
4000 *2600 359° (46)
4000 *2200 348° (34)
4000 *2700 360° (34)
4000 *3200 012° (35)

MSA FUZ 25 NM
2700
3600
050°
310°

TAKEOFF MINIMUMS
Rwys 18L/R, 36L/R: Standard.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(TEX5.FUZ) 24025 AL-5866 (FAA) DENTON ENTERPRISE (DTO)

TEXOMA FIVE DEPARTURE

DENTON, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

WORTH ONE DEPARTURE

WORTH ONE DEPARTURE

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	6001
014°	TDZE	3706
	Apt Elev	3706

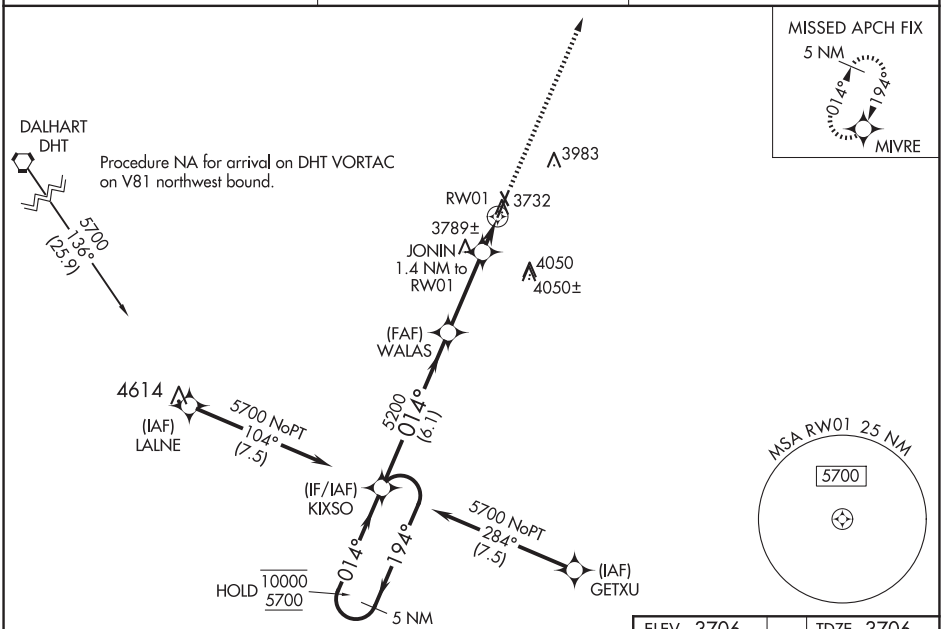
RNAV (GPS) RWY 1
MOORE COUNTY (DUX)

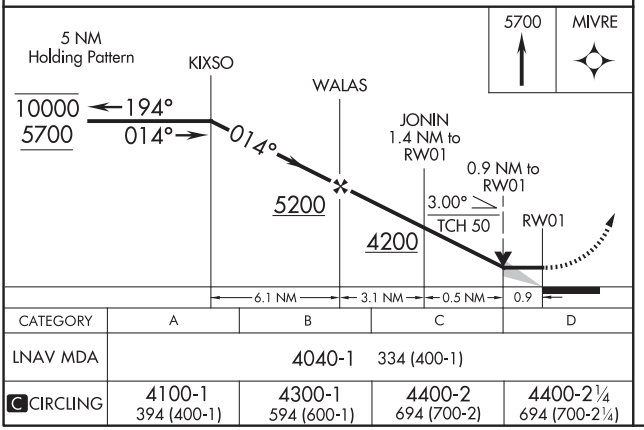
RNP APCH - GPS.

Circling Rwy 14, 32 NA at night.

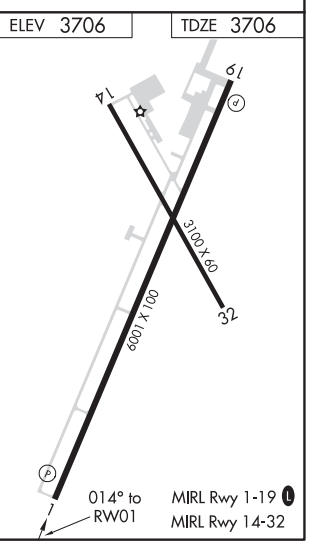
MISSED APPROACH: Climb to 5700 direct MIVRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4040-1 334 (400-1)			
C CIRCLING	4100-1 394 (400-1)	4300-1 594 (600-1)	4400-2 694 (700-2)	4400-2¼ 694 (700-2¼)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DUMAS, TEXAS | AL-6429 (FAA) | 22195

RNAV (GPS) RWY 19
MOORE COUNTY (DUX)

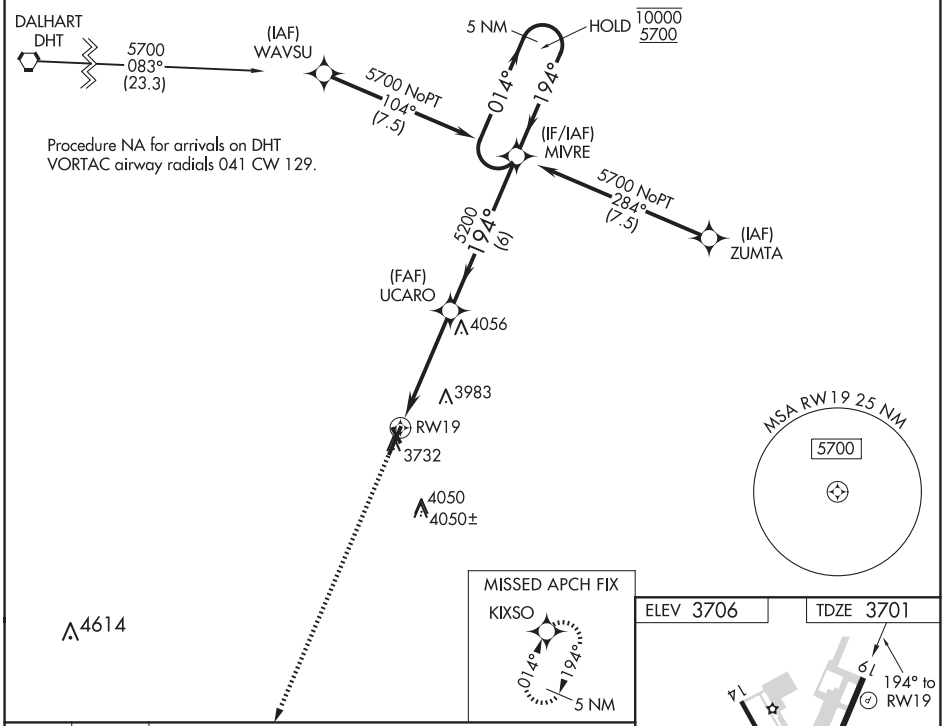
APP CRS	Rwy Idg	TDZE	Apt Elev
194°	6001	3701	3706

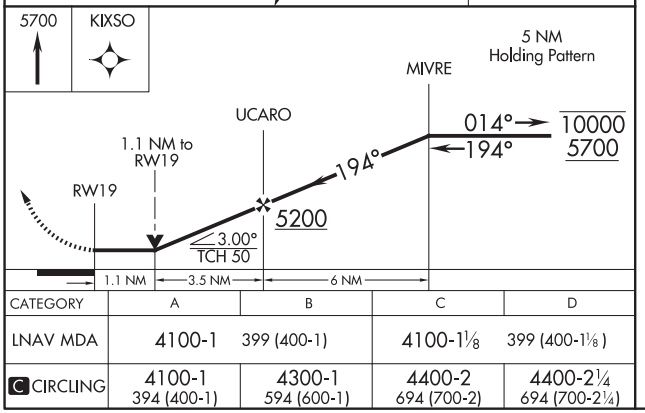
RNP APCH - GPS.

Circling Rwy 14, 32 NA at night.
Rwy 19 helicopter visibility reduction below ¾ SM NA.

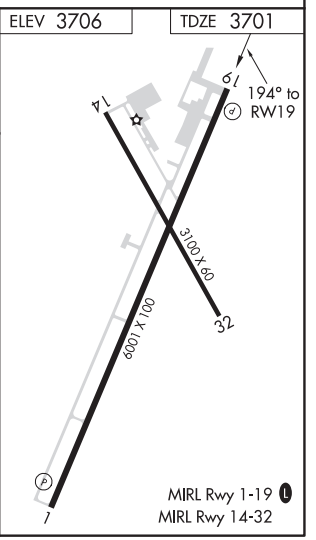
MISSED APPROACH: Climb to 5700 direct KIXSO and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.075	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4100-1	399 (400-1)	4100-1⅛	399 (400-1⅛)
C CIRCLING	4100-1 394 (400-1)	4300-1 594 (600-1)	4400-2 694 (700-2)	4400-2¼ 694 (700-2¼)



DUMAS, TEXAS
Amdt 1 14JUL22

35°51'N-102°01'W

MOORE COUNTY (DUX)
RNAV (GPS) RWY 19

SC-2, 07 AUG 2025 to 02 OCT 2025
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ABILENE, TEXAS

ILS or LOC W RWY 16

LOC I-TYY	APCH CRS	Rwy Idg	TDZE	Arpt Elev
109.9	164°	13,500	1790	1790

AL-2 [USAF]

DYESS AFB (KDYS)

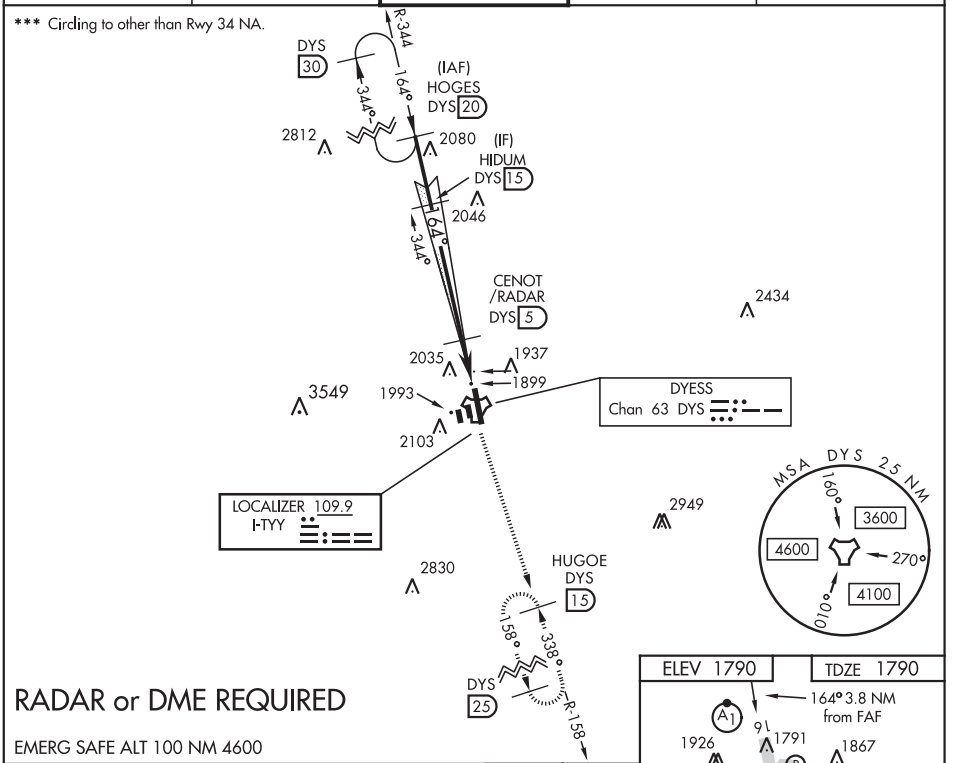
* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 via DYS TACAN R-158 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
269.175	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

*** Circling to other than Rwy 34 NA.



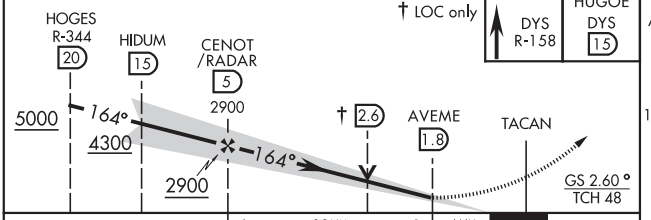
RADAR or DME REQUIRED

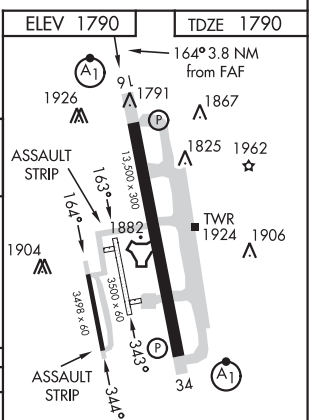
EMERG SAFE ALT 100 NM 4600

† LOC only

4000 DYS R-158

HUGOE DYS 15





LIRL Rwy 164°-344°
HIRL Rwy 16-34

CATEGORY	A	B	C	D	E
S-ILS 16 *	1990/24		200	(200-½)	
S-LOC 16 **	2220/24	430 (500-½)	2220/40	430	(500-¾)
CIRCLING ***	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

ABILENE, TEXAS
Amdt 3 10NOV16

32°25′N-99°51′W

DYESS AFB (KDYS)

ILS or LOC W RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

16315

ABILENE, TEXAS

ILS or LOC W RWY 34

LOC I-DYS	APCH CRS	Rwy ldg 13,500 TDZE 1788 Arpt Elev 1790
109.9	344°	AL-2 [USAF]

DYESS AFB (KDYS)

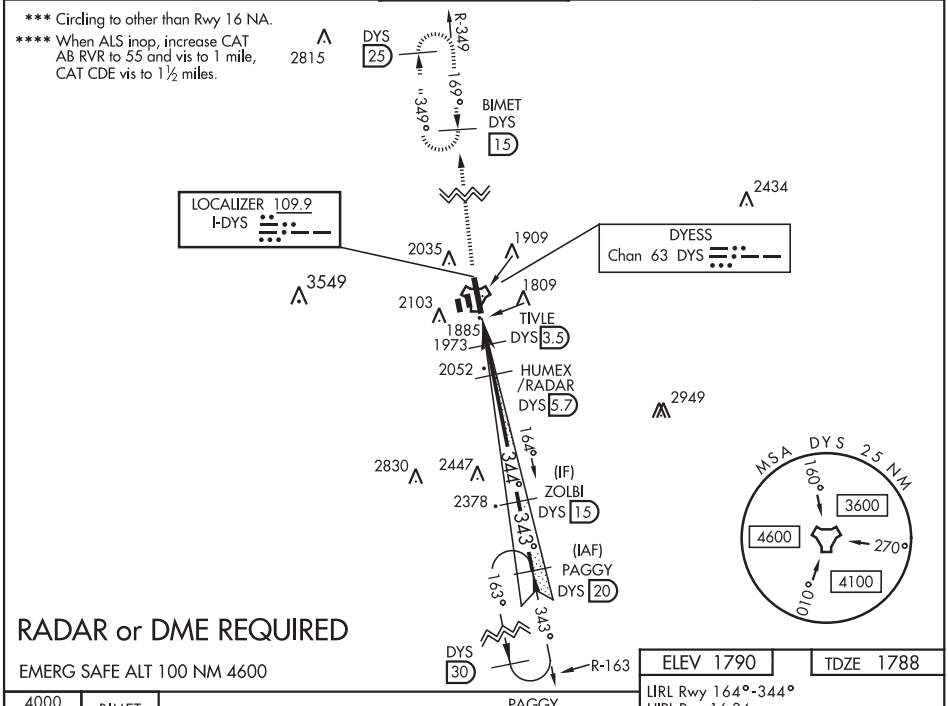
* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-349 to BIMET and hold.

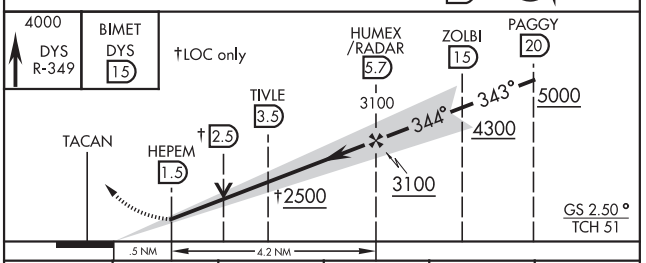
ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
269.175	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	

*** Circling to other than Rwy 16 NA.
**** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.



RADAR or DME REQUIRED

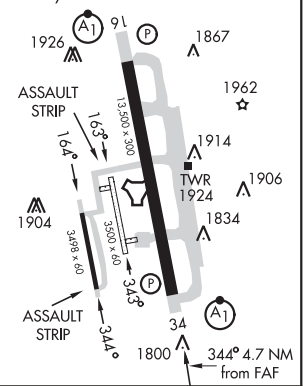
EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-ILS 34*	1988/24		200		(200-½)
S-LOC 34**	2240/24 452 (500-½)		2240/45 452 (500-⅞)		
CIRCLING***	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)
WITHOUT LAST STEPDOWN FIX					
S-LOC 34****	2320/24 532 (600-½)		2320/55 532 (600-1)		
C CIRCLING***	2320-1 530 (600-1)		2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)

ELEV 1790 | TDZE 1788

LIRL Rwy 164°-344°
HIRL Rwy 16-34



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ABILENE, TEXAS
Amdt 4 10NOV16

32°25'N-99°51'W

DYESS AFB (KDYS)

ILS or LOC W RWY 34

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ABILENE, TEXAS

VOR/DME RWY 16

VOR/DME TQA	APCH CRS	Rwy Idg 13,500
111.6	160°	TDZE 1790
Chan 53		Arpt Elev 1790

AL-2 [USAF]

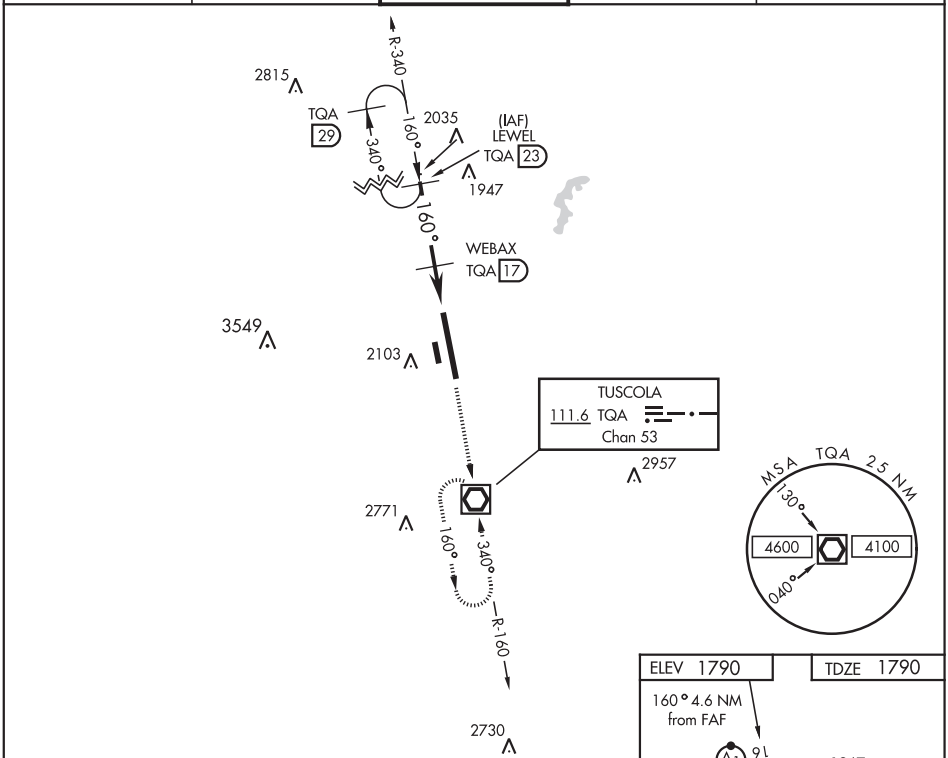
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling to other than Rwy 34 NA.

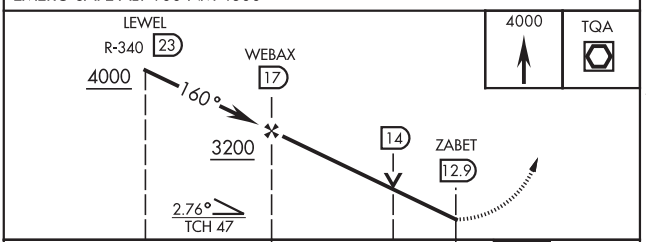
ALSF-1

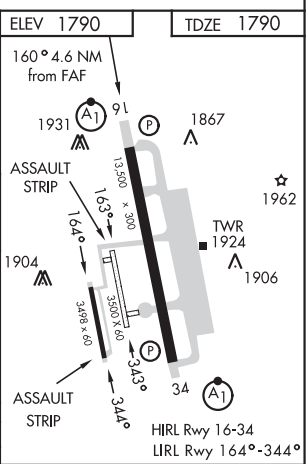
MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
269.175	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-16 *	2300/24 510 (600-½)		2300/55 510 (600-1)		
C CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ABILENE, TEXAS
Amdt 3 10NOV16

32°25'N-99°51'W

DYESS AFB (KDYS)

VOR/DME RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025

16315

ABILENE, TEXAS

VOR/DME RWY 34

VOR/DME TQA	APCH CRS	Rwy ldg 13,500
111.6	340°	TDZE 1788
Chan 53		Arpt Elev 1790

AL-2 [USAF]

DYESS AFB (KDYS)

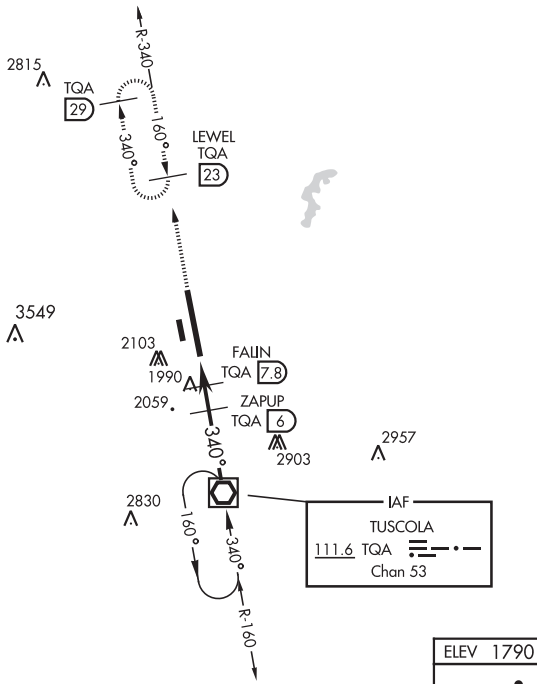
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR vis to 1⅜ miles.

** Circling to other than Rwy 16 NA

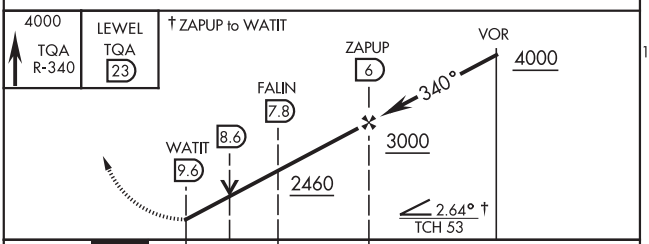
ALSF-1

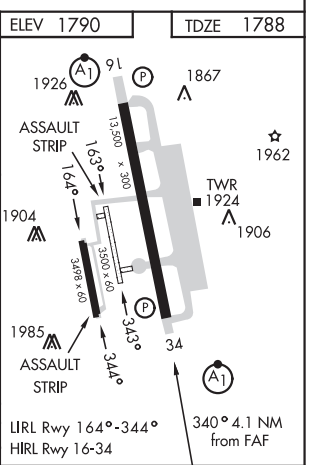
MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEWEL and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
269.175	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



EMERG SAFE ALT 100 NM 4600





CATEGORY	A	B	C	D	E
S-34 ★	2260/24 472 (500-½)		2260/50 472 (500-1)		
C CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

ABILENE, TEXAS

Amdt 3 10NOV16

32°25′ -99°51′W

DYESS AFB (KDYS)

VOR/DME RWY 34

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ABILENE, TEXAS

TACAN W RWY 16

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
DYS Chan 63	169°	13,500	1790	1790

AL-2 [USAF]

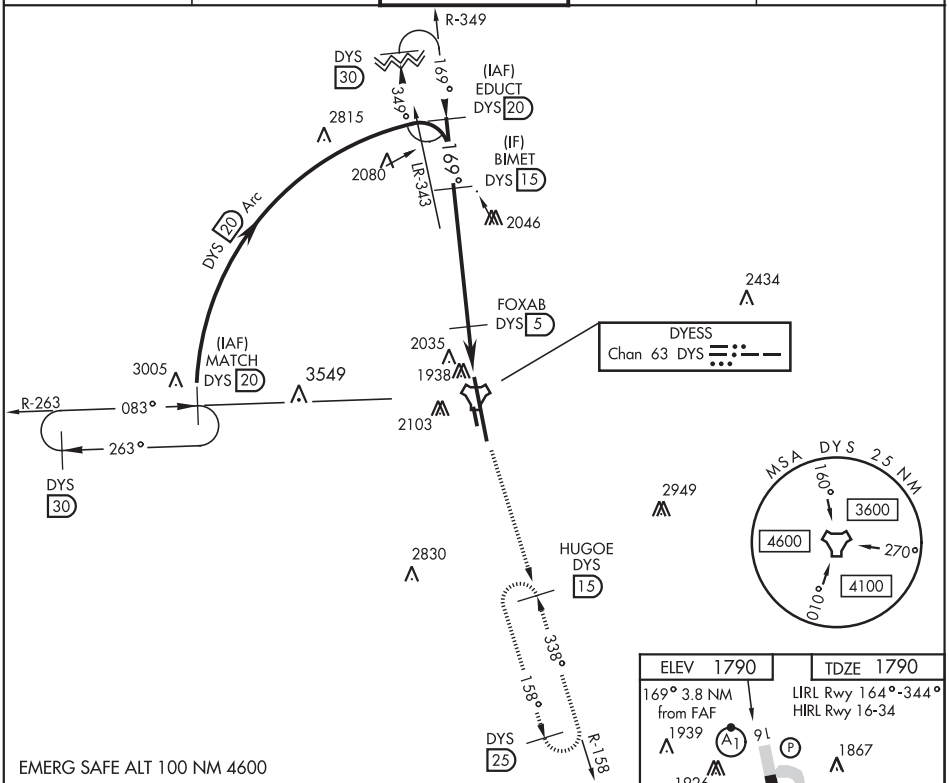
DYESS AFB (KDYS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling to other than RWY 34 NA

ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-158 to HUGOE and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
269.175	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	



CATEGORY	A	B	C	D	E
S-16 *	2220/24 430 (500-½)		2220/40 430 (500-¾)		
C CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

ABILENE, TEXAS
Amdt 3 10NOV16

32°25'N-99°51'W

DYESS AFB (KDYS)

TACAN W RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

16315

ABILENE, TEXAS

TACAN W RWY 34

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
DYS Chan 63	338°	13,500	1788	1790

AL-2 [USAF]

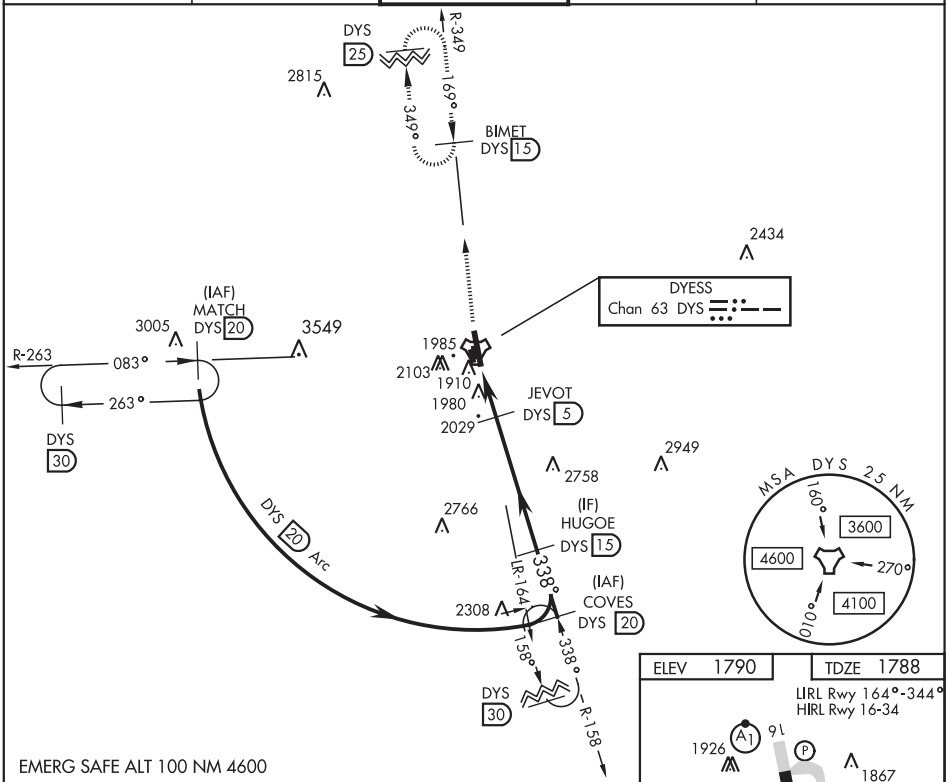
DYESS AFB (KDYS)

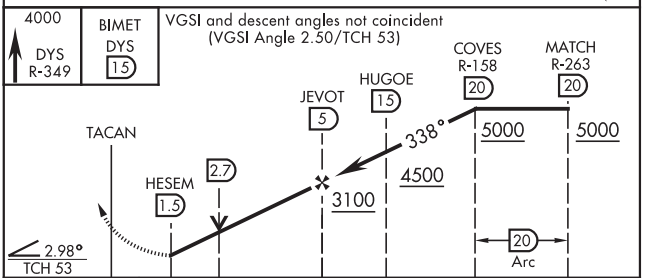
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling to other than RWY 16 NA

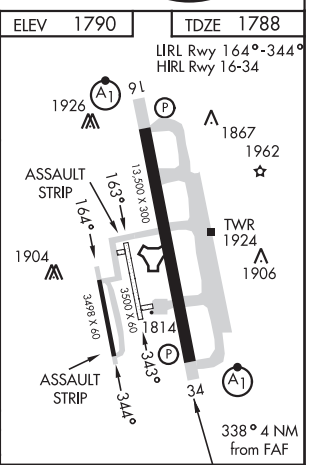
ALSF-1

MISSED APPROACH: Climb to 4000 via DYS TACAN R-349 to BIMET and hold.

ATIS ★	ABILENE APP CON	DYESS TOWER	GND CON	ASR
269.175	125.0 338.3 EAST 127.2 282.3 WEST	133.0 257.675	118.35 275.8	







CATEGORY	A	B	C	D	E
S-34 *	2280/24 492 (500-½)		2280/50 492 (500-1)		
C CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1¾ 670 (700-1¾)	2460-2 670 (700-2)	2460-2¼ 670 (700-2¼)

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

ABILENE, TEXAS
Amdt 3 10NOV16

32°25'N-99°51'W

DYESS AFB (KDYS)

TACAN W RWY 34

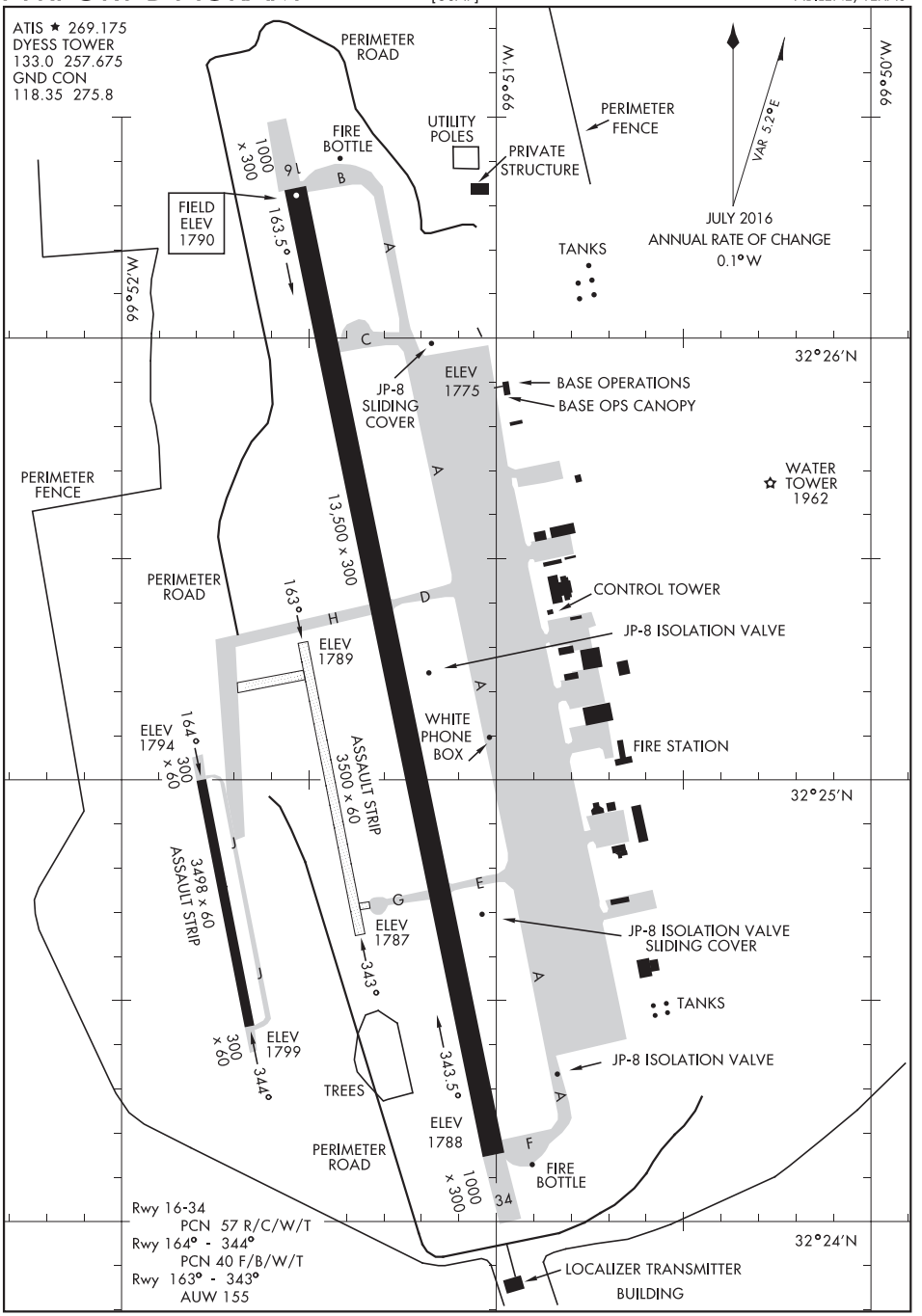
SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

DYESS AFB (KDYS)

[USAF]

ABILENE, TEXAS



AIRPORT DIAGRAM

ABILENE, TEXAS

DYESS AFB (KDYS)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

EASTLAND, TEXAS

AL-6623 (FAA)

23334

RNAV (GPS) RWY 17

EASTLAND MUNI (ETN)

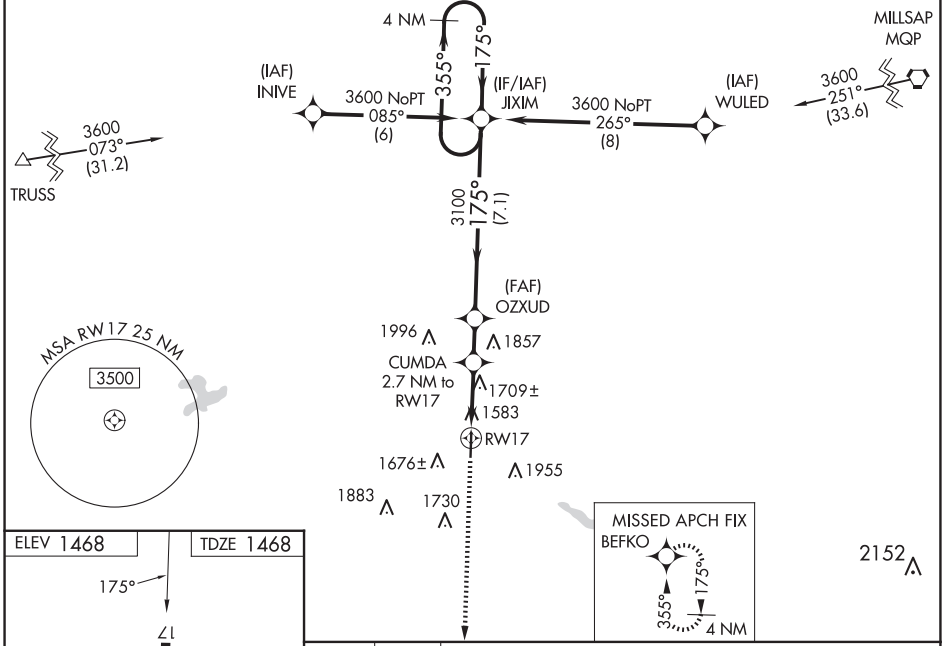
WAAS	APP CRS	Rwy Idg	4020
CH 77741	175°	TDZE	1468
W17A		Apt Elev	1468

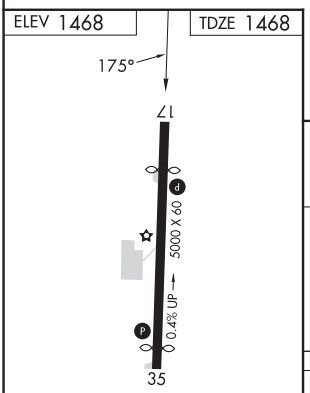
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Breckenridge altimeter setting: increase all MDAs 80 feet; increase LP and LNAV visibility Cat C ¼ SM and Circling visibility Cat C ¼ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

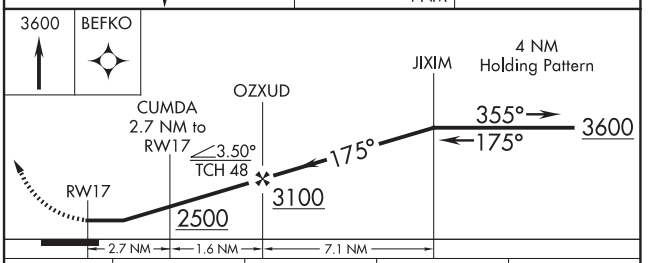
MISSED APPROACH: Climb to 3600 direct BEFKO and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.45	127.15 314.0	122.8 (CTAF) L

Procedure NA for arrival on MQP VORTAC airway radials 161 CW 330.







CATEGORY	A	B	C	D
LP MDA	2040-1 572 (600-1)		2040-1⅝ 572 (600-1⅝)	NA
LNAV MDA	2040-1 572 (600-1)		2040-1⅝ 572 (600-1⅝)	NA
CIRCLING	2120-1 652 (700-1)	2320-1¼ 852 (900-1¼)	2320-2½ 852 (900-2½)	NA

MIRL Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

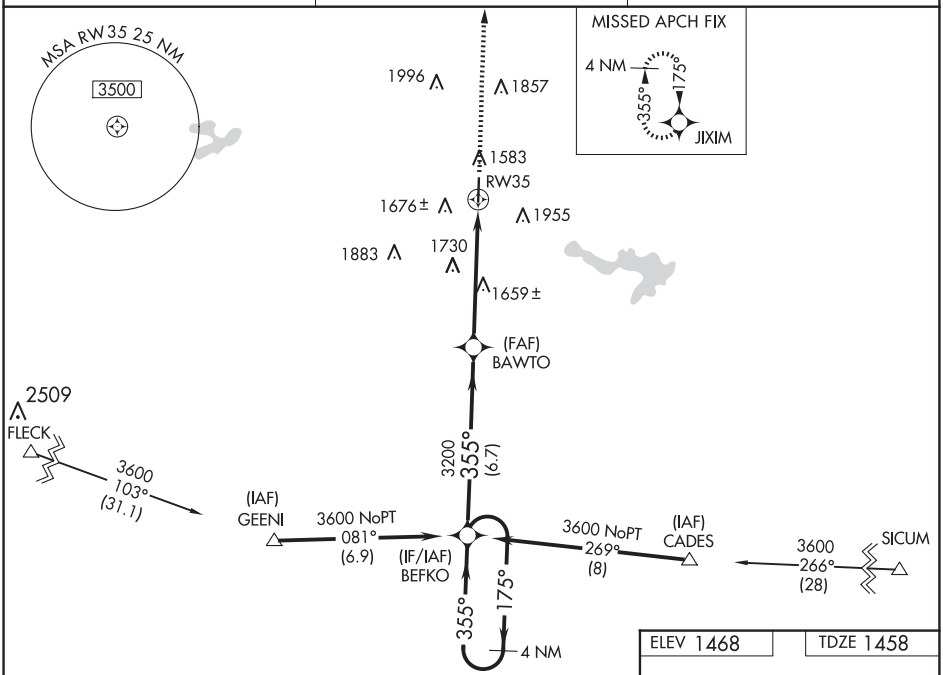
EASTLAND MUNI (ETN)

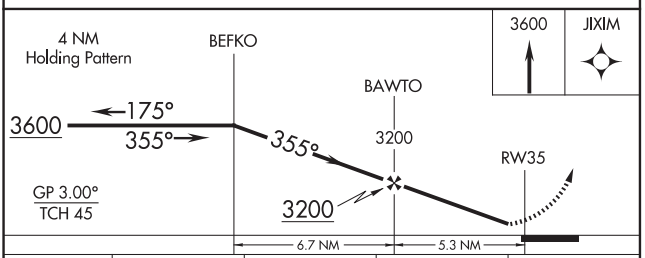
APP CRS	Rwy Idg	4580
355°	TDZE	1458
	Apt Elev	1468

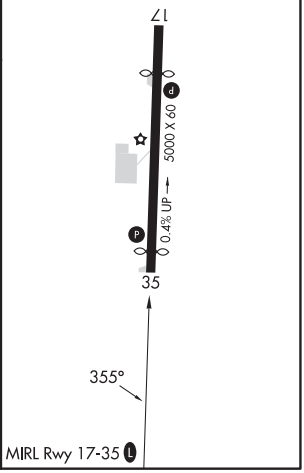
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Breckenridge altimeter setting: increase LNAV/VNAV DA to 1846 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C ¼ SM. Baro-VNAV NA when using Breckenridge altimeter setting. Circling Rwy 17 NA at night. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct JIXIM and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.45	127.15 314.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	1777-1 319 (400-1)			NA
LNAV MDA	1980-1 522 (600-1)		1980-1½ 522 (600-1½)	NA
CIRCLING	2120-1 652 (700-1)	2320-1¼ 852 (900-1¼)	2320-2½ 852 (900-2½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ENNIS, TEXAS

AL-6830 (FAA)

25051

VOR/DME-A

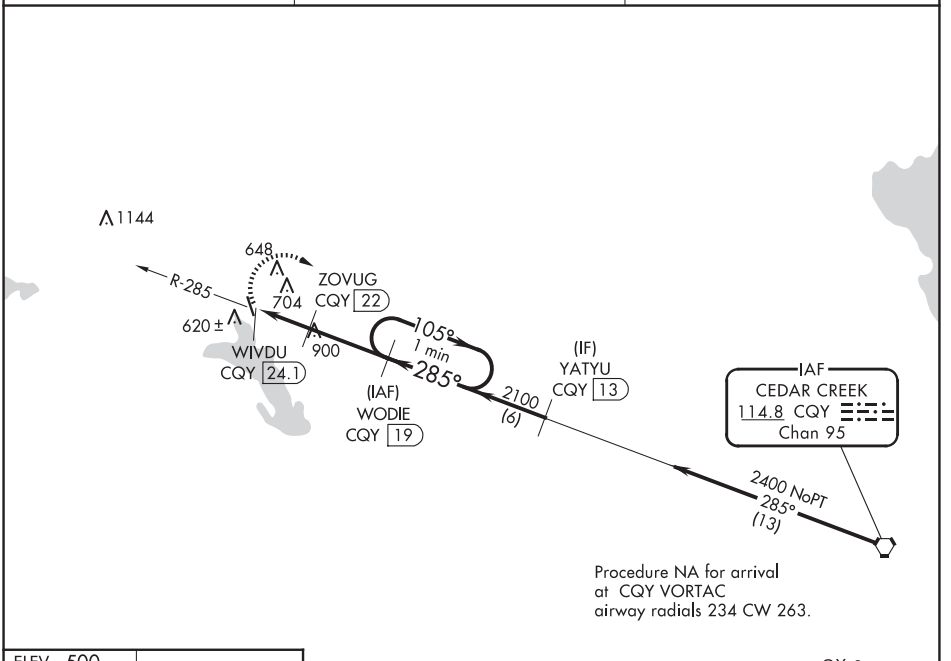
ENNIS MUNI (F41)

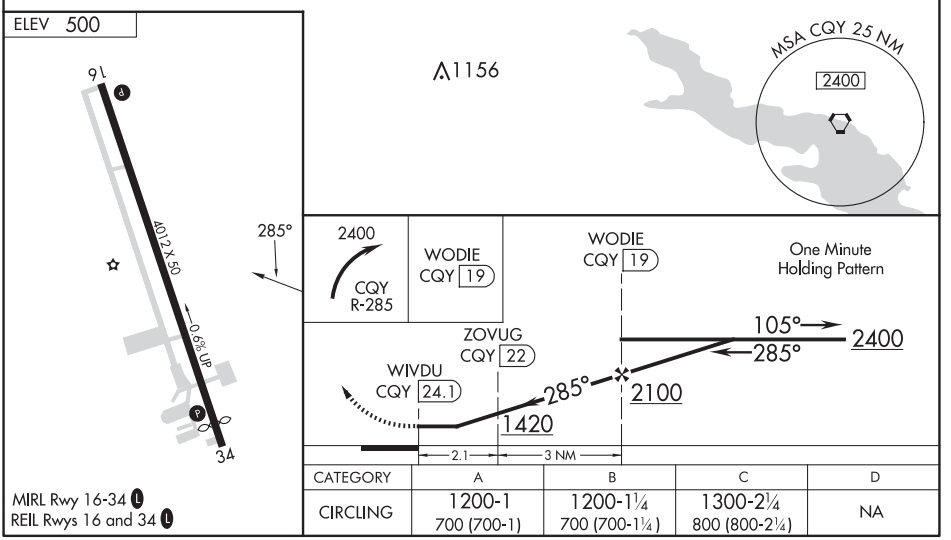
VORTAC CQY	APP CRS	Rwy Idg	N/A
114.8	285°	TDZE	N/A
Chan 95		Apt Elev	500

When local altimeter setting not received, use Midlothian/ Waxahachie altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 2400 on CQY R-285 to WODIE/19 DME and hold.

LNC AWOS-3PT	LONE STAR APP CON	CTAF
118.975	125.2 343.65	122.9 (L)





CATEGORY	A	B	C	D
CIRCLING	1200-1 700 (700-1)	1200-1¼ 700 (700-1¼)	1300-2¼ 800 (800-2¼)	NA

MIRL Rwy 16-34 (L)
REIL Rwys 16 and 34 (L)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

BOTCH ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 158° to 1000, then on heading 312° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 34: Climb on heading 338° to 1000, then on heading 312° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

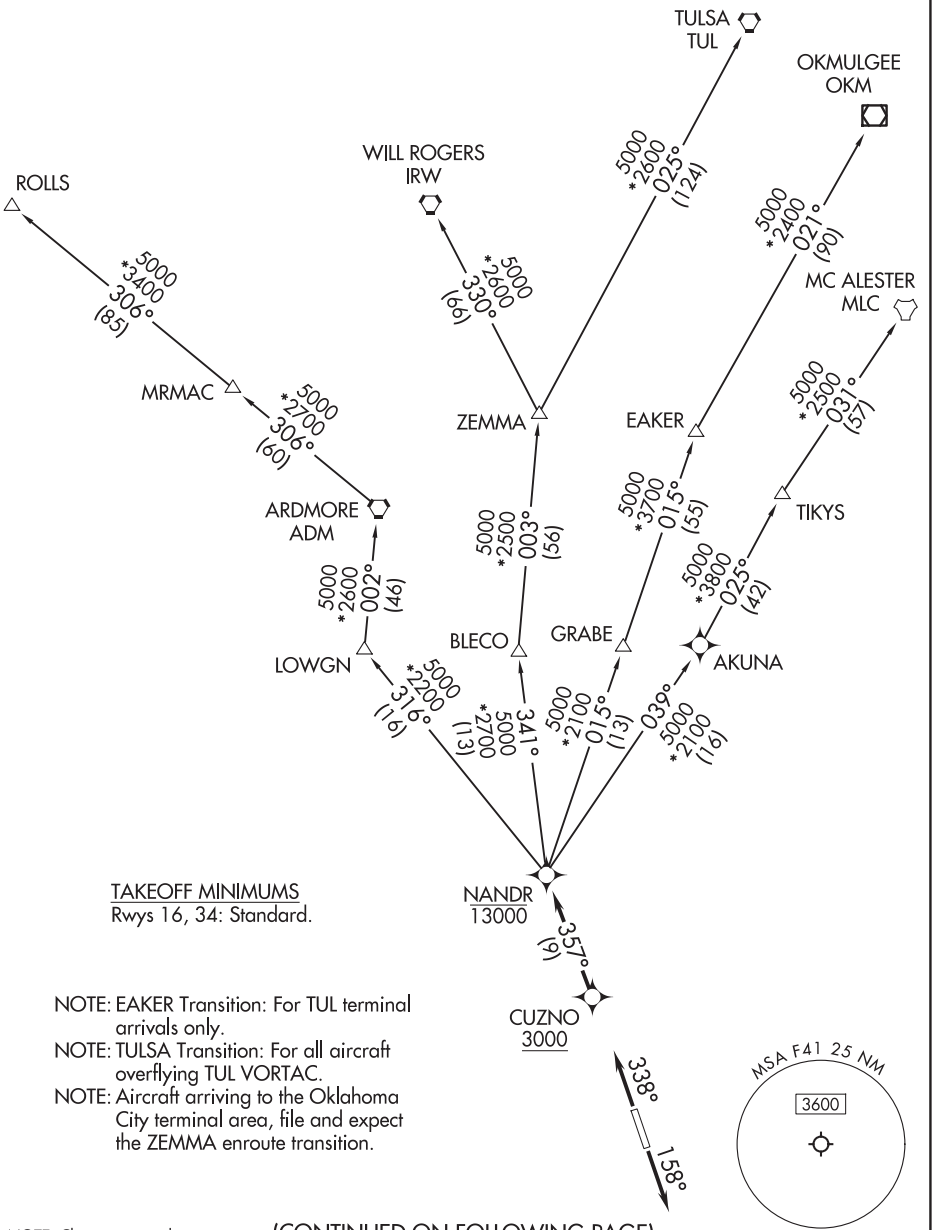
BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
125.2 343.65

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 16, 34: 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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 158° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 34: Climb on heading 338° 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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

FLOYDADA MUNI (41F)

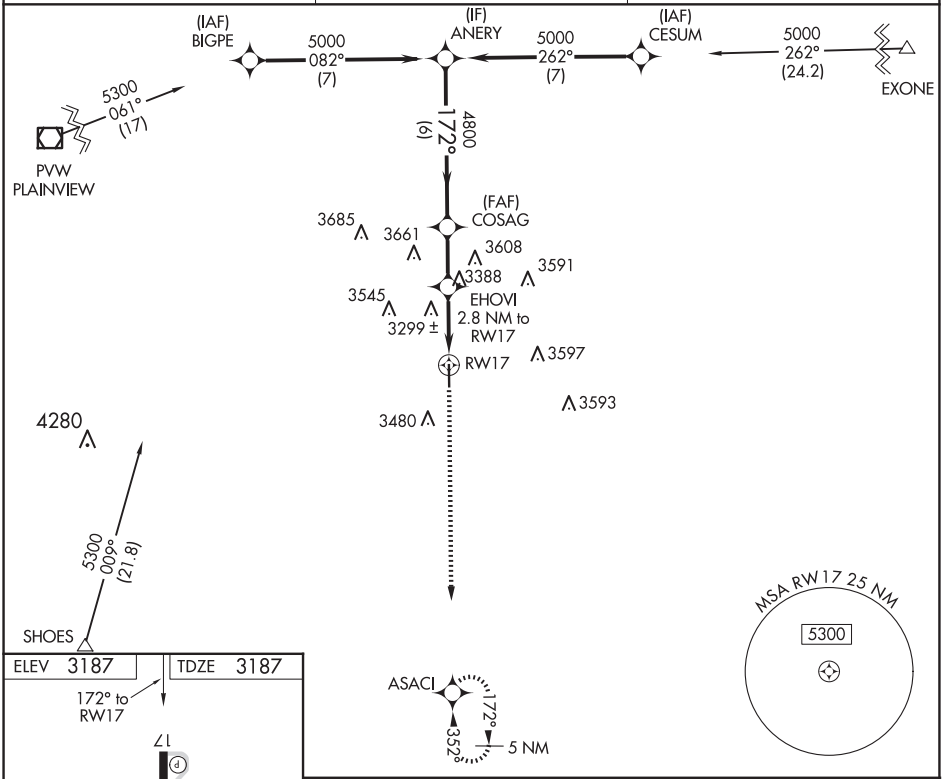
WAAS	APP CRS	Rwy Idg	4600
CH 78142	172°	TDZE	3187
W17A		Apt Elev	3187

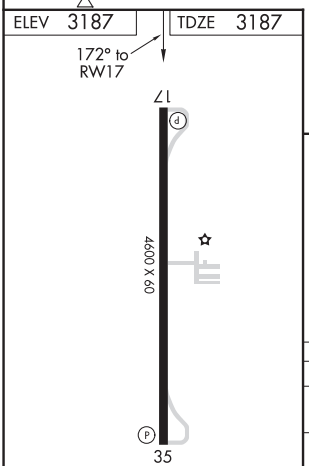
RNP APCH.

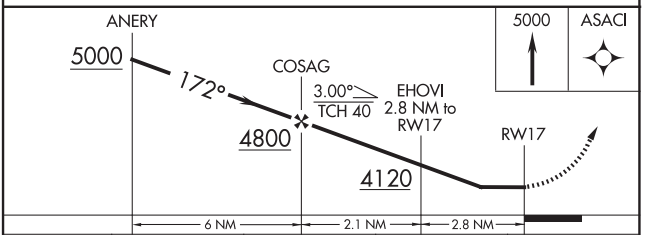
NA Rwy 17 helicopter visibility reduction below ¾ SM NA. Use Plainview altimeter setting, when not received, use Lubbock altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 5000 direct ASACI and hold.

PVW AWOS-3	LUBBOCK APP CON	UNICOM
119.675	119.2 351.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	3640-1 453 (500-1)		3640-1⅜ 453 (500-1⅜)	NA
LNAV MDA	3720-1 533 (600-1)		3720-1½ 533 (600-1½)	NA
C CIRCLING	3840-1 653 (700-1)	3920-1 733 (800-1)	3980-2¼ 793 (800-2¼)	NA

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FLOYDADA, TEXAS | AL-10375 (FAA) | 20198

RNAV (GPS) RWY 35

FLOYDADA MUNI (41F)

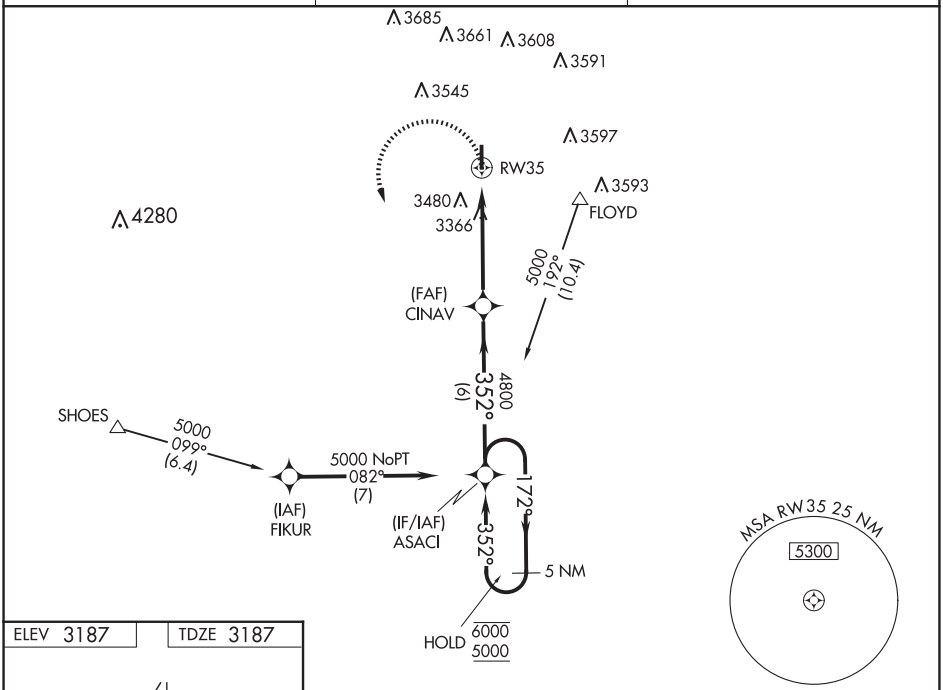
WAAS	APP CRS	Rwy Idg	4600
CH 82442	352°	TDZE	3187
W35A		Apt Elev	3187

RNP APCH.

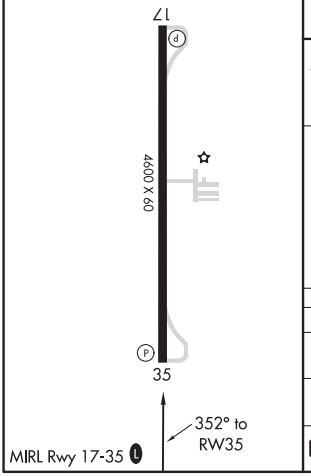
V NA Rwy 35 helicopter visibility reduction below ¾ SM NA. Use Plainview altimeter setting, when not received, use Lubbock altimeter setting and increase all MDA 20 feet; increase LP Cat C visibility ⅛ SM and Circling Cat C visibility ¼ mile.

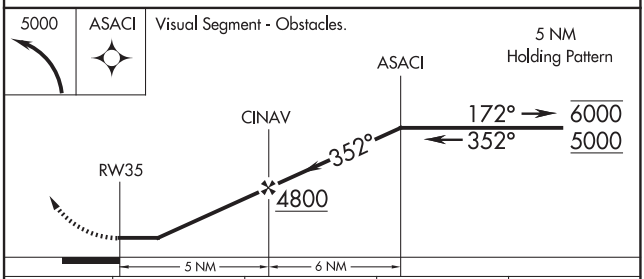
MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.

PVW AWOS-3	LUBBOCK APP CON	UNICOM
119.675	119.2 351.8	122.8 (CTAF) L



ELEV 3187 | TDZE 3187





CATEGORY	A	B	C	D
LP MDA	3760-1	573 (600-1)	3760-1⅝ 573 (600-1⅝)	NA
LNAV MDA	3840-1	653 (700-1)	3840-1⅞ 653 (700-1⅞)	NA
C CIRCLING	3840-1 653 (700-1)	3920-1 733 (800-1)	3980-2¼ 793 (800-2¼)	NA

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RNAV (GPS) RWY 17

BOURLAND FLD (5ØF)

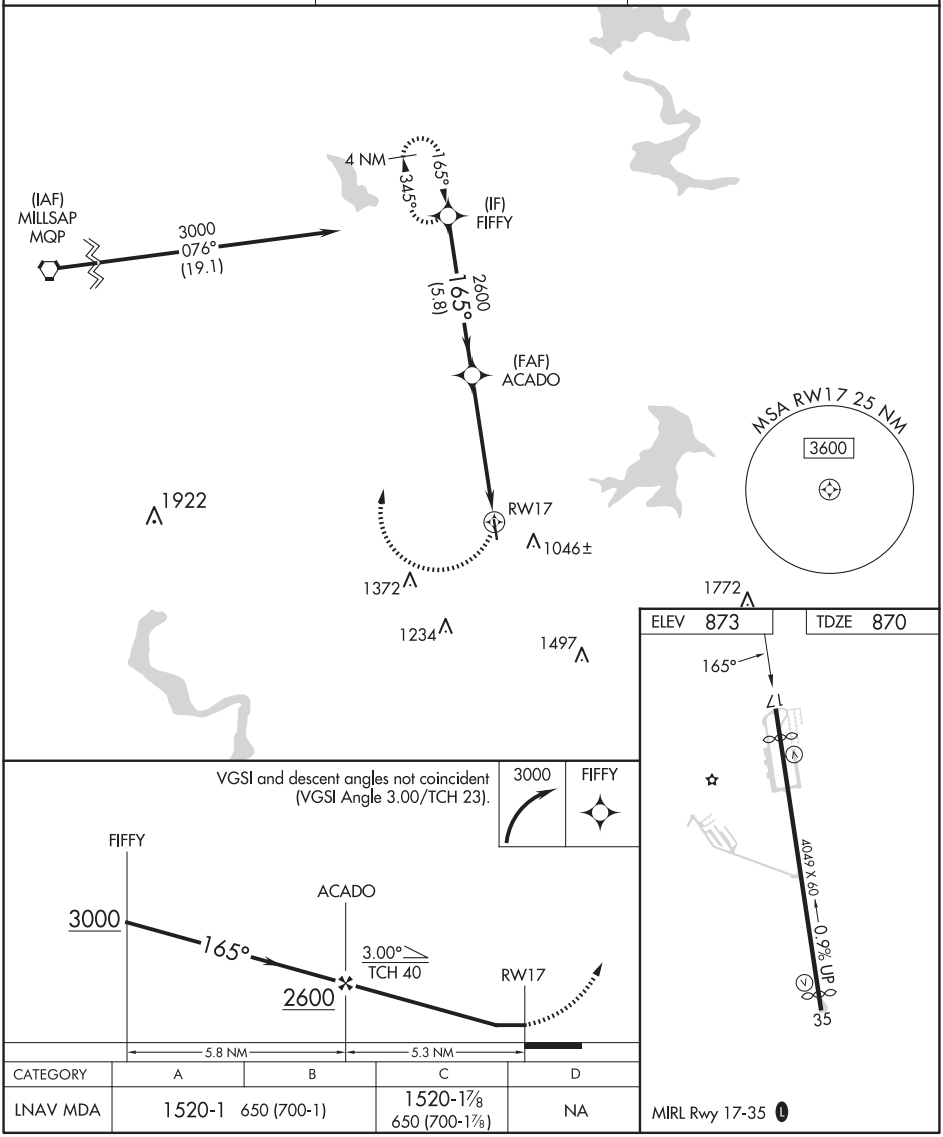
APP CRS	Rwy Idg	TDZE	Apt Elev
165°	3657	870	873

RNP APCH - GPS.

NA Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CPT AWOS-3	LONE STAR APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1520-1 650 (700-1)		1520-1⅞ 650 (700-1⅞)	NA

MIRL Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-6854 (FAA)

24305

RNAV (GPS) RWY 35

BOURLAND FLD (5ØF)

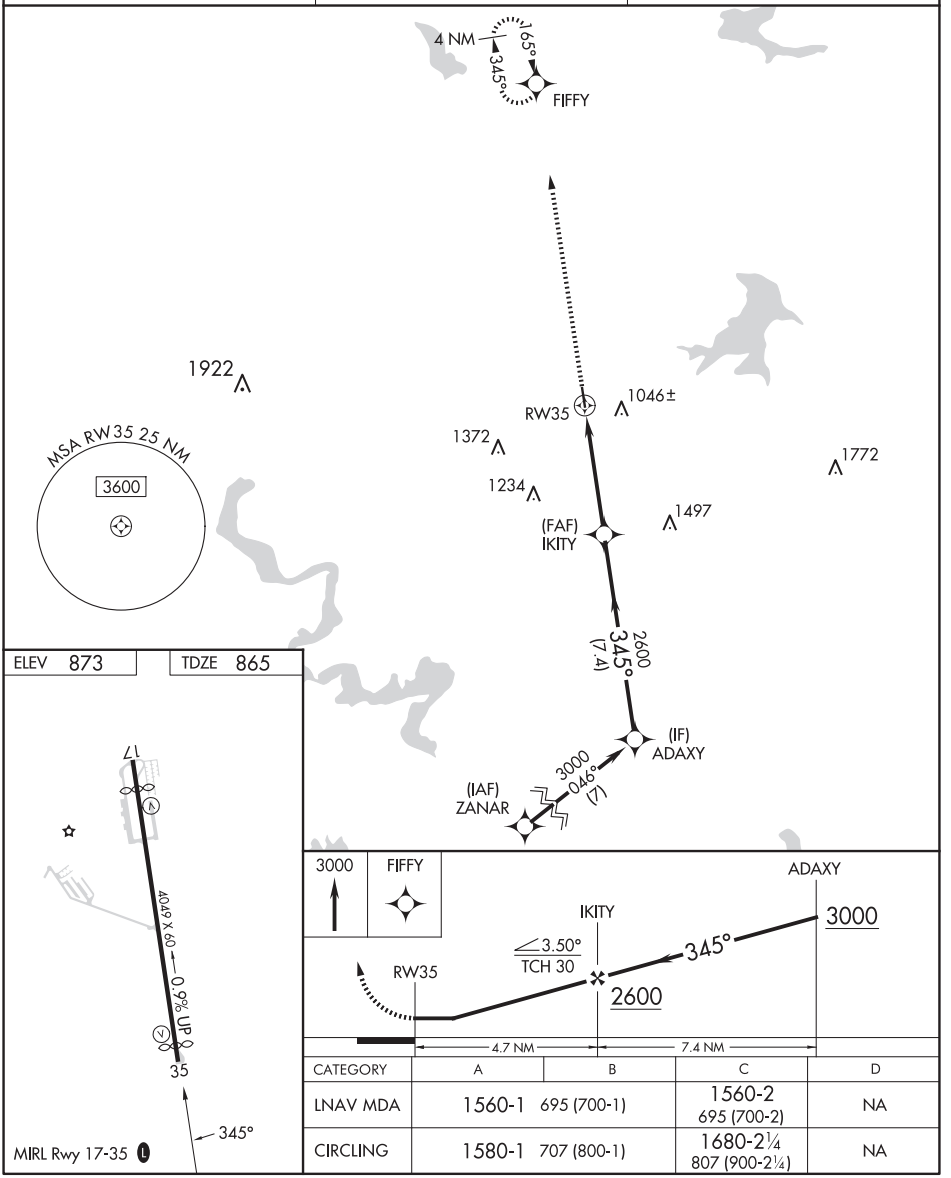
APP CRS	Rwy Idg	3834
345°	TDZE	865
	Apt Elev	873

RNP APCH - GPS.

Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 17.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

CPT AWOS-3	LONE STAR APP CON	UNICOM
119.525	135.975 379.9	123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1560-1	695 (700-1)	1560-2 695 (700-2)	NA
CIRCLING	1580-1	707 (800-1)	1680-2¼ 807 (900-2¼)	NA

FORT WORTH, TEXAS

Amdt 3 31OCT24

32°35'N-97°35'W

BOURLAND FLD (5ØF)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON 135.975 379.9
CTAF 123.0
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
TAKEOFF MINIMUMS
Rwy 17: 300-2 or standard with minimum climb of 512'/NM to 1300.
Rwy 35: Standard.
TOP ALTITUDE: ASSIGNED BY ATC
DEMII 5000
BOTCH 13000
270° (13)
PGLET
MUTEE
HRPER
HUDAD
HULZE
TYGGR
DBLSS
RUFFS
KATZZ
BRHMA
ROOOO
FUMED
ALIAN
RBBIT
LYNDE
WSTEX
CIKAN
DOSXX
9000 *2600 308° (16)
9000 *3600 291° (27)
9000 *3000 291° (66)
9000 *2800 288° (27)
9000 *3000 288° (69)
9000 *2500 287° (13)
9000 *2800 283° (26)
9000 *3400 282° (71)
9000 *4000 282° (75)
9000 *2500 256° (12)
9000 *3100 268° (51)
9000 *2500 232° (5)
9000 *3100 268° (25)
9000 *3100 262° (56)
9000 *4100 263° (50)
9000 *3100 251° (33)
9000 *3100 262° (25)
9000 *3100 (25)
WSA 50F 25 NM
3600
NOTE: Chart not to scale.
048°
345°
165°
040°
1373
1400
N
NOTE: ALIAN Transition: ATC assigned only.
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 165° to 1400, then on heading 047° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 345° to 1373, then on heading 048° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

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.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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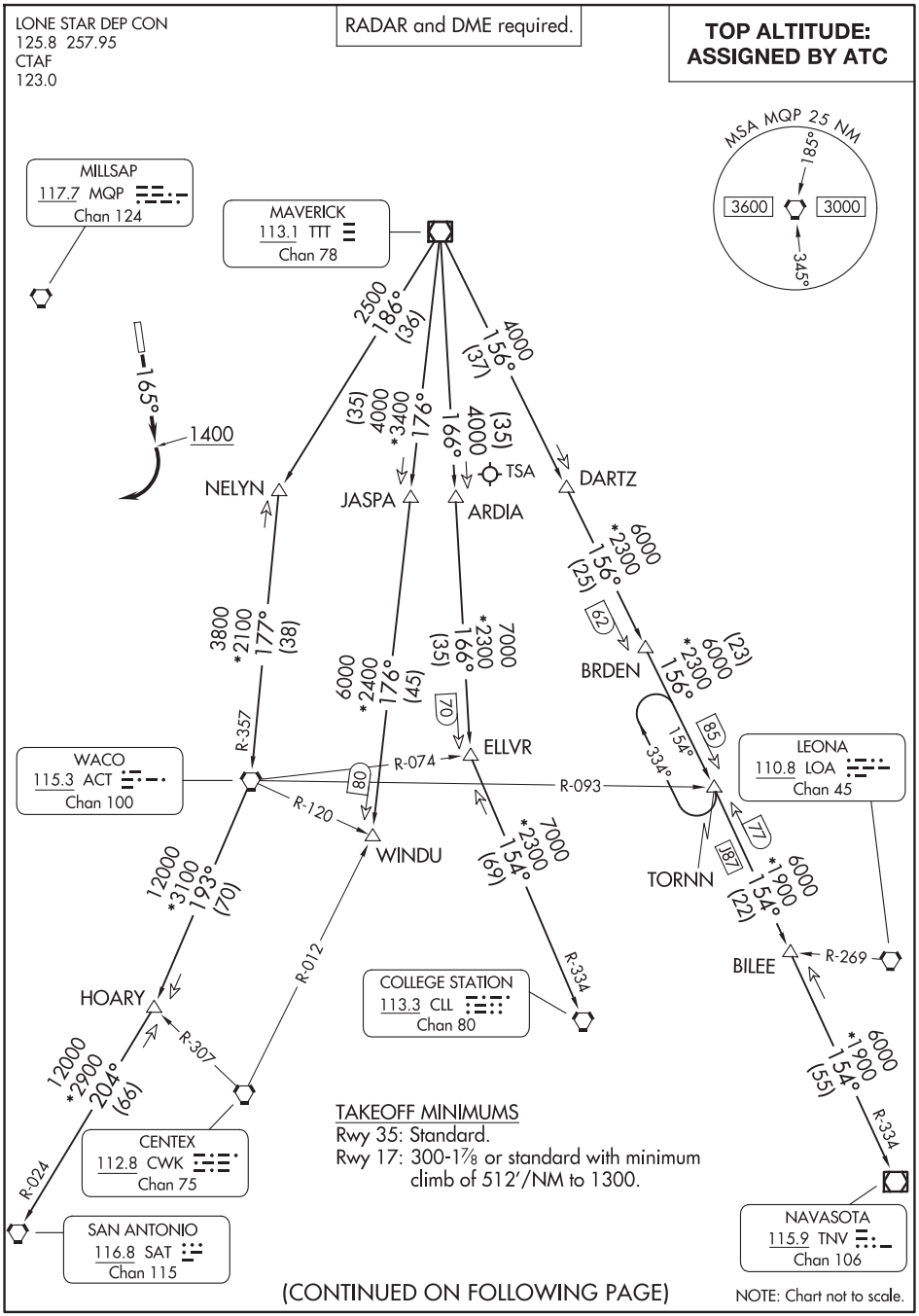
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



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SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 165° to 1400 before turning right.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

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TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
LONE STAR DEP CON
135.975 379.9
CTAF
123.0
TAKEOFF MINIMUMS
Rwy 35: Standard.
Rwy 17: 300-2 or standard with minimum climb of 512'/NM to 1300.
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
MAVERICK
113.1 TTT
Chan 78
V568
R-148
3100
328°
(25)
KARYN
4000
*3000
330°
(22)
MUZZO
V568
65
R-330
4000
*3000
285°
(27)
FERRA
2700
*2400
285°
(37)
3500
*2800
250°
(36)
PODDE
165°
1400
3000
261°
(13)
R-081
V66
3700
253°
(96)
R-071
6000
*4800
296°
(127)
V62
R-114
N
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)
NOTE: Chart not to scale.
MQP 25 NM
165°
005°
3600
3000

KINGDOM FIVE DEPARTURE

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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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KUSSO ONE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

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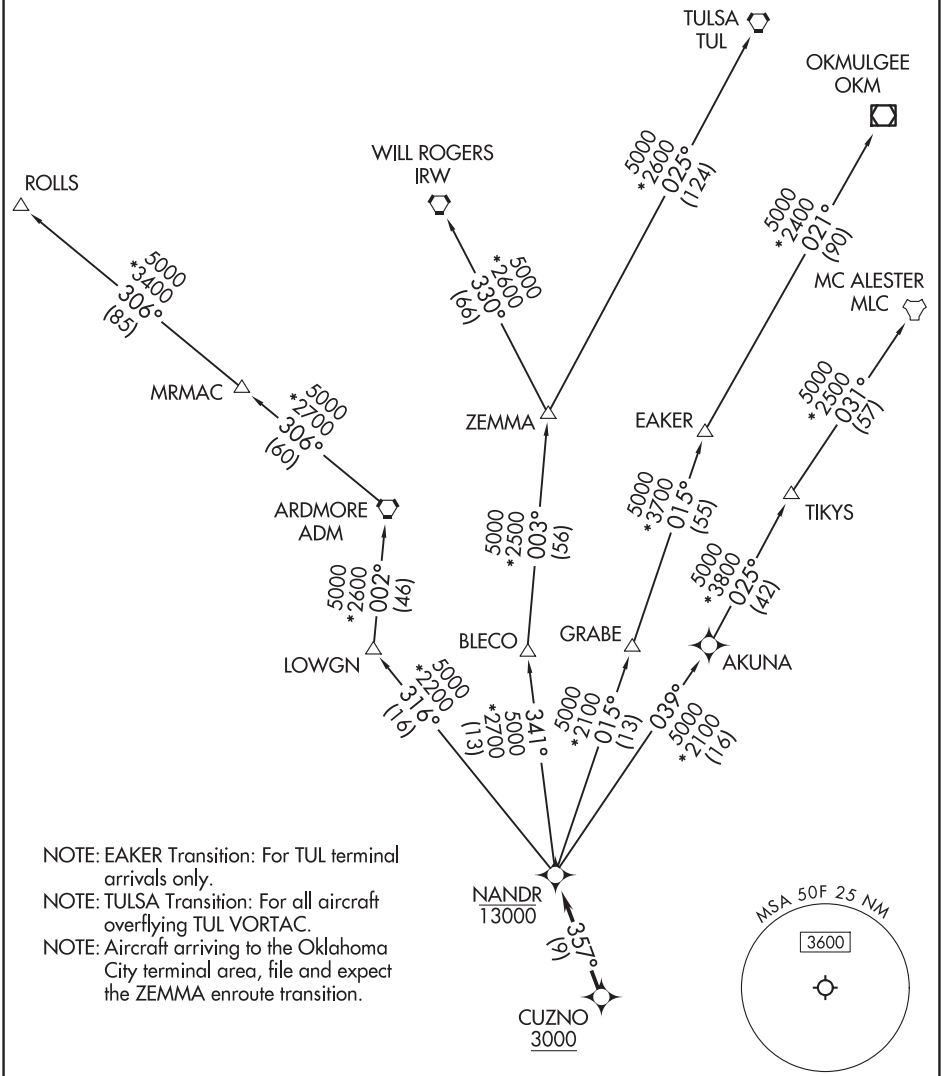
NANDR THREE DEPARTURE (RNAV)

LONE STAR 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
Rwy 17: 300-2 or standard with minimum climb of 512'/NM to 1300.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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ILS or LOC RWY 16

FORT WORTH MEACHAM INTL (FTW)

LOC I-FTW	APP CRS	Rwy Idg	7502
109.9	164°	TDZE	710
Chan 36		Apt Elev	710

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

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.

ATIS	LONE STAR APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65

ADF REQUIRED

BOWIE
117.15 UKW
Chan 118(Y)

4000
144°
(44.6)

344°
164°
209°
029°

LOM/IAF
MUFIN
365 FT
I-FTW 5.3

MAVERICK
113.1 TTT
Chan 78

R-269

1049
990
913
1022
1049
1198
1743

LOCALIZER 109.9
I-FTW
Chan 36

MSA FT 25 NM
180°
2200
2800
270°
3600
360°

MUFIN LOM/INT
I-FTW 5.3

Remain within 10 NM

344°
164°
2400
2000
1992

GS 3.00°
TCH 57

1300 2500 FT

I-FTW 3
I-FTW 1.5

2.3 NM 1.5 NM

ELEV 710 D TDZE 710

164°

7502 X 150 X 0.5% UP
4005 X 75
35
34

HIRL Rwy 16-34
MIRL Rwy 17-35

CATEGORY	A	B	C	D
S- ILS 16*	910/24	200 (200-½)		
S- LOC 16	1240/24	530 (600-½)	1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260-1 550 (600-1)	1280-1 570 (600-1)	1340-1¾ 630 (700-1¾)	1500-2½ 790 (800-2½)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-159 (FAA)

24361

ILS or LOC RWY 34

FORT WORTH MEACHAM INTL (FTW)

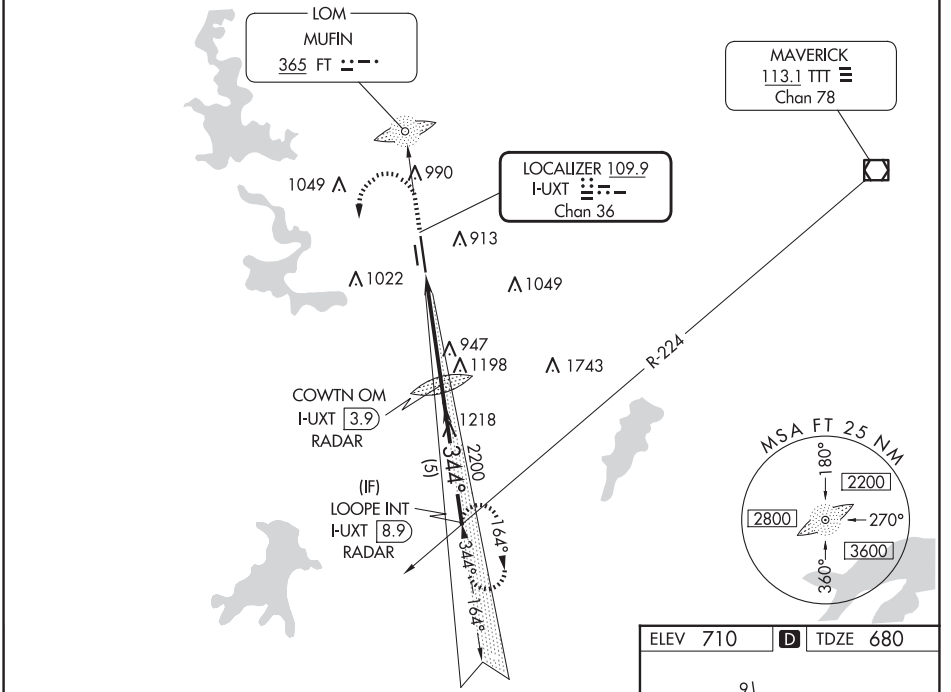
LOC I-UXT	APP CRS	Rwy Idg	7455
109.9	344°	TDZE	680
Chan 36		Apt Elev	710

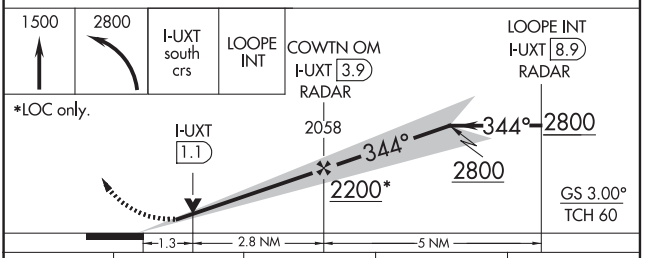
▼ Inoperative table does not apply to S-LOC 34 Cat C.

MALS (A4)

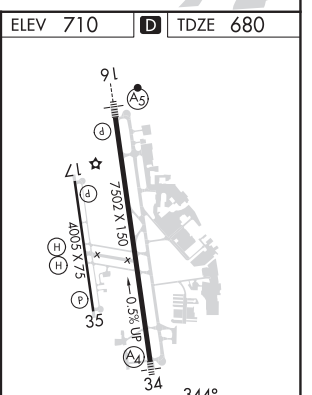
MISSED APPROACH : Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

ATIS	LONE STAR APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65





CATEGORY	A	B	C	D
S- ILS 34	880-¾ 200 (200-¾)			
S-LOC 34	1200-¾ 520 (500-¾)		1200-1½ 520 (500-1½)	1200-1¾ 520 (500-1¾)
C CIRCLING	1260-1 550 (600-1)	1280-1 570 (600-1)	1340-1¾ 630 (700-1¾)	1500-2½ 790 (800-2½)



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

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RNAV (GPS) RWY 16

FORT WORTH MEACHAM INTL (FTW)

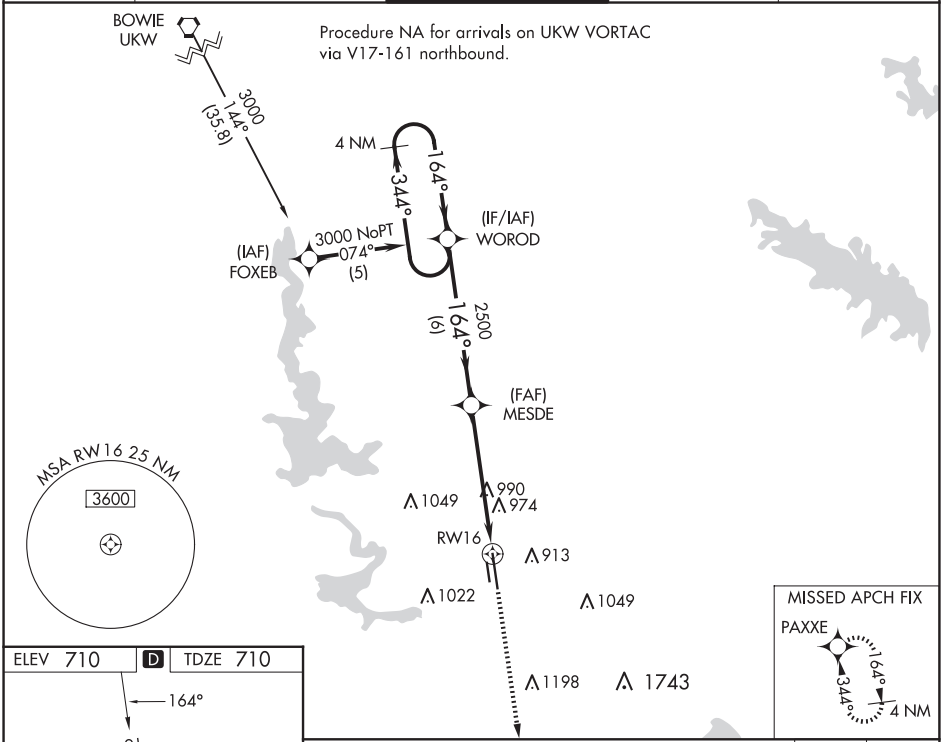
WAAS	APP CRS	Rwy Idg	7502
CH 42612	164°	TDZE	710
W16A		Apt Elev	710

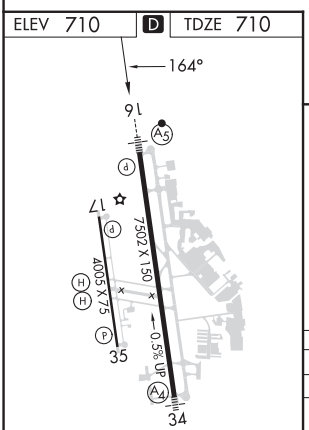
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

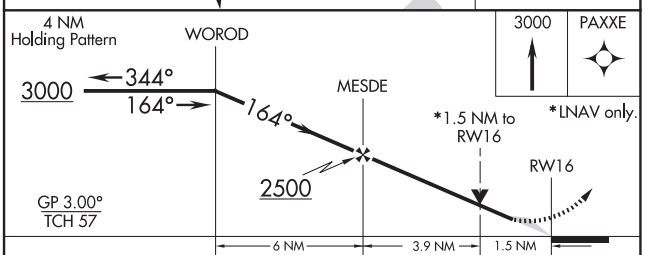
MALSR

MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

ATIS	LONE STAR APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65







CATEGORY	A	B	C	D
LPV DA **	910/24 200 (200-½)			
LNAV/VNAV DA	1284-1½ 574 (600-1½)			
LNAV MDA	1240/24 530 (600-½)		1240/50 530 (600-1)	1240/60 530 (600-1¼)
CIRCLING	1260-1 550 (600-1)	1280-1 570 (600-1)	1340-1¾ 630 (700-1¾)	1500-2½ 790 (800-2½)

HIRL Rwy 16-34
MIRL Rwy 17-35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-159 (FAA)

24361

RNAV (GPS) RWY 34

FORT WORTH MEACHAM INTL (FTW)

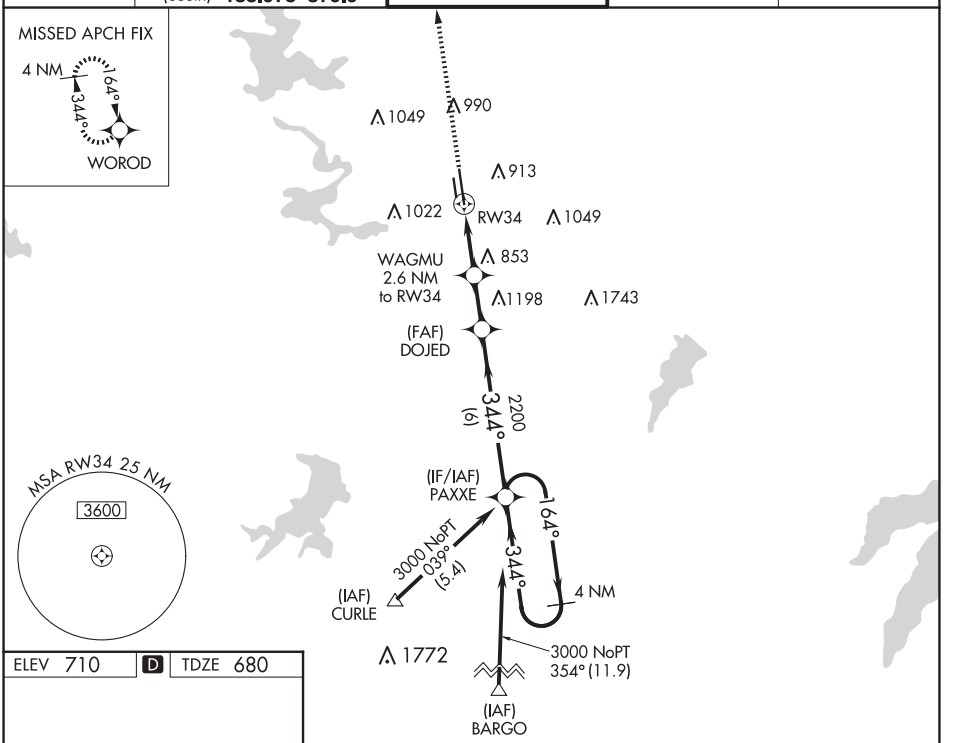
WAAS	APP CRS	Rwy Idg	7455
CH 53412	344°	TDZE	680
W34A		Apt Elev	710

T A 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 1⅜ mile.

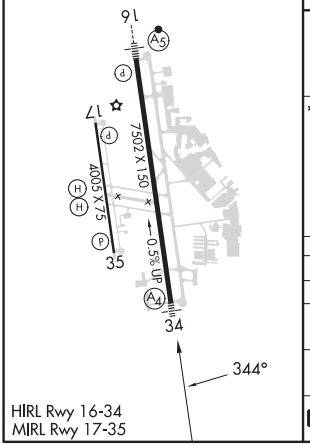
MALS (A4)

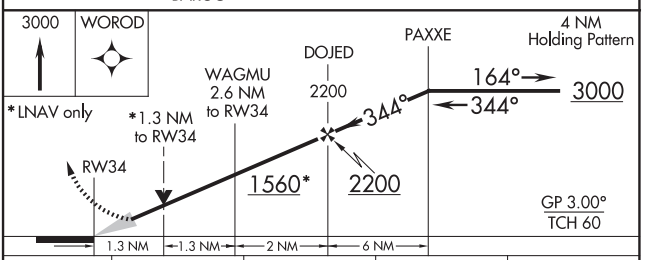
MISSED APPROACH: Climb to 3000 direct WOROD and hold.

ATIS	LONE STAR APP CON	MEACHAM TOWER	GND CON	CLNC DEL
120.7	(North) 118.1 306.95 (South) 135.975 379.9	118.3 257.8	121.9	124.65



ELEV 710 D TDZE 680

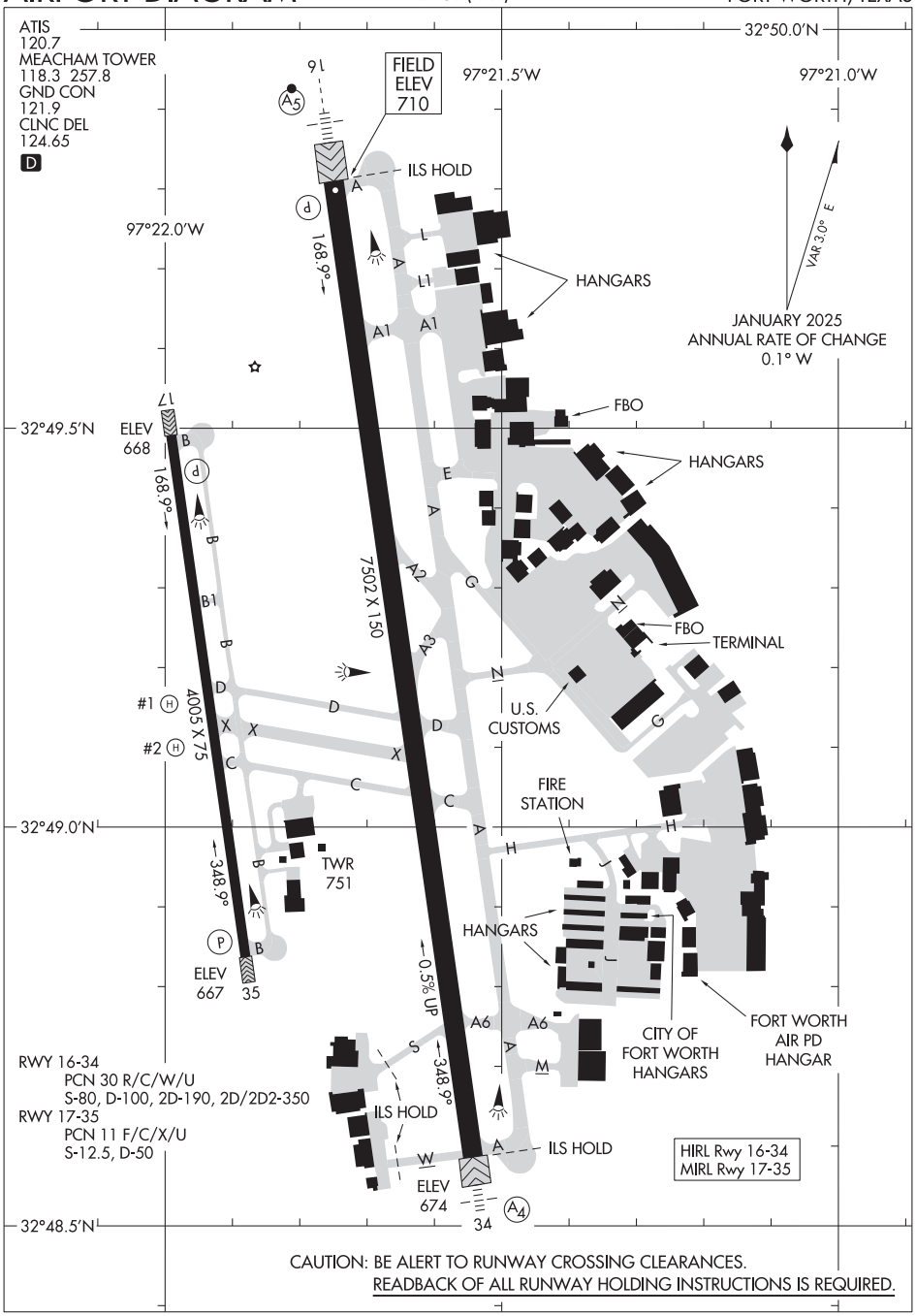




CATEGORY	A	B	C	D
LPV DA	880-¾	200 (200-¾)		
LNAV/VNAV DA	1091-1⅛	411 (400-1⅛)		
LNAV MDA	1160-¾	480 (500-¾)	1160-1⅛	480 (500-1⅛)
C CIRCLING	1260-1 550 (600-1)	1280-1 570 (600-1)	1340-1¾ 630 (700-1¾)	1500-2½ 790 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 164° to 1600, then on heading 084° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 17: Climb on heading 164° to 1600, then on heading 086° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 34: Climb on heading 344° to 1210, then on heading 094° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 344° to 1210, then on heading 091° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE

LONE STAR DEP CON
135.975 379.9
ATIS
120.7
CLNC DEL
124.65
GND CON
121.9
MEACHAM TOWER
118.3 257.8

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

MSA TTT 25 NM
2700
090° 270°
3600

MAVERICK
113.1 TTT
Chan 78

164° 166°
1600

2500 186° (36)
4000 156° (37)
(35) 4000 *3400 176°
166° 4000 (35)
TSA

NELYN
JASPA
ARDIA
DARTZ

6000 *2300 156° (25)
62
(23) 6000 *2300 156°
BRDEN

3800 *2100 177° (38)
6000 *2400 176° (45)
*2300 166° (35) 7000
70
ELLVR

154° 334°
85
77
187

R-357
R-074
R-093
R-120
80

WACO
115.3 ACT
Chan 100

LEONA
110.8 LOA
Chan 45

WINDU

12000 *3100 193° (70)
7000 *2300 154° (69)
6000 *1900 154° (22)
TORNN

BILEE
R-269

HOARY
R-307
R-012
R-334

COLLEGE STATION
113.3 CLL
Chan 80

12000 *2900 204° (66)
6000 *1900 154° (55)

CENTEX
112.8 CWK
Chan 75

R-024

SAN ANTONIO
116.8 SAT
Chan 115

NAVASOTA
115.9 TNV
Chan 106

TAKEOFF MINIMUMS
Rwys 16, 17: Standard.
Rwy 34: 300-1⅞ 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: 300-1¼ 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)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

KINGDOM FIVE DEPARTURE

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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

(NANDR3.NANDR) 25107 AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

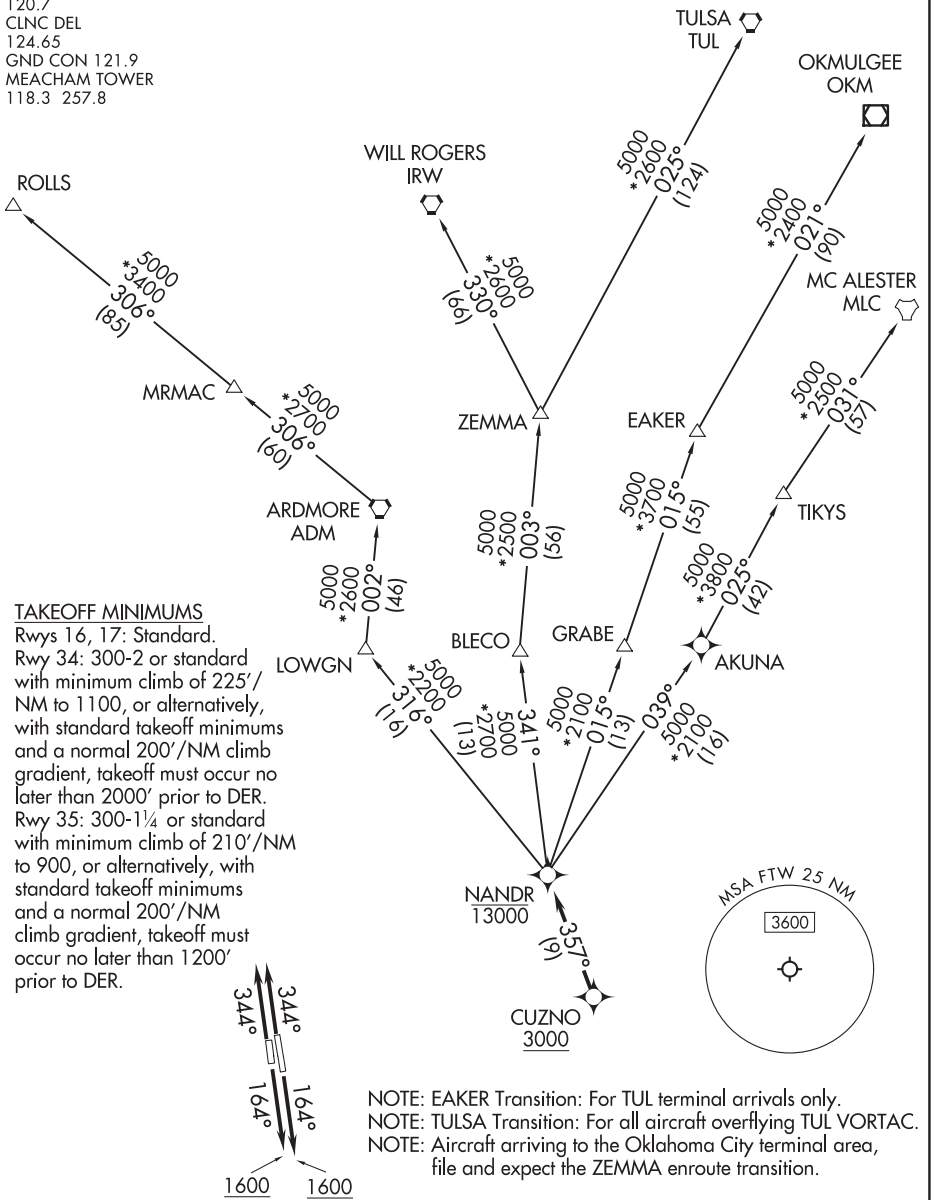
NANDR THREE DEPARTURE (RNAV)

FORT WORTH, TEXAS

LONE STAR DEP CON
118.1 306.95 (Rwys 34, 35)
135.975 379.9 (Rwys 16, 17)
ATIS
120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 16, 17: Standard.
Rwy 34: 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.
Rwy 35: 300-1¼ 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 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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

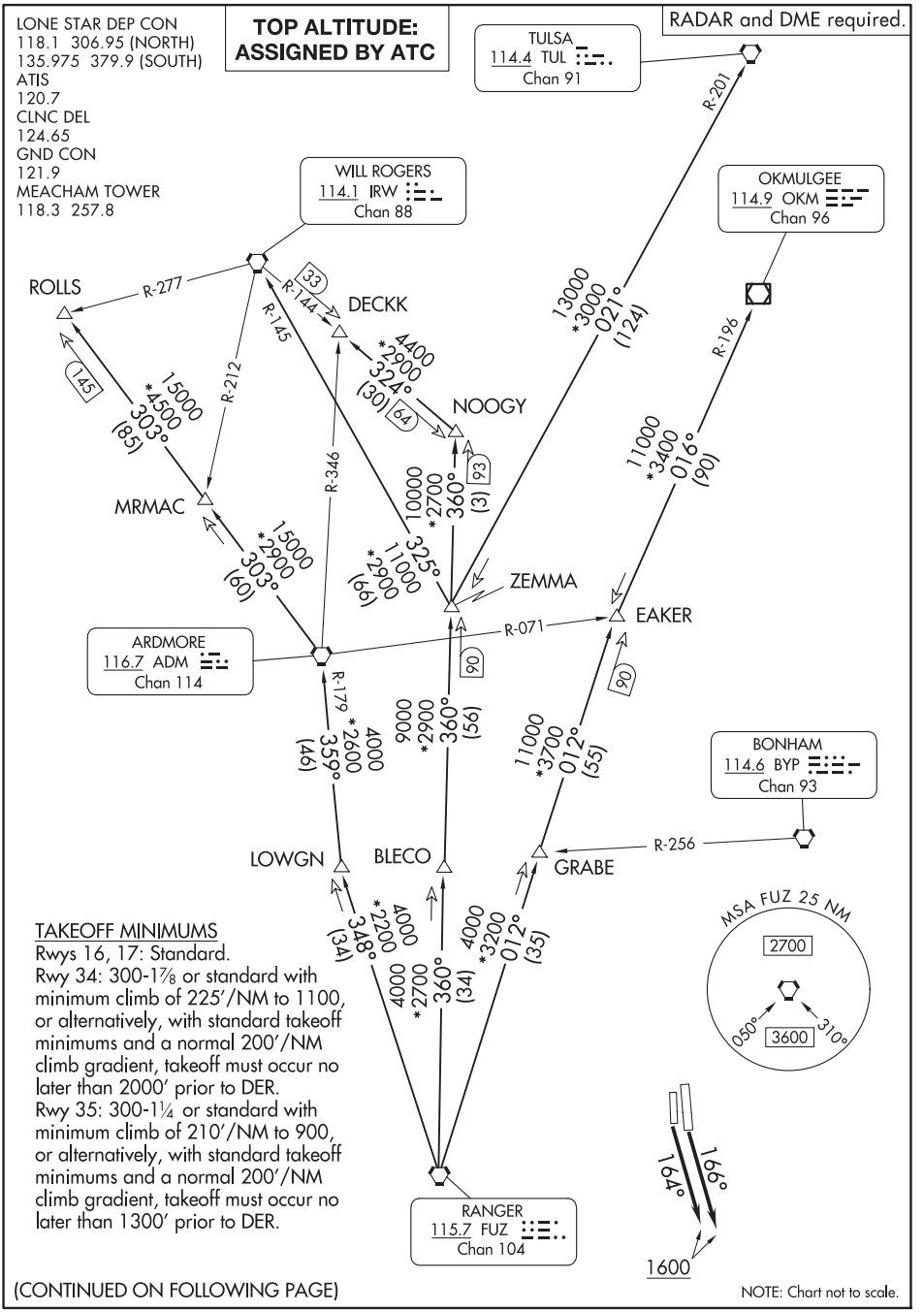
(TEX5.FUZ) 24305

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

TEXOMA FIVE DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

AL-159 (FAA)

(WORTH1.TTT) 24305

WORTH ONE DEPARTURE

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

WORTH ONE DEPARTURE

(WORTH1.TTT) 25JAN24

FORT WORTH, TEXAS

FORT WORTH MEACHAM INTL (FTW)

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS | AL-6917 (FAA) | 24305

ILS or LOC RWY 36L
FORT WORTH SPINKS (FWS)

LOC I-JZW	APP CRS	Rwy Idg	6002
110.95	357°	TDZE	697
		Apt Elev	700

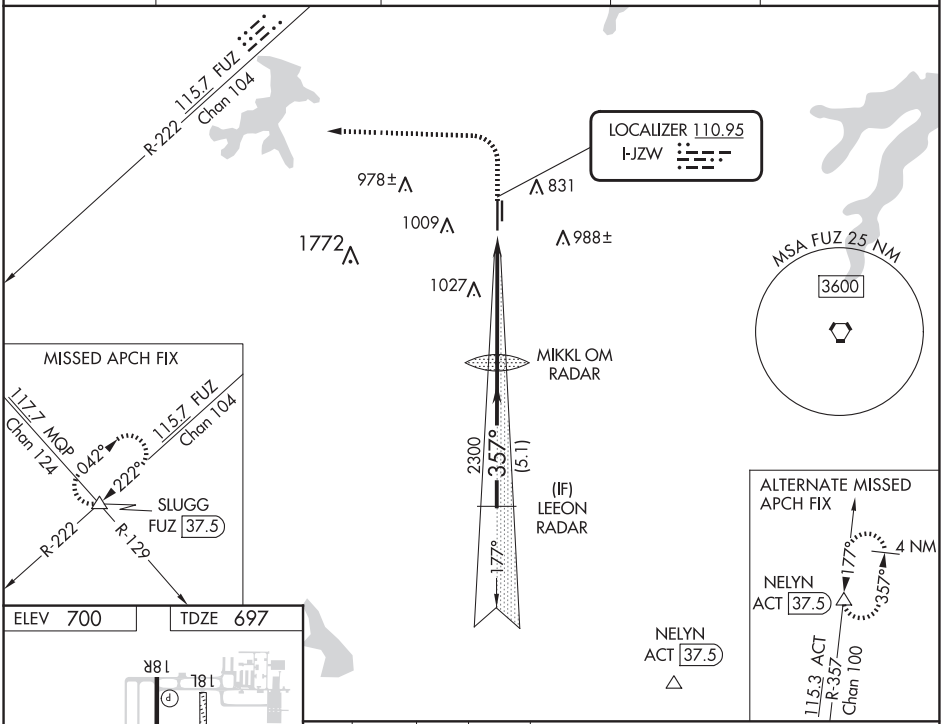
RADAR required for procedure entry.

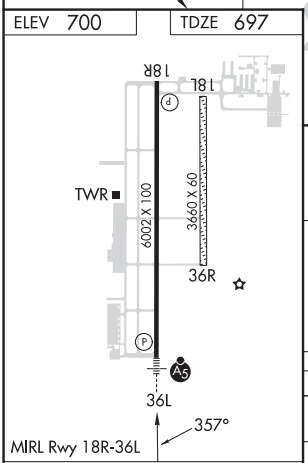
T
A NA Circling NA west of Rwy 18R-36L. For inop ALS increase S-LOC 36L Cat C/D visibility to 1¾ SM.

MALSR

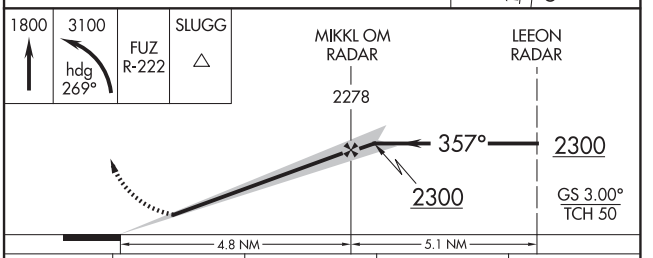
MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 on heading 269° and FUZ VORTAC R-222 to SLUGG INT/ FUZ 37.5 DME and hold.

ATIS	LONE STAR APP CON	SPINKS TOWER ★	GND CON	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	122.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 36L	897-½ 200 (200-½)			
S-LOC 36L	1320-½ 623 (700-½)		1320-1⅜ 623 (700-1⅜)	
CIRCLING	1320-1 620 (700-1)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)

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SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18R

FORT WORTH SPINKS (FWS)

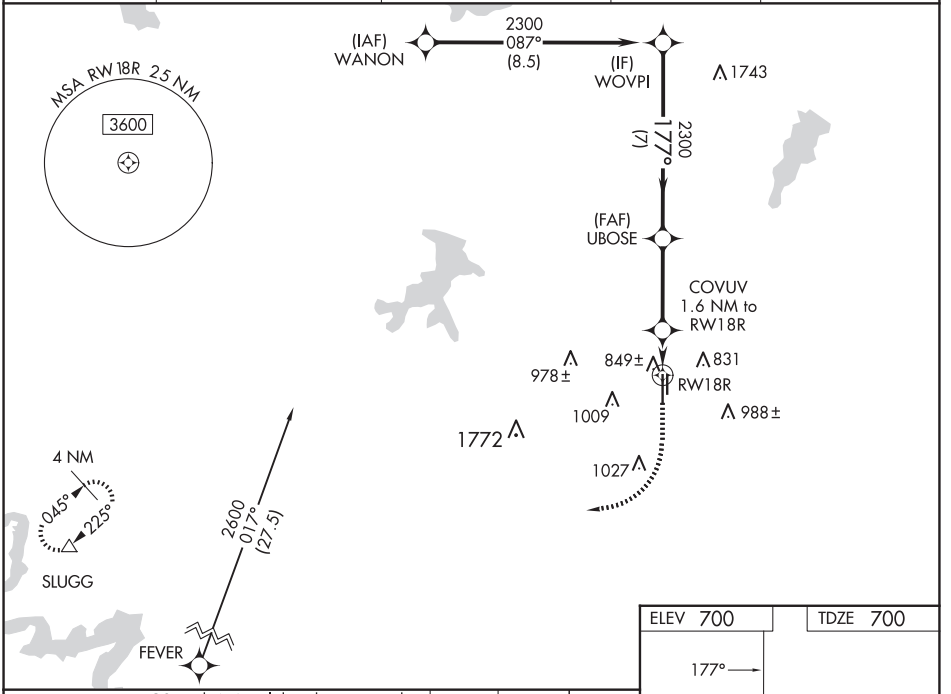
WAAS	APP CRS	Rwy Idg	6002
CH 62899	177°	TDZE	700
W18A		Apt Elev	700

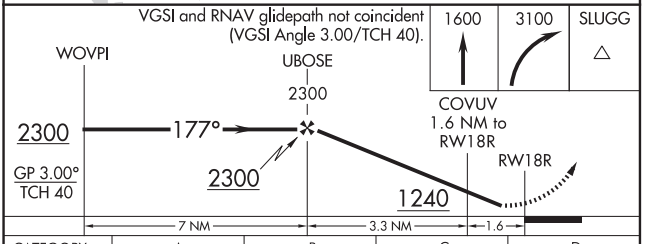
RNP APCH-GPS.

Circling NA west of Rwy 18R-36L. Rwy 18R helicopter visibility reduction below ¾ NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

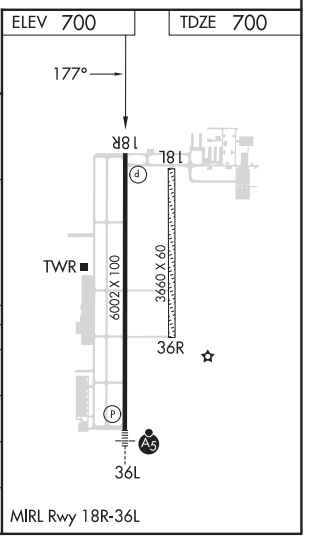
MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 direct SLUGG and hold.

ATIS	LONE STAR APP CON	SPINKS TOWER ★	GND CON	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	122.7





CATEGORY	A	B	C	D
LPV DA	950-¾ 250 (300-¾)			
LNAV/VNAV DA	1030-1 330 (400-1)			
LNAV MDA	1100-1 400 (400-1)		1100-1⅛ 400 (400-1⅛)	
CIRCLING	1200-1 500 (500-1)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-6917 (FAA)

24305

RNAV (GPS) RWY 36L

FORT WORTH SPINKS (FWS)

WAAS	APP CRS	Rwy Idg	6002
CH 57999	357°	TDZE	697
W36A		Apt Elev	700

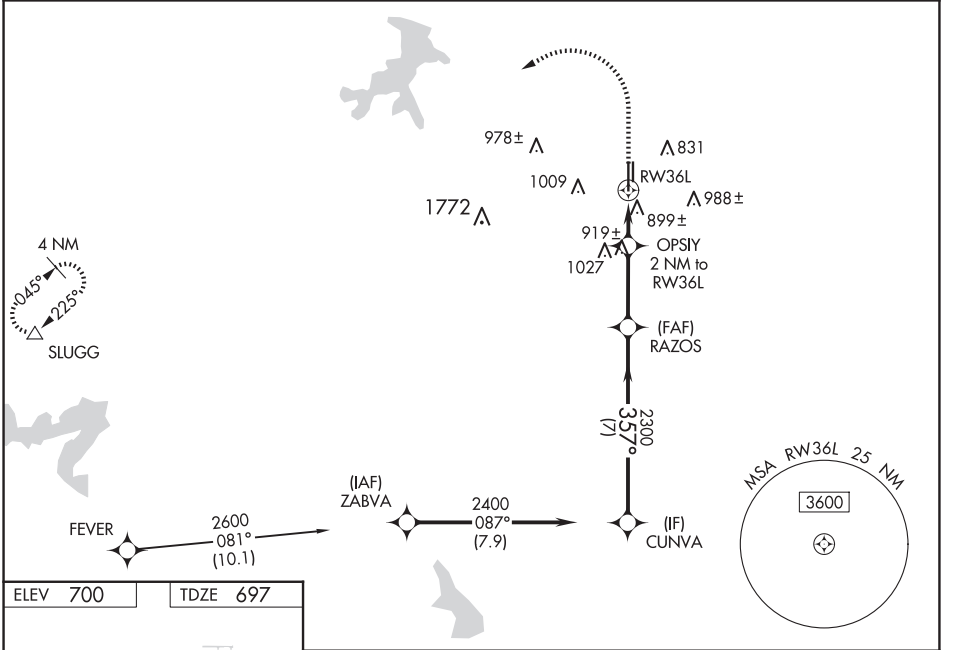
RNP APCH - GPS.

Circling NA west of Rwy 18R-36L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and increase LNAV Cats C/D visibility to 1⅜ SM.

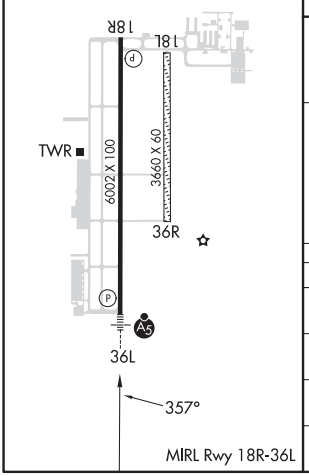
MALSR

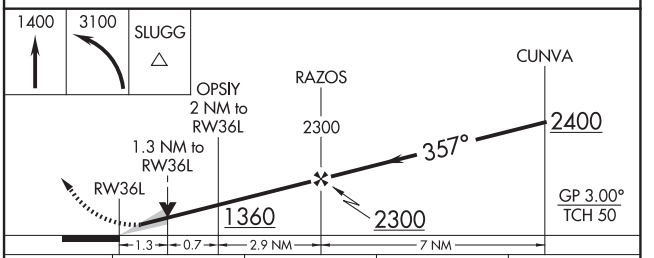
MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 direct SLUGG and hold.

ATIS	LONE STAR APP CON	SPINKS TOWER ★	GND CON	UNICOM
120.025	135.975 379.9	124.625 (CTAF) L	119.475	122.7



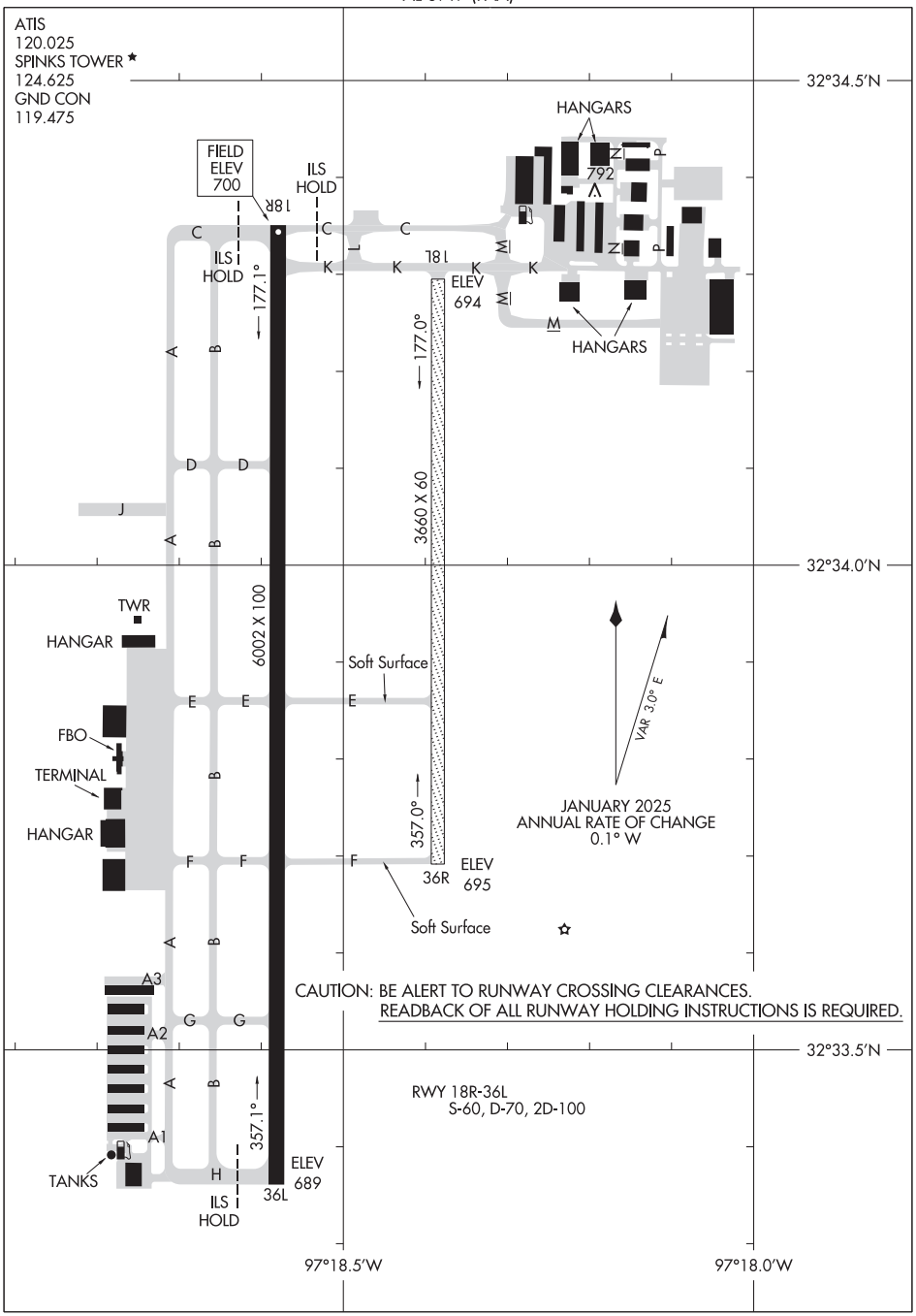
ELEV 700 | TDZE 697





CATEGORY	A	B	C	D
LPV DA	897-½ 200 (200-½)			
LNAV/VNAV DA	1193-1 496 (500-1)			
LNAV MDA	1160-½ 463 (500-½)		1160-1 463 (500-1)	
CIRCLING	1200-1 500 (500-1)		1340-1¾ 640 (700-1¾)	1340-2 640 (700-2)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200, then on heading 012° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 36L: Climb on heading 357° to 1200, then on heading 013° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(GARL6.TTT) 25107 AL-6917 (FAA)

GARLAND SIX DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
135.975 379.9
ATIS
120.025
GND CON
119.475
SPINKS TOWER★
124.625 (CTAF)

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

MSA TTT 25 NM
2700
090° 270°
3600

MAVERICK
113.1 TTT
Chan 78

177°
1200

2500
186°
(36)

4000
156°
(37)

(35) 4000
*3400
176°

(35) 4000
166°

TSA

NELYN

JASPA

ARDIA

DARTZ

6000
*2300
156°
(25)

62

3800
*2100
177°
(38)

6000
*2400
176°
(45)

7000
*2300
166°
(35)

70

BRDEN

(23) 6000
*2300
156°

85

154°

334°

R-357

WACO
115.3 ACT
Chan 100

80

R-074

ELLVR

R-093

LEONA
110.8 LOA
Chan 45

R-120

WINDU

77

187

12000
*3100
193°
(70)

7000
*2300
154°
(69)

TORNN

6000
*1900
154°
(22)

BILEE

R-269

HOARY

R-012

R-307

COLLEGE STATION
113.3 CLL
Chan 80

R-334

12000
*2900
204°
(66)

6000
*1900
154°
(55)

R-334

CENTEX
112.8 CWK
Chan 75

R-024

SAN ANTONIO
116.8 SAT
Chan 115

NAVASOTA
115.9 TNV
Chan 106

TAKEOFF MINIMUMS
Rwys 18L, 36R: NA-Environmental.
Rwys 18R, 36L: Standard.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18R: Climb on heading 177° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
LONE STAR DEP CON
135.975 379.9
ATIS
120.025
GND CON
119.475
SPINKS TOWER ★
124.625 (CTAF)
TAKEOFF MINIMUMS
Rwys 18L, 36R: NA-Environmental.
Rwys 18R, 36L: Standard.
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
MAVERICK
113.1 TTT
Chan 78
V568
R-148
3100
328°
(25)
KARYN
4000
*3000
330°
(22)
MUZZO
V568
R-330
65
4000
*3000
285°
(27)
FERRA
2700
*2400
285°
(37)
3500
*2800
250°
(36)
PODDE
3000
261°
(13)
R-081
V66
3700
253°
(96)
R-071
6000
*4800
296°
(127)
V62
R-114
177°
1200
N
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.
MSA TTT 25 NM
2700
090°
270°
3600
NOTE: Chart not to scale.
(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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

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)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(NANDR3.NANDR) 25107 AL-6917 (FAA)

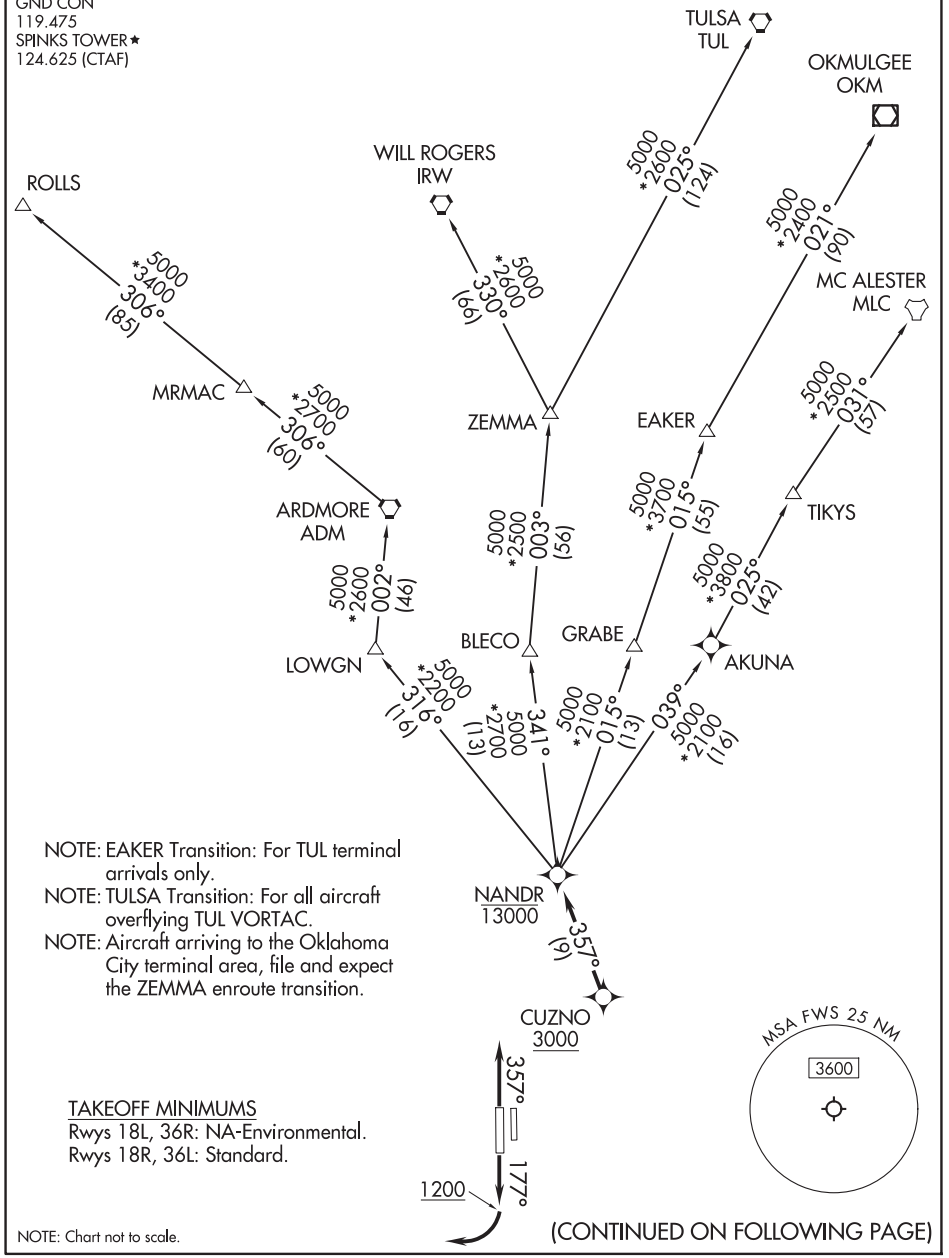
NANDR THREE DEPARTURE (RNAV)

FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

LONE STAR DEP CON
135.975 379.9
ATIS
120.025
GND CON
119.475
SPINKS TOWER★
124.625 (CTAF)

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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025

(TEX5.FUZ) 24305

AL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

TEXOMA FIVE DEPARTURE

LONE STAR DEP CON
135.975 379.9
ATIS
120.025
GND CON
119.475
SPINKS TOWER ★
124.625 (CTAF)

TOP ALTITUDE: ASSIGNED BY ATC

RADAR and DME required.

TULSA
114.4 TUL
Chan 91

WILL ROGERS
114.1 IRW
Chan 88

OKMULGEE
114.9 OKM
Chan 96

ARDMORE
116.7 ADM
Chan 114

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104

ROLLS
DECKK
NOOGY
ZEMMA
EAKER
MRMAC
LOWGN
BLECO
GRABE

R-277
R-144
R-145
R-212
R-346
R-201
R-196
R-071
R-179
R-256

13000 *3000 021° (124)
4400 *2900 324° (30)
15000 *4500 303° (85)
10000 *2700 360° (3)
11000 *3400 016° (90)
15000 *2900 303° (60)
11000 *2900 325° (66)
9000 *2900 360° (56)
11000 *3700 012° (55)
4000 *2600 359° (46)
4000 *2200 348° (34)
4000 *2700 360° (34)
4000 *3200 012° (35)

MSA FUZ 25 NM
2700
3600
050°
310°

TAKEOFF MINIMUMS
Rwys 18L, 36R: NA-Environmental.
Rwys 18R, 36L: Standard.

1200
177°

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TEXOMA FIVE DEPARTURE
(TEX5.FUZ) 25JAN24

FORT WORTH, TEXAS
FORT WORTH SPINKS (FWS)

SC-2, 07 AUG 2025 to 02 OCT 2025

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 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, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AL-6917 (FAA)

(WORTH1.TTT) 24305
WORTH ONE DEPARTURE

FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

WORTH ONE DEPARTURE
(WORTH1.TTT) 25JAN24
FORT WORTH, TEXAS
FORT WORTH SPINKS (FWS)

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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

KENNETH COPELAND (4T2)

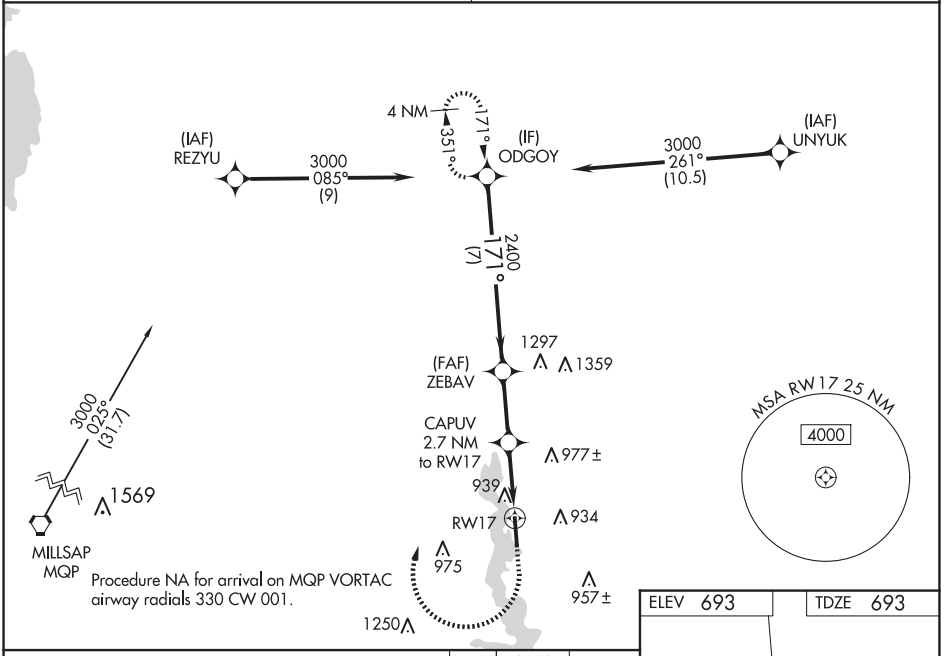
WAAS	APP CRS	Rwy Idg	5943
CH 62840	171°	TDZE	693
W17A		Apt Elev	693

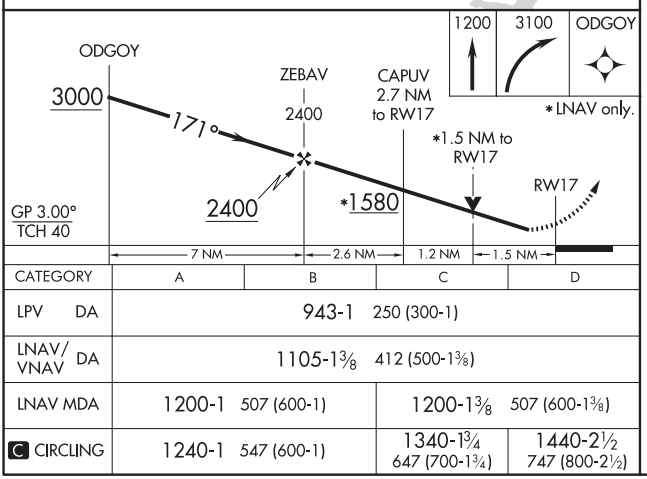
RNP APCH.

T A NA Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. Rwy 17 helicopter visibility reduction below ¾ 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 ¼ SM.

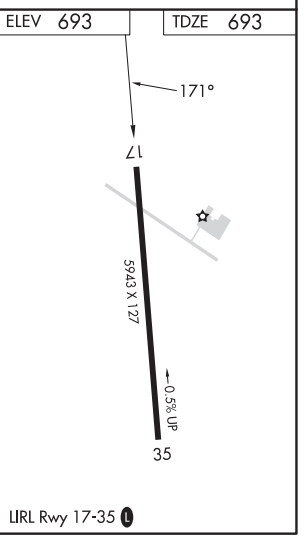
MISSED APPROACH: Climb to 1200 then climbing right turn to 3100 direct ODGOY and hold.

LONE STAR APP CON	UNICOM
125.8 257.95	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	943-1 250 (300-1)			
LNAV/VNAV DA	1105-1⅜ 412 (500-1⅜)			
LNAV MDA	1200-1 507 (600-1)		1200-1⅜ 507 (600-1⅜)	
C CIRCLING	1240-1 547 (600-1)		1340-1¾ 647 (700-1¾)	1440-2½ 747 (800-2½)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

KENNETH COPELAND (4T2)

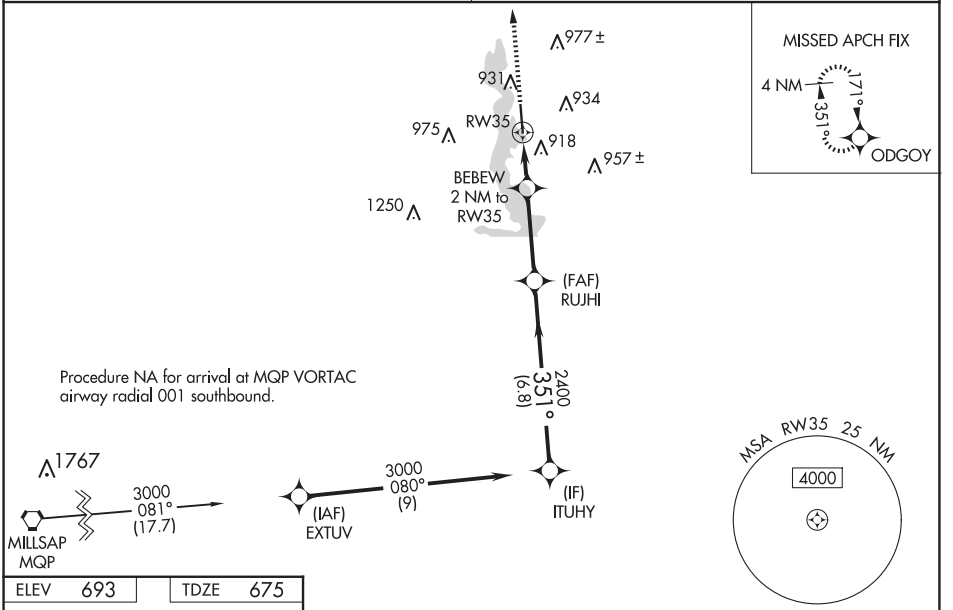
WAAS	APP CRS	Rwy Idg	5943
CH 57940	351°	TDZE	675
W35A		Apt Elev	693

RNP APCH - GPS.

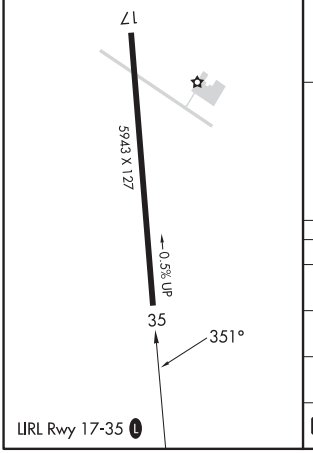
NA Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV NA when using FTW altimeter setting. Obtain local altimeter setting on CTAF; when local altimeter setting not received, use FTW altimeter setting and increase LPV DA to 955 feet; increase LNAV/VNAV DA to 1191 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

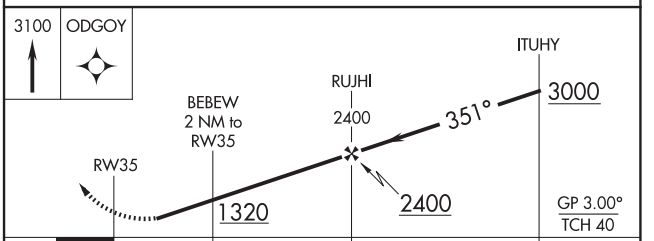
MISSED APPROACH: Climb to 3100 direct ODGOY and hold.

LONE STAR APP CON	UNICOM
125.8 257.95	123.075 (CTAF) L



ELEV	693	TDZE	675





CATEGORY	A	B	C	D
LPV DA	925-1 250 (300-1)			
LNAV/VNAV DA	1161-1⅜ 486 (500-1⅜)			
LNAV MDA	1180-1 505 (500-1)		1180-1⅜ 505 (500-1⅜)	
C CIRCLING	1240-1 547 (600-1)		1340-1¾ 647 (700-1¾)	1440-2½ 747 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-6918 (FAA)

25219

ILS or LOC RWY 16L

PEROT FLD/FORT WORTH ALLIANCE (AFW)

LOC/DME I-UPE	APP CRS		16L	16R
110.15	166°	Rwy Ldg	10600	10410
Chan 38 (Y)		TDZE	723	721
		Apt Elev	723	723

DME or RADAR required.

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.

ALSF-2

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	LONE STAR APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	118.1 306.95	135.15 257.9	132.65 306.2	128.725

IAF BOWIE 117.15 UKW Chan 118(Y)

4000 126° (31.2)

346°

(IF) ARGUE I-UPE 11 UKW 31.2 RADAR

FUZ R-303 ALTERNATE MISSED APCH FIX

R-297 117° R-033 297°

113.1 TTT Chan 78

OBLON TTT 30.4

117.7 MQP Chan 124

115.7 FUZ Chan 104

1487

123° 303° OBLON FUZ 24

R-033 R-297 R-303 FUZ

117.7 MQP Chan 124

R-126

166° (6) 2400

WIGZU I-UPE 5 RADAR

MSA FUZ 25 NM

2700

050° 310°

3600

993

IM

875±

LOCALIZER 110.15 I-UPE Chan 38(Y)

1049 948 1039

113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

ELEV 723 D TDZE 16L 723 TDZE 16R 721

166°

19L 1R

0.4% DOWN 11000 X 150 0.7% UP

0.4% DOWN 11725 X 150 0.7% UP

TWR

34L 34R

TDZ/CL Rwys 16L and 34R
HIRL Rwys 16L-34R and 16R-34L
REIL Rwys 16R and 34L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

ARGUE I-UPE 11 RADAR

WIGZU I-UPE 5 RADAR

1200 3000 hdg 330° FUZ R-303 OBLON

4000 166° 2400

I-UPE DME ANTENNA I-UPE 1.3 I-UPE 0.2 IM

GS 3.00° TCH 55

2400

6 NM 3.7 NM 1.2 0.2

CATEGORY	A	B	C	D	E
S-ILS 16L	923/18 200 (200-½)				
S-LOC 16L	1220/24 497 (500-½)		1220/50 497 (500-1)		
SIDESTEP 16R	1240-1 519 (600-1)		1240-1½ 519 (600-1½)	1240-2 519 (600-2)	
CIRCLING	1240-1 517 (600-1)	1320-1 597 (600-1)	1360-1¾ 637 (700-1¾)	1360-2 637 (700-2)	1380-2¼ 657 (700-2¼)

FORT WORTH, TEXAS
Amdt 8A 21MAR24

32°59'N-97°19'W

PEROT FLD/FORT WORTH ALLIANCE (AFW)

ILS or LOC RWY 16L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 34R

PEROT FLD/FORT WORTH ALLIANCE (AFW)

LOC/DME I-JVX	APP CRS		34R	34L
110.15	346°	Rwy Ldg	11000	10409
Chan 38 (Y)		TDZE	681	687
		Apt Elev	723	723

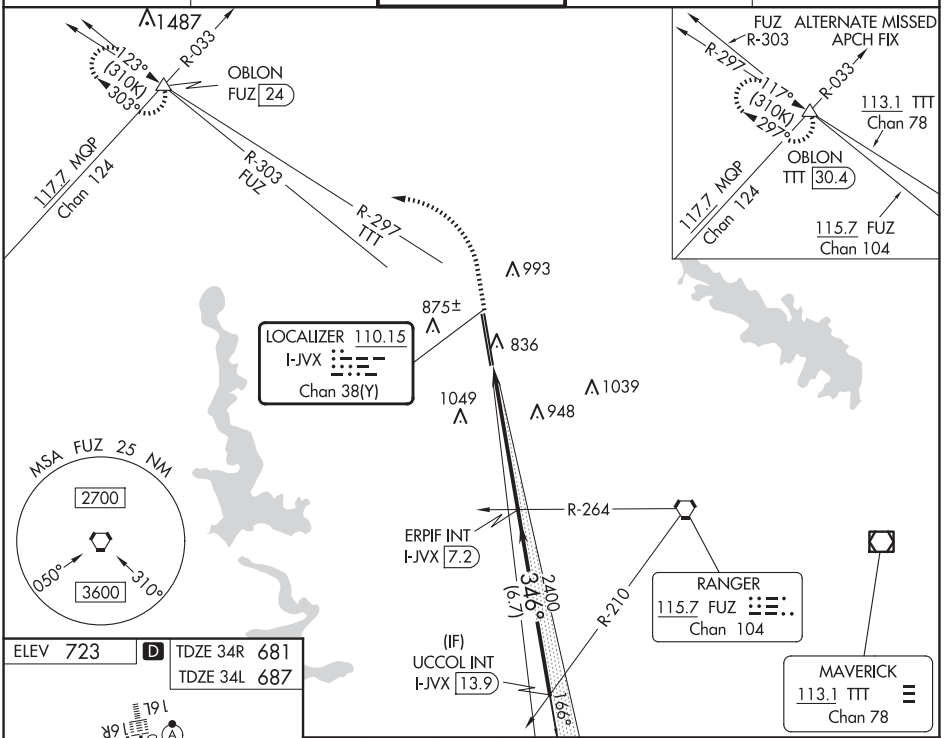
RADAR required for procedure entry.

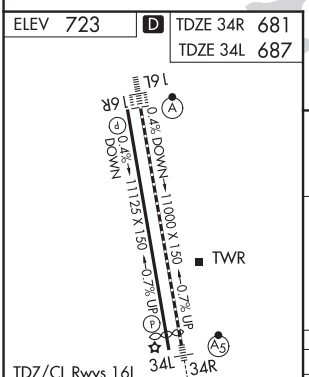
Circling NA east of Rwy 16L-34R. For inop ALS, increase S-ILS 34R Cat E visibility to RVR 4000 and S-LOC 34R Cat E visibility to 1⅝ SM.

MALSR

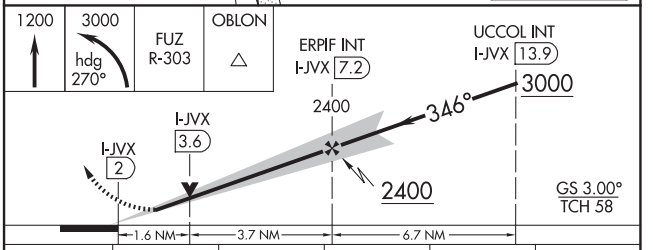
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 270° and FUZ VORTAC R-303 to OBLON INT/FUZ 24 DME and hold.

ATIS	LONE STAR APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	118.1 306.95	135.15 257.9	132.65 306.2	128.725





Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D	E
S-ILS 34R	881/18		200 (200-½)		
S-LOC 34R	1240/24	559 (600-½)	1240/60	559 (600-1¼)	
SIDESTEP 34L	1240-1	553 (600-1)	1240-1½ 553 (600-1½)	1240-2	553 (600-2)
CIRCLING	1240-1 517 (600-1)	1320-1 597 (600-1)	1360-1¾ 637 (700-1¾)	1360-2 637 (700-2)	1380-2¼ 657 (700-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-6918 (FAA)

25163

ILS RWY 16L (CAT II & III)

PEROT FLD/FORT WORTH ALLIANCE (AFW)

LOC/DME I-UPE	APP CRS	Rwy Ldg	10600
110.15	166°	TDZE	723
Chan 38 (Y)		Apt Elev	723

DME or RADAR required.

ALSF-2

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	LONE STAR APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	118.1 306.95	135.15 257.9	132.65 306.2	128.725

IAF
BOWIE
117.15 UKW
Chan 118(Y)

4000
126°
(31.2)

346°

(IF)
ARGUE
I-UPE 11
UKW 31.2
RADAR

FUZ R-303
ALTERNATE MISSED APCH FIX
R-297
117°
R-033
297°
113.1 TTT
Chan 78
OBLON
TTT 30.4
117.7 MQP
Chan 124
115.7 FUZ
Chan 104

1487

123°
303°
OBLON
FUZ 24
R-033
R-297
R-303
FUZ
117.7 MQP
Chan 124

166°
2400
(6)
R-126

WIGZU
I-UPE 5
RADAR

MSA FUZ 25 NM
2700
3600
050°
310°

993
IM
875±
LOCALIZER 110.15
I-UPE
Chan 38(Y)

1049
948
1039
113.1 TTT
Chan 78

RANGER
115.7 FUZ
Chan 104

ELEV 723 D TDZE 723

19L
19R
34L
34R
0.4% DOWN
11125 X 150
11000 X 150
0.7% UP
TWR

ARGUE
I-UPE 11
RADAR
4000
166°
2400
GS 3.00°
TCH 55
2400

WIGZU
I-UPE 5
RADAR
IM
767

1200
3000
hdg 330°
FUZ R-303
OBLON

6 NM
5.1 NM
1049'

CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 101/12 100 DA 823			
S-ILS 16L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 16L and 34R
HIRL Rwys 16L-34R and 16R-34L
REIL Rwys 16R and 34L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82541 W16B	APP CRS 166°	Rwy Ldg 10600 TDZE 723 Apt Elev 723

RNAV (GPS) RWY 16L

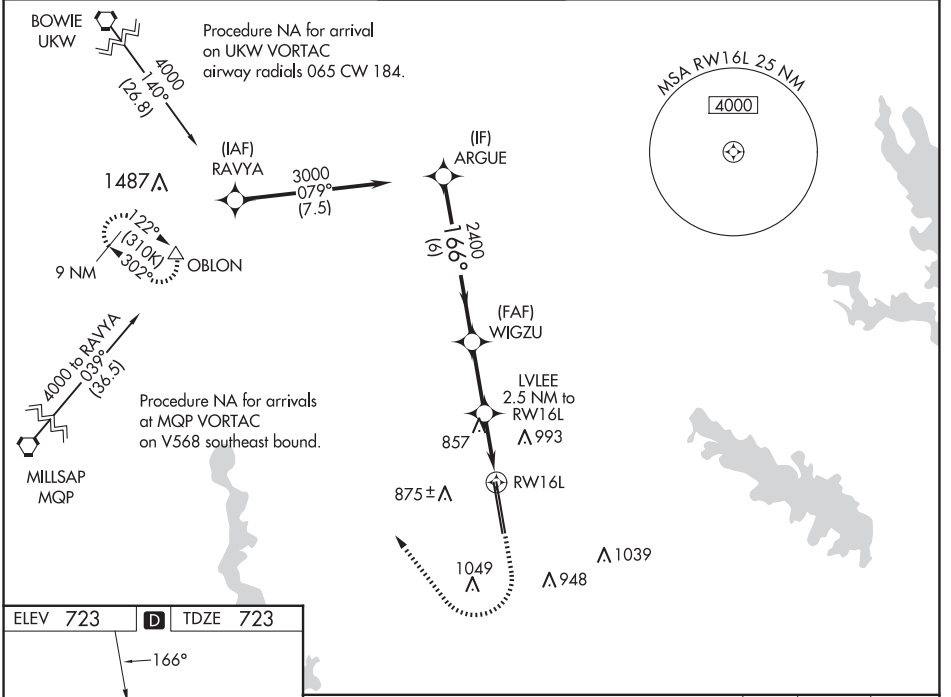
PEROT FLD/FORT WORTH ALLIANCE (AFW)

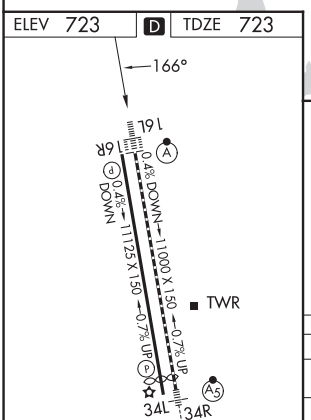
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat E visibility to RVR 6000.

ALSF-2

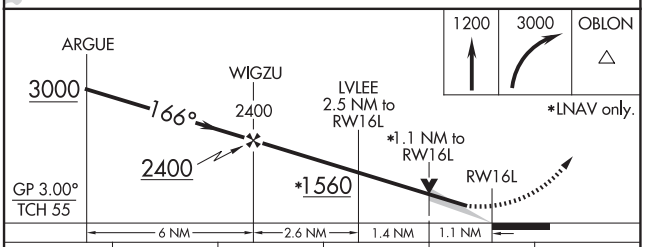
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct OBLON and hold.

ATIS	LONE STAR APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	118.1 306.95	135.15 257.9	132.65 306.2	128.725





TDZ/CL Rwys 16L and 34R
HIRL Rwys 16L-34R and 16R-34L
REIL Rwys 16R and 34L



CATEGORY	A	B	C	D	E
LPV DA	923/18 200 (200-½)				
LNAV/VNAV DA	1016/24 293 (300-½)				
LNAV MDA	1120/24 397 (400-½)		1120/35 397 (400-⅝)		
C CIRCLING	1160-1 437 (500-1)	1320-1 597 (600-1)	1360-1¾ 637 (700-1¾)	1380-2 657 (700-2)	1380-2¼ 657 (700-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

FORT WORTH, TEXAS

AL-6918 (FAA)

25219

RNAV (GPS) RWY 16R

PEROT FLD/FORT WORTH ALLIANCE (AFW)

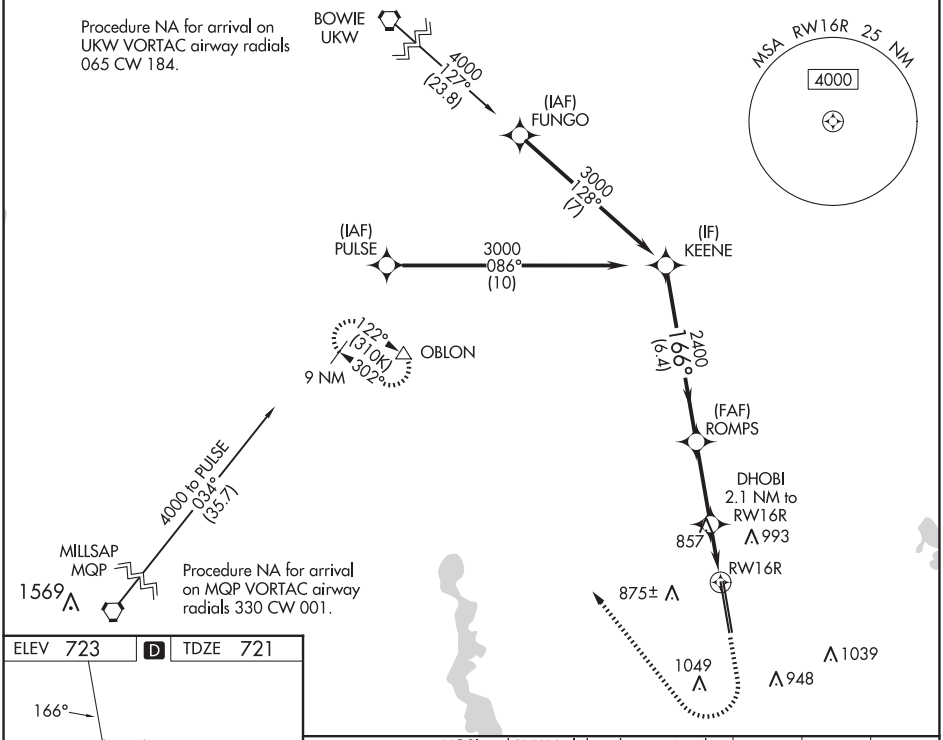
WAAS	APP CRS	Rwy Ldg	10410
CH 99338	166°	TDZE	721
W16A		Apt Elev	723

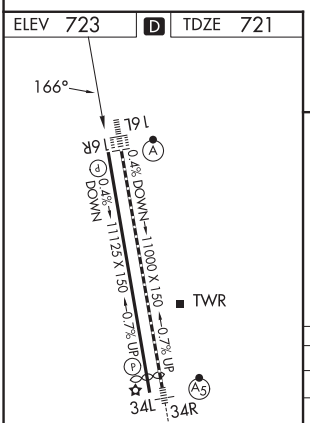
RNP APCH-GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Circling NA east of Rwy 16L-34R.

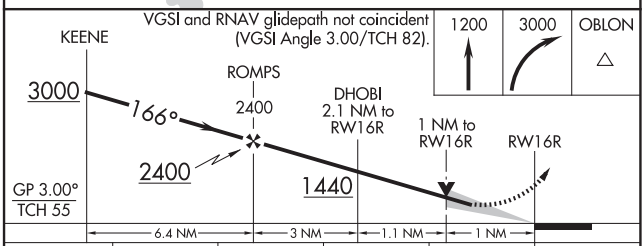
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct OBLON and hold.

ATIS	LONE STAR APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	118.1 306.95	135.15 257.9	132.65 306.2	128.725





TDZ/CL Rwys 16L and 34R
HIRL Rwy 16L-34R and 16R-34L
REIL Rwys 16R and 34L



CATEGORY	A	B	C	D	E
LPV DA	921-1 200 (200-1)				
LNAV/VNAV DA	1017-1 296 (300-1)				
LNAV MDA	1120-1 399 (400-1)		1120-1⅛ 399 (400-1⅛)		
C CIRCLING	1200-1 477 (500-1)	1320-1 597 (600-1)	1360-1¾ 637 (700-1¾)	1380-2 657 (700-2)	1380-2¼ 657 (700-2¼)

FORT WORTH, TEXAS
Amdt 1B 26DEC24

32°59'N-97°19'W PEROT FLD/FORT WORTH ALLIANCE (AFW)

RNAV (GPS) RWY 16R

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34R

PEROT FLD/FORT WORTH ALLIANCE (AFW)

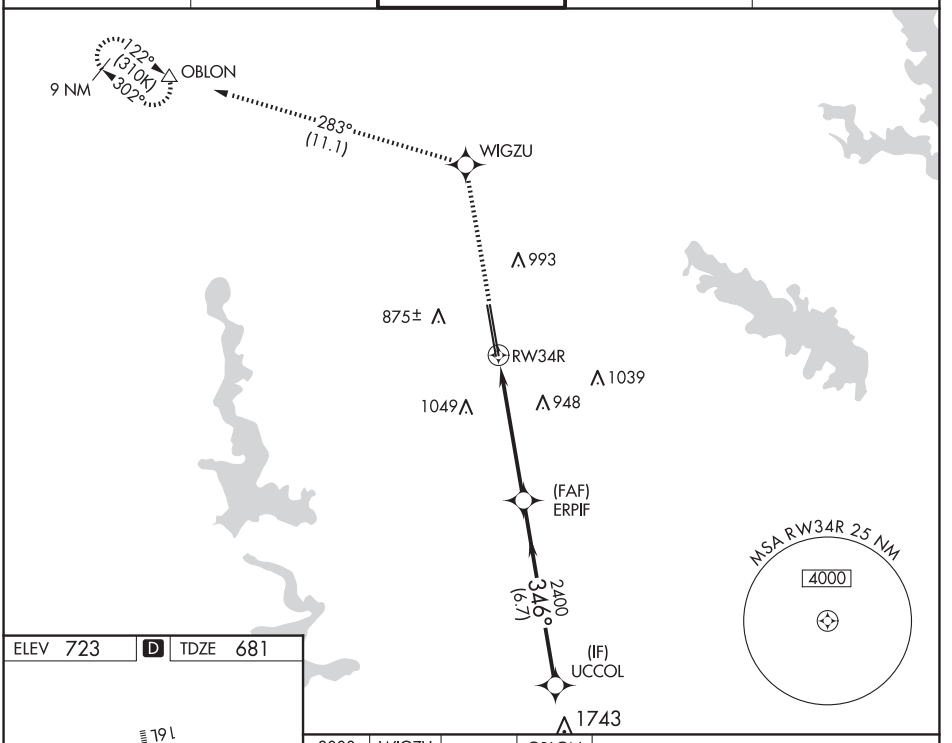
WAAS CH 82324 W34A	APP CRS 346°	Rwy Ldg 11000 TDZE 681 Apt Elev 723

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 1⅝ SM.

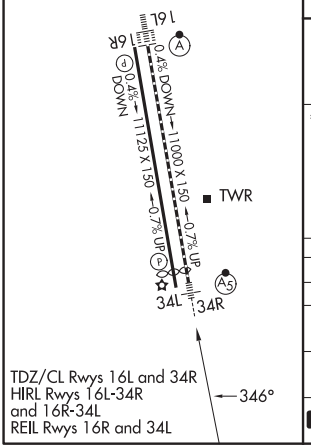
MALSR (A5)

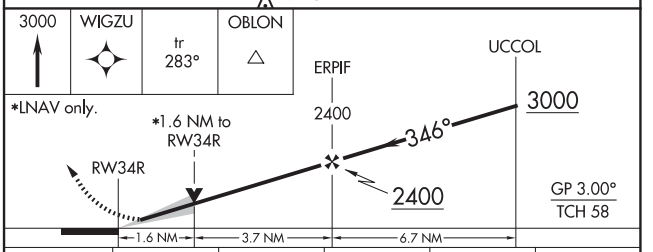
MISSED APPROACH: Climb to 3000 direct WIGZU and on track 283° to OBLON and hold.

ATIS	LONE STAR APP CON	ALLIANCE TOWER	GND CON	CLNC DEL
126.925	118.1 306.95	135.15 257.9	132.65 306.2	128.725



ELEV 723 D TDZ 681





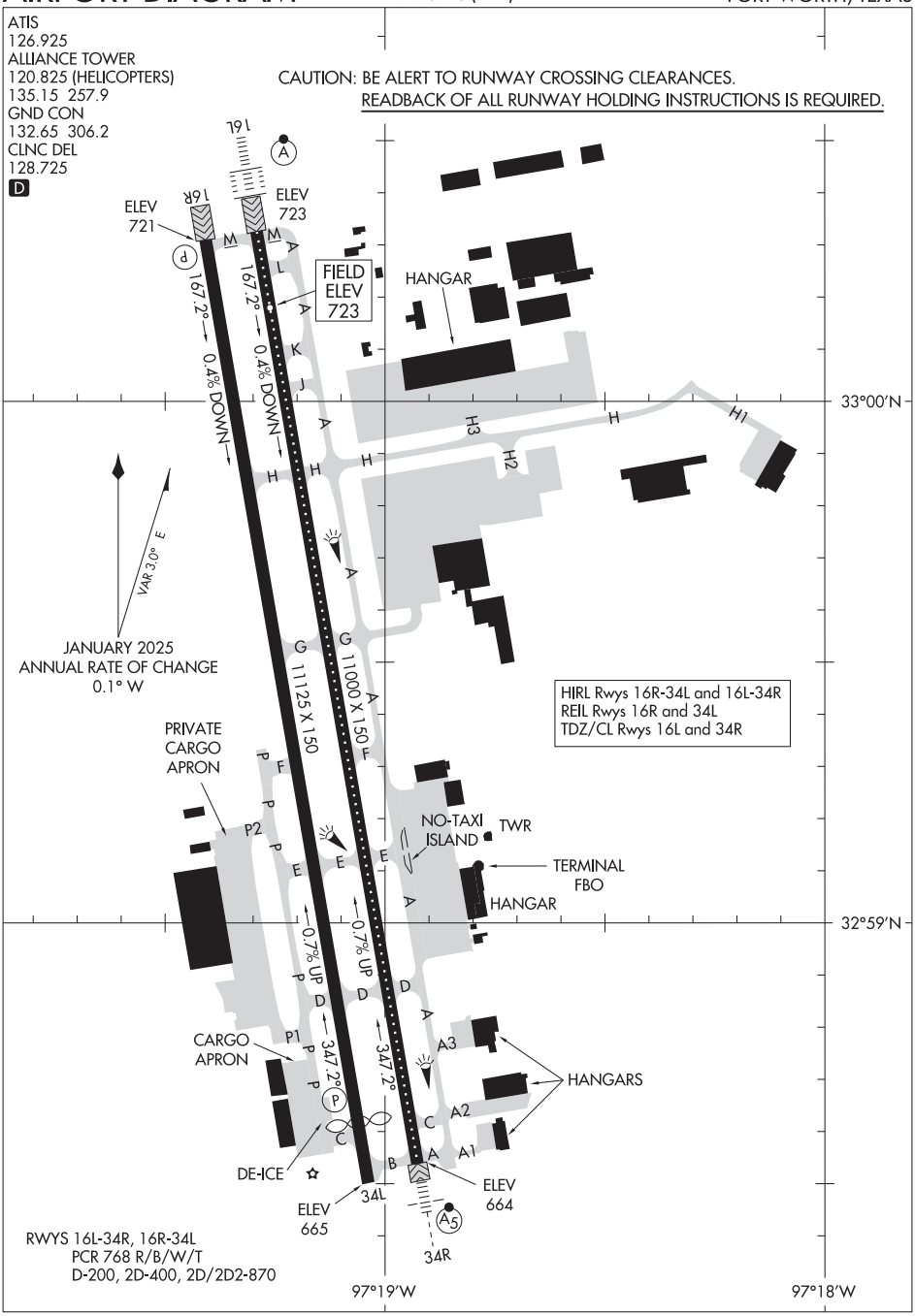
CATEGORY	A	B	C	D	E
LPV DA	881/18 200 (200-½)				
LNAV/VNAV DA	1437-1¾ 756 (800-1¾)				
LNAV MDA	1240/24 559 (600-½)		1240/60 559 (600-1¼)		
C CIRCLING	1240-1 517 (600-1)	1320-1 597 (600-1)	1360-1¾ 637 (700-1¾)	1380-2 657 (700-2)	1380-2¼ 657 (700-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25163

AIRPORT DIAGRAM

PEROT FLD/FORT WORTH ALLIANCE (AFW)
AL-6918 (FAA)
FORT WORTH, TEXAS



AIRPORT DIAGRAM
25163
FORT WORTH, TEXAS
PEROT FLD/FORT WORTH ALLIANCE (AFW)

SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 17APR25

PEROT FLD/FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

(BOTCH1.BOTCH) 25107

BOTCH ONE DEPARTURE (RNAV)

AL-6918 (FAA)

PEROT FLD/FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

TOP ALTITUDE: ASSIGNED BY ATC

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

RADAR required for non-GPS equipped aircraft.

LONE STAR 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

MSA AFW 25 NM
4000

HUDAD
HULZE
HRPER
MUTEE
PGLET
BRHMA
DBLSS
TYGGR
KATZZ
RUFFS
ROOOO
ALIAN
FUMED
LYNDE
RBBIT
WSTEX
CIKAN
DOSXX
BOTCH
13000
DEMII
5000

9000 *3000 291° (66)
9000 *3100 285° (37)
9000 *3600 291° (27)
9000 *3000 288° (69)
9000 *2800 288° (27)
9000 *2600 308° (16)
9000 *4000 282° (75)
9000 *2500 287° (13)
9000 *3400 282° (71)
9000 *2800 283° (26)
9000 *2500 256° (12)
9000 *2500 232° (15)
270° (13)
9000 *3100 268° (51)
9000 *3100 268° (25)
9000 *3100 262° (56)
9000 *3100 262° (25)
9000 *4100 263° (50)
9000 *3700 251° (33)

1223
155°
346°
166°
153°
1223

N

NOTE: ALIAN Transition: ATC assigned only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TAKEOFF MINIMUMS

Rwys 34L/R: Standard.

Rwys 16L: 300-2¼ 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.

Rwys 16R: 300-2¼ 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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 166° to 1223, then on heading 153° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAYS 34L/R: Climb on heading 346° to 1223, then on heading 155° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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LONE STAR 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.
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
LITTLE ROCK 113.9 LIT Chan 86
TEXARKANA 116.3 TXK Chan 110
BONHAM 114.6 BYP Chan 93
MAVERICK 113.1 TTT Chan 78
BELCHER 117.4 EIC Chan 121
GREGG COUNTY 112.9 GGG Chan 76
MSA TTT 25 NM
2700
3600
090°
270°
TAKEOFF MINIMUMS
Rwys 34L/R: Standard.
Rwy 16L: 300-2¼ 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: 300-2¼ 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.
ORTRO
COBUG
NOBLY
TRISS
SHERO
SOLDO
CLARE
POTEN
SHRLY
TEKBE
R-320
R-244
R-187
R-184
R-182
R-180
R-181
R-259
R-346
166°
1100
N
NOTE: Chart not to scale.
(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.

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.

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GARLAND SIX DEPARTURE

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

LONE STAR 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

NOTE: SOLDO Transition: ATC assigned.

BONHAM 114.6 BYP Chan 93
PARIS 113.6 PRX Chan 83
TEXARKANA 116.3 TXK Chan 110
GREGG COUNTY 112.9 GGG Chan 76
TYLER 114.2 TYR Chan 89
MAVERICK 113.1 TTT Chan 78

NOBLY
ECKEY
SHERO
TRISS
SOLDO
ROCKK
CLARE

R-131
R-181
R-182
R-184
R-221
R-244
R-279
R-303

5000 *2300 064° (24) 62
5000 *2100 074° (39)
5000 *2100 064° (38)
5000 *2300 074° (36)
3000 *2300 084° (36)
3500 *2100 094° (22) 59
3500 *2400 094° (36)
3500 *2200 123° (32)
3500 *2500 099° (60)
5500 *2100 064° (79) 76
5000 *3000 041° (29)

166° 1100

MSA TTT 25 NM
090° 270°
2700
3600

TAKEOFF MINIMUMS
Rwys 34L/R: Standard.
Rwy 16L: 300-2¼ 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: 300-2¼ 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.

(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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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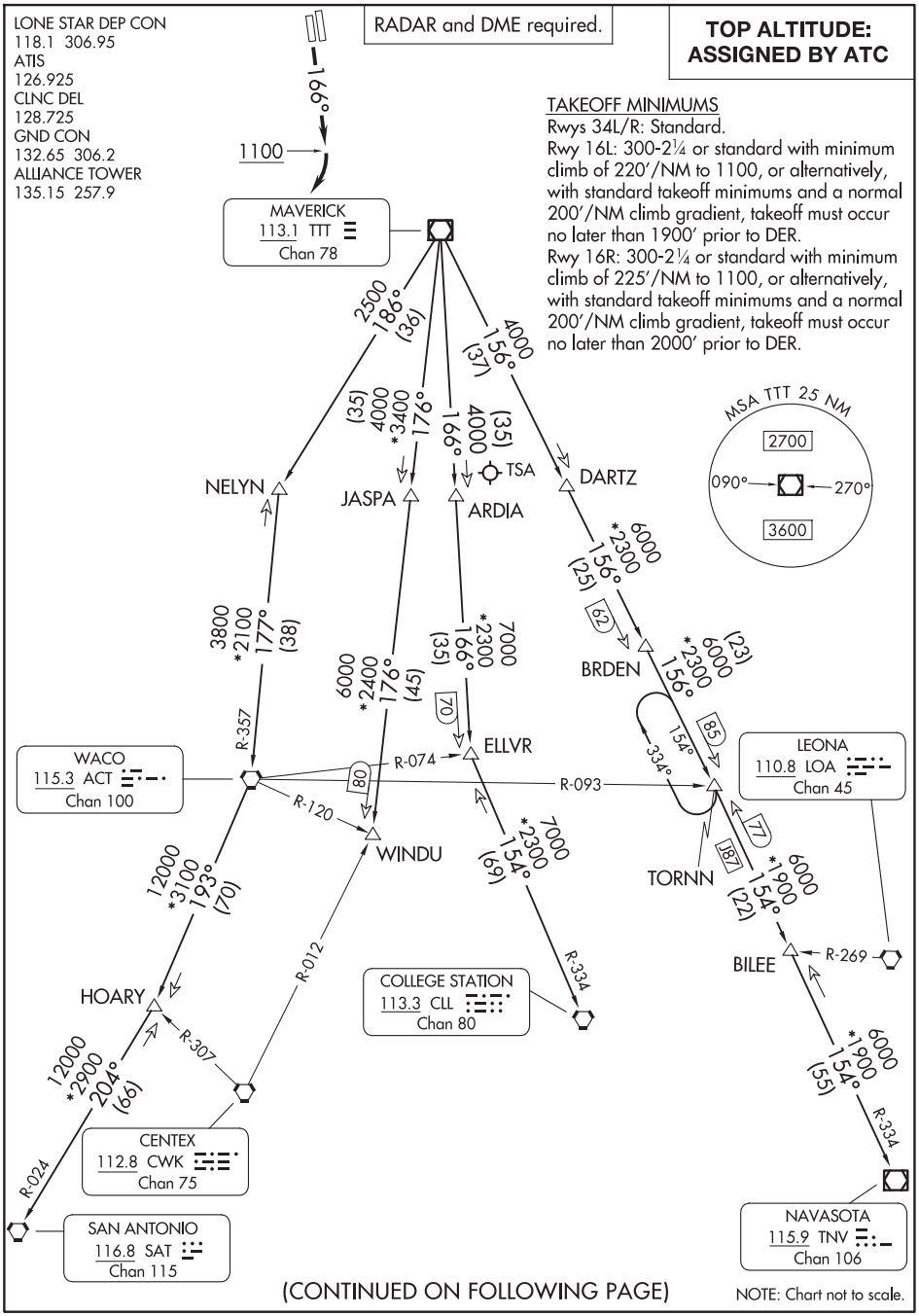
JOE POOL EIGHT DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JOE POOL EIGHT DEPARTURE

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JOE POOL EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 166° to 1100 before turning right.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

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KINGDOM FIVE DEPARTURE

KINGDOM FIVE DEPARTURE

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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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(CONTINUED ON FOLLOWING PAGE)

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)

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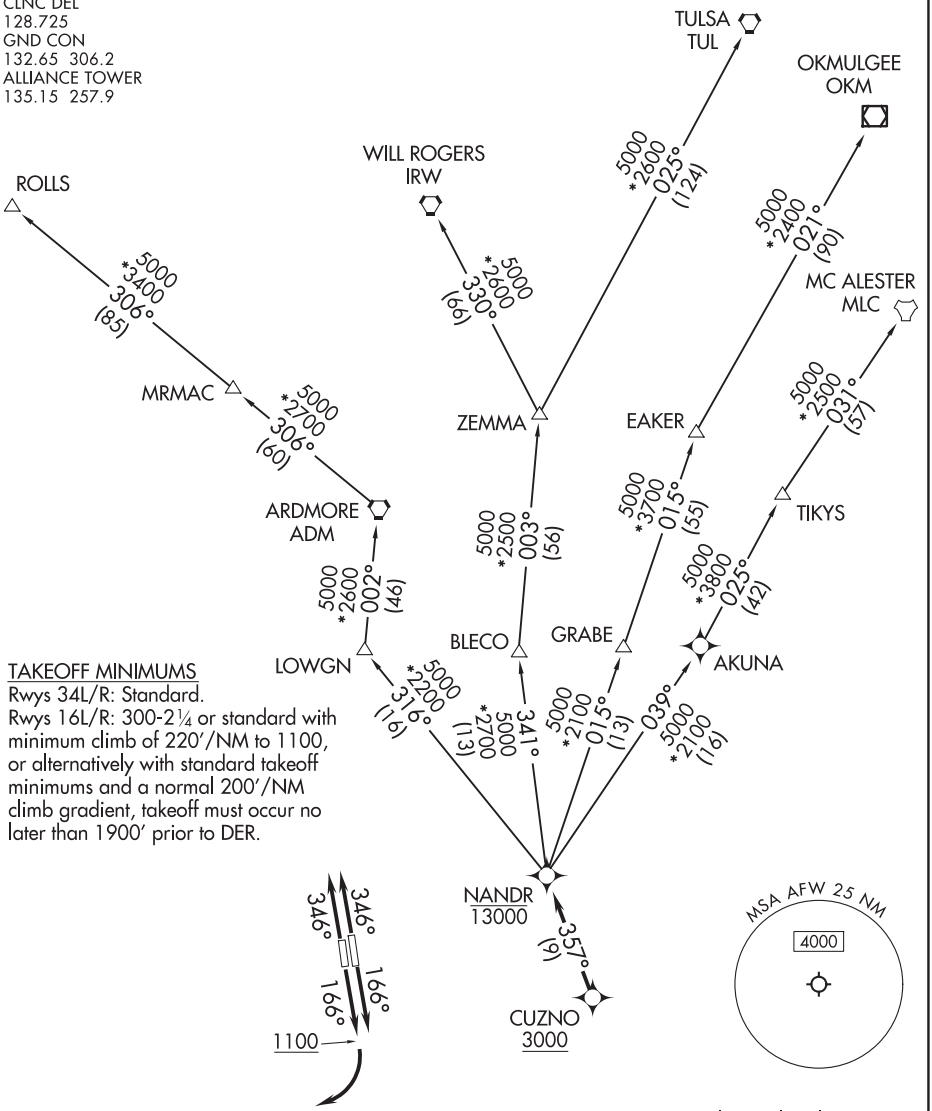
SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR 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

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 34L/R: Standard.
Rwys 16L/R: 300-2¼ 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.

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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
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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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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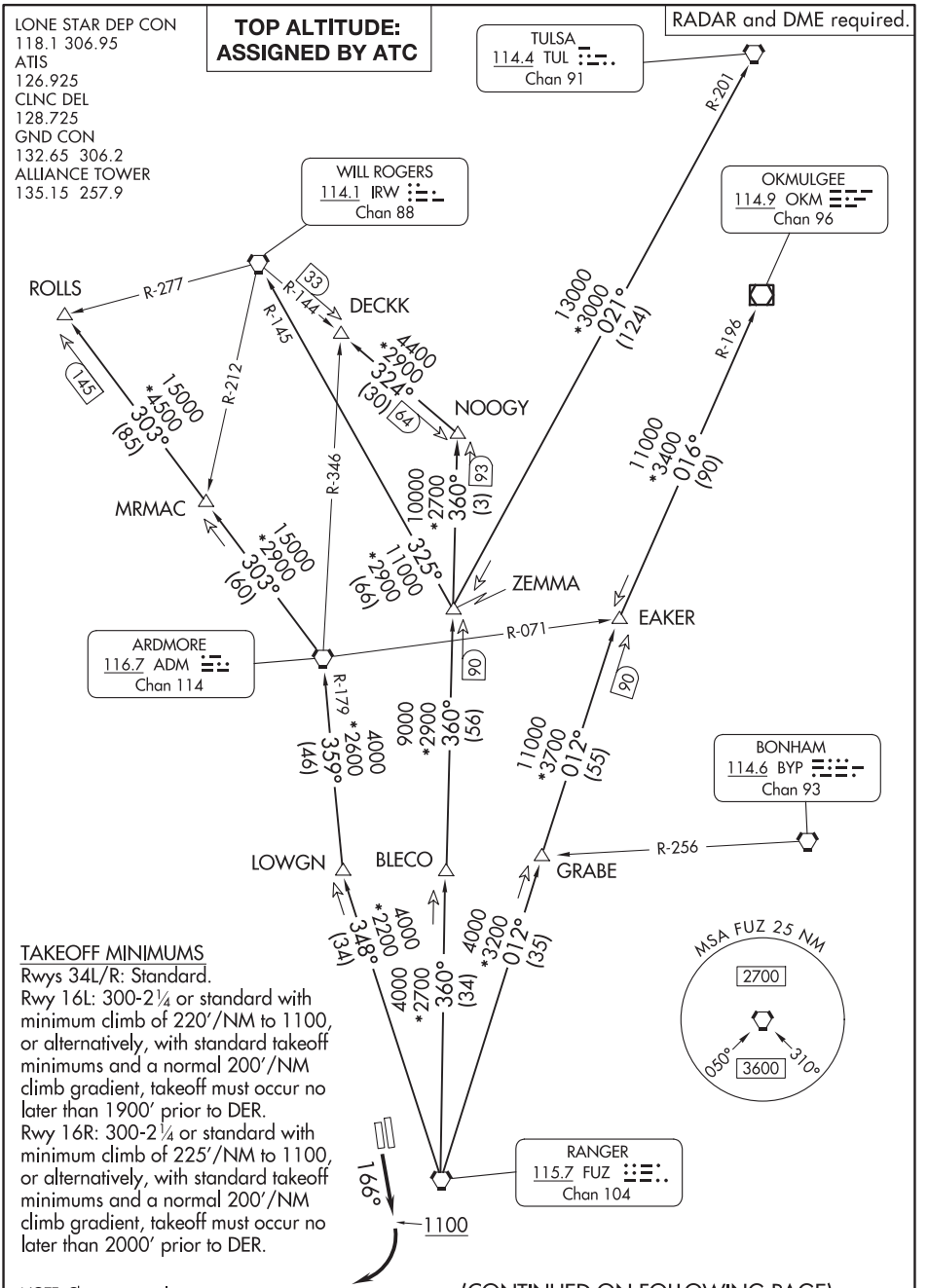
SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE



TAKEOFF MINIMUMS
Rwys 34L/R: Standard.
Rwy 16L: 300-2¼ 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: 300-2¼ 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.

(CONTINUED ON FOLLOWING PAGE)

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(TEX5.FUZ) 24025 AL-6918 (FAA) PEROT FLD/FORT WORTH ALLIANCE (AFW)

TEXOMA FIVE DEPARTURE

FORT WORTH, TEXAS

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

RADAR and DME required.
TOP ALTITUDE: ASSIGNED BY ATC
LONE STAR 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
MSA TTT 25 NM
2700
3600
090°
270°
N
166°
1100
MAVERICK 113.1 TTT Chan 78
WICHITA FALLS 112.7 SPS Chan 74
CHILDRESS 117.0 CDS Chan 117
PANHANDLE 116.6 PNH Chan 113
TEXICO 112.2 TXO Chan 59
LUBBOCK 109.2 LBB Chan 29
CORONA 115.5 CNX Chan 102
ABILENE 113.7 ABI Chan 84
MILLSAP 117.7 MQP Chan 124
R-233
R-127
R-118
R-124
R-088
R-114
R-071
R-081
V62
V66
V114
I29
SCABI
FERRA
PODDE
14000 *3200 307° (61)
14000 *3000 285° (92)
4000 *2400 285° (37)
5300 297° (87)
5900 305° (66)
FL180 272° *9300 (192)
14000 *4800 296° (127)
3700 253° (96)
3500 *2800 250° (36)
3000 261° (13)
TAKEOFF MINIMUMS
Rwys 34L/R: Standard.
Rwy 16L: 300-2¼ 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: 300-2¼ 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: PODDE Transition: ATC assigned.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

WORTH ONE DEPARTURE

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.

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FORT WORTH, TEXAS

ILS Z or LOC Z RWY 18

LOC I-NFW	APCH CRS	Rwy ldg 11,999
108.7	177°	TDZE 636
		Arpt Elev 650

[USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

FUZ VORTAC or RADAR required

T *Circling not authorized E of Rwy 18-36.

MISSED APPROACH: Climb to 3000 direct LYLEE to intercept FUZ VORTAC R-218 to MOLKE and hold.

ATIS★	LONE STAR APP CON	NAVY FORT WORTH TOWER★	GND CON	CLNC DEL	ASR/PAR
351.675	125.8 257.95	120.95L 269.325	121.675 279.575	126.4 254.325	

CAUTION:
ILS TCH exceeds 60'.

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 turbojets, T-38, C-12, C-20, C-21, T-1, fighter jets, UC-35, T-3, T-6 aircraft.

1470

When local altimeter is not received, use Fort Worth Meacham altimeter setting.

(IAF) MOTZA FUZ 35.9

4000 123° (119.1) 1494

EMUKE 17.7 NFW 16.8 FUZ

(IF) WEERD NFW 12

CAMIN NFW 7.2

HEKMA NFW 3

MILLSAP 117.7 MQP Chan 124

RANGER 115.7 FUZ Chan 104

LOCALIZER 108.7 I-NFW

FORT WORTH NAS JRB Chan 24 NFW

MOLKE FUZ 25

LYLEE

HOLD 4100 3000 038° 230° 218°

FUZ 29

R-013 R-303 R-285 R-265 R-247 R-088 R-100 R-218 R-177

357° 177° 4000 2700 1056 971 1098 778 1927 2458 1772

MSA NFW 25 NM 230° 320° 3000 3500

EMERG SAFE ALT 100 NM 4000

3000 | LYLEE | FUZ R-218

† VDP NA when using FTW altimeter setting

CAMIN NFW 7.2 — WEERD NFW 12 — EMUKE FUZ 16.8 NFW 17.7 — MOTZA FUZ 35.9

†NFW 2.0 — HEKMA NFW 3 — COGOR NFW 1.4

2671 — 177° 4000 — 177° 4000 — 123° 4000

1360 — 2700 — GS 3.00° TCH 63

0.5 NM — 1.6 NM — 4.2 NM

ELEV 650 — TDZE 636

177° 8L

TWR — 11,999 x 200 — 177 — 3996 x 60 — ASSAULT STRIP — 357° — 36

HIRL Rwy 18-36L
REIL Rwy 18L

CATEGORY	A	B	C	D	E
S-ILS 18	836-¾		200	(200-¾)	
S-LOC 18	1040-1 404 (400-1)		1040-1⅛ 404 (400-1⅛)		
C CIRCLING*	1220-1 570 (600-1)	1320-1 670 (700-1)	1320-1¾ 670 (700-1¾)	1340-2¼ 690 (700-2¼)	1440-2¾ 790 (800-2¾)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 18	856-¾		220	(300-¾)	
S-LOC 18	1060-1 424 (500-1)		1060-1¼ 424 (500-1¼)		
C CIRCLING*	1240-1 590 (600-1)	1340-1 690 (700-1)	1340-2 690 (700-2)	1360-2¼ 710 (800-2¼)	1460-2¾ 810 (900-2¾)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

FORT WORTH, TEXAS 32°46'N-97°26'W FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 18MAY23

ILS Z or LOC Z RWY 18

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FORT WORTH, TEXAS

ILS Z or LOC Z RWY 36

LOC I-FWH	APCH CRS	Rwy ldg 11,999
109.3	357°	TDZE 650
		Arpt Elev 650

[USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

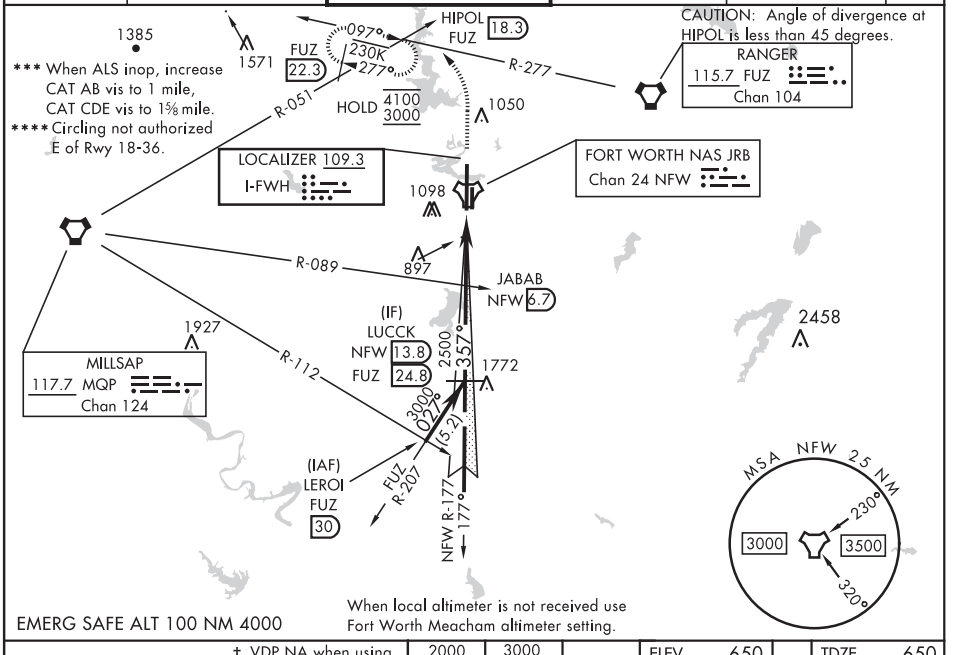
FUZ VORTAC or RADAR required.

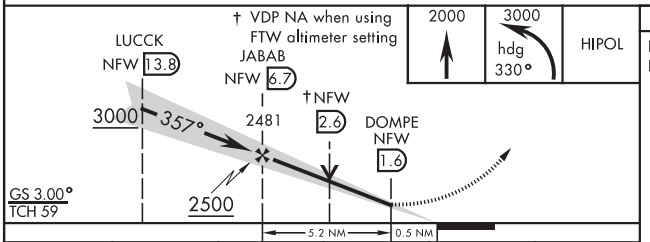
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ mile.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 heading 330° and FUZ VORTAC R-277 to HIPOL and hold. FUZ VORTAC required for missed approach.

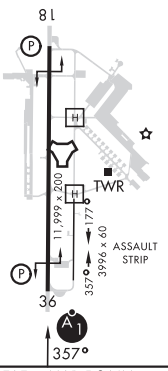
ATIS★	LONE STAR APP CON	NAVY FORT WORTH TOWER★	GND CON	CLNC DEL	ASR/PAR
351.675	125.8 257.95	120.95L 269.325	121.675 279.575	126.4 254.325	





ELEV 650 TDZE 650

REIL Rwy 18L
HIRL Rwy 18-36L



CATEGORY	A	B	C	D	E
S-ILS 36*	850-½		200	(200-½)	
S-LOC 36**	1180-½ 530 (600-½)		1180-1 530 (600-1)		
C CIRCLING****	1220-1 570 (600-1)	1320-1 670 (700-1)	1320-1¾ 670 (700-1¾)	1340-2¼ 690 (700-2¼)	1440-2¾ 790 (800-2¾)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 36*	870-½		220	(300-½)	
S-LOC 36***	1200-½ 550 (600-½)		1200-1⅛ 550 (600-1⅛)		
C CIRCLING****	1240-1 590 (600-1)	1340-1 690 (700-1)	1340-2 690 (700-2)	1360-2¼ 710 (800-2¼)	1460-2¾ 810 (900-2¾)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

FORT WORTH, TEXAS 32°46'N-97°26'W FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 18MAY23

ILS Z or LOC Z RWY 36

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FORT WORTH, TEXAS

RNAV (GPS) RWY 18

WAAS	APCH CRS	Rwy ldg 11,999
CH 71215	177°	TDZE 636
W18A		Arpt Elev 650

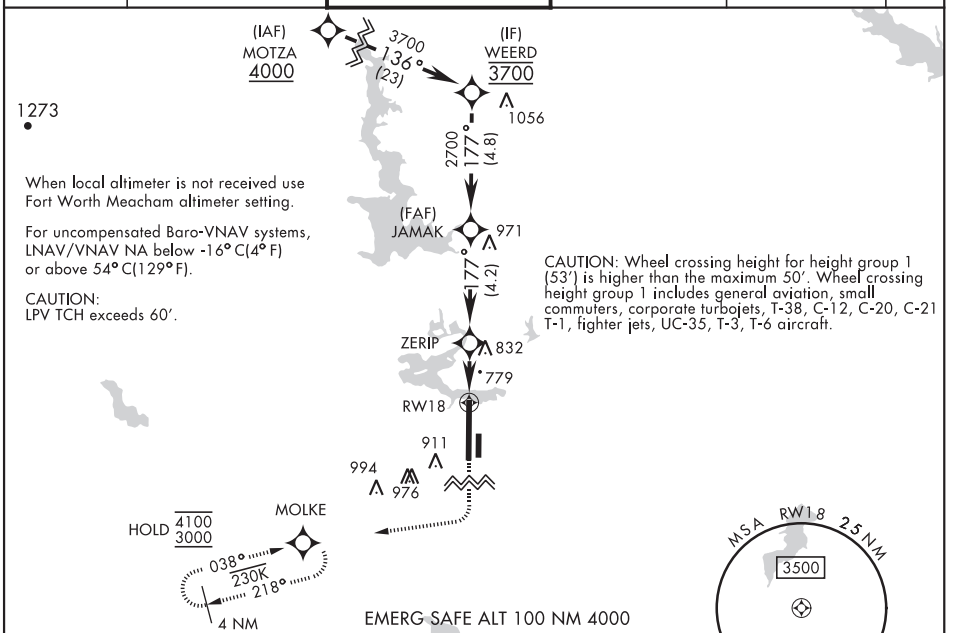
[USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

RNP APCH

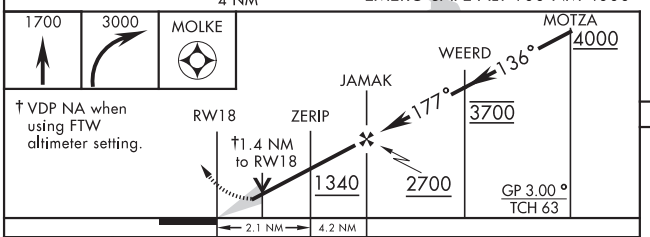
T * Circling not authorized E of Rwy 18-36.
** Baro VNAV NA when local altimeter not received.

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MOLKE and hold.

ATIS★	LONE STAR APP CON	NAVY FORT WORTH TOWER★	GND CON	CLNC DEL	ASR/PAR
351.675	125.8 257.95	120.95L 269.325	121.675 279.575	126.4 254.325	

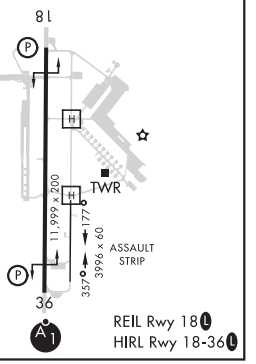


EMERG SAFE ALT 100 NM 4000



† VDP NA when using FTW altimeter setting.

ELEV 650 | TDZ 636



CATEGORY	A	B	C	D
LPV DA	836-¾	200	(200-¾)	
LNAV/VNAV DA**	1079-1⅜	443	(500-1⅜)	
LNAV MDA	1120-1 484 (500-1)		1120-1⅜ 484 (500-1⅜)	
C CIRCLING*	1220-1 570 (600-1)	1320-1 670 (700-1)	1320-1¾ 670 (700-1¾)	1340-2¼ 690 (700-2¼)
FORT WORTH MEACHAM ALTIMETER				
LPV DA	856-¾	220	(300-¾)	
LNAV MDA	1140-1 504 (500-1)		1140-1⅜ 504 (500-1⅜)	
C CIRCLING*	1240-1 590 (600-1)	1340-1 690 (700-1)	1340-2 690 (700-2)	1360-2¼ 710 (800-2¼)

FORT WORTH, TEXAS 32°46'N-97°26'W FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Amdt 2 18MAY23

RNAV (GPS) RWY 18

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FORT WORTH, TEXAS

RNAV (GPS) RWY 36

WAAS	APCH CRS	Rwy ldg 11,999
CH 49487	357°	TDZE 650
W36A		Arpt Elev 650

[USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

RNP APCH

* When ALS inop, increase vis to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 1700, then climbing left turn to 3000 direct HIPOL and hold.

ATIS★	LONE STAR APP CON	NAVY FORT WORTH TOWER★	GND CON	CLNC DEL	ASR/ PAR
351.675	125.8 257.95	120.95L 269.325	121.675 279.575	126.4 254.325	

•1329

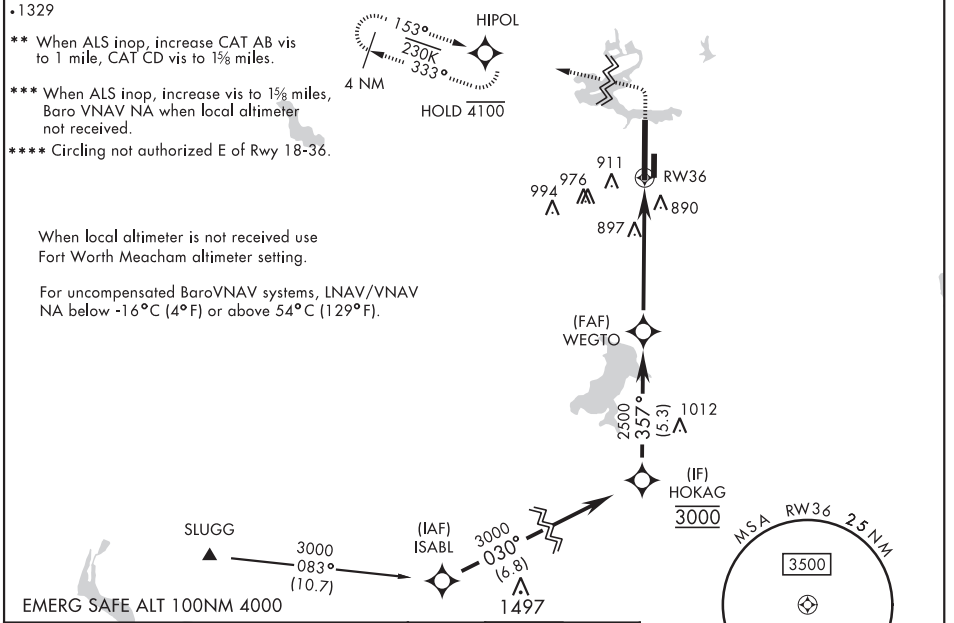
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅝ miles.

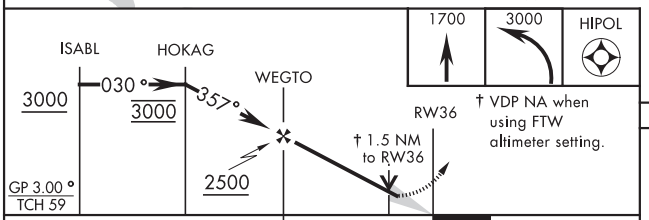
*** When ALS inop, increase vis to 1⅝ miles, Baro VNAV NA when local altimeter not received.

**** Circling not authorized E of Rwy 18-36.

When local altimeter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (129°F).

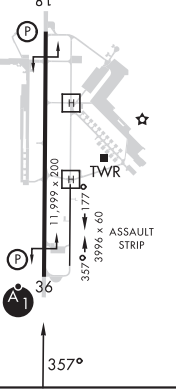




† VDP NA when using FTW altimeter setting.

ELEV 650	TDZE 650

REIL Rwy 18L
HIRL Rwy 18-36L



CATEGORY	A	B	C	D
LPV DA *	850-½ 200 (200-½)			
LNAV MDA **	1200-½ 550 (600-½)		1200-1⅛ 550 (600-1⅛)	
LNAV/VNAV DA ***	1195-1⅛ 545 (600-1⅛)			
C CIRCLING ****	1220-1 570 (600-1)	1320-1 670 (700-1)	1320-1¾ 670 (700-1¾)	1340-2¼ 690 (700-2¼)
FORT WORTH MEACHAM ALTIMETER				
LPV DA *	870-½ 220 (300-½)			
LNAV MDA **	1220-½ 570 (600-½)		1220-1¼ 570 (600-1¼)	
C CIRCLING ****	1240-1 590 (600-1)	1340-1 690 (700-1)	1340-2 690 (700-2)	1360-2¼ 710 (800-2¼)

32°46'N-97°26'W

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FORT WORTH, TEXAS

TACAN Z RWY 18

TACAN NFW Chan 24	APCH CRS 172°	Rwy ldg 11,999 TDZE 636 Arpt Elev 650

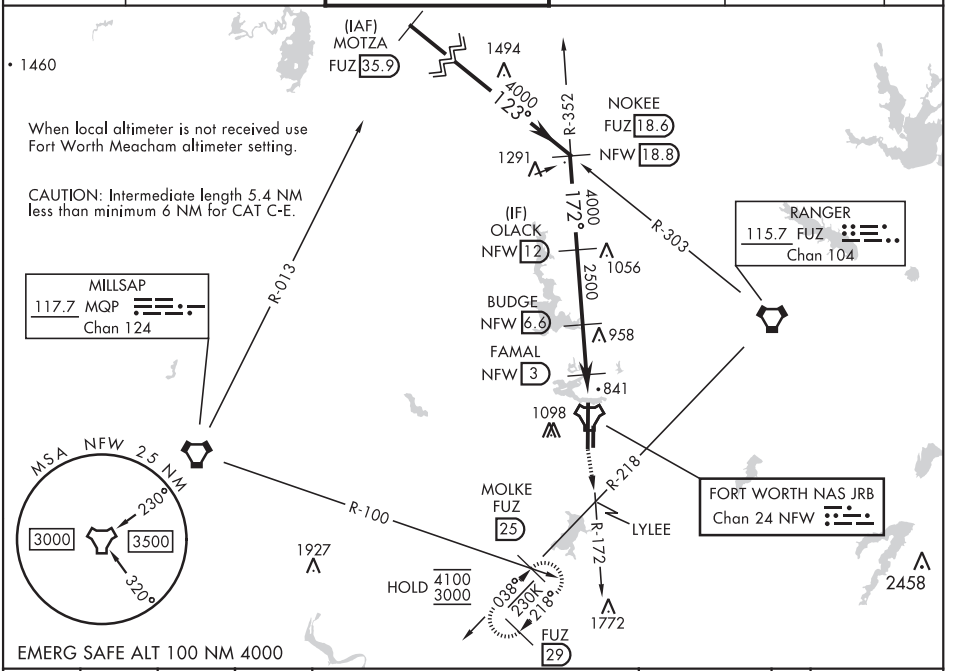
[USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

FUZ VORTAC or RADAR required.

* Circling not authorized E of Rwy 18-36.

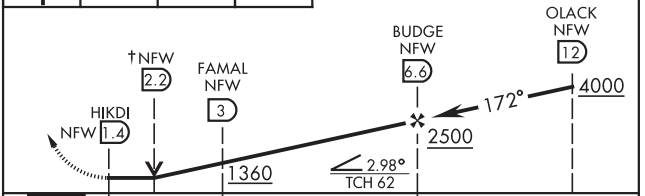
MISSED APPROACH: Climb to 3000 direct LYLEE to intercept FUZ VORTAC R-218 to MOLKE and hold.

ATIS★	LONE STAR APP CON	NAVY FORT WORTH TOWER★	GND CON	CLNC DEL	ASR
351.675	125.8 257.95	120.95 269.325	121.675 279.575	126.4 254.325	



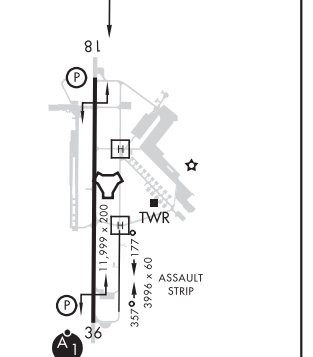
3000 | LYLEE | FUZ R-218 | MOLKE FUZ 25

† VDP NA when using FTW altimeter setting



CATEGORY	A	B	C	D	E
S-18	1100-1 464 (500-1)		1100-1⅜ 464 (500-1⅜)		
C CIRCLING*	1220-1 570 (600-1)	1320-1 670 (700-1)	1320-1¾ 670 (700-1¾)	1340-2¼ 690 (700-2¼)	1440-2¾ 790 (800-2¾)
FORT WORTH MEACHAM ALTIMETER					
S-18	1120-1 484 (500-1)		1120-1⅜ 484 (500-1⅜)		
C CIRCLING*	1240-1 590 (600-1)	1340-1 690 (700-1)	1340-2 690 (700-2)	1360-2¼ 710 (800-2¼)	1460-2¾ 810 (900-2¾)

ELEV 650 | TDZE 636



REIL Rwy 18L
HIRL Rwy 18-36L

FORT WORTH, TEXAS 32°46'N-97°26'W FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 18MAY23

TACAN Z RWY 18

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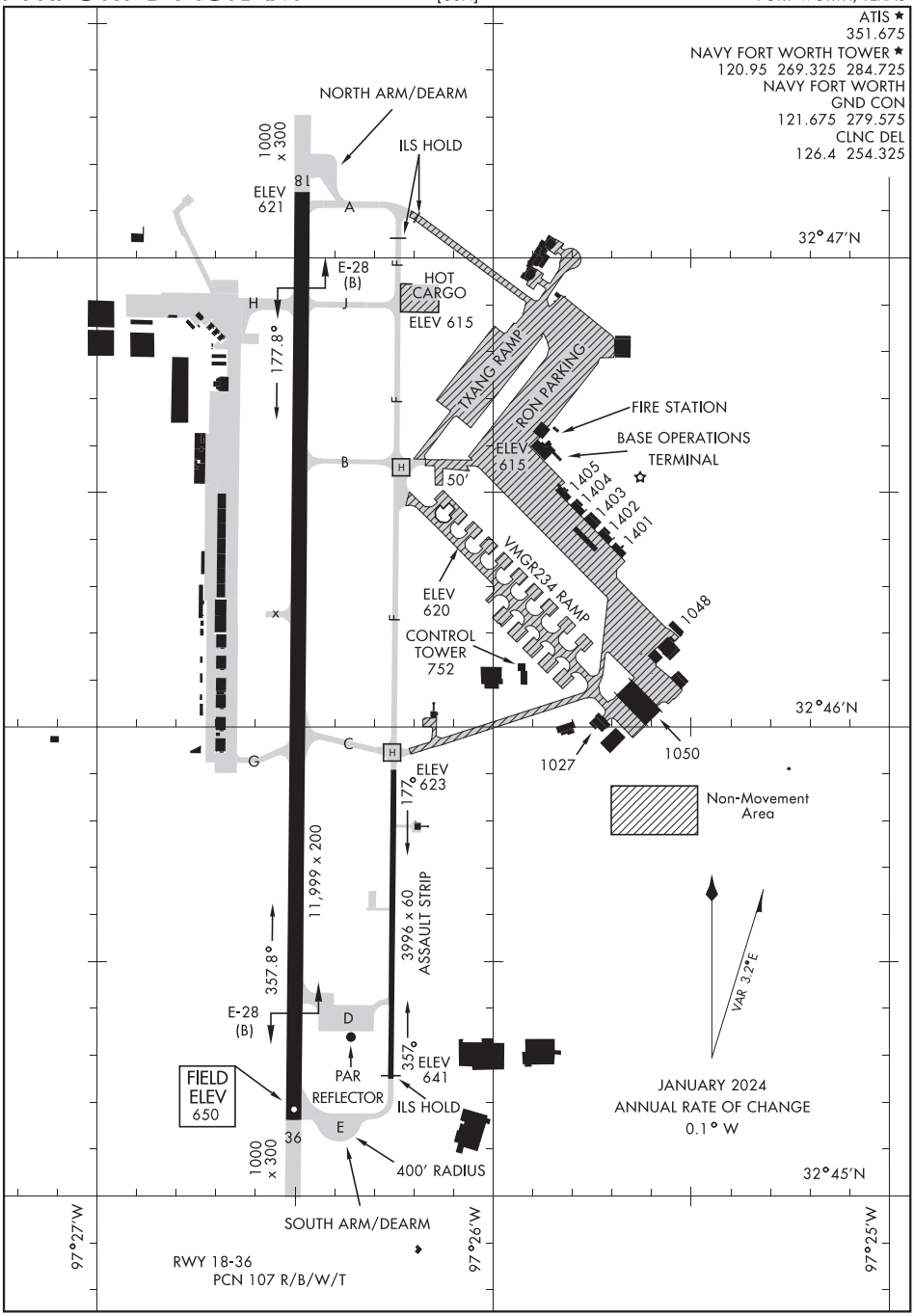
AIRPORT DIAGRAM

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

[USN]

FORT WORTH, TEXAS



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AIRPORT DIAGRAM

FORT WORTH, TEXAS

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

BOTCH ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 177° to 1150, then on heading 069° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 357° to 1150, then on heading 079° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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LONE STAR 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.
TOP ALTITUDE: ASSIGNED BY ATC
LITTLE ROCK 113.9 LIT Chan 86
TEXARKANA 116.3 TXK Chan 110
BONHAM 114.6 BYP Chan 93
MAVERICK 113.1 TTT Chan 78
BELCHER 117.4 EIC Chan 121
GREGG COUNTY 112.9 GGG Chan 76
MSA TTT 25 NM
090° 270°
2700
3600
TAKEOFF MINIMUMS
Refer to appropriate military service directives.
NOTE: BELCHER Transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
NOTE: SOLDO Transition: ATC assigned.
N
ORTRO
COBUG
NOBLY
TRISS
SHERO
SOLDO
POTEN
CLARE
SHRLY
TEKBE
R-320
R-244
R-187
R-184
R-182
R-181
R-180
R-346
R-259
(CONTINUED ON FOLLOWING PAGE)
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.

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

RADAR and DME required.
TOP ALTITUDE: ASSIGNED BY ATC
LONE STAR 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
TAKEOFF MINIMUMS
Refer to appropriate military service directives.
NOTE: SOLDO Transition: ATC assigned.
BONHAM 114.6 BYP Chan 93
PARIS 113.6 PRX Chan 83
TEXARKANA 116.3 TXK Chan 110
GREGG COUNTY 112.9 GGG Chan 76
TYLER 114.2 TYR Chan 89
MAVERICK 113.1 TTT Chan 78
NOBLY
TRISS
SOLDO
ECKEY
SHERO
ROCKK
CLARE
R-131
R-221
R-244
R-279
R-303
R-180
R-181
R-182
R-184
5000 *2300 064° (24) 62
5000 *2100 064° (38)
5000 *2300 074° (36)
3000 *2300 084° (36)
5000 *2100 074° (39)
3500 *2100 094° (22) 59
3500 *2400 094° (36)
3500 *2200 123° (32)
3500 *2500 099° (60)
5000 *3000 041° (29)
7500 *2100 064° (79)
76
N
MSA-TTT 25 NM
090°
270°
2700
3600
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.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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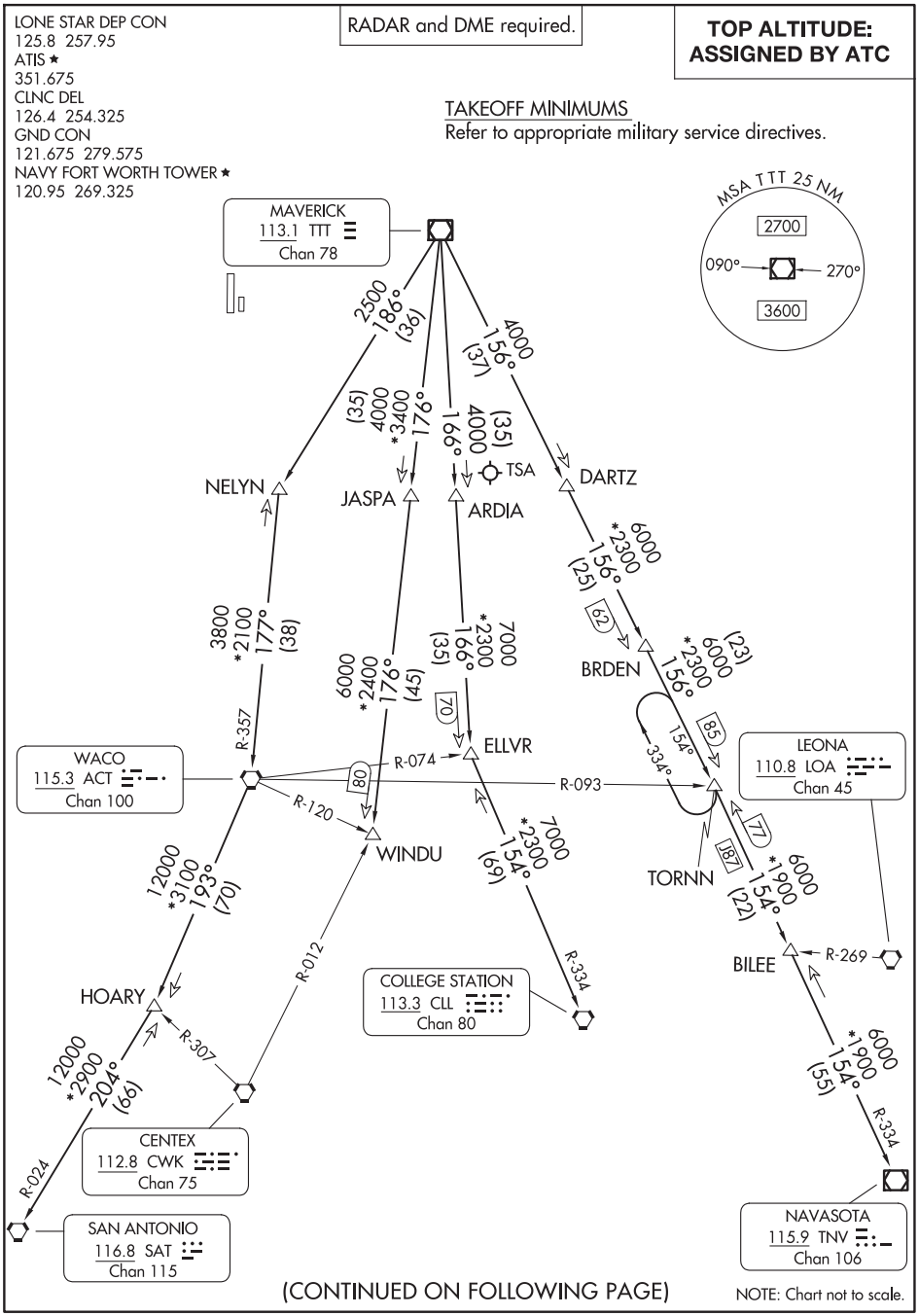

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DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

KINGDOM FIVE DEPARTURE

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

(CONTINUED 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)

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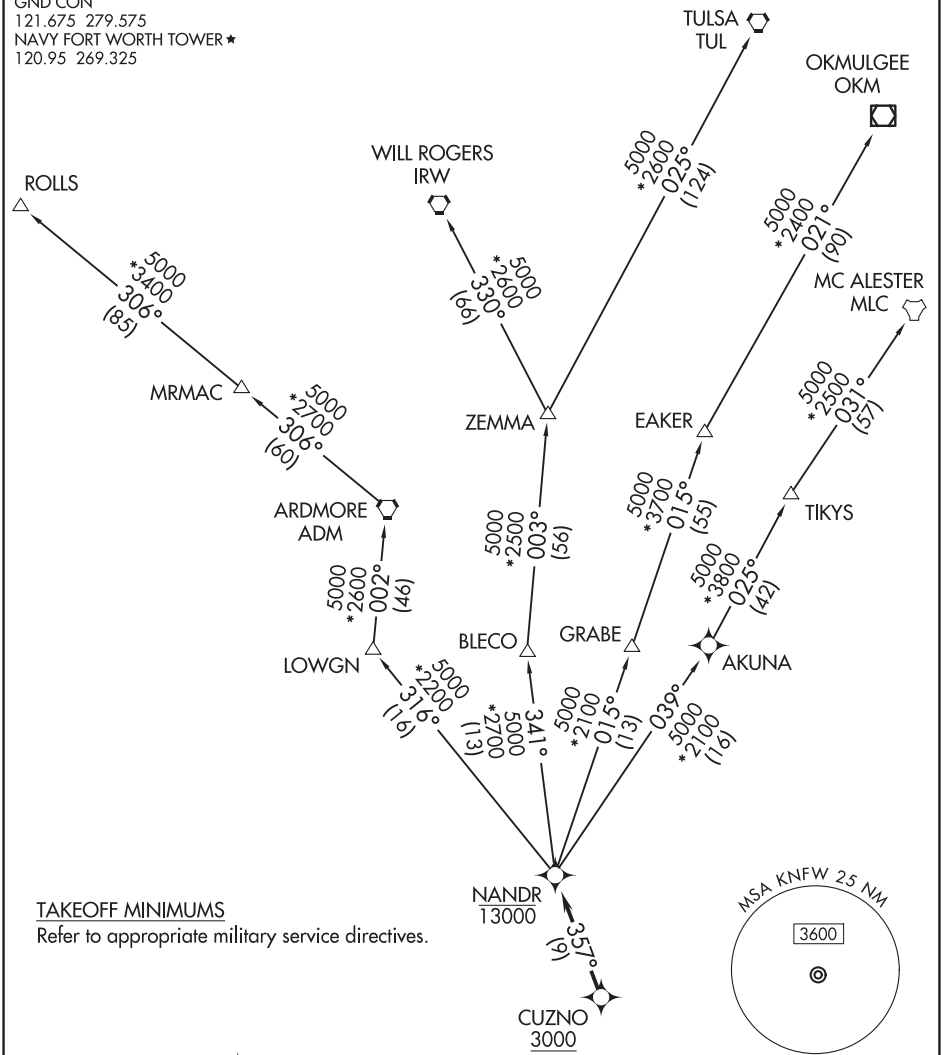
SC-2, 07 AUG 2025 to 02 OCT 2025

NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
125.8 257.95
ATIS ★
351.675
GND CON
121.675 279.575
NAVY FORT WORTH TOWER ★
120.95 269.325

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
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.

NOTE: Chart note to scale.

(CONTINUED ON FOLLOWING PAGE)

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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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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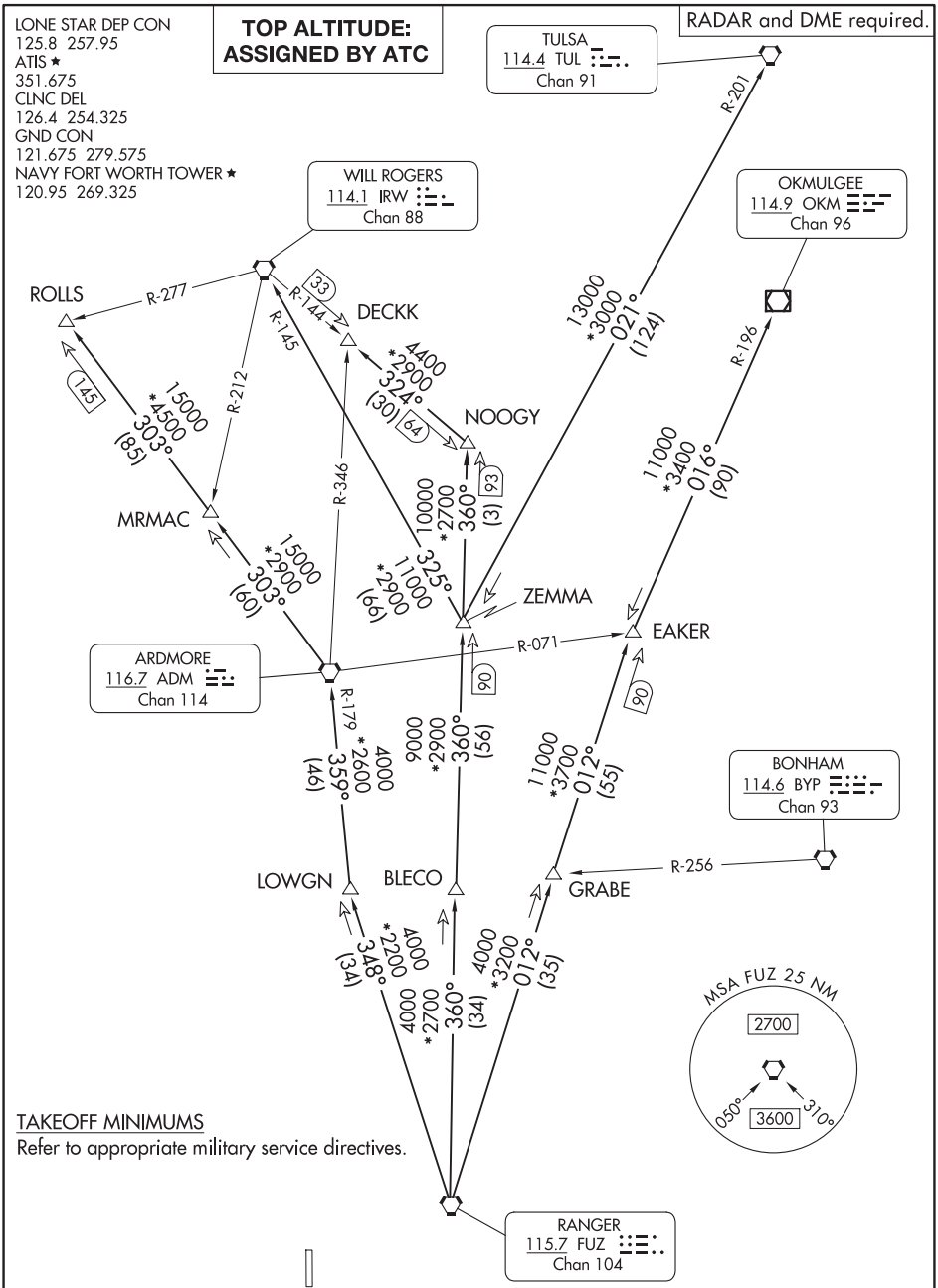
SC-2, 07 AUG 2025 to 02 OCT 2025



(CONTINUED ON FOLLOWING PAGE)

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(TEX5.FUZ) 25219
TEXOMA FIVE DEPARTURE

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)
AL-160 (FAA)
FORT WORTH, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

TOP ALTITUDE: ASSIGNED BY ATC
RADAR and DME required.
LONE STAR 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
N
MAVERICK 113.1 TTT Chan 78
WICHITA FALLS 112.7 SPS Chan 74
CHILDRESS 117.0 CDS Chan 117
PANHANDLE 116.6 PNH Chan 113
TEXICO 112.2 TXO Chan 59
LUBBOCK 109.2 LBB Chan 29
CORONA 115.5 CNX Chan 102
ABILENE 113.7 ABI Chan 84
MILLSAP 117.7 MQP Chan 124
MSA TTT 25 NM
2700
090°
270°
3600
VT14
R-118
5300
297°
(87)
R-127
14000
*3200
307°
(61)
SCABI
I29
R-233
14000
*3000
285°
(92)
FERRA
4000
*2400
285°
(37)
3500
*2800
250°
(36)
PODDE
3000
261°
(13)
R-081
3700
253°
(96)
V66
R-071
V62
14000
*4800
296°
(127)
R-114
5900
305°
(66)
FL180
272°
*9300
(192)
R-088
R-124
V62
NOTE: PODDE Transition: ATC assigned.
TAKEOFF MINIMUMS
Refer to appropriate military service directives.
(CONTINUED ON FOLLOWING PAGE)
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.

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18

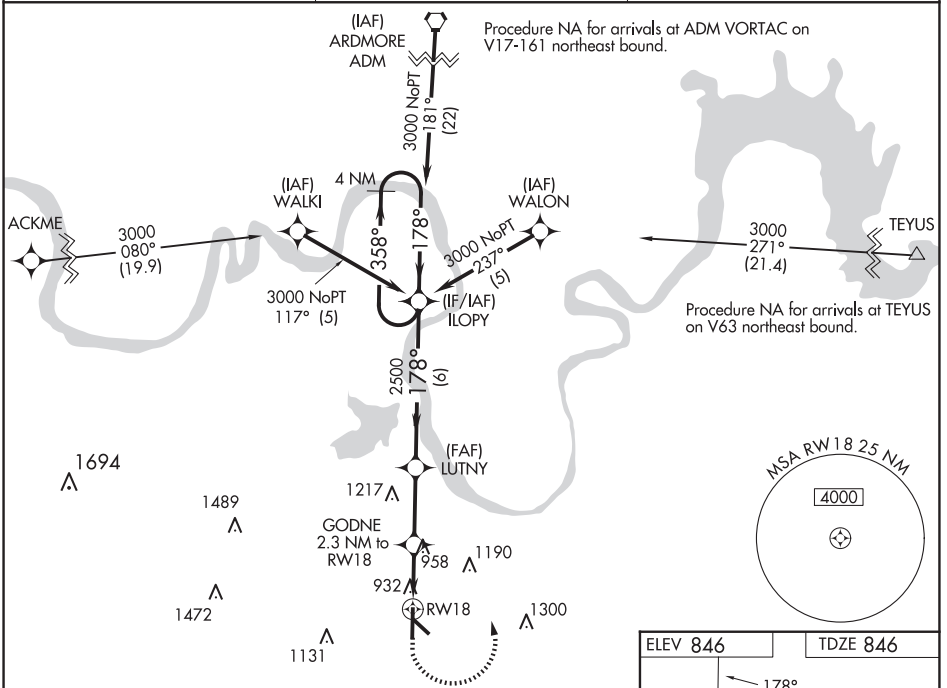
GAINESVILLE MUNI (GLE)

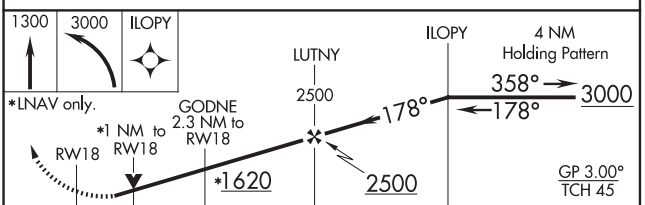
WAAS	APP CRS	Rwy Idg	6000
CH 58111	178°	TDZE	846
W18A		Apt Elev	846

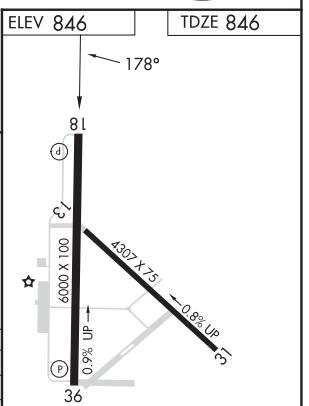
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct ILOPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.375	124.75 323.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1113-⅞ 267 (300-⅞)			
LNAV/VNAV DA	1114-⅞ 268 (300-⅞)			
LNAV MDA	1220-1 374 (400-1)			
C CIRCLING	1280-1 434 (500-1)	1320-1 474 (500-1)	1520-2 674 (700-2)	1600-2½ 754 (800-2½)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GAINESVILLE, TEXAS | AL-6113 (FAA) | 23222

RNAV (GPS) RWY 36

GAINESVILLE MUNI (GLE)

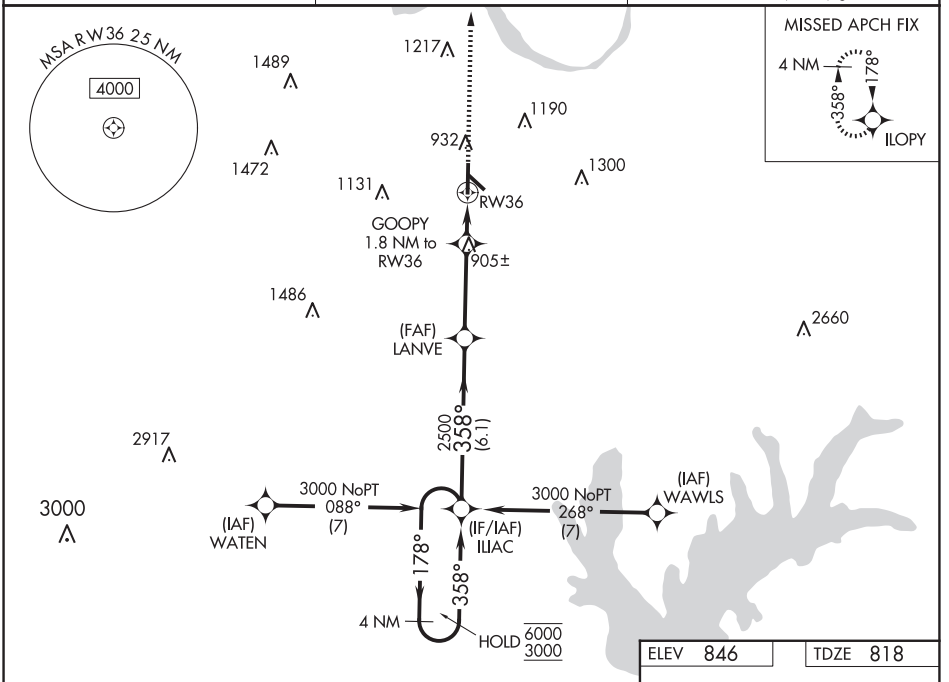
WAAS	APP CRS	Rwy Idg	6000
CH 81841	358°	TDZE	818
W36A		Apt Elev	846

RNP APCH.

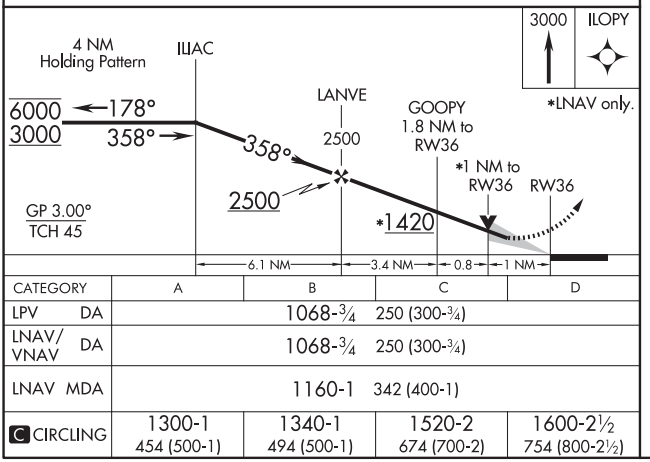
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ILOPY and hold.

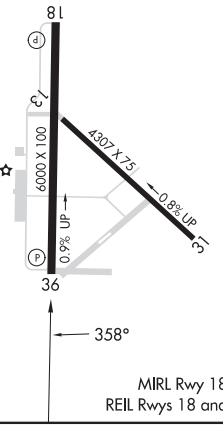
AWOS-3	FORT WORTH CENTER	UNICOM
118.375	124.75 323.0	123.0 (CTAF) L



ELEV 846 | TDZE 818



CATEGORY	A	B	C	D
LPV DA	1068-¾ 250 (300-¾)			
LNAV/VNAV DA	1068-¾ 250 (300-¾)			
LNAV MDA	1160-1 342 (400-1)			
C CIRCLING	1300-1 454 (500-1)	1340-1 494 (500-1)	1520-2 674 (700-2)	1600-2½ 754 (800-2½)



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

GAINESVILLE, TEXAS
Amdt 1 28FEB19

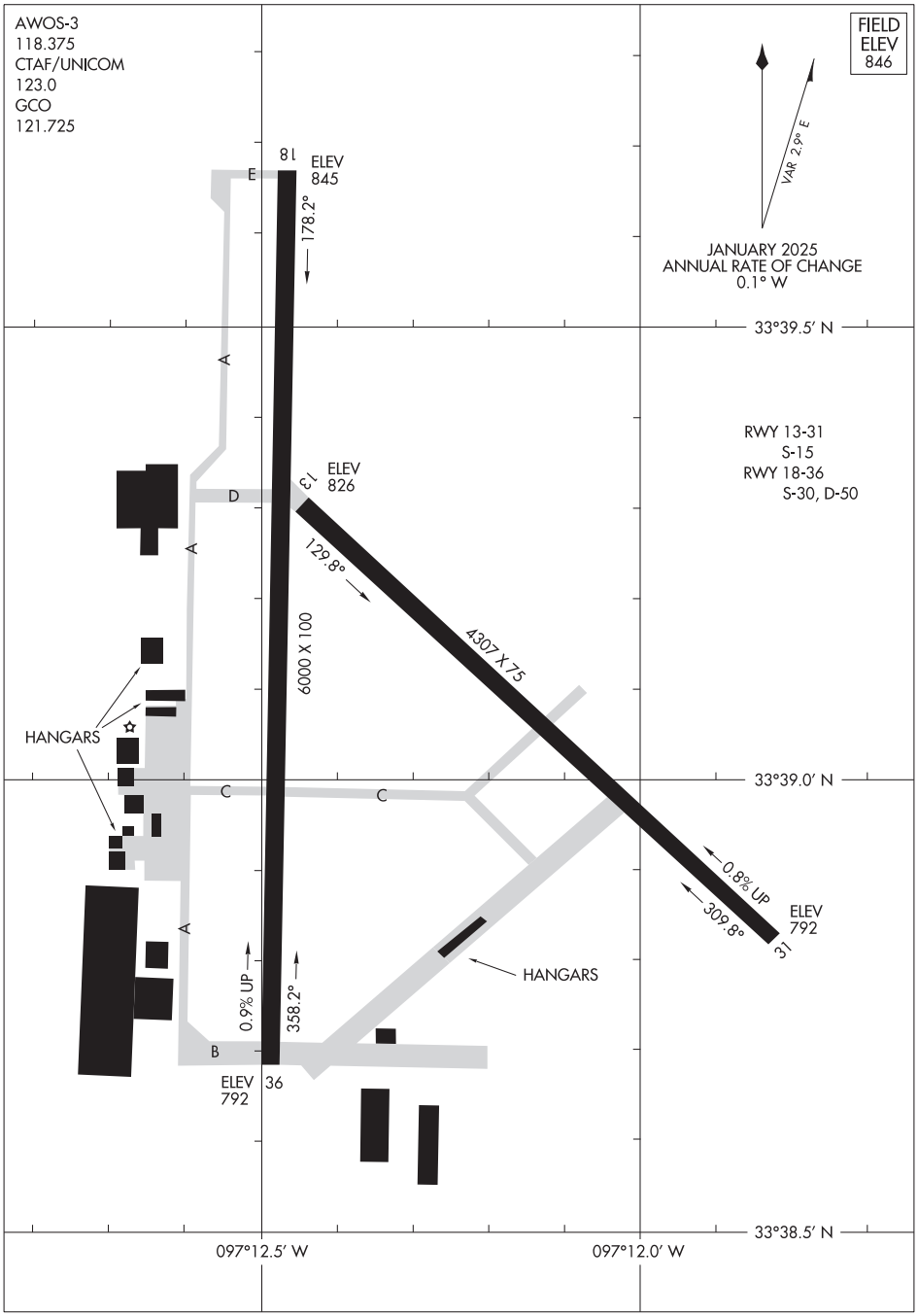
33°39'N-97°12'W

GAINESVILLE MUNI (GLE)

RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025

GILMER, TEXAS | AL-6342 (FAA) | 24081

WAAS	APP CRS	Rwy Idg	3998
CH 60935	177°	TDZE	415
W18A		Apt Elev	415

RNAV (GPS) RWY 18

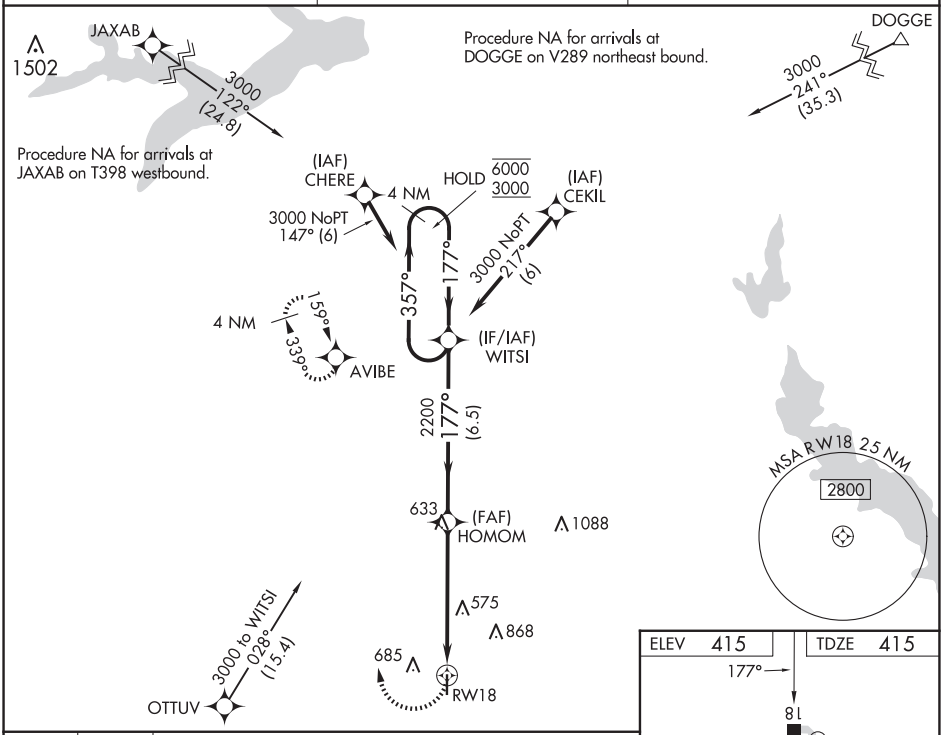
FOX STEPHENS FLD/GILMER MUNI (JXI)

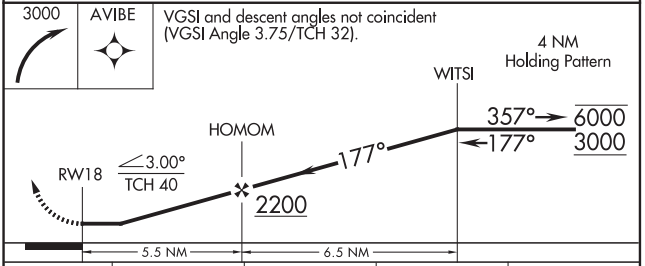
RNP APCH - GPS.

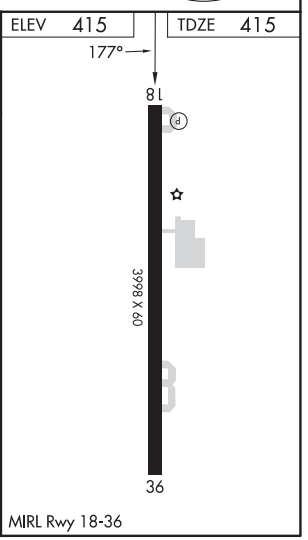
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet and increase LP, LNAV, and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct AVIBE and hold.

AWOS-3PT	LONGVIEW APP CON ★	CTAF
120.250	124.275 257.975	122.9







CATEGORY	A	B	C	D
LP MDA	820-1 405 (500-1)		820-1⅛ 405 (500-1⅛)	NA
LNAV MDA	880-1 465 (500-1)		880-1⅜ 465 (500-1⅜)	NA
C CIRCLING	1000-1 585 (600-1)	1060-1 645 (700-1)	1180-2¼ 765 (800-2¼)	NA

GILMER, TEXAS
Orig-D 21MAR24

32°42'N-94°57'W

FOX STEPHENS FLD/GILMER MUNI (JXI)
RNAV (GPS) RWY 18

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	3998
CH 65635	357°	TDZE	413
W36A		Apt Elev	415

RNAV (GPS) RWY 36

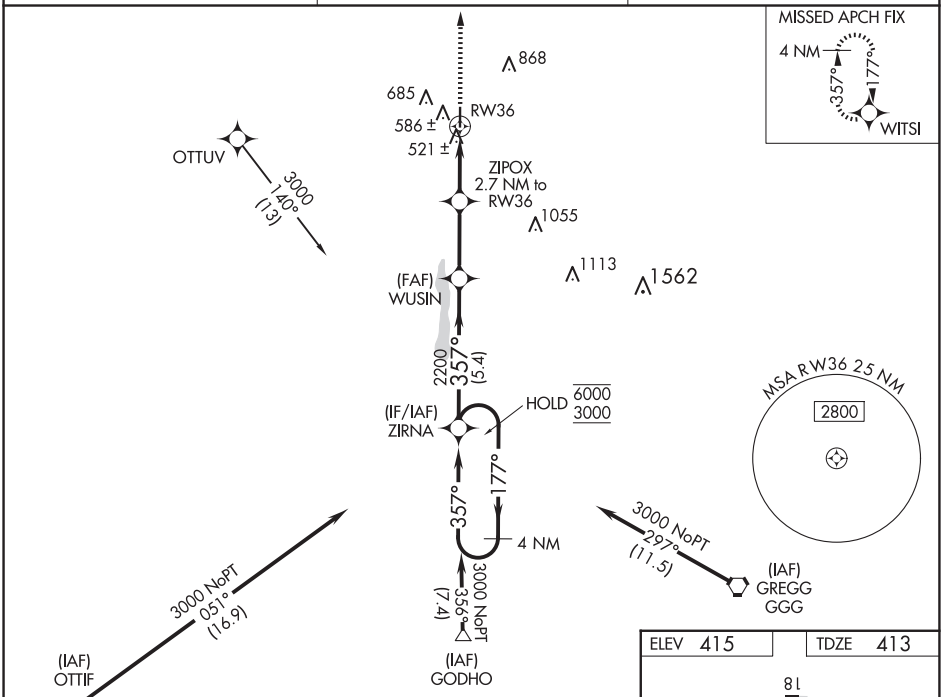
FOX STEPHENS FLD/GILMER MUNI (JXI)

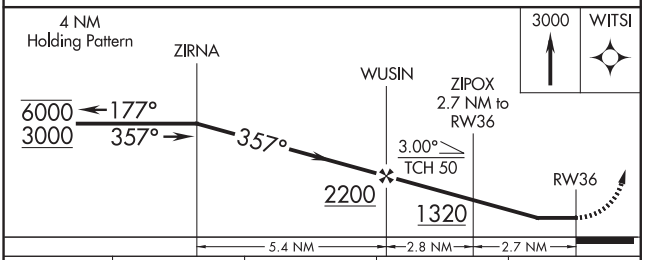
RNP APCH - GPS.

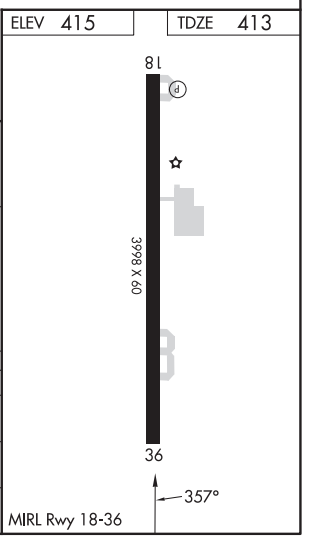
Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ⅛ SM and LP and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct WITSI and hold.

AWOS-3PT	LONGVIEW APP CON ★	CTAF
120.250	124.275 257.975	122.9







CATEGORY	A	B	C	D
LP MDA	780-1 367 (400-1)			NA
LNAV MDA	840-1 427 (500-1)		840-1¼ 427 (500-1¼)	NA
C CIRCLING	1000-1 585 (600-1)	1060-1 645 (700-1)	1180-2¼ 765 (800-2¼)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
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RNAV (GPS) RWY 14

GLADEWATER MUNI (Ø7F)

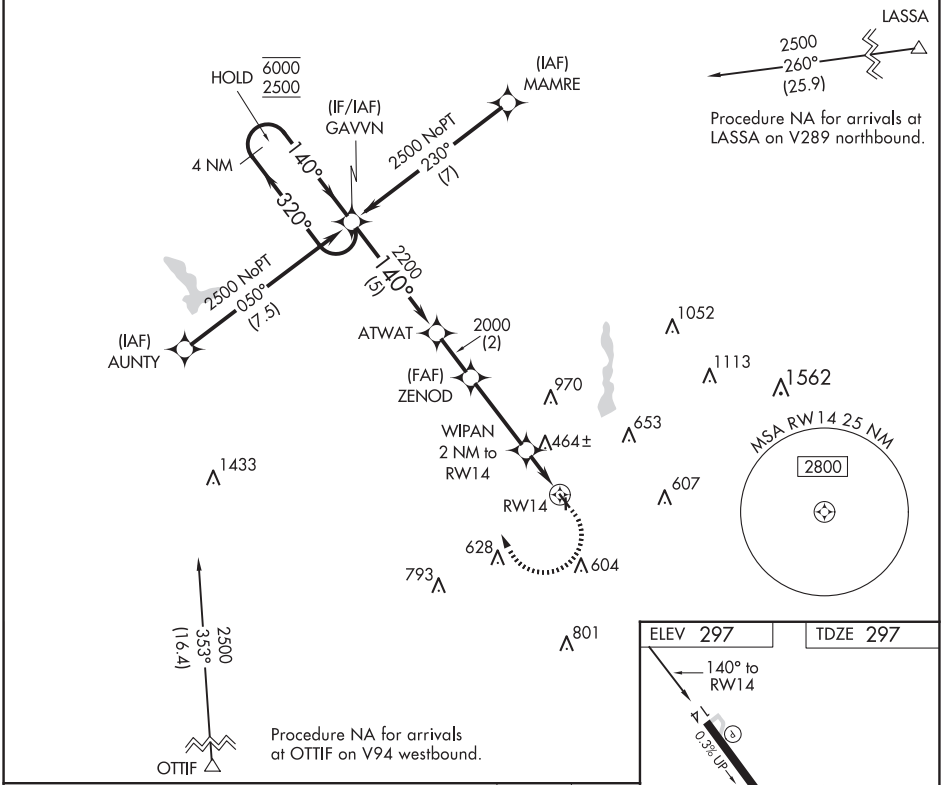
APP CRS	Rwy Idg	TDZE	Apt Elev
140°	3299	297	297

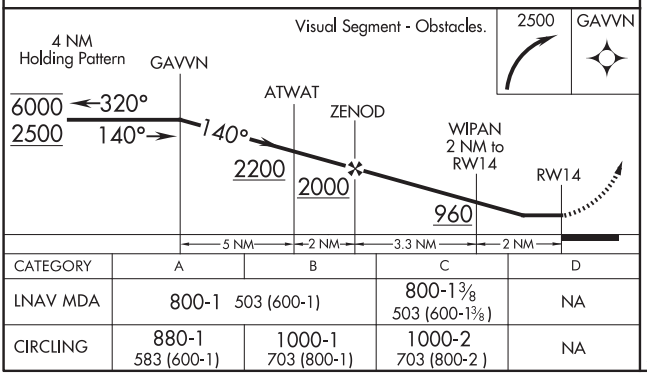
RNP APCH.

NA — 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 1⅛ SM.

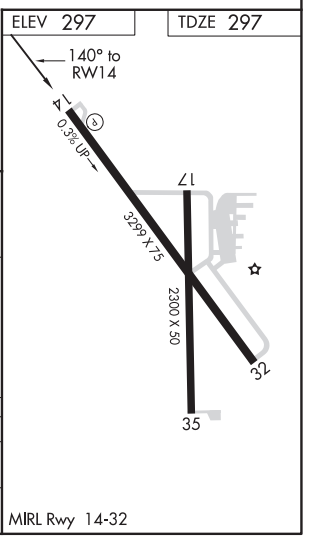
MISSED APPROACH: Climbing right turn to 2500 direct GAVVN and hold.

JXI AWOS-3PT	LONGVIEW APP CON ★	CTAF
120.25	124.275 257.975	122.9





CATEGORY	A	B	C	D
LNAV MDA	800-1 503 (600-1)		800-1⅜ 503 (600-1⅜)	NA
CIRCLING	880-1 583 (600-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	NA



SC-2, 07 AUG 2025 to 02 OCT 2025
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RNAV (GPS) RWY 32

GLADEWATER MUNI (Ø7F)

APP CRS		
320°	Rwy Idg	3299
	TDZE	297
	Apt Elev	297

T NA Rwy 32 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Gilmer altimeter setting, when not received use Longview altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 2500 direct GAVVN and hold.

JXI AWOS-3PT	LONGVIEW APP CON ★	CTAF
120.25	124.275 257.975	122.9

MISSED APCH FIX

4 NM 140° 320° GAVVN

Procedure NA for arrivals at NEVER on V289 northbound.

NEVER 2500 199° (13)

1052 1113 1562 970 653 1433 607

RW32 HANOF 1.9 NM to RW32 429± 628 604 539± 793

(FAF) ZOBKO 801 690

2000 320° (7)

2500 230° (7)

(IAF) DANAY

Procedure NA for arrivals at OTTIF on V94 westbound.

OTTIF 2800 100° (14.7)

(IF) JOVOG

2500 050° (7.2)

(IAF) BOCAR 1720

MSA RW32 25 NM 2800

ELEV 297 TDZE 297

14 0.3% UP 17 35 32 3299 X 75 2300 X 50

320° to RW32

MIRL Rwy 14-32

2500 GAVVN

JOVOG 2500 320° ZOBKO 2000 HANOF 1.9 NM to RW32 3.00° TCH 40 RW32 940

1.9 NM 3.3 NM 7 NM

CATEGORY	A	B	C	D
LNAV MDA	720-1	423 (500-1)	720-1¼ 423 (500-1¼)	NA
CIRCLING	880-1 583 (600-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GRAFORD, TEXAS | AL-6903 (FAA) | 23166

APP CRS	Rwy Idg	3500
023°	TDZE	1008
	Apt Elev	1008

RNAV (GPS) RWY 2

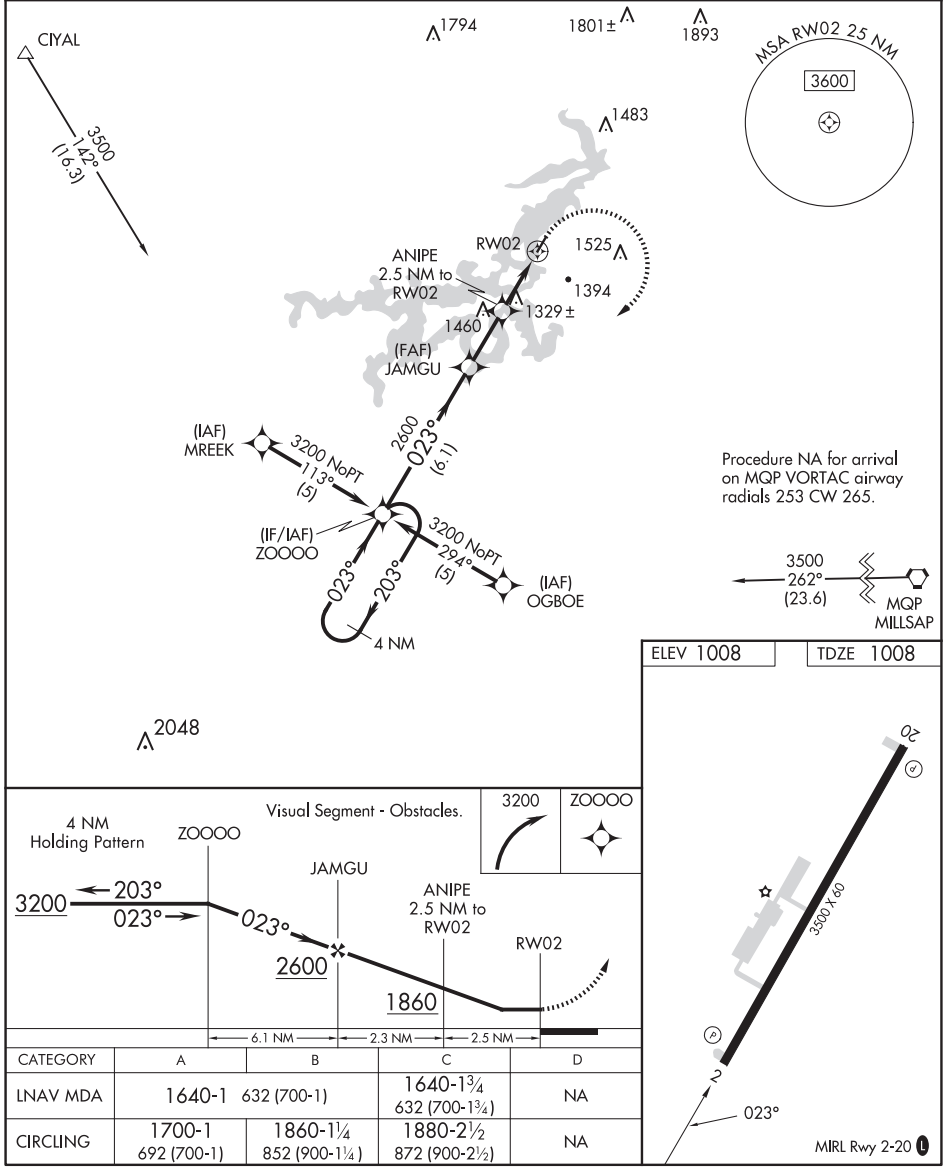
POSSUM KINGDOM (F35)

RNP APCH-GPS.

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 ¼ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climbing right turn to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	632 (700-1)	1640-1¾ 632 (700-1¾)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1880-2½ 872 (900-2½)	NA

GRAFORD, TEXAS
Orig-D 27JAN22

32°55′N-98°26′W

POSSUM KINGDOM (F35)

RNAV (GPS) RWY 2

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

POSSUM KINGDOM (F35)

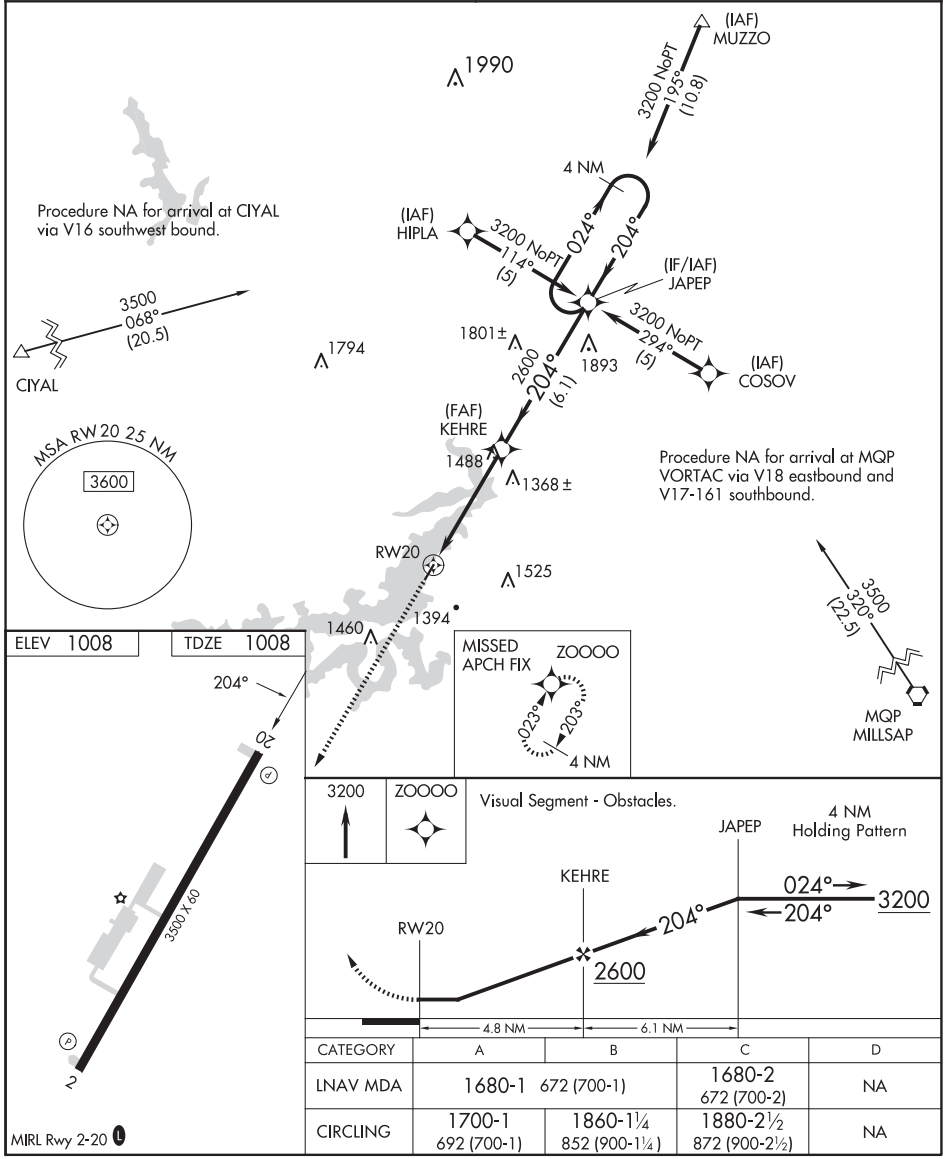
APP CRS	Rwy Idg	3500
204°	TDZE	1008
	Apt Elev	1008

RNP APCH-GPS.

T A NA — 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 ¼ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 3200 direct ZOOOO and hold.

FORT WORTH CENTER	CTAF
127.0 360.6	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1680-1 672 (700-1)		1680-2 672 (700-2)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1880-2½ 872 (900-2½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GRAHAM, TEXAS | AL-5535 (FAA) | 22307

RNAV (GPS) RWY 3

GRAHAM MUNI (RPH)

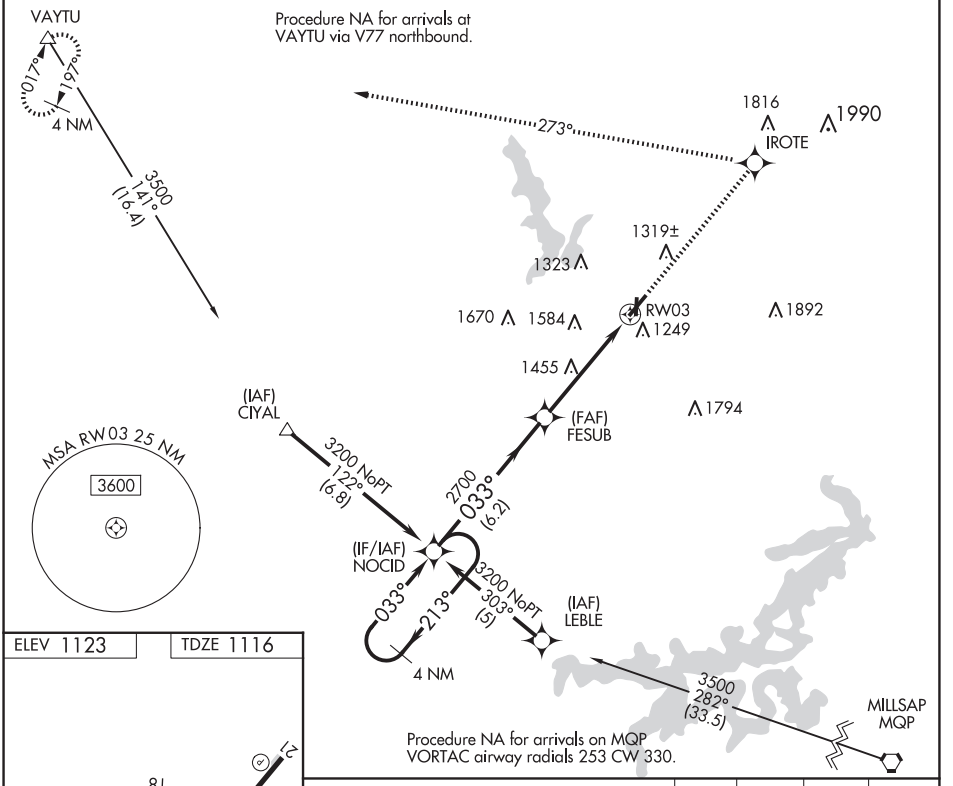
APP CRS	Rwy Idg	5000
033°	TDZE	1116
	Apt Elev	1123

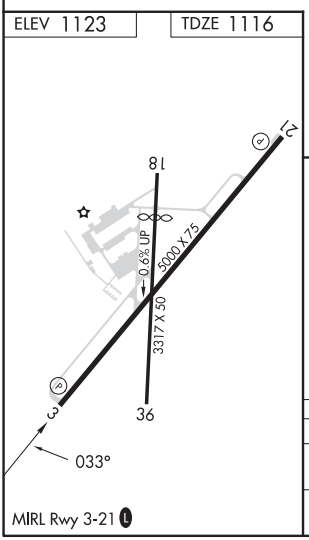
RNP APCH.

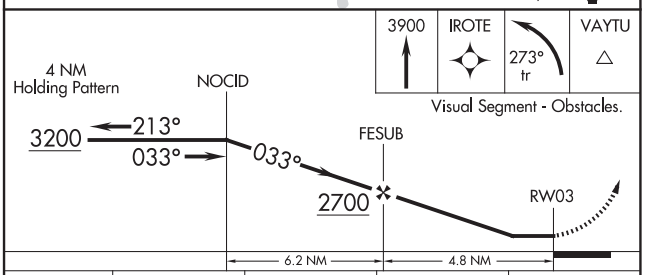
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and Circling Cat B visibility ¼ mile. Rwy 3 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

AWOS-3P	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1760-1 644 (700-1)		NA	
CIRCLING	1760-1 637 (700-1)		NA	

GRAHAM, TEXAS
Orig-A 13SEP18

33°07′N-98°33′W

GRAHAM MUNI (RPH)

RNAV (GPS) RWY 3

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5000
213°	TDZE	1114
	Apt Elev	1123

AL-5535 (FAA)

RNAV (GPS) RWY 21

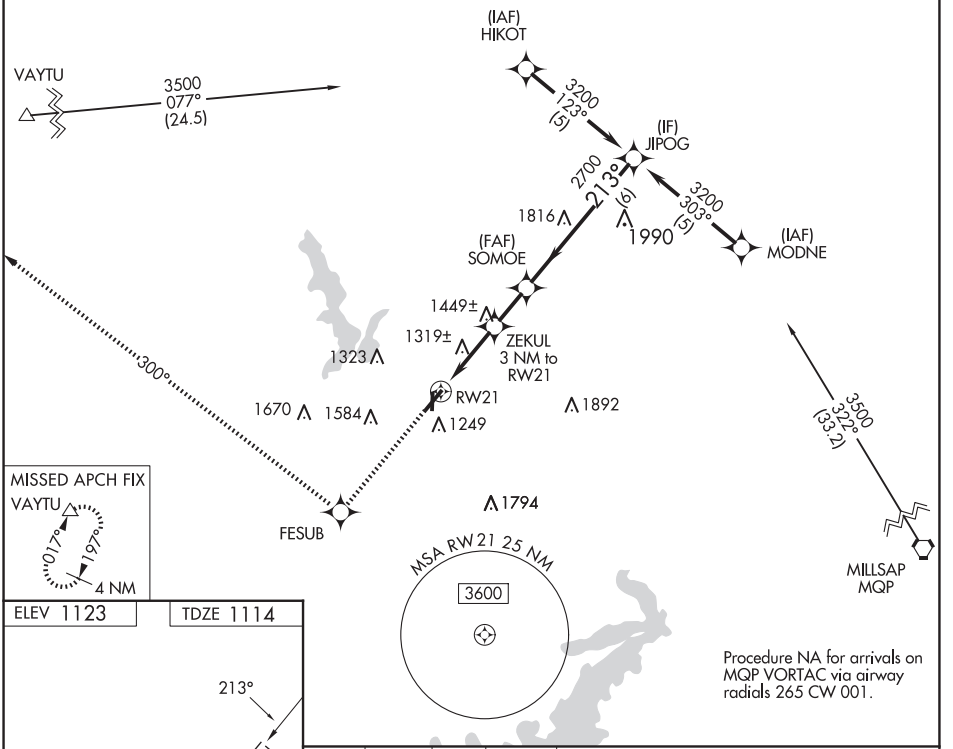
GRAHAM MUNI (RPH)

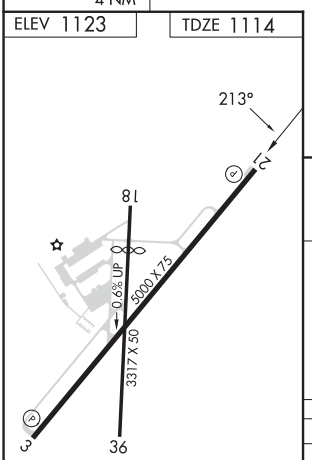
RNP APCH.

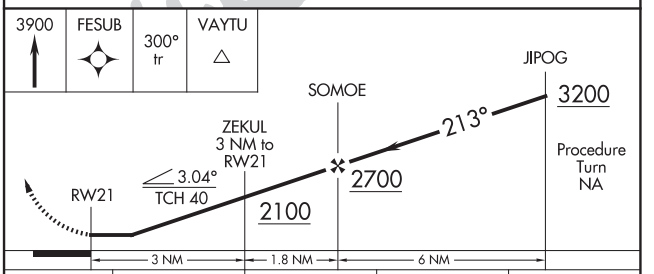
▼ When local altimeter setting not received, use Mineral Wells altimeter setting and increase all ▲ MDAs 100 feet. Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

AWOS-3P	FORT WORTH CENTER	UNICOM
118.025	127.0 360.6	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1700-1	586 (600-1)	NA	
CIRCLING	1700-1	577 (600-1)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GRANBURY, TEXAS

AL-6153 (FAA)

24249

RNAV (GPS) RWY 1

GRANBURY RGNL (GDJ)

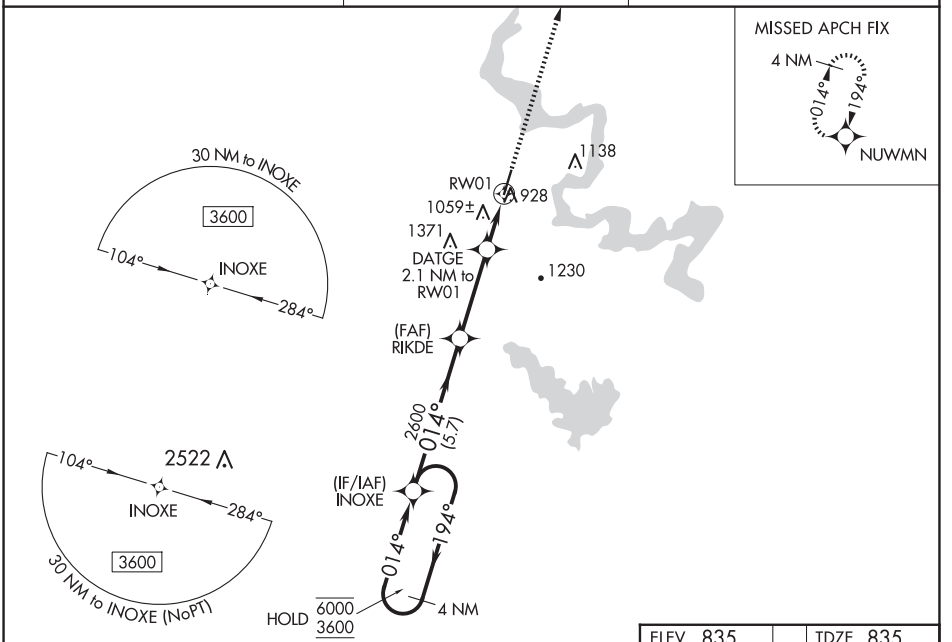
WAAS	APP CRS	Rwy Idg	5201
CH 42844	014°	TDZE	835
W01A		Apt Elev	835

RNP APCH - GPS.

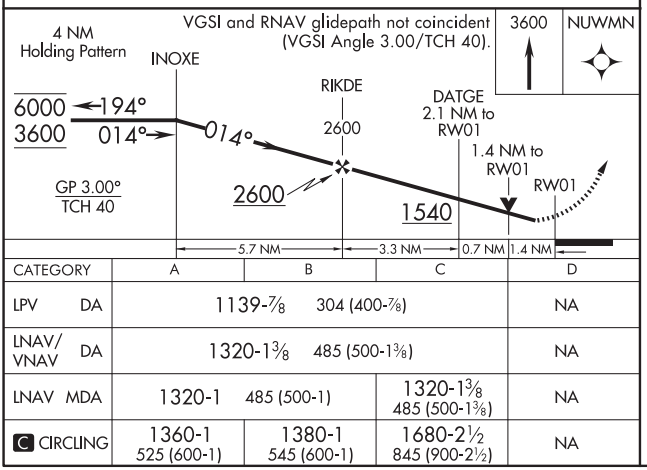
Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct NUWMN and hold, continue climb-in-hold to 3600.

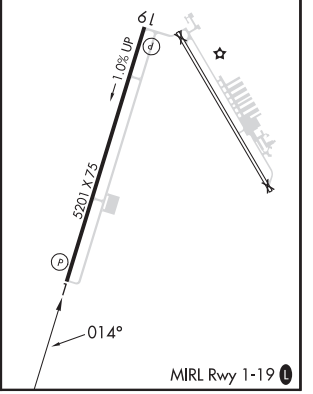
AWOS-3PT	FORT WORTH CENTER	UNICOM
118.925	127.15 314.0	123.0 (CTAF) L



ELEV 835 TDZE 835



CATEGORY	A	B	C	D
LPV DA	1139-⅞ 304 (400-⅞)			NA
LNAV/VNAV DA	1320-1⅜ 485 (500-1⅜)			NA
LNAV MDA	1320-1 485 (500-1)		1320-1⅜ 485 (500-1⅜)	NA
C CIRCLING	1360-1 525 (600-1)	1380-1 545 (600-1)	1680-2½ 845 (900-2½)	NA



GRANBURY, TEXAS

Orig-A 05SEP24

32°27′N-97°49′W

GRANBURY RGNL (GDJ)

RNAV (GPS) RWY 1

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19

GRANBURY RGNL (GDJ)

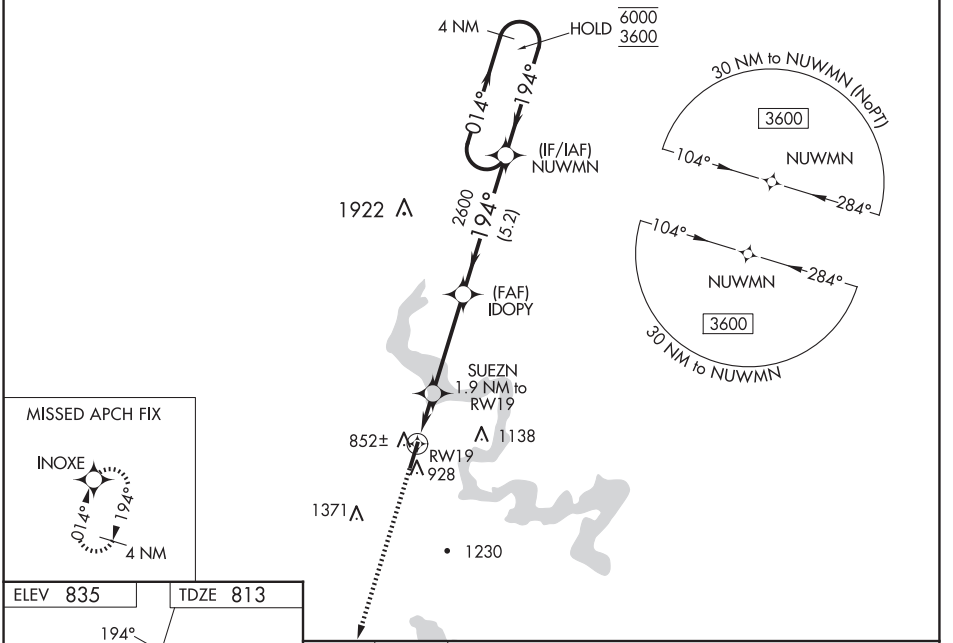
WAAS CH **82144** **W19A**	APP CRS **194°**	Rwy Idg **5201** TDZE **813** Apt Elev **835**

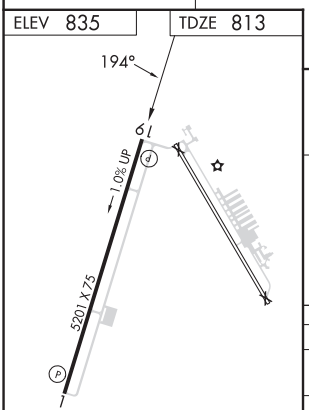
RNP APCH - GPS.

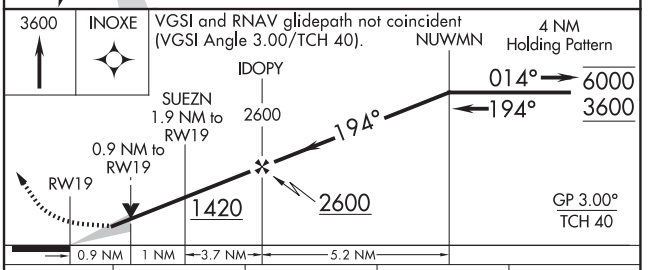
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct INOXE and hold, continue climb-in-hold to 3600.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.925	**127.15 314.0**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1013-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1063-¾ 250 (300-¾)			NA
LNAV MDA	1120-1 307 (300-1)		1120-⅞ 307 (300-⅞)	NA
C CIRCLING	1360-1 525 (600-1)	1380-1 545 (600-1)	1680-2½ 845 (900-2½)	NA

MIRL Rwy 1-19 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

GRAND PRAIRIE, TEXAS

24305

APP CRS	Rwy Idg	4001
357°	TDZE	588
	Apt Elev	590

AL-9209 (FAA)

RNAV (GPS) RWY 36

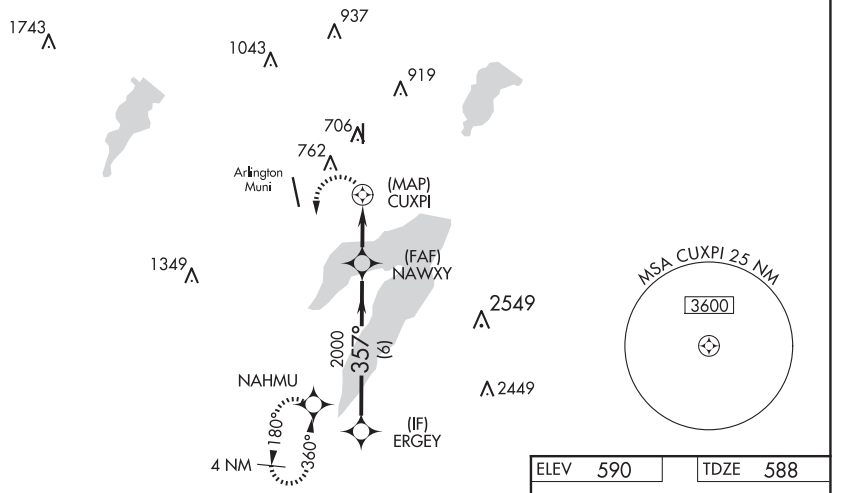
GRAND PRAIRIE MUNI (GPM)

RADAR required. RNP APCH - GPS.

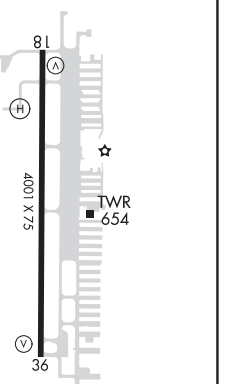
Circling Rwy 18 NA at night.

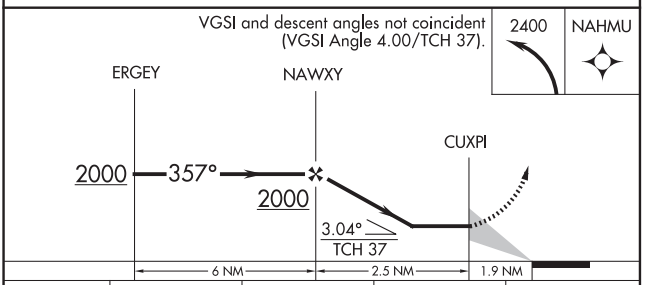
MISSED APPROACH: Climbing left turn to 2400 direct NAHMU and hold.

AWOS-3P	LONE STAR APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	123.075



ELEV 590 | TDZE 588





CATEGORY	A	B	C	D
LNAV MDA	1020-2½	432 (500-2½)	NA	
CIRCLING	1100-2½ 510 (600-2½)	1280-2½ 690 (700-2½)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 36

GRAND PRAIRIE MUNI (GPM)

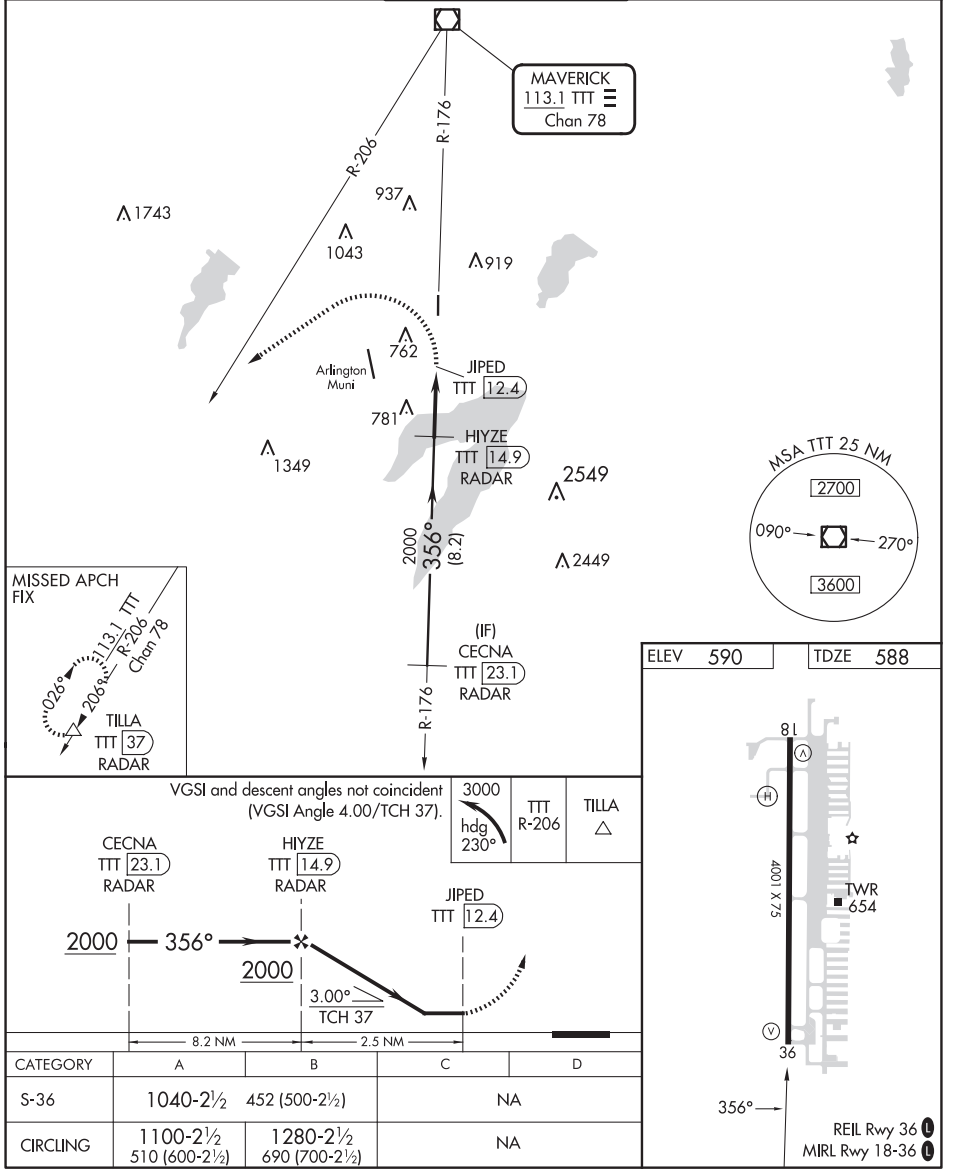
VOR/DME TTT	APP CRS	Rwy Idg	4001
113.1	356°	TDZE	588
Chan 78		Apt Elev	590

RADAR and DME required.

Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing left turn to 3000 on heading 230° and TTT VOR/DME R-206 to TILLA/37 DME/RADAR and hold.

AWOS-3P	LONE STAR APP CON	GRAND PRAIRIE TOWER★	GND CON	UNICOM
118.475	135.975 379.9	128.55 (CTAF) L	121.15	123.075



CATEGORY	A	B	C	D
S-36	1040-2½	452 (500-2½)	NA	
CIRCLING	1100-2½ 510 (600-2½)	1280-2½ 690 (700-2½)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
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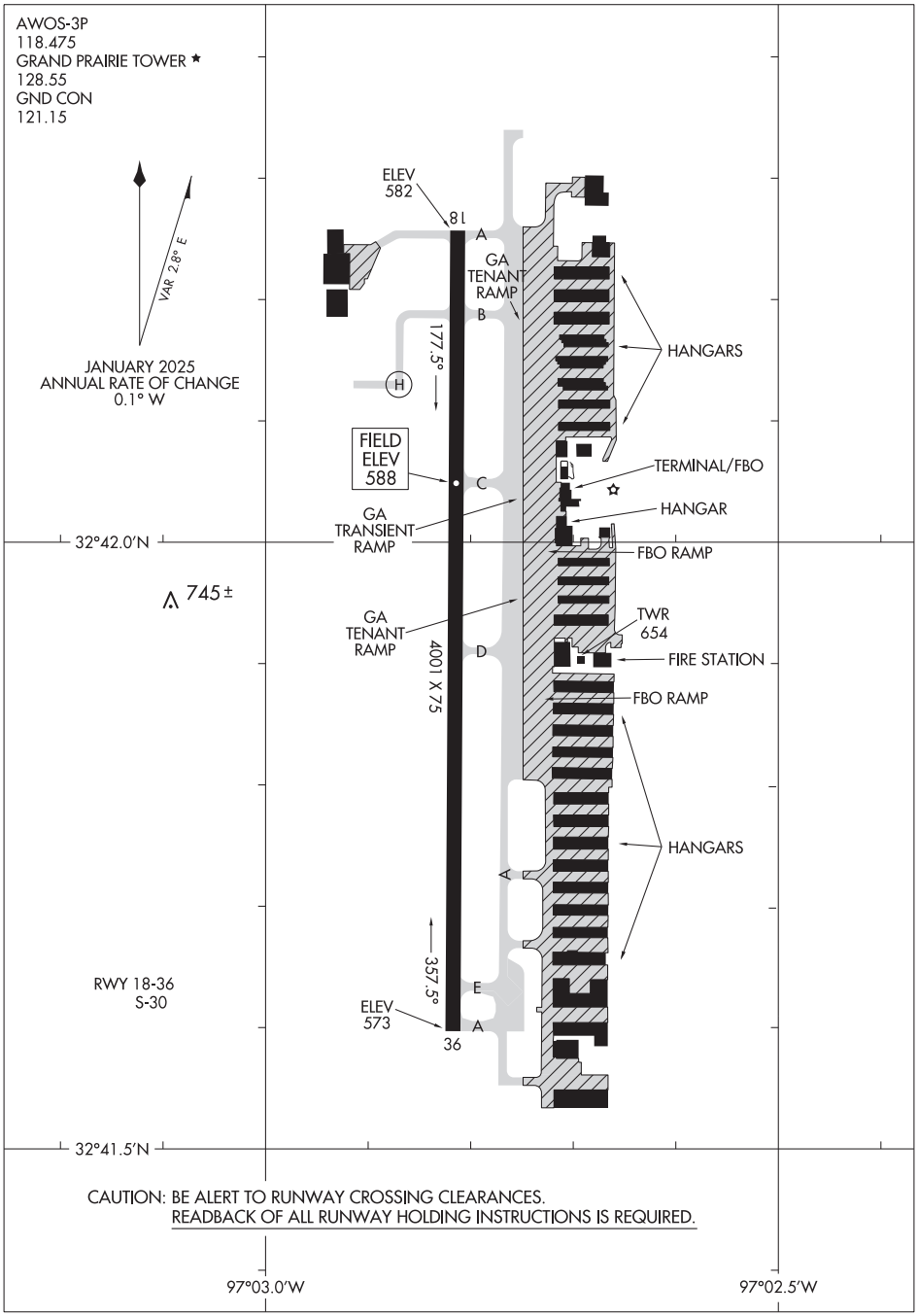
25107
AIRPORT DIAGRAM
AL-9209 (FAA)
GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TX



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
135.975 379.9
GND CON
121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
MSA GPM 25 NM
3600
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
TAKEOFF MINIMUMS
Rwys 18, 36: Standard.
TOP ALTITUDE: ASSIGNED BY ATC
BOTCH 13000
DEMII 5000
270° (13)
300°
357°
1400
177°
303°
2500
NOTE: Chart not to scale.
PGLET
9000 *2600 308° (16)
TYGGR
9000 *2500 287° (13)
ROOOO
9000 *2500 256° (12)
RBBIT
9000 *2500 232° (11)
MUTEE
9000 *3600 291° (27)
DBLSS
9000 *2800 288° (27)
RUFFS
9000 *2800 283° (26)
FUMED
9000 *3100 268° (25)
LYNDE
9000 *3100 262° (25)
HUDAD
9000 *3000 291° (66)
HRPER
9000 *3000 288° (69)
KATZZ
9000 *3400 282° (71)
ALIAN
9000 *3100 268° (51)
WSTEX
9000 *3100 262° (56)
HULZE
9000 *3100 285° (37)
BRHMA
9000 *4000 282° (75)
CIKAN
9000 *4100 263° (50)
9000 *3100 251° (33)
DOSXX
N
NOTE: ALIAN Transition: ATC assigned only.
(CONTINUED ON FOLLOWING PAGE)

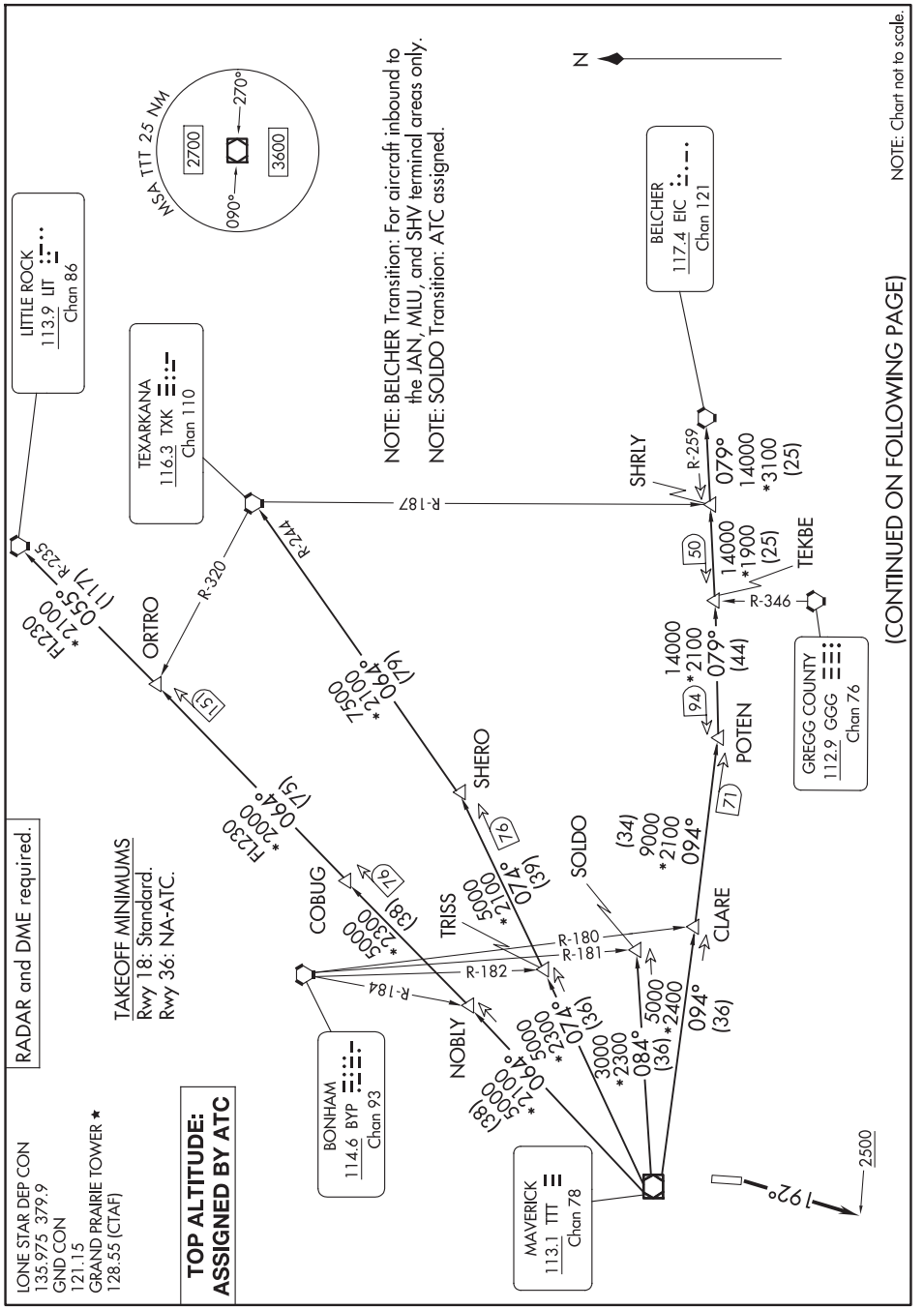
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 177° to 2500, then on heading 303° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 357° to 1400, then on heading 300° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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.

SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX 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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025

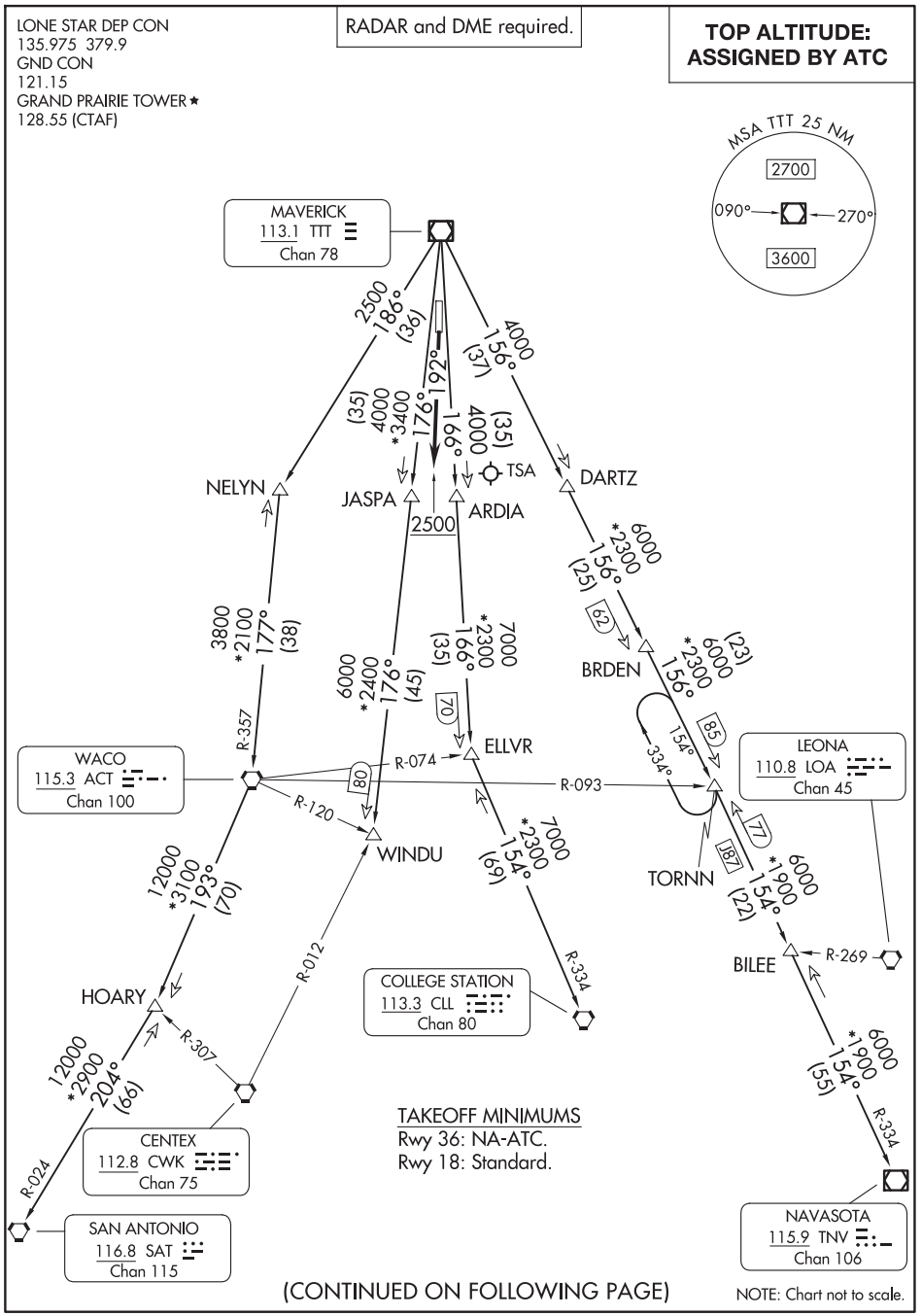
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE

LONE STAR DEP CON
135.975 379.9
GND CON
121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 36: NA-ATC.
Rwy 18: Standard.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(JPOOL8.TTT) 25219 AL-9209 (FAA)

JOE POOL EIGHT DEPARTURE

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course.

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
ASSIGNED BY ATC
LONE STAR DEP CON
135.975 379.9
GND CON
121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
TAKEOFF MINIMUMS
Rwy 18: Standard.
Rwy 36: NA - ATC.
192°
2500
N
SALVE
8500
*2100
090°
(8)
KUSSO
ZERLU
10000
*2100
025°
(11)
10000
*2100
264°
(27)
SWDIA
10000
*2100
264°
(86)
ZACHH
10000
*1900
057°
(40)
BSKAT
TRRCH
10000
*2000
099°
(27)
JAYXX
10000
*2000
099°
(85)
TRYTN
10000
*2400
067°
(62)
LOOSE
HANUH
10000
*1900
109°
(6)
10000
*1900
144°
(10)
THHOR
10000
*2000
091°
(25)
JJANE
10000
*2600
092°
(54)
MRSSH
LYING
10000
*2000
080°
(25)
10000
*2100
080°
(80)
FORCK
10000
*2100
105°
(70)
ZALEA
115°
10000
*1900
(35)
BDDAY
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.
(CONTINUED ON FOLLOWING PAGE)
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 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)

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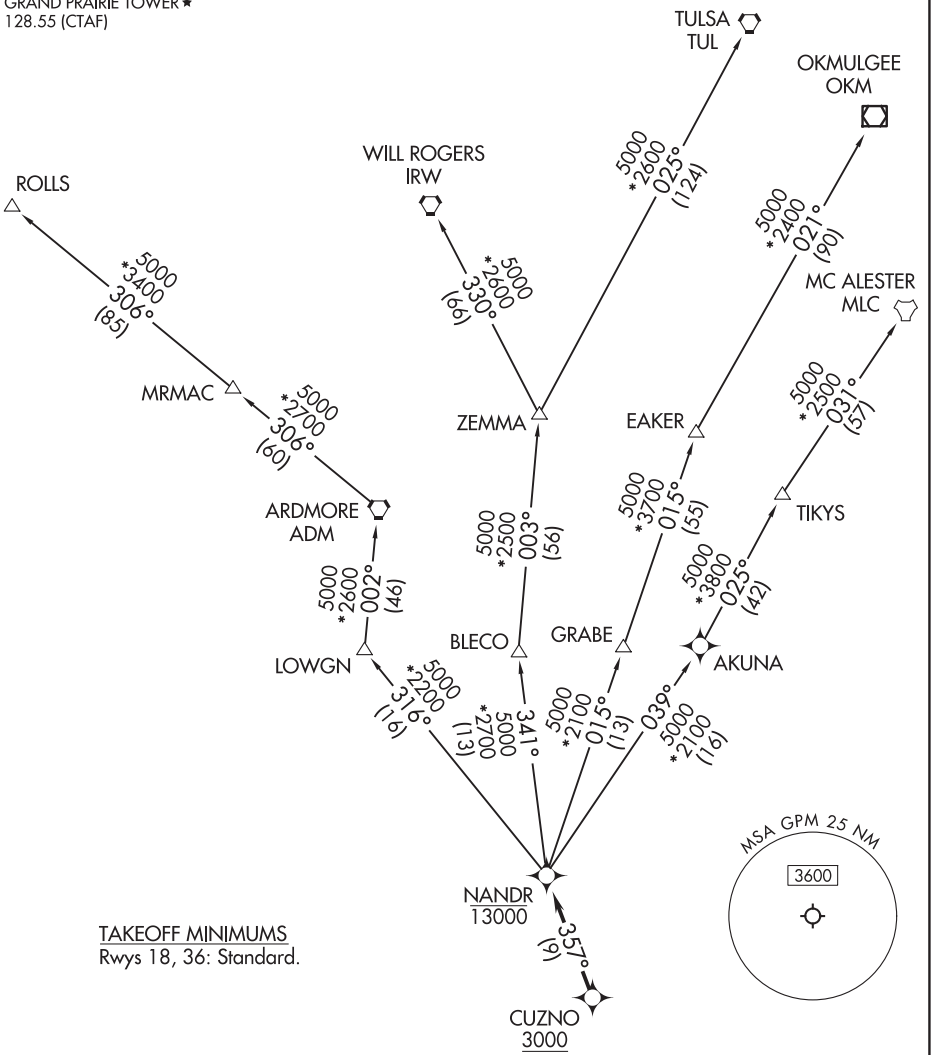
SC-2, 07 AUG 2025 to 02 OCT 2025

NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
135.975 379.9
GND CON
121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)

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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

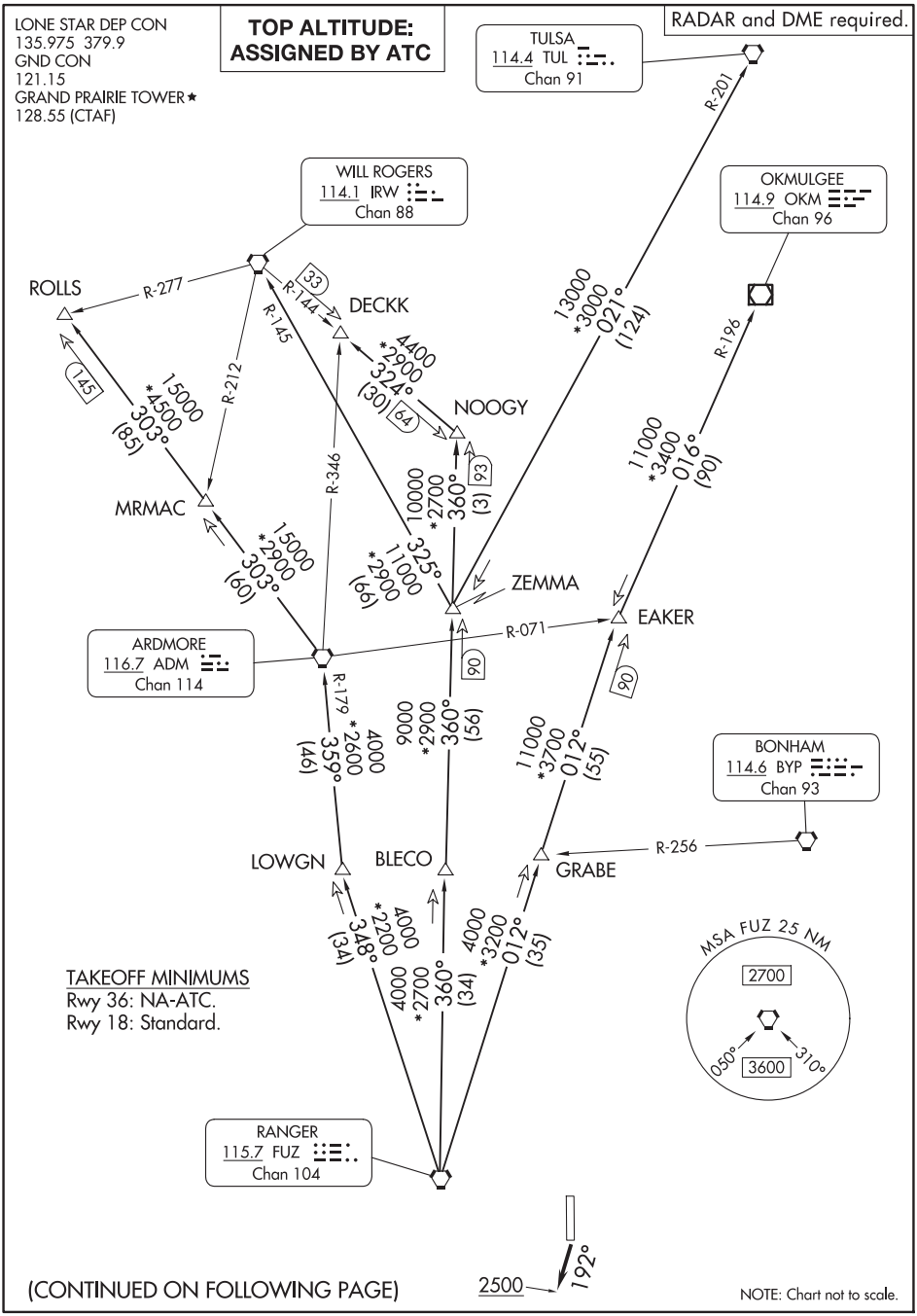
TAKEOFF RUNWAY 18: Climb on heading 192° to 2500 before proceeding on course or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 357° to 1400 before turning southbound or as assigned by ATC, thence. . .

. . .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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE



SC-2, 07 AUG 2025 to 02 OCT 2025
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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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

WORTH ONE 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.

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.

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ILS Y or LOC Y RWY 17

MAJORS (GVT)

LOC/DME I-GVT	APP CRS	Rwy Ldg 8030
110.5	176°	TDZE 534
Chan 42		Apt Elev 535

DME required.

Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats A/B. For inop ALS, increase S-LOC 17 Cat E visibility to 1½ SM. Autopilot coupled approach NA below 900 feet.

MALS

MISSED APPROACH: Climbing right turn to 3000 on MJF TACAN R-186 to CAJAN/MJF TACAN 15 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95

BONHAM 114.6 BYP Chan 93

3000 148° (14.9) 7 NM

R-347 167° 347° 356°

2200 to ENDUE 126° (2.7) and 176° (2)

(IAF) WOLFI MJF 15

(IF) ENDUE I-GVT 11.9

2200 176° (5.3)

815 POCNI I-GVT 6.7

MSA MJF 25 NM 2400

EMERG SAFE ALT 100 NM 4000

FOR MILITARY AIRCRAFT ONLY, TACAN REQUIRED

LOCALIZER 110.5 I-GVT Chan 42

ARVILLA Chan 33 MJF (109.6)

MISSED APCH FIX CAJAN MJF 15 MJF R-186 Chan 33 006° 186°

R-186

ELEV 535 TDZE 534

176°

0.4% UP 0.3% UP 8030 X 150 Restricted Use Apron 675

REIL Rwy 35 L

MIRL Rwy 17-35 L

3000 MJF R-186 CAJAN MJF 15

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

POCNI I-GVT 6.7 ENDUE I-GVT 11.9

2200 176° 2200 2200

I-GVT 1.6 I-GVT 3

GS 3.00° TCH 57

Use I-GVT DME when on localizer course.

1.5 NM 3.6 NM 5.3 NM

CATEGORY	A	B	C	D	E
S-ILS 17	734-1		200 (200-1)		
S-LOC 17	1060-1	526 (600-1)	1060-1¼	526 (600-1¼)	
CIRCLING	1060-1	525 (600-1)	1060-1½ 525 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

SC-2, 07 AUG 2025 to 02 OCT 2025
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GREENVILLE, TEXAS | AL-5138 (FAA) | 25219

ILS Z or LOC Z RWY 17

MAJORS (GVT)

LOC/DME I-GVT	APP CRS	Rwy Ldg	8030
110.5	176°	TDZE	534
Chan 42		Apt Elev	535

DME required.

Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats A/B. For inop ALS, increase S-LOC 17 Cat E visibility to 1⅜ SM. Autopilot coupled approach NA below 900 feet.

MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on heading 355° and BYP VORTAC R-145 to CIPEX/I-GVT 13.6 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95

Procedure NA for arrival on BYP VORTAC airway radials 114 CW 173.

BONHAM
114.6 BYP
Chan 93

2300
145°
(17.7)

HOLD 5000 2300

356°
1 min
176°

(IF/IAF)
CIPEX
I-GVT 13.6
BYP 17.7

R-145

2200
176°
(6.9)

815

POCNI
I-GVT 6.7

LOCALIZER 110.5
I-GVT
Chan 42

MSA GVT 25 NM
2400

ELEV 535 | TDZE 534

176°

0.4% UP

Restricted Use Apron

675

8030 X 150

0.3% UP

35

REIL Rwy 35 L
MIRL Rwy 17-35 L

1000	2300 hdg 355°	BYP R-145	CIPEX I-GVT 13.6

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

One Minute Holding Pattern

CIPEX I-GVT 13.6
356° 5000
176° 2300

POCNI I-GVT 6.7
I-GVT 2.8
I-GVT 1.6
2200
176°
2200

GS 3.00°
TCH 57

1.3 NM | 3.8 NM | 6.9 NM

CATEGORY	A	B	C	D	E
S-ILS 17	734-1 200 (200-1)				
S-LOC 17	1000-1 466 (500-1)		1000-1⅛ 466 (500-1⅛)		
CIRCLING	1000-1 465 (500-1)	1060-1 525 (600-1)	1060-1½ 525 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

GREENVILLE, TEXAS
Amdt 9 29DEC22

33°04'N-96°04'W

MAJORS (GVT)

ILS Z or LOC Z RWY 17

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RNAV (GPS) RWY 17

MAJORS (GVT)

WAAS	APP CRS	Rwy Ldg	8030
CH 86205	176°	TDZE	534
W17A		Apt Elev	535

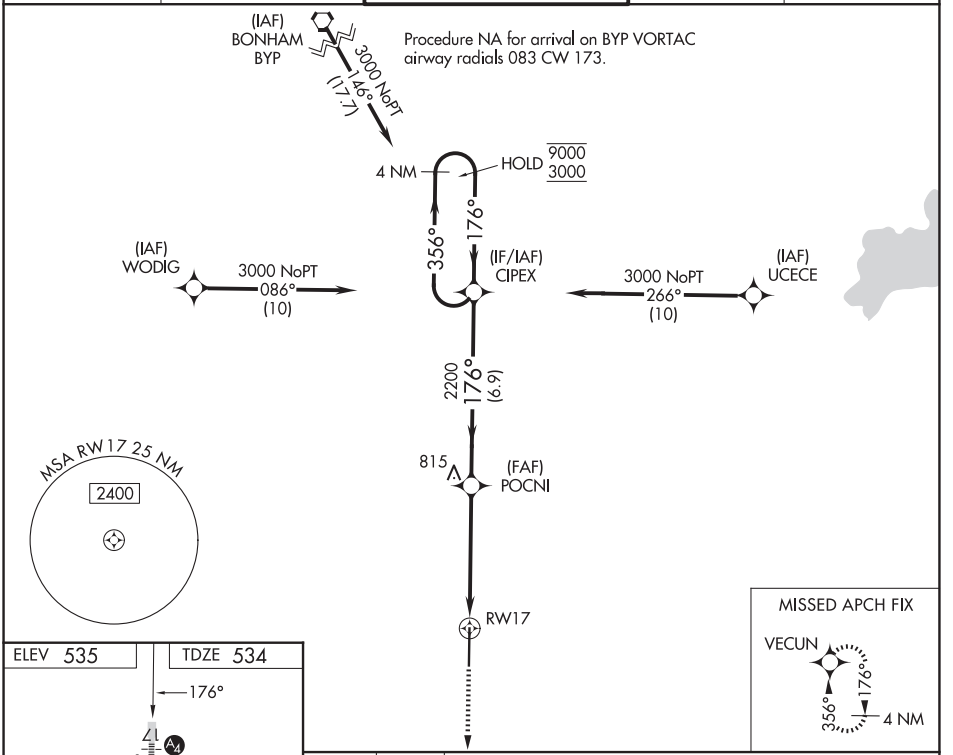
RNP APCH - GPS.

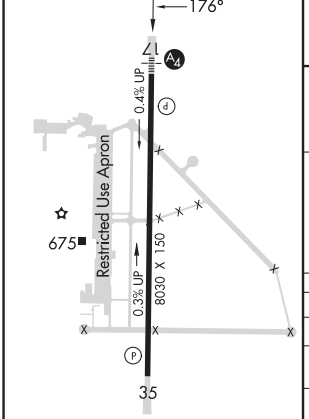
Inop table does not apply to LPV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM and LNAV Cat E visibility to 1½ SM.

MALS

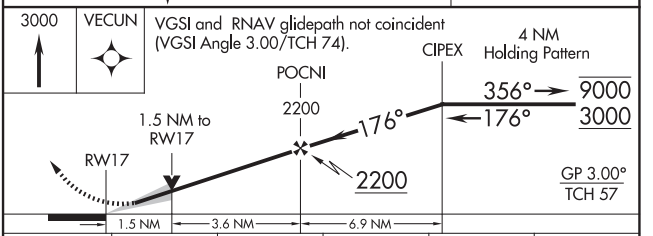
MISSED APPROACH: Climb to 3000 direct VECUN and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95





REIL Rwy 35 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D	E
LPV DA	734-1 200 (200-1)				
LNAV/VNAV DA	943-1 409 (500-1)				
LNAV MDA	1060-1 526 (600-1)		1060-1¼ 526 (600-1¼)		
CIRCLING	1060-1 525 (600-1)	1080-1 545 (600-1)	1080-1½ 545 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

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RNAV (GPS) RWY 35

MAJORS (GVT)

APP CRS	Rwy Ldg	8030
356°	TDZE	532
	Apt Elev	535

RNP APCH - GPS.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CIPEX and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95

MISSED APCH FIX

4 NM 176° 356° CIPEX

RW35

652±

JUSUB 1.8 NM to RW35

(FAF) GUYSE

2200 356° (7)

(IAF) WOBEX 3000 NoPT 086° (10)

(IF/IAF) VECUN

(IAF) BENTE 3000 NoPT 266° (10)

356° 176° 4 NM

HOLD 9000 3000

3000 NoPT 313° (13.1)

(IAF) ROCKK

SULPHUR SPRINGS SLR

3000 21.4° (26.5)

MSA RW35 25 NM 2400

ELEV 535 TDZE 532

0.4% UP

Restricted Use Apron

675

0.3% UP

8030 X 150

35

356°

REIL Rwy 35 L

MIRL Rwy 17-35 L

3000 CIPEX

JUSUB 1.8 NM to RW35

GUYSE

VECUN

4 NM Holding Pattern

176° 9000

356° 3000

1 NM to RW35

3.04° TCH 55

356°

2200

RW35

1140

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 66).

1 NM 0.8 3.2 NM 7 NM

CATEGORY	A	B	C	D	E
LNAV MDA	920-1 388 (400-1)				
CIRCLING	1040-1 505 (600-1)	1080-1 545 (600-1)	1080-1½ 545 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

33°04'N-96°04'W

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VOR/DME RWY 17

MAJORS (GVT)

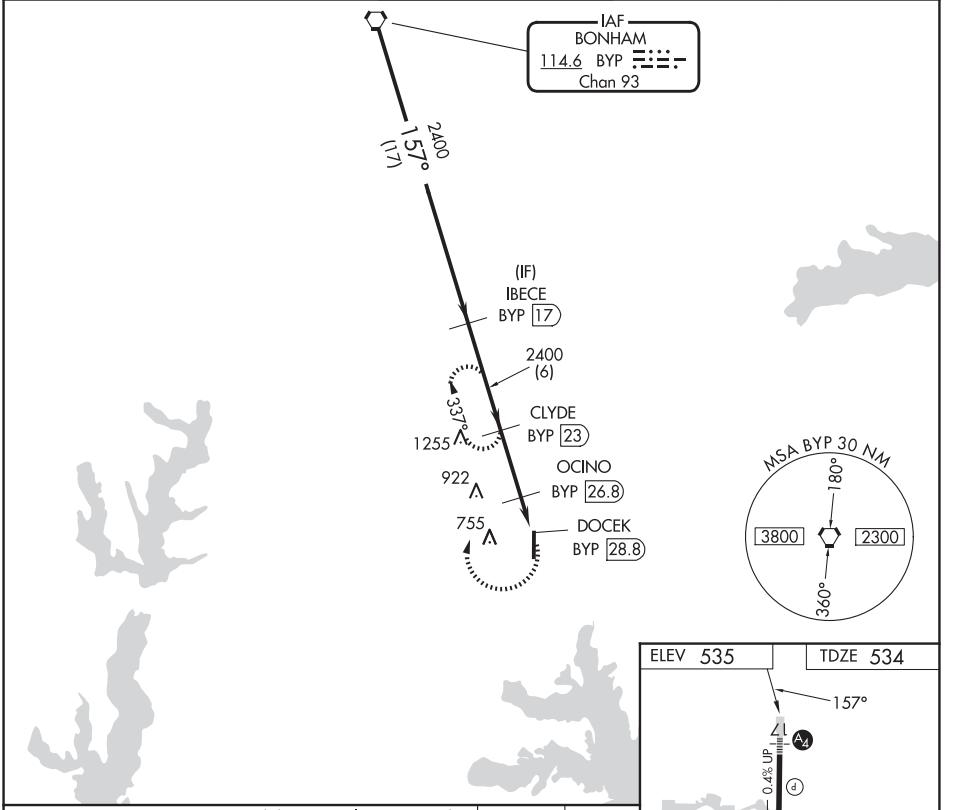
VORTAC BYP	APP CRS	Rwy Ldg	8030
114.6	157°	TDZE	534
Chan 93		Apt Elev	535

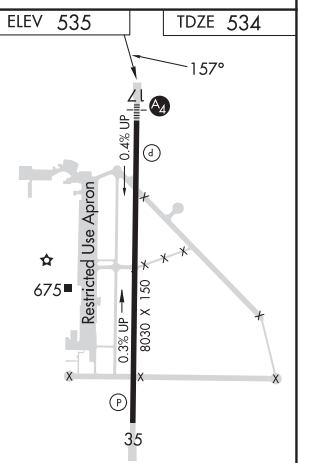
When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet, increase Circling Cats C/D/E visibility by ¼ SM.

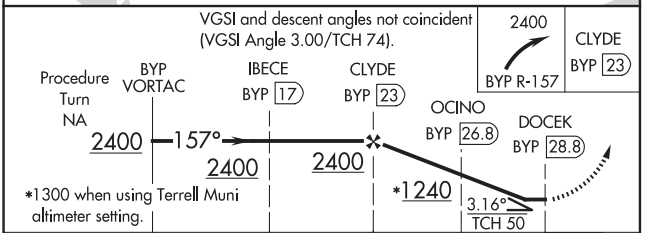
MALS

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95







CATEGORY	A	B	C	D	E
S-17	1120-1 586 (600-1)	1120-1¼ 586 (600-1¼)	1120-1½ 586 (600-1½)	1120-2 586 (600-2)	
CIRCLING	1120-1 585 (600-1)	1120-1¼ 585 (600-1¼)	1120-1½ 585 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

REIL Rwy 35 L
MIRL Rwy 17-35 L

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GREENVILLE, TEXAS | AL-5138 (FAA) | 25219

TACAN RWY 17

MAJORS (GVT)

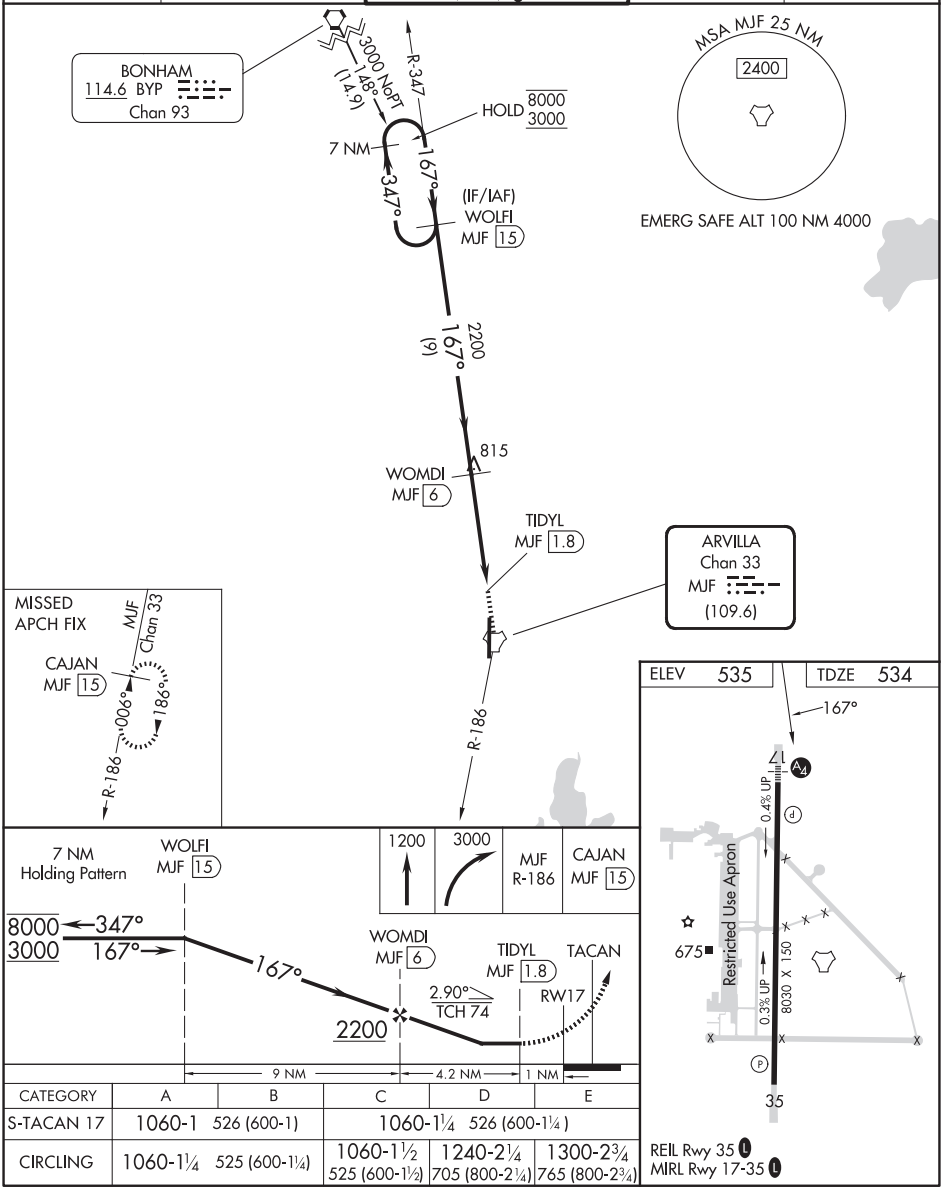
TACAN MJF Chan 33 (109.6)	APP CRS 167°	Rwy Ldg 8030 TDZE 534 Apt Elev 535

For inop ALS, increase S-17 Cat E visibility to 1½ SM.

MALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on MJF TACAN R-186 to CAJAN/MJF 15 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95



CATEGORY	A	B	C	D	E
S-TACAN 17	1060-1 526 (600-1)		1060-1¼ 526 (600-1¼)		
CIRCLING	1060-1¼ 525 (600-1¼)		1060-1½ 525 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

GREENVILLE, TEXAS | 33°04'N-96°04'W | MAJORS (GVT)

Orig-C 29DEC22

TACAN RWY 17

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TACAN RWY 35

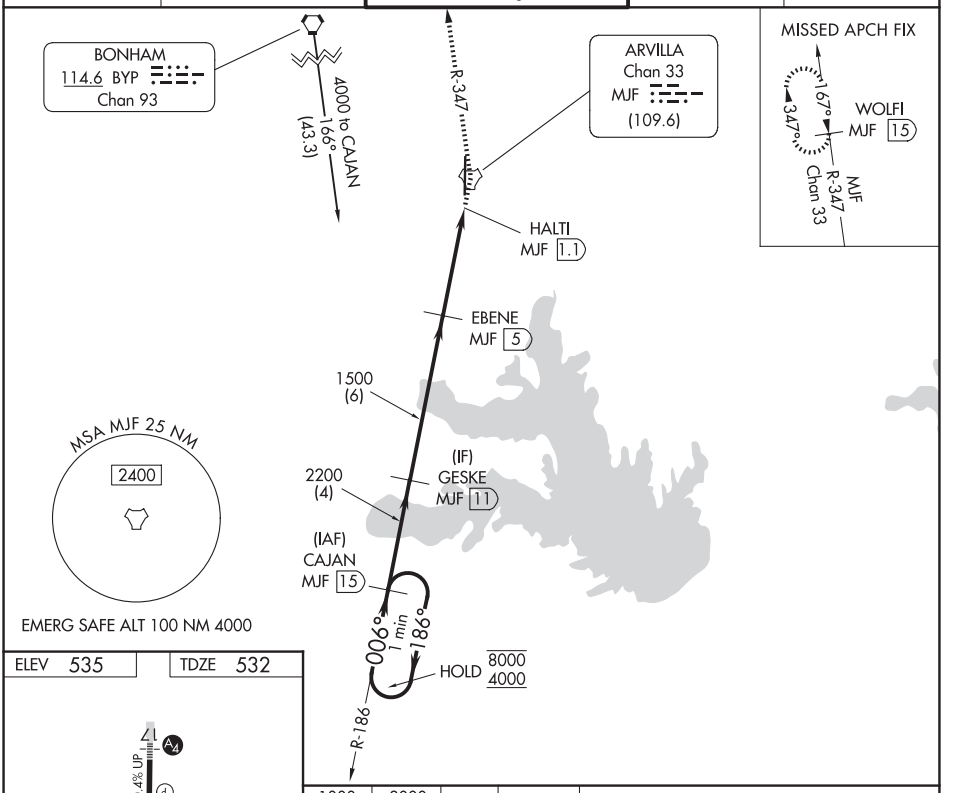
MAJORS (GVT)

TACAN MJF	APP CRS	Rwy Ldg	8030
Chan 33	006°	TDZE	532
(109.6)		Apt Elev	535

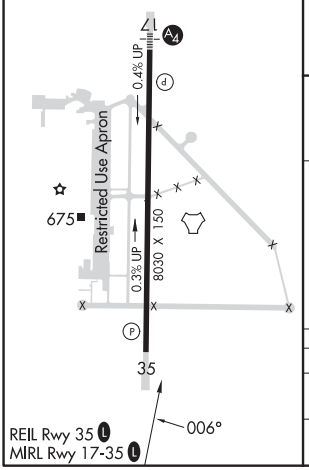
Rwy 35 helicopter visibility reduction below ¾ SM NA.

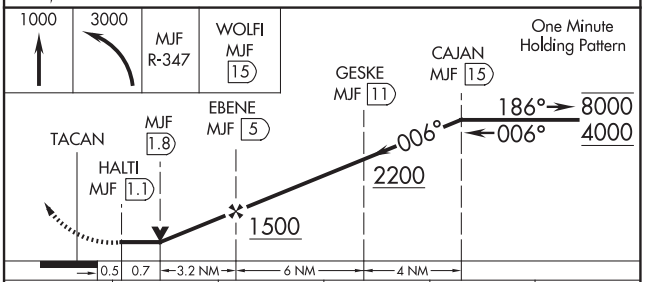
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on MJF TACAN R-347 to WOLFI/MJF 15 DME and hold.

AWOS-3	FORT WORTH CENTER	MAJORS TOWER ★	GND CON	UNICOM
133.425	132.025 317.75	118.65 (CTAF) L 385.425	121.7 335.8	122.95



ELEV 535 TDZE 532





CATEGORY	A	B	C	D	E
S-35	980-1	448 (500-1)	980-1⅜	448 (500-1⅜)	
CIRCLING	1060-1	525 (600-1)	1060-1½ 525 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

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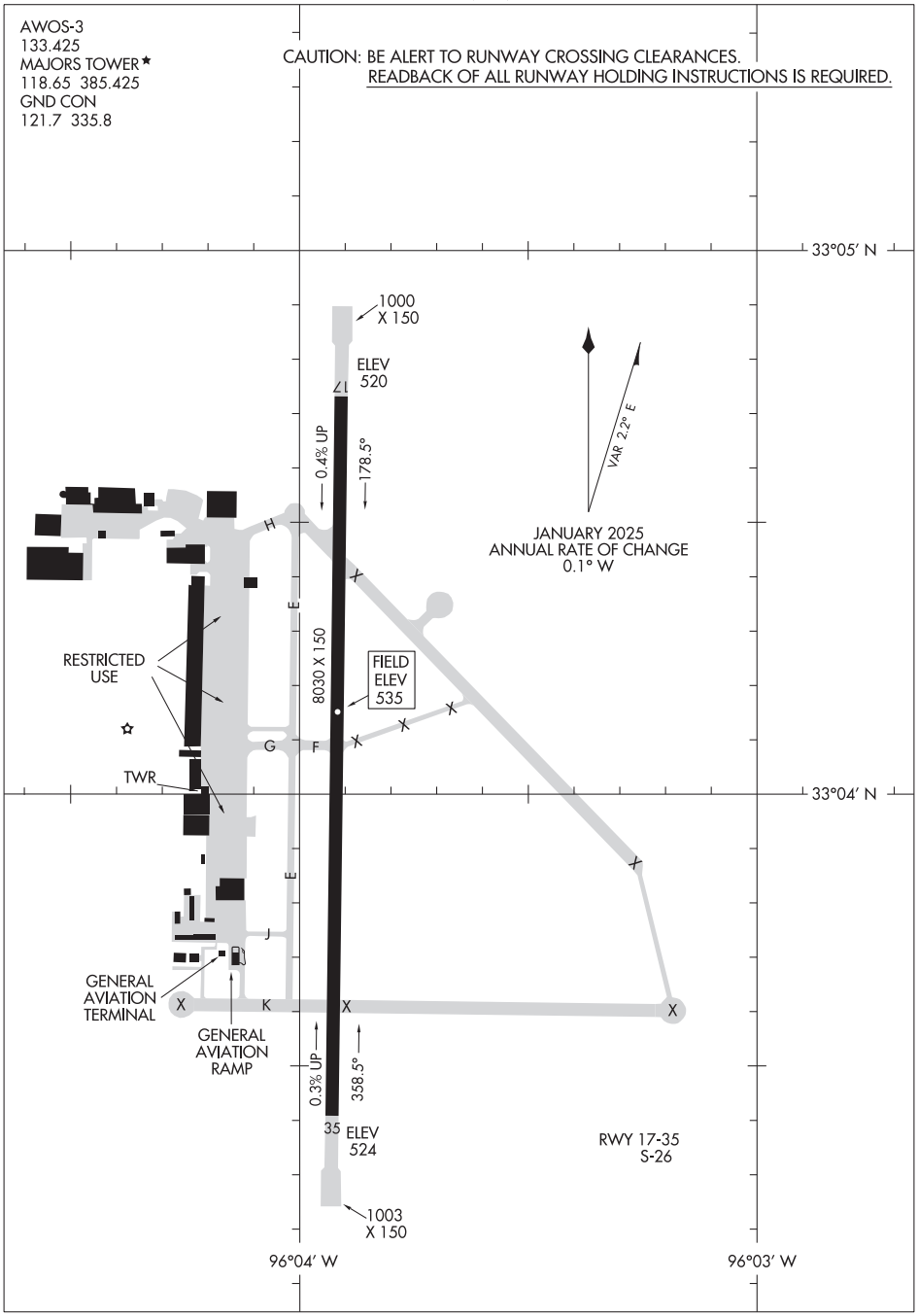
25107

AIRPORT DIAGRAM

AL-5138 (FAA)

MAJORS (GVT)
GREENVILLE, TEXAS



SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

GREENVILLE, TEXAS
MAJORS (GVT)

WAAS	APP CRS	Rwy Idg	4698
CH 82126	025°	TDZE	3205
W02A		Apt Elev	3205

RNAV (GPS) RWY 2

GRUVER MUNI (E19)

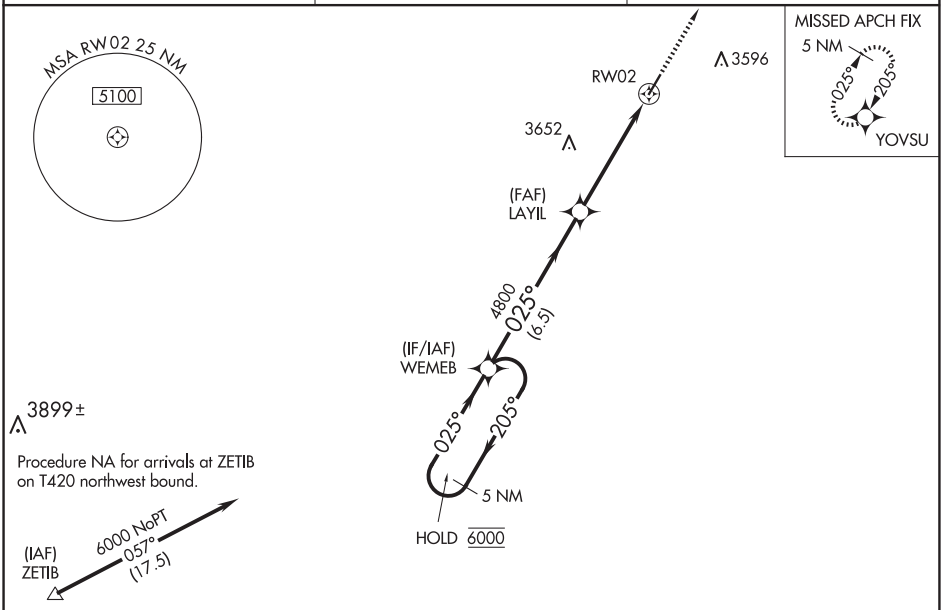
RNP APCH - GPS.

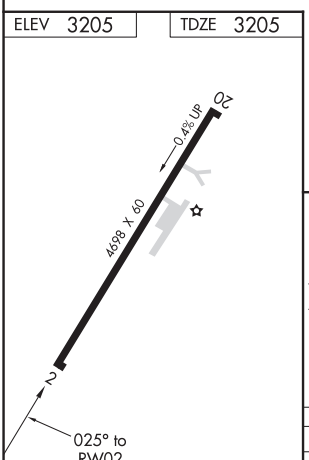
Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Guymon altimeter setting, when not received, use Borger altimeter setting and increase all MDAs 40 feet.

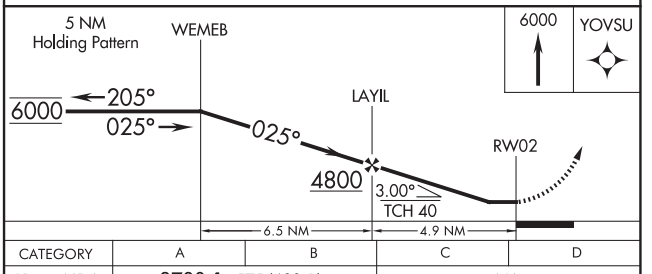
NA

MISSED APPROACH: Climb to 6000 direct YOVSU and hold.

GUY ASOS	ALBUQUERQUE CENTER	CTAF
119.925	127.85 285.475	122.9 L







CATEGORY	A	B	C	D
LP MDA	3780-1	575 (600-1)	NA	
LNAV MDA	3780-1	575 (600-1)	NA	
C CIRCLING	3780-1	575 (600-1)	NA	

MIRL Rwy 2-20 L

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SC-2, 07 AUG 2025 to 02 OCT 2025

GRUVER, TEXAS AL-6557 (FAA) 22195

RNAV (GPS) RWY 20

GRUVER MUNI (E19)

WAAS	APP CRS	Rwy Idg	4698
CH 42826	205°	TDZE	3196
W20A		Apt Elev	3205

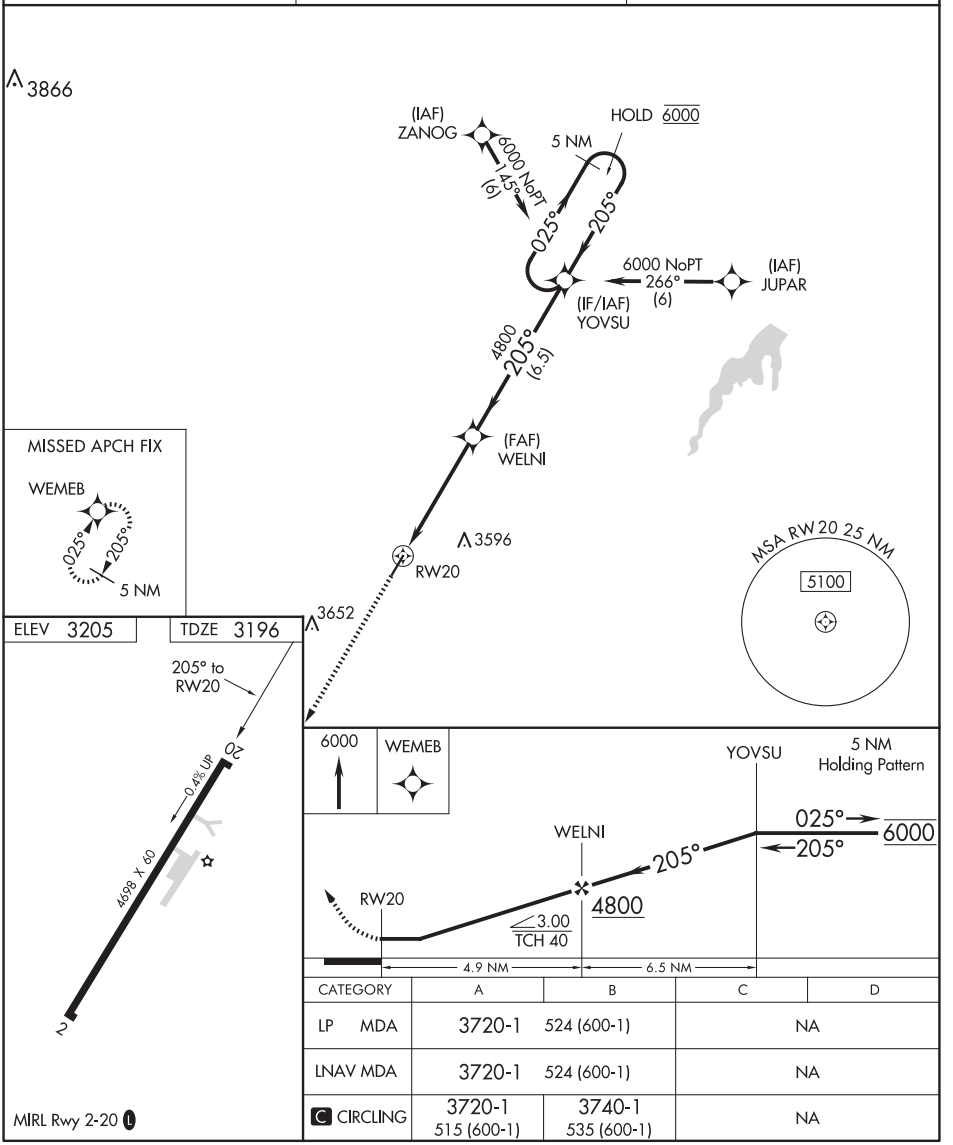
RNP APCH - GPS.

NA

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.

MISSED APPROACH: Climb to 6000 direct WEMEB and hold.

GUY ASOS	ALBUQUERQUE CENTER	CTAF
119.925	127.85 285.475	122.9 (L)



CATEGORY	A	B	C	D
LP MDA	3720-1 524 (600-1)		NA	
LNAV MDA	3720-1 524 (600-1)		NA	
C CIRCLING	3720-1 515 (600-1)	3740-1 535 (600-1)	NA	

MIRL Rwy 2-20 (L)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS)-A

HASKELL MUNI (15F)

APP CRS	Rwy Idg	N/A
183°	TDZE	N/A
	Apt Elev	1625

RNP APCH.

T
A NA

Procedure NA at night. Use Abilene Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 4400 direct WALIT and hold.

ABI ASOS	FORT WORTH CENTER	CTAF	
118.25	133.5 350.35	122.9	122.8 L

Procedure NA for arrivals at WAGUN on V385 northwest bound.

WAGUN

4400
084°
(41.4)

5 NM

HOLD 6000 4400

003°

183°

(IF/IAF)
WALIT

3200
183°
(7.2)

(FAF)
STOWP

RW18

2164

1989

4400 to WALIT
007°
(35.2)

BEKLE

MSA 15F 25 NM
3400

ELEV 1625

183° to RW18

18

1.0% UP

3420 X 50

36

4400 | WALIT

5 NM
Holding Pattern

WALIT

003° 6000
183° 4400

STOWP

183°

RW18

3200

3.00°
TCH 40

4.9 NM 7.2 NM

CATEGORY	A	B	C	D
C CIRCLING	2200-1	575 (600-1)	NA	

MIRL Rwy 18-36 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

HENDERSON, TEXAS

AL-6358 (FAA)

25219

RNAV (GPS) RWY 17

RUSK COUNTY (RFI)

APP CRS	Rwy Ldg	4005
167°	TDZE	442
	Apt Elev	442

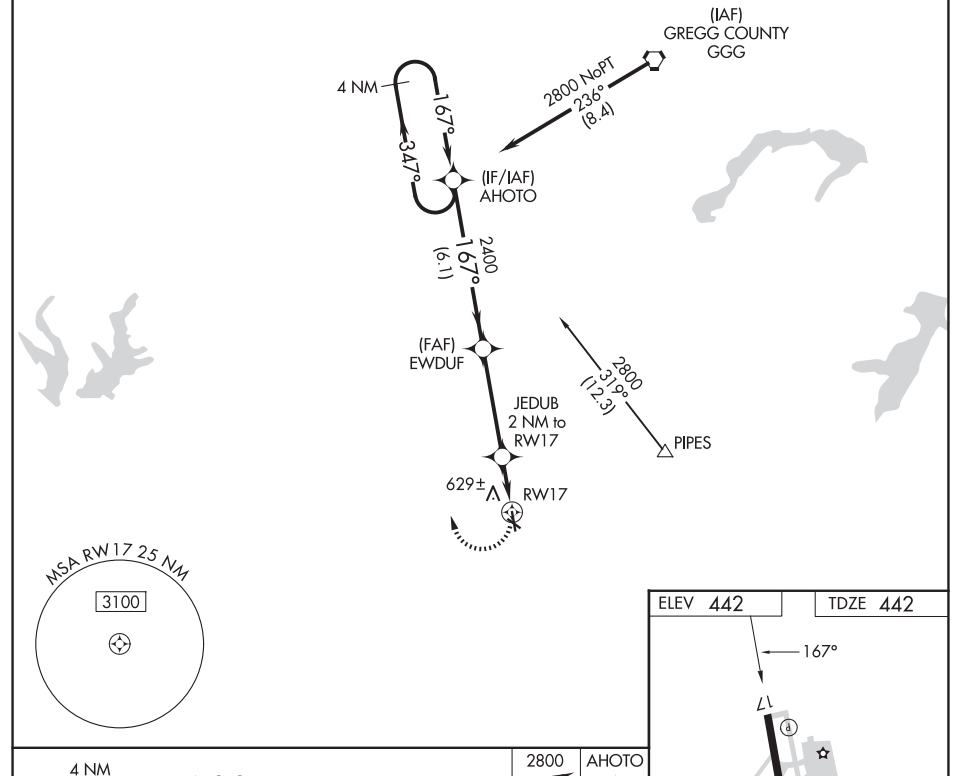
RNP APCH.

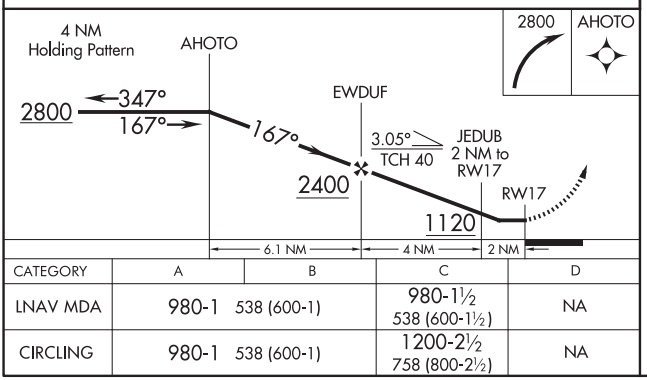
Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet. Rwy 17 Straight-in minimums NA at night. Circling Rwy 12, 17 and 30 NA at night.

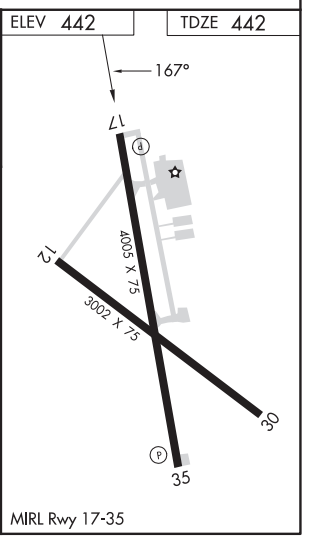
MISSED APPROACH: Climbing right turn to 2800 direct AHOTO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	124.275 257.975	122.8 (CTAF)

Procedure NA for arrivals at GGG VORTAC on V94 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1	538 (600-1)	1200-2½ 758 (800-2½)	NA

HENDERSON, TEXAS
Amdt 1A 22APR21

32°09'N-94°51'W

RUSK COUNTY (RFI)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

RUSK COUNTY (RFI)

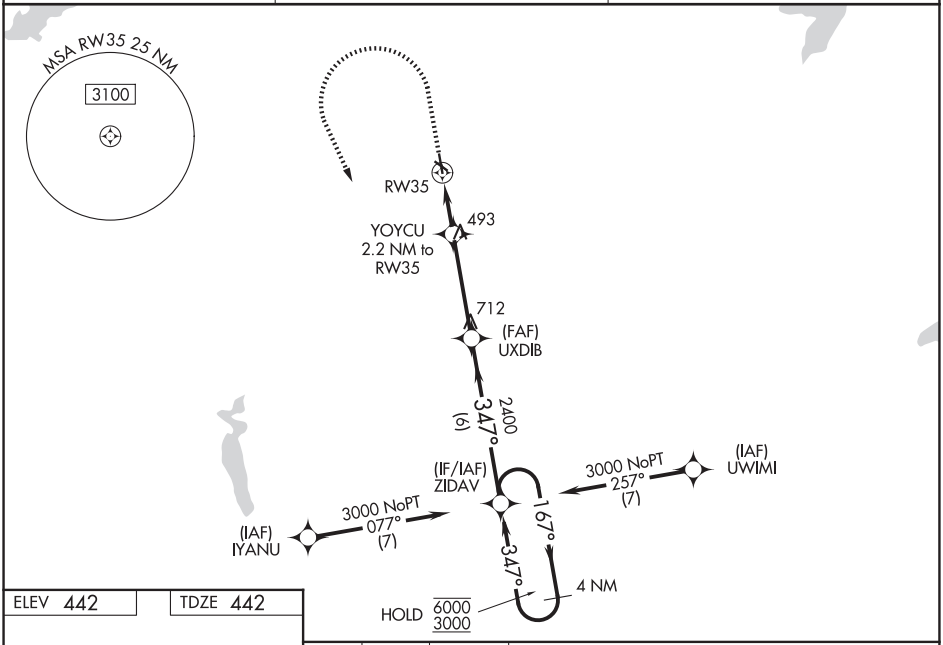
WAAS	APP CRS	Rwy Ldg	4005
CH 86847	347°	TDZE	442
W35A		Apt Elev	442

RNP APCH - GPS.

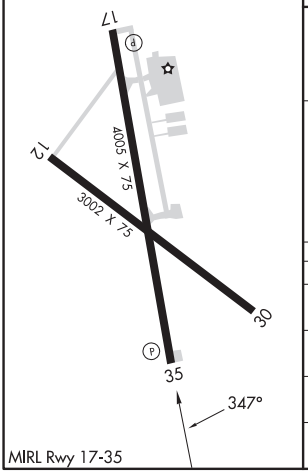
Baro-VNAV and VDP NA when using GGG altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling Rwy 12, 17 and 30 NA at night. When local altimeter setting not received, use GGG altimeter setting and increase LPV DA to 740 feet; increase LNAV/VNAV DA to 904 feet and all visibilities ¼ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM.

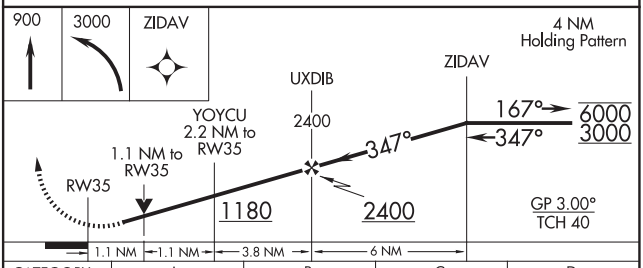
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct ZIDAV and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	124.275 257.975	122.8 (CTAF)



ELEV 442 TDZE 442





CATEGORY	A	B	C	D
LPV DA	692-1 250 (300-1)			NA
LNAV/VNAV DA	856-1⅛ 414 (500-1⅛)			NA
LNAV MDA	840-1 398 (400-1)		840-1⅛ 398 (400-1⅛)	NA
CIRCLING	920-1 478 (500-1)	960-1 518 (600-1)	1200-2¼ 758 (800-2¼)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

HENDERSON, TEXAS

AL-6358 (FAA)

25219

VOR/DME-A

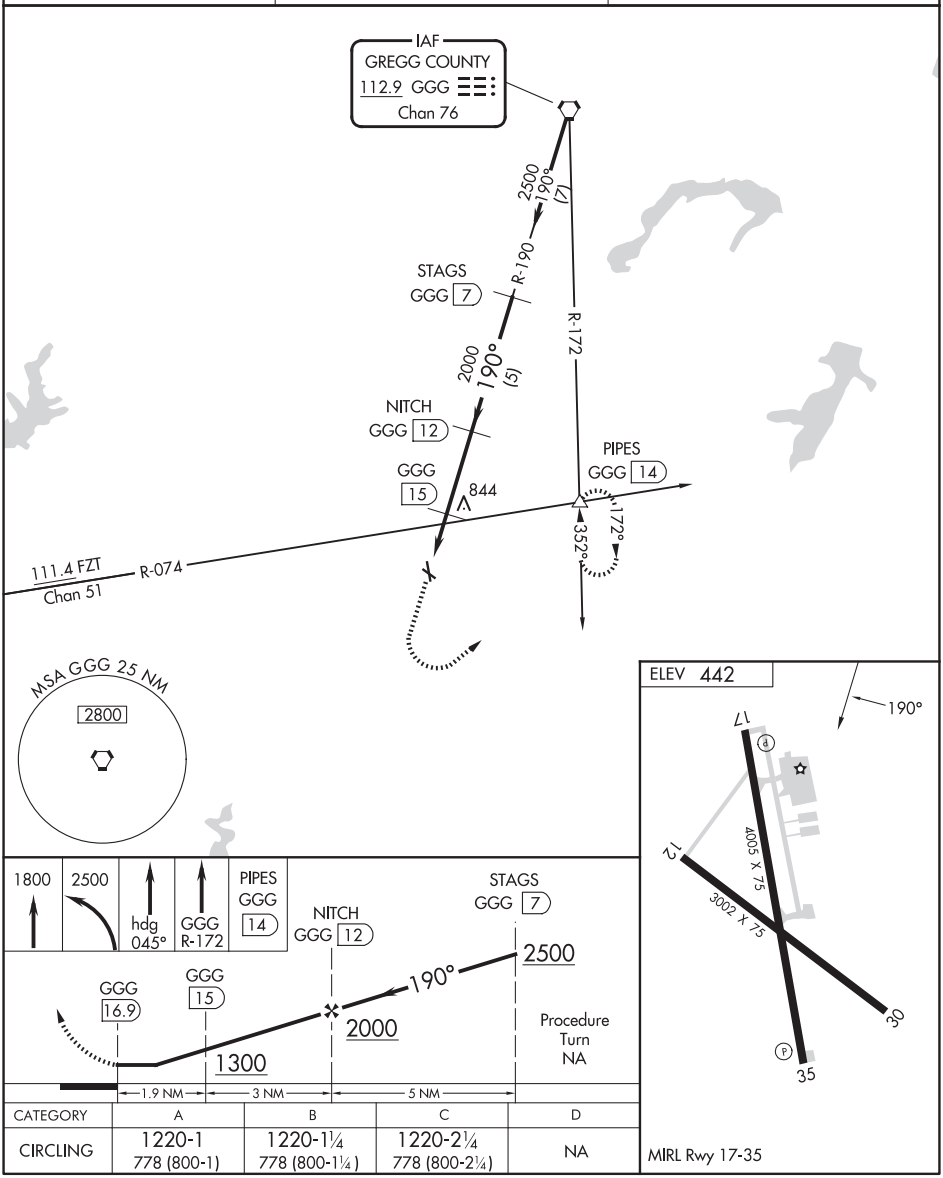
RUSK COUNTY (RFI)

VORTAC GGG	APP CRS	Rwy Ldg	N/A
112.9	190°	TDZE	N/A
Chan 76		Apt Elev	442

T NA — When local altimeter setting not received, use Longview altimeter setting and increase all MDAs 60 feet and Circling Cat C visibility ¼ SM.
Circling Rwy 12, 17 and 30 NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES INT/14 DME and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
119.375	124.275 257.975	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1220-1 778 (800-1)	1220-1¼ 778 (800-1¼)	1220-2¼ 778 (800-2¼)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	6100
CH 50416	020°	TDZE	3786
W02A		Apt Elev	3788

RNAV (GPS) RWY 2

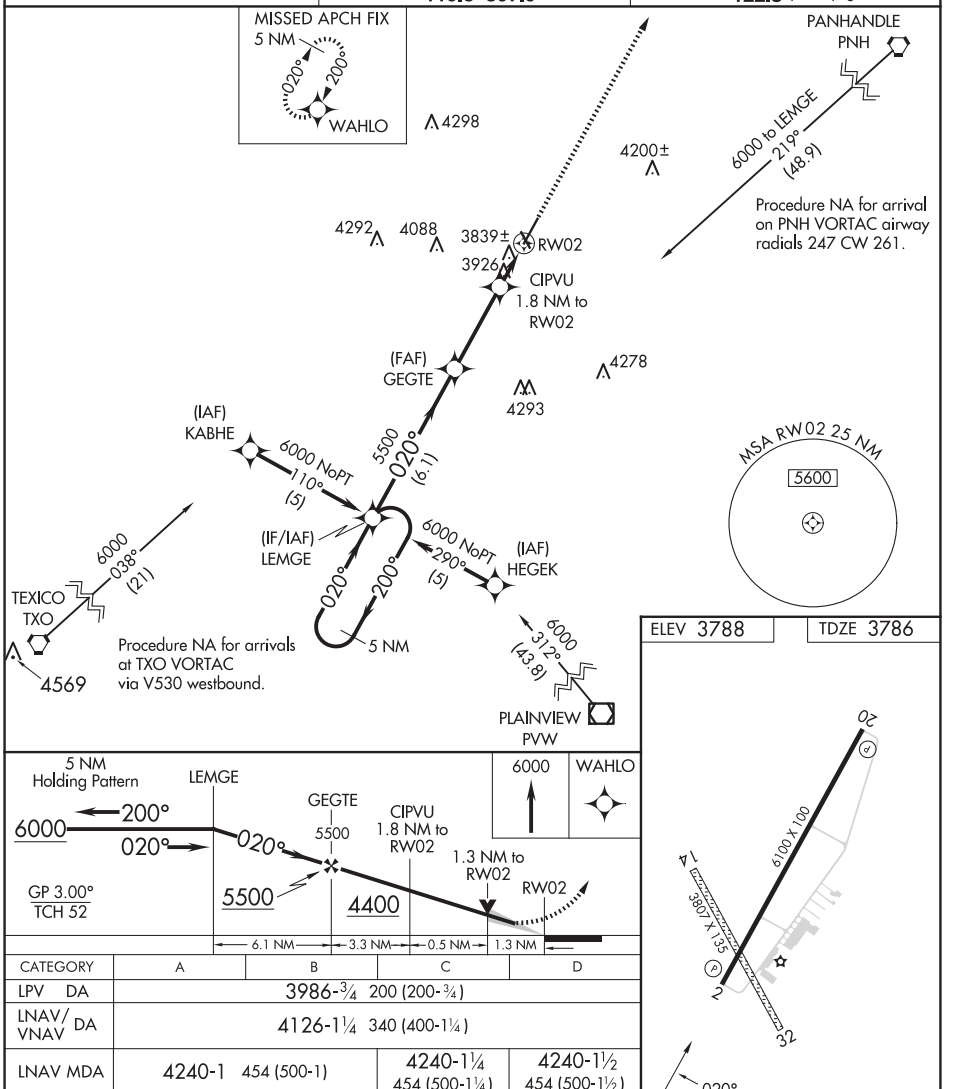
HEREFORD MUNI (HRX)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use AMA altimeter setting: increase LPV DA to 4098 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4238 feet and all visibilities ¼ SM; increase all MDAs 120 feet and LNAV visibility Cats C and D ¼ SM, increase Circling visibility Cat C ½ SM and Cat D ¼ SM. Circling NA to Rwys 14 and 32. Baro-VNAV and VDP NA when using AMA altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAHLO and hold.

AWOS-3	AMARILLO APP CON ★	UNICOM
118.05	119.5 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4126-1¼ 340 (400-1¼)			
LNAV MDA	4240-1 454 (500-1)		4240-1¼ 454 (500-1¼)	4240-1½ 454 (500-1½)
CIRCLING	4280-1 492 (500-1)		4440-1¾ 652 (700-1¾)	4620-2¾ 832 (900-2¾)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

HEREFORD, TEXAS AL-6446 (FAA) 24361

RNAV (GPS) RWY 20

HEREFORD MUNI (HRX)

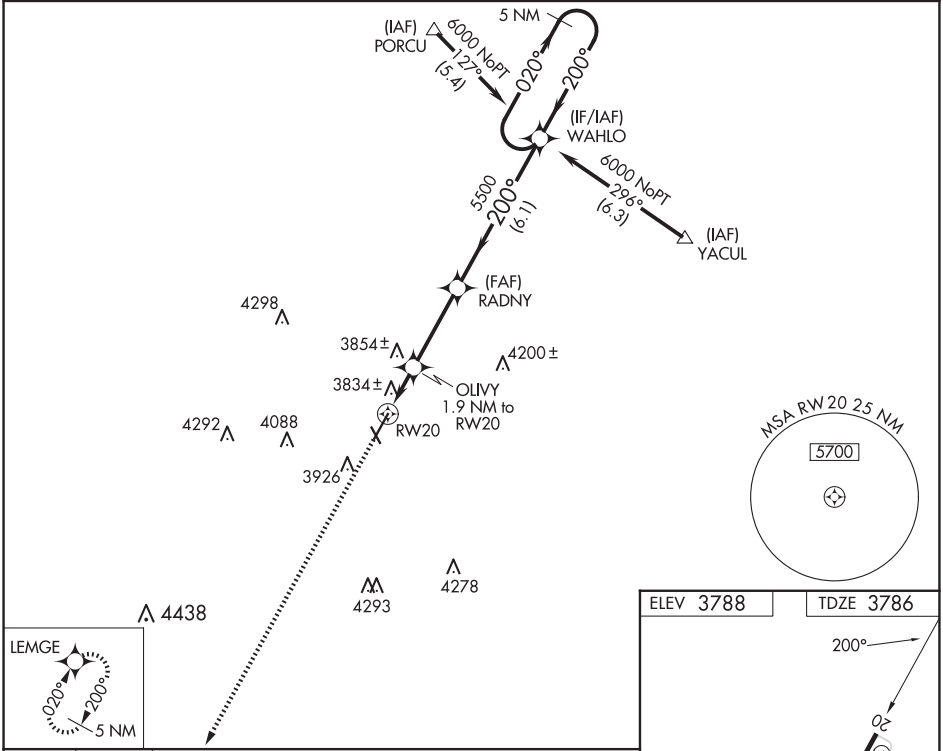
WAAS	APP CRS	Rwy Idg	6100
CH 61216	200°	TDZE	3786
W20A		Apt Elev	3788

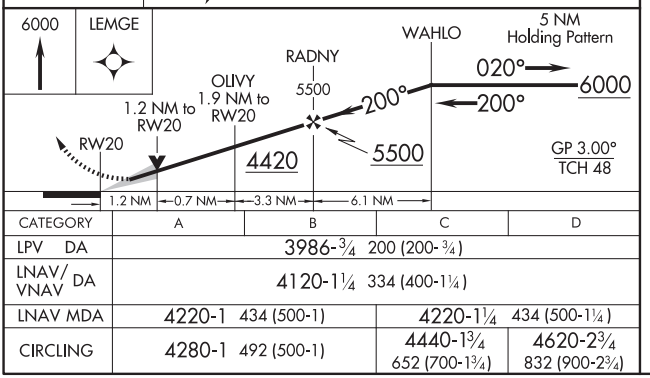
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use AMA altimeter setting: increase LPV DA to 4098 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4232 feet and all visibilities ¼ SM; increase all MDAs 120 feet and LNAV visibility Cats C and D ½ SM, increase Circling visibility Cat C ½ SM and Cat D ¼ SM. Circling NA to Rwys 14 and 32. Baro-VNAV and VDP NA when using AMA altimeter setting.

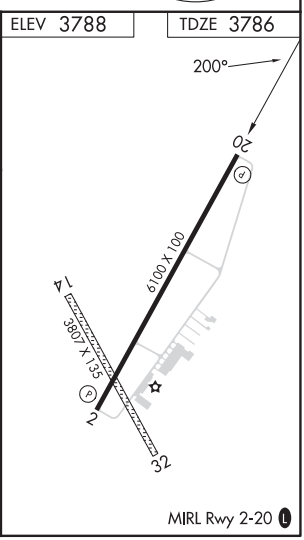
MISSED APPROACH: Climb to 6000 direct LEMGE and hold.

AWOS-3	AMARILLO APP CON ★	UNICOM
118.05	119.5 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3986-¾ 200 (200-¾)			
LNAV/VNAV DA	4120-1¼ 334 (400-1¼)			
LNAV MDA	4220-1 434 (500-1)		4220-1¼ 434 (500-1¼)	
CIRCLING	4280-1 492 (500-1)		4440-1¾ 652 (700-1¾)	4620-2¾ 832 (900-2¾)



HEREFORD, TEXAS
Orig-D 26DEC24

34°52'N-102°20'W

HEREFORD MUNI (HRX)

RNAV (GPS) RWY 20

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC MMB 115.6 Chan 103	APP CRS 197°	Rwy Idg N/A TDZE N/A Apt Elev 2566

VOR/DME-A

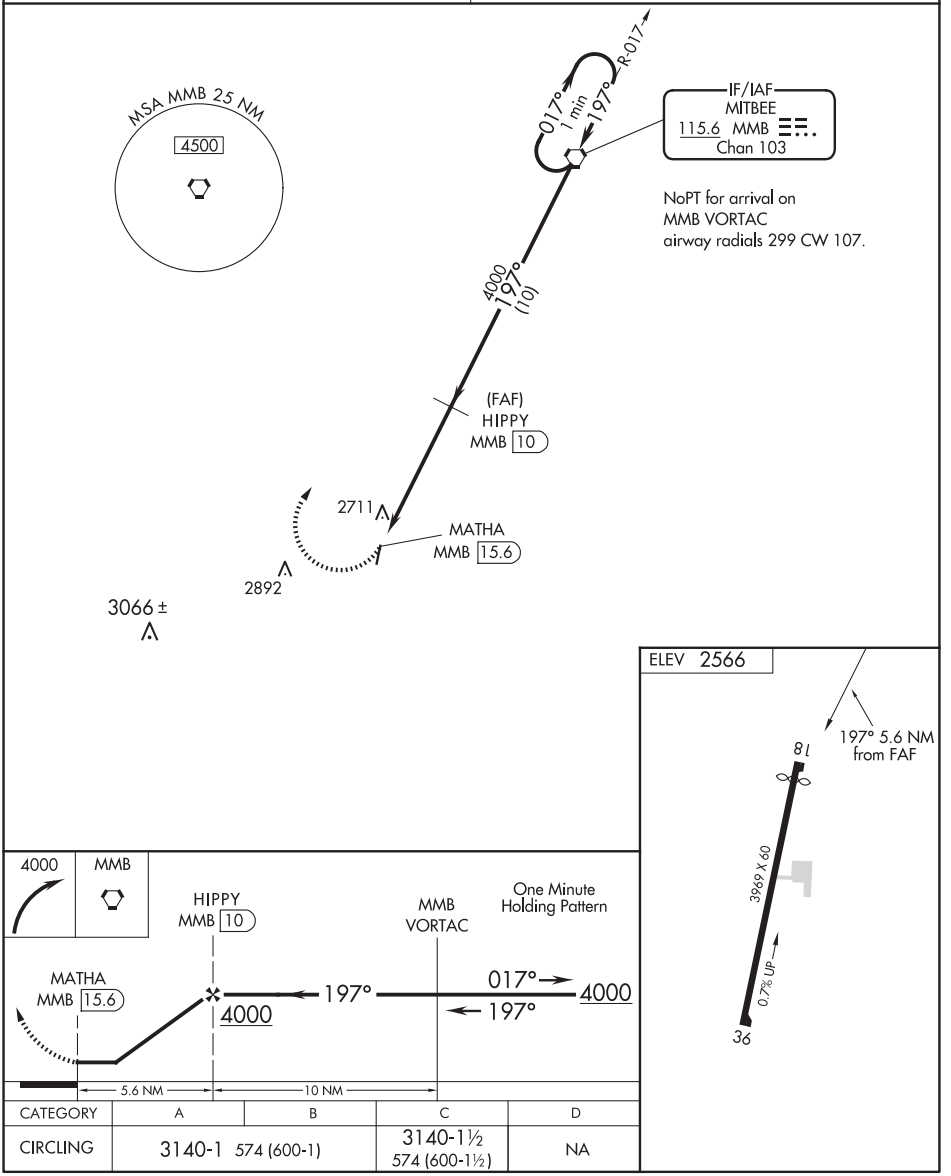
HIGGINS/LIPSCOMB COUNTY (1X1)

Procedure NA at night. Use Canadian altimeter setting; when not received, use Gage, OK altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing right turn to 4000 direct MMB VORTAC and hold.

KANSAS CITY CENTER	CTAF
126.95 379.2	122.9 L



CATEGORY	A	B	C	D
CIRCLING	3140-1 574 (600-1)		3140-1½ 574 (600-1½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

HILLSBORO, TEXAS

AL-10219 (FAA)

25163

RNAV (GPS) RWY 16

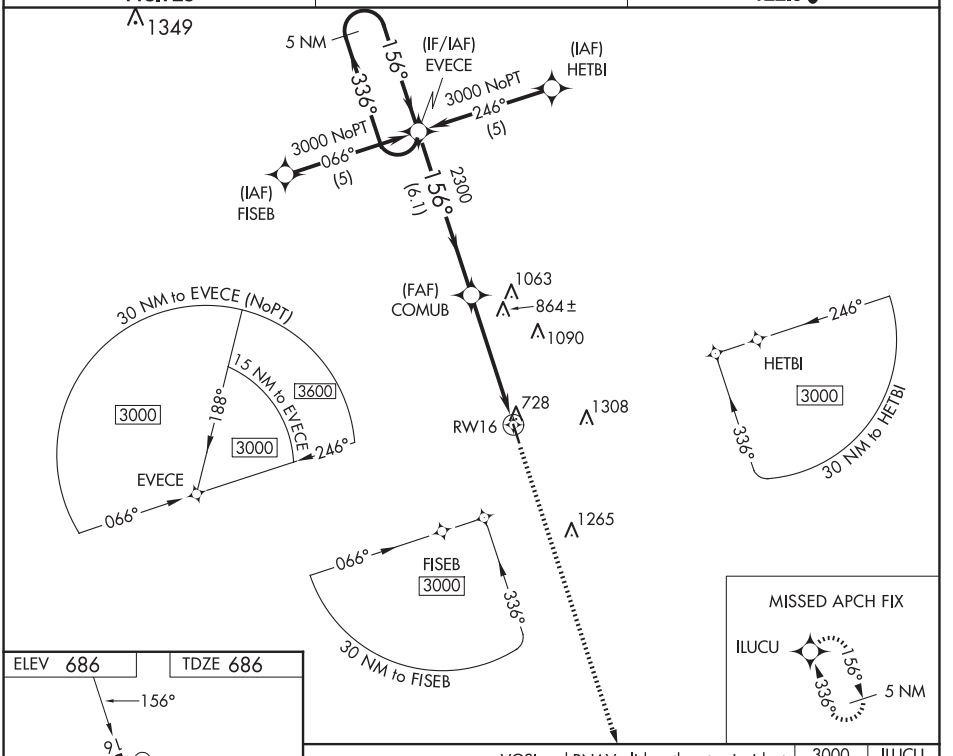
HILLSBORO MUNI (INJ)

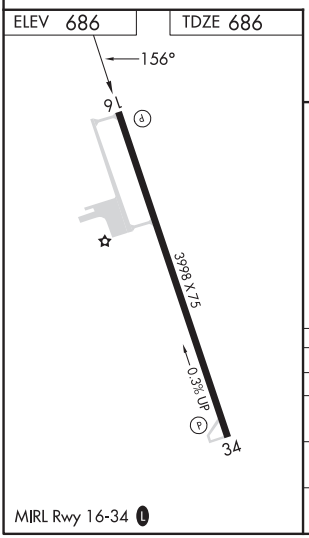
WAAS	APP CRS	Rwy Ldg	3998
CH 40308	156°	TDZE	686
W16A		Apt Elev	686

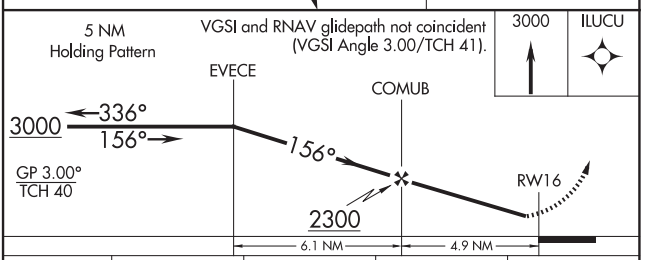
Baro-VNAV NA when using Cleburne Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Rgnl altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3000 direct ILUCU and hold.

AWOS-3PT	WACO APP CON ★	CTAF
118.725	127.65 352.0	122.9 L







CATEGORY	A	B	C	D
LPV DA	936-1	250 (300-1)	NA	
LNAV/ VNAV DA	1128-1½	442 (500-1½)	NA	
LNAV MDA	1120-1	434 (500-1)	NA	
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

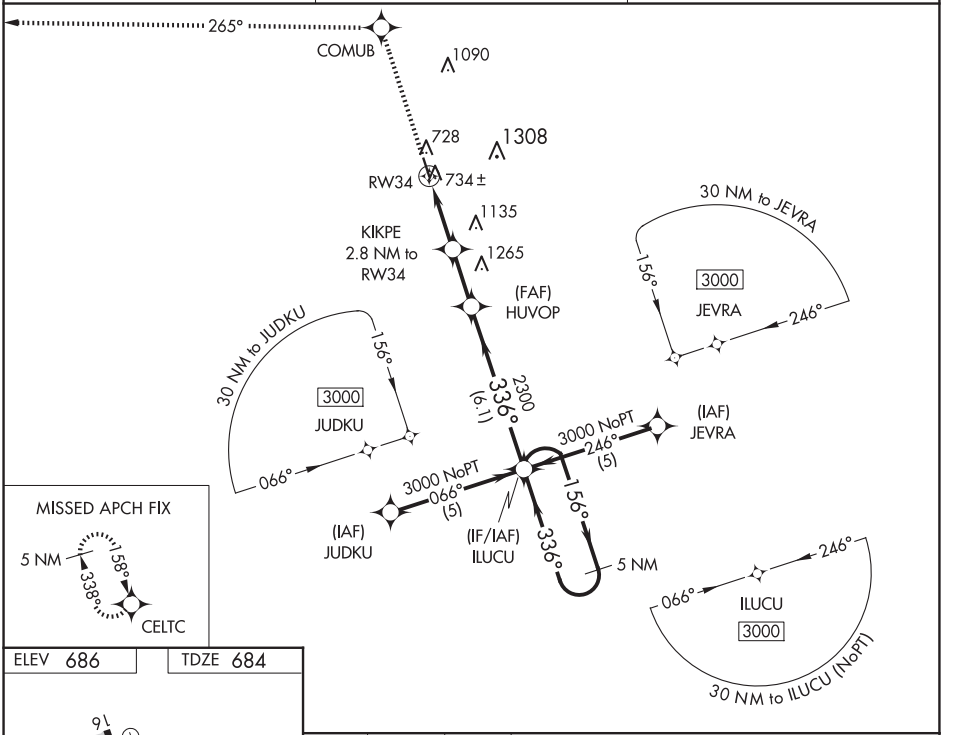
HILLSBORO MUNI (INJ)

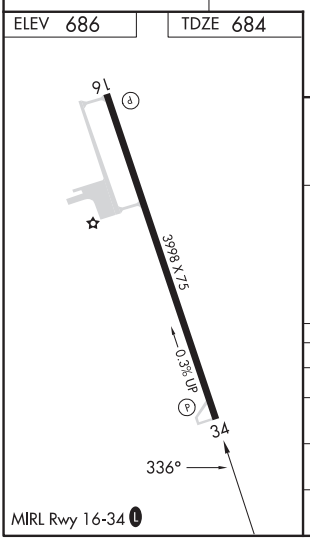
WAAS	APP CRS	Rwy Ldg	3998
CH 65908	336°	TDZE	684
W34A		Apt Elev	686

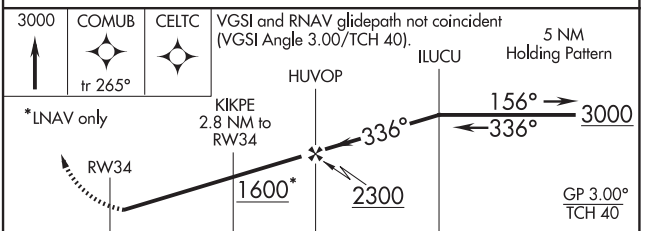
Baro-VNAV NA when using Cleburne Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Rgnl altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

AWOS-3PT	WACO APP CON ★	CTAF
118.725	127.65 352.0	122.9 L







CATEGORY	A	B	C	D
LPV DA	934-1 250 (300-1)		NA	
LNAV/ VNAV DA	1004-1¼ 320 (400-1¼)		NA	
LNAV MDA	1320-1 636 (700-1)		NA	
CIRCLING	1320-1 634 (700-1)		NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LAMESA, TEXAS | AL-6332 (FAA) | 25107

RNAV (GPS) RWY 16

LAMESA MUNI (LUV)

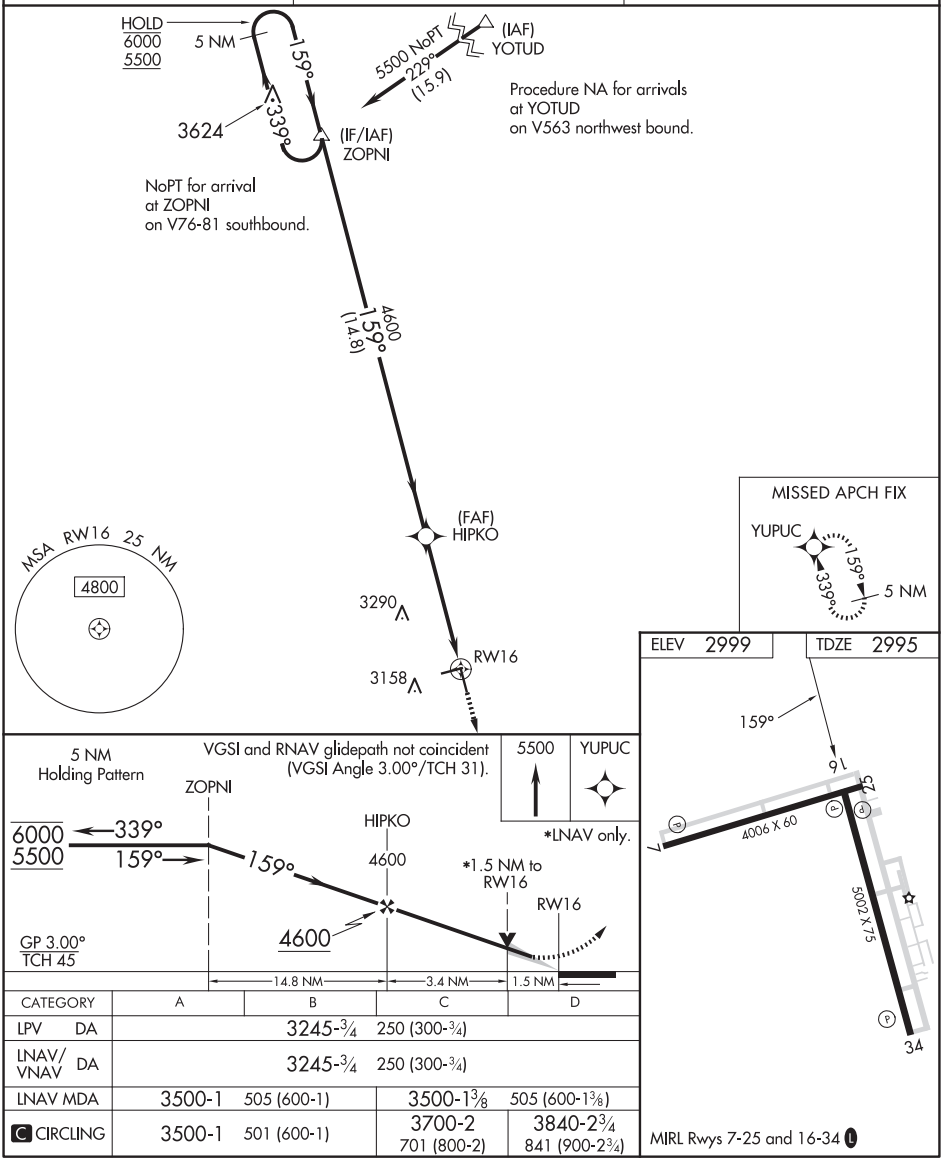
WAAS	APP CRS	Rwy Idg	5002
CH 70726	159°	TDZE	2995
W16A		Apt Elev	2999

RNP APCH.

Circling Rwy 7, 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 5500 direct YUPUC and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
124.175	132.6 269.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		3245-¾	250 (300-¾)	
LNAV/VNAV DA		3245-¾	250 (300-¾)	
LNAV MDA	3500-1	505 (600-1)	3500-1⅜	505 (600-1⅜)
C CIRCLING	3500-1	501 (600-1)	3700-2 701 (800-2)	3840-2¾ 841 (900-2¾)

MIRL Rwys 7-25 and 16-34 L

LAMESA, TEXAS
Amdt 1 19JUL18

32°45'N-101°55'W

LAMESA MUNI (LUV)

RNAV (GPS) RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34

LAMESA MUNI (LUV)

WAAS	APP CRS	Rwy Idg	5002
CH 56626	339°	TDZE	2994
W34A		Apt Elev	2999

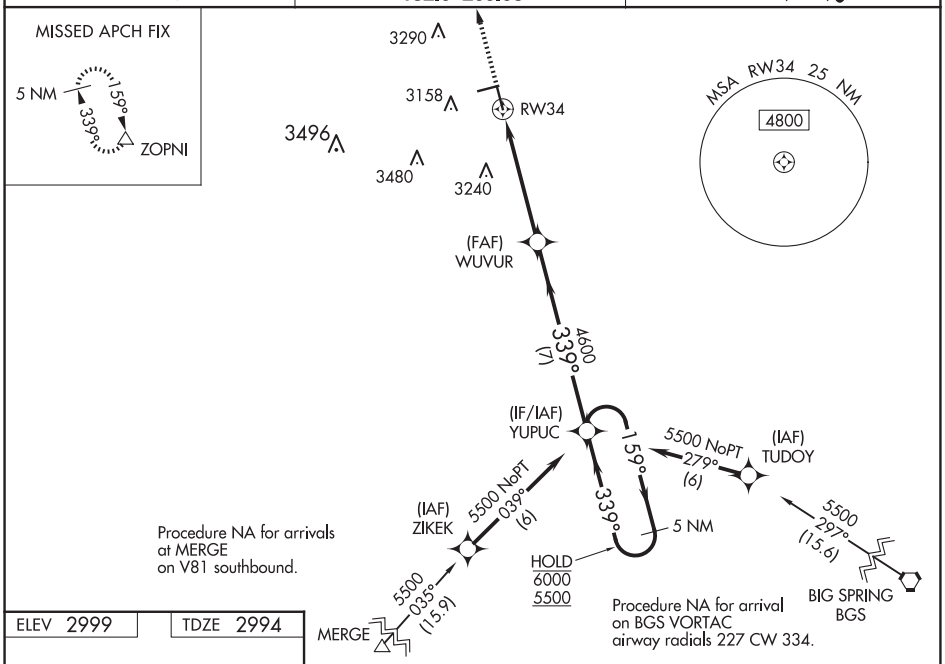
RNP APCH.

Circling Rwy 7, 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

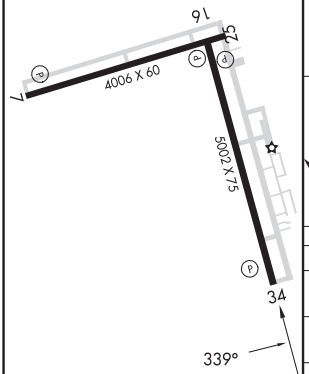
MISSED APPROACH: Climb to 5500 direct ZOPNI and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
124.175	132.6 269.05	122.8 (CTAF) L

MISSED APCH FIX



ELEV 2999 TDZ 2994

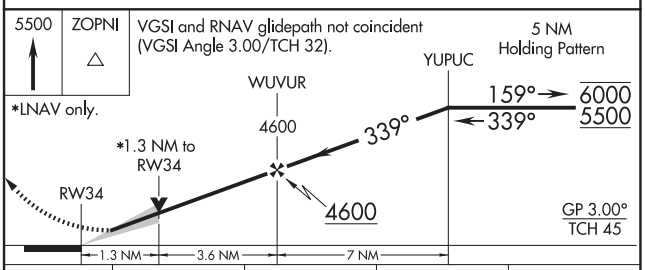


MIRL Rwys 7-25 and 16-34 L

5500 ZOPNI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	3194-¾ 200 (200-¾)			
LNAV/VNAV DA	3244-¾ 250 (300-¾)			
LNAV MDA	3420-1 426 (500-1)		3420-1¼ 426 (500-1¼)	
C CIRCLING	3460-1 461 (500-1)		3700-2 701 (800-2)	3840-2¾ 841 (900-2¾)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LANCASTER, TEXAS | AL-5936 (FAA) | 25219

RNAV (GPS) RWY 31

LANCASTER RGNL (LNC)

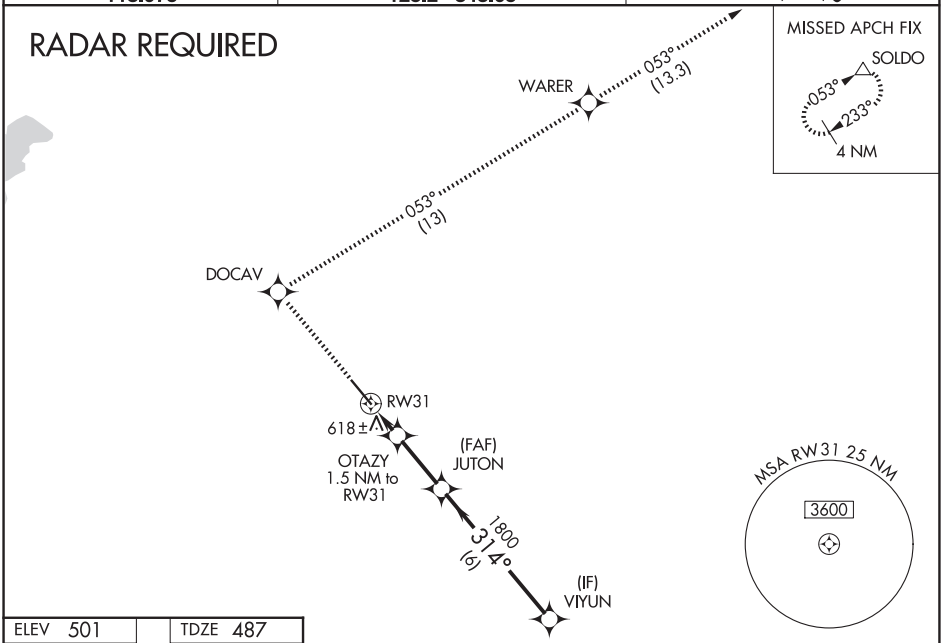
WAAS CH 42505 W31A	APP CRS 314°	Rwy Ldg 6500 / TDZE 487 / Apt Elev 501

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 ¼ SM; increase all MDAs 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM.

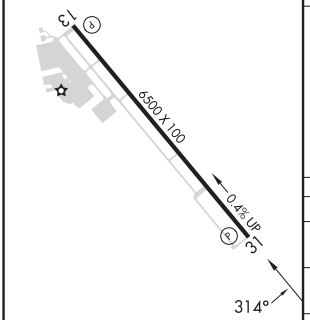
MISSED APPROACH: Climb to 2000 direct DOCAV and right turn on track 053° to WARER then climb to 3000 on track 053° to SOLDO and hold.

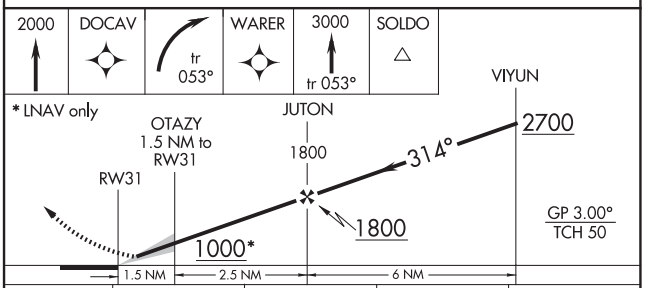
AWOS-3PT	LONE STAR APP CON	UNICOM
118.975	125.2 343.65	122.7 (CTAF) L

RADAR REQUIRED



ELEV 501 | TDZE 487





CATEGORY	A	B	C	D
LPV DA	687-¾ 200 (200-¾)			
LNAV/VNAV DA	925-1½ 438 (500-1½)			
LNAV MDA	880-1 393 (400-1)			880-1¼ 393 (400-1¼)
CIRCLING	980-1 479 (500-1)	1020-1 519 (600-1)	1300-2¼ 799 (800-2¼)	1300-2½ 799 (800-2½)

MIRL Rwy 13-31 L

LANCASTER, TEXAS
Amdt 1A 07OCT21

32°35'N-96°43'W

LANCASTER RGNL (LNC)

RNAV (GPS) RWY 31

SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 17APR25

LANCASTER, TEXAS

LANCASTER RGNL (LNC)

TOP ALTITUDE: ASSIGNED BY ATC

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

RADAR required for non-GPS equipped aircraft.

LONE STAR DEP CON
125.2 343.65
CTAF
122.7

NOTE: ALIAN Transition: ATC assigned only.

MSA LNC 25 NM
3600

HUDAD
HULZE
HRPER
MUTEE
PGLET
BRHMA
DBLSS
TYGGR
KATZZ
RUFFS
ROOOO
BOTCH
13000
DEMII
5000
ALIAN
FUMED
LYNDE
RBBIT
WSTEX
CIKAN
DOSXX

N

1800
1001

TAKEOFF MINIMUMS

Rwy 13: Standard.

Rwy 31: 300-1¼ 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.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 25107

LANCASTER, TEXAS

LANCASTER RGNL (LNC)

AL-5936 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 134° to 1001, then on heading 292° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 31: Climb on heading 314° to 1800, then on heading 291° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
125.2 343.65
CTAF
122.7
RADAR and DME required.
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
LITTLE ROCK 113.9 LIT Chan 86
TEXARKANA 116.3 TXK Chan 110
BONHAM 114.6 BYP Chan 93
MAVERICK 113.1 TTT Chan 78
BELCHER 117.4 EIC Chan 121
GREGG COUNTY 112.9 GGG Chan 76
MSA TTT 25 NM
2700
3600
090°
270°
TAKEOFF MINIMUMS
Rwy 13: Standard.
Rwy 31: 300-1¼ 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.
ORTRO
COBUG
NOBLY
TRISS
SHERO
SOLDO
CLARE
POTEN
SHRLY
TEKBE
R-320
R-244
R-187
R-184
R-182
R-180
R-181
R-346
R-259
(15)
(97)
(76)
(94)
(71)
(50)
F230 *2100 055° (117) R-235
F230 *2000 064° (75)
7500 *2100 064° (79)
5000 *2300 (38)
5000 *2100 070° (36)
5000 *2100 094° (38)
3000 *2300 084° (36)
5000 *2400 094° (36)
9000 *2100 094° (34)
14000 *2100 079° (44)
14000 *1900 (25)
14000 *3100 (25)
079°
1800
314°
N
(CONTINUED ON FOLLOWING PAGE)
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 SOLDO.
TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

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SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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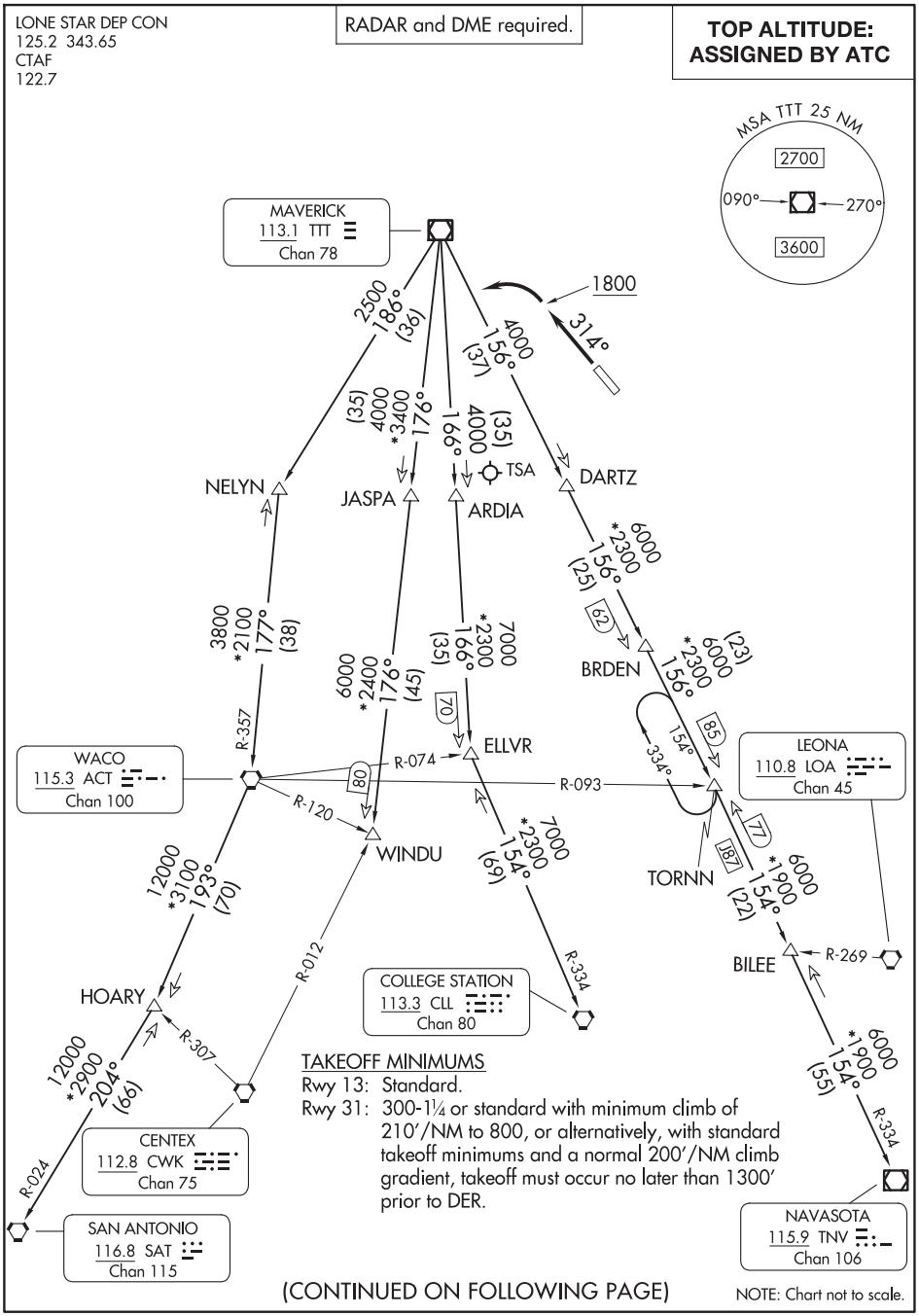
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



TAKEOFF MINIMUMS

Rwy 13: Standard.

Rwy 31: 300-1¼ 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.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(JPOOL8.TTT) 25219 AL-5936 (FAA)

JOE POOL EIGHT DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb on heading 314° to 1800 before turning left.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

LONE STAR DEP CON
125.2 343.65
CTAF
122.7
TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
TAKEOFF MINIMUMS
Rwy 13: Standard.
Rwy 31: 300-1¼ 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.
MAVERICK
113.1 TTT
Chan 78
1800
314°
N
2700
*2400
285°
(37)
3500
*2800
250°
(36)
FERRA
PODDE
4000
*3000
285°
(27)
3000
261°
(13)
R-081
65
R-330
V568
4000
*3000
330°
(22)
MUZZO
MILLSAP
117.7 MQP
Chan 124
V66
3700
253°
(96)
R-071
3100
328°
(25)
KARYN
V568
R-148
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
R-114
6000
*4800
296°
(127)
V62
ABILENE
113.7 ABI
Chan 84
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.
MSA TTT 25 NM
2700
090°
270°
3600
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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)

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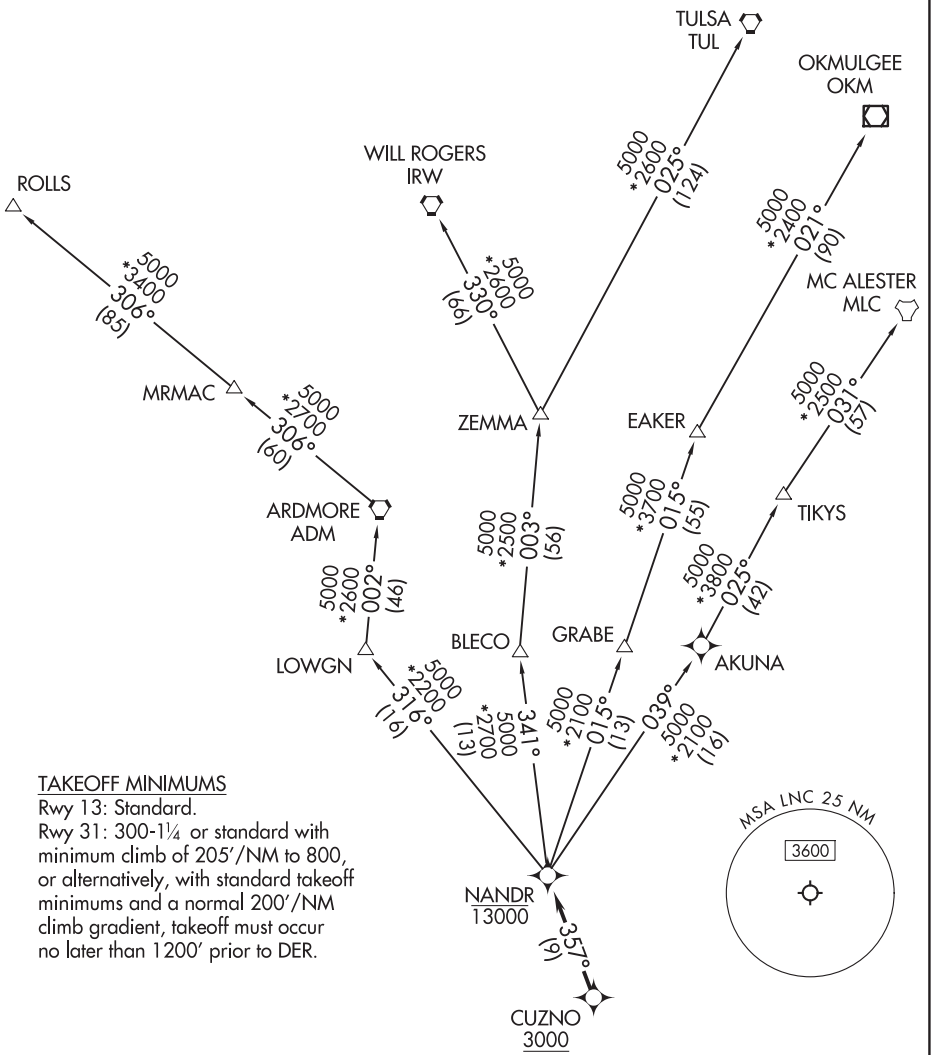
SC-2, 07 AUG 2025 to 02 OCT 2025

NANDR THREE DEPARTURE (RNAV)

LONE STAR DEP CON
125.2 343.65

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 13: Standard.
Rwy 31: 300-1¼ 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 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.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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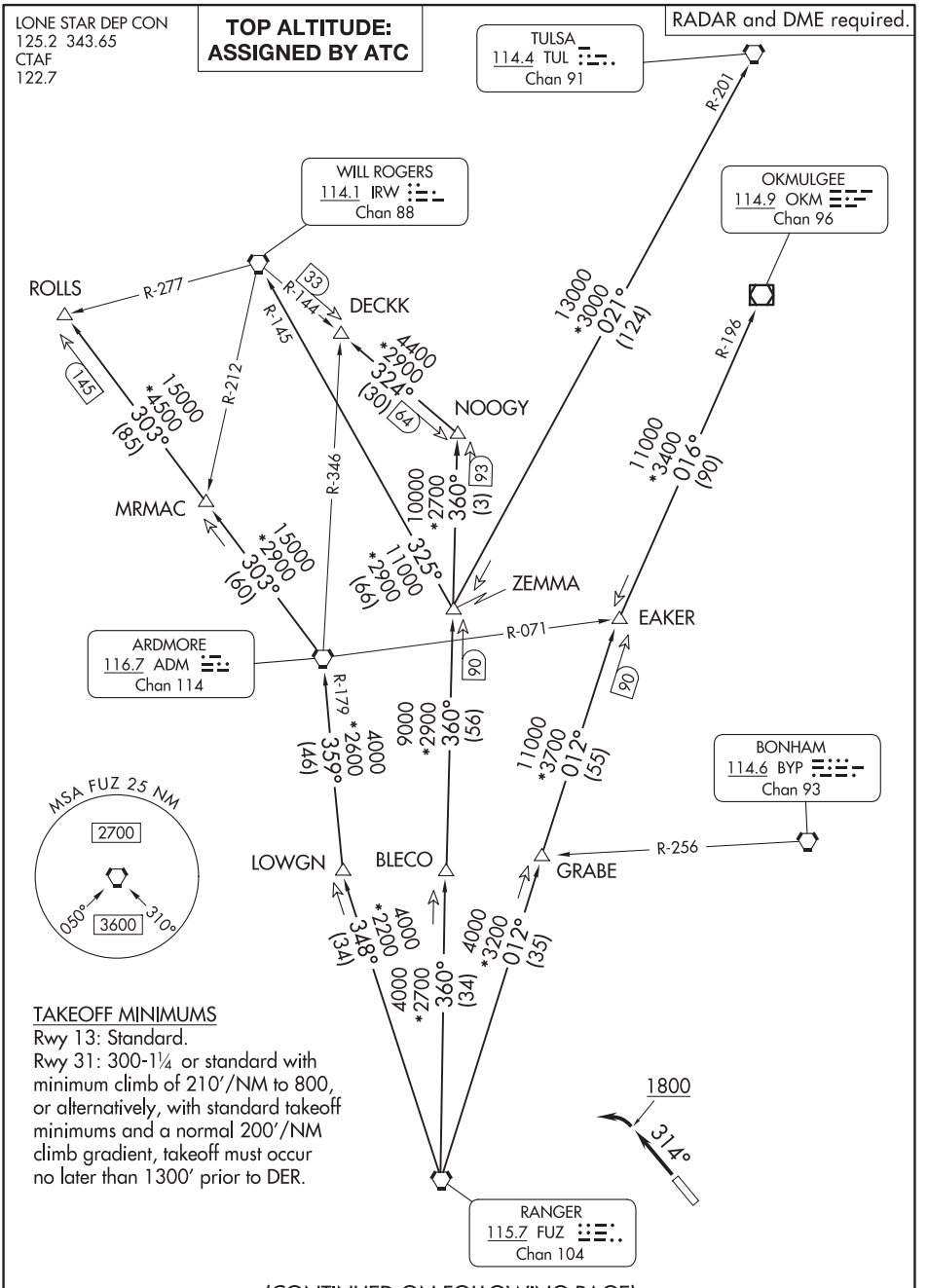
SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE



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(TEX5.FUZ) 24025 AL-5936 (FAA) LANCASTER RGNL (LNC)

TEXOMA FIVE DEPARTURE

LANCASTER, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

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.

WORTH ONE DEPARTURE

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.

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RNAV (GPS) RWY 17

LEVELLAND MUNI (LLN)

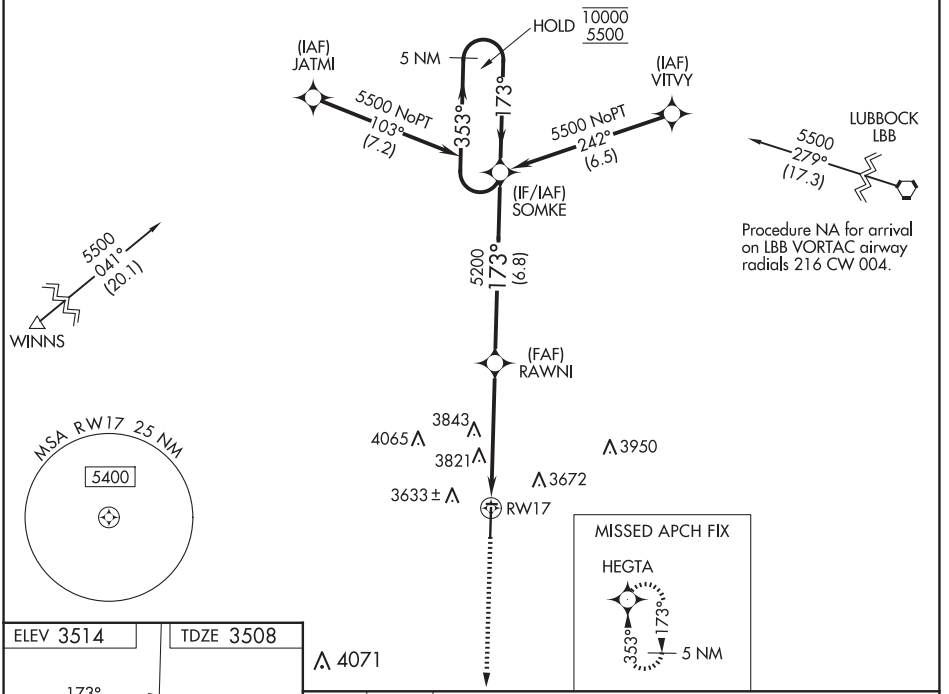
WAAS	APP CRS	Rwy Idg	6110
CH 77631	173°	TDZE	3508
W17A		Apt Elev	3514

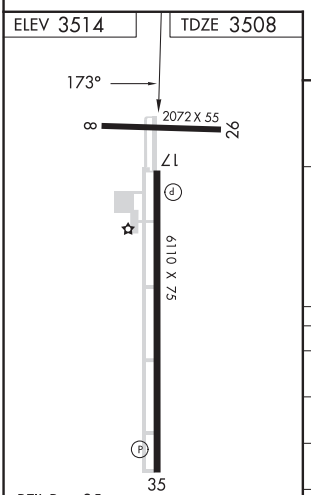
RNP APCH-GPS.

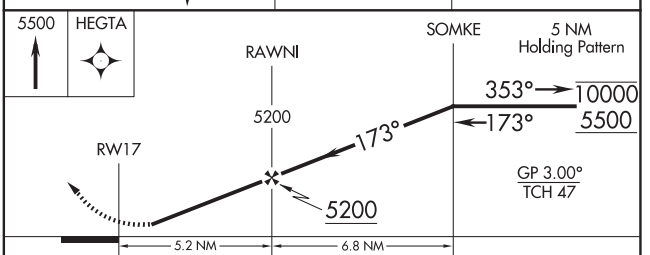
Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Lubbock altimeter setting. Circling to Rwy 8, 26 NA at night. Circling NA west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct HEGTA and hold.

AWOS-3PT	LBB ASOS	LUBBOCK APP CON	UNICOM
121.125	125.3 270.275	119.2 351.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3856-1⅛ 348 (400-1⅛)			
LNAV/VNAV DA	4268-2¾ 760 (800-2¾)			
LNAV MDA	4180-1 672 (700-1)		4180-1⅞ 672 (700-1⅞)	
CIRCLING	4180-1 666 (700-1)	4300-1 786 (800-1)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

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SC-2, 07 AUG 2025 to 02 OCT 2025

LEVELLAND, TEXAS

AL-6570 (FAA)

23334

RNAV (GPS) RWY 35

LEVELLAND MUNI (LLN)

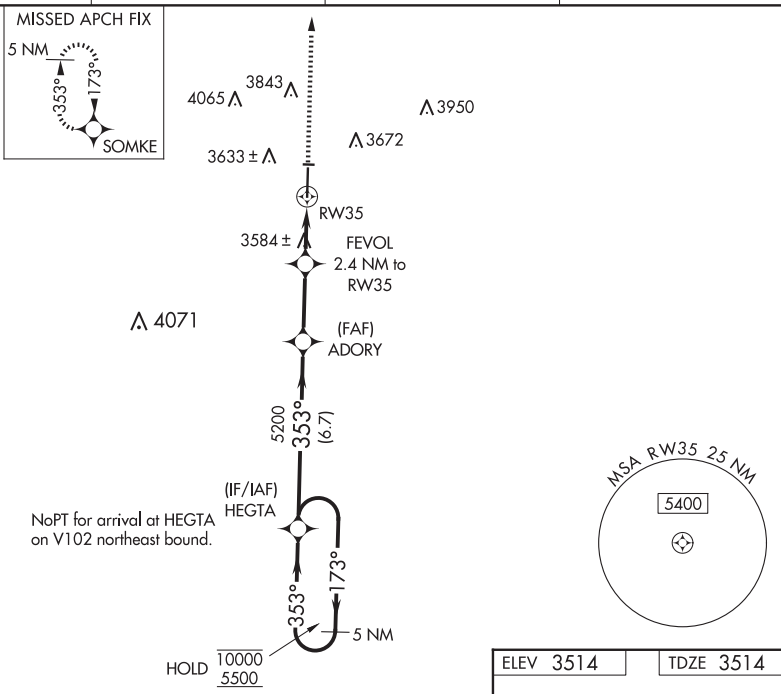
WAAS	APP CRS	Rwy Idg	6110
CH 65719	353°	TDZE	3514
W35A		Apt Elev	3514

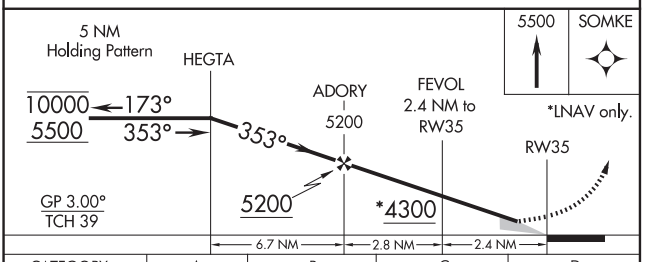
RNP APCH-GPS.

Baro-VNAV NA. Use Lubbock altimeter setting. Circling to Rwy 8, 26 NA at night. Circling NA west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct SOMKE and hold.

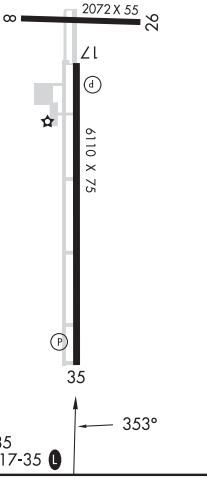
AWOS-3PT	LBB ASOS	LUBBOCK APP CON	UNICOM
121.125	125.3 270.275	119.2 351.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3862-1⅛ 348 (400-1⅛)			
LNAV/VNAV DA	3862-1⅛ 348 (400-1⅛)			
LNAV MDA	3940-1 426 (500-1)		3940-1¼ 426 (500-1¼)	
CIRCLING	4100-1 586 (600-1)	4300-1¼ 786 (800-1¼)	4320-2¼ 806 (900-2¼)	4320-2½ 806 (900-2½)

ELEV 3514 TDZE 3514



LEVELLAND, TEXAS

Amdt 1C 02DEC21

33°33′N-102°22′W

LEVELLAND MUNI (LLN)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4021
CH 66032	010°	TDZE	3611
W01A		Apt Elev	3616

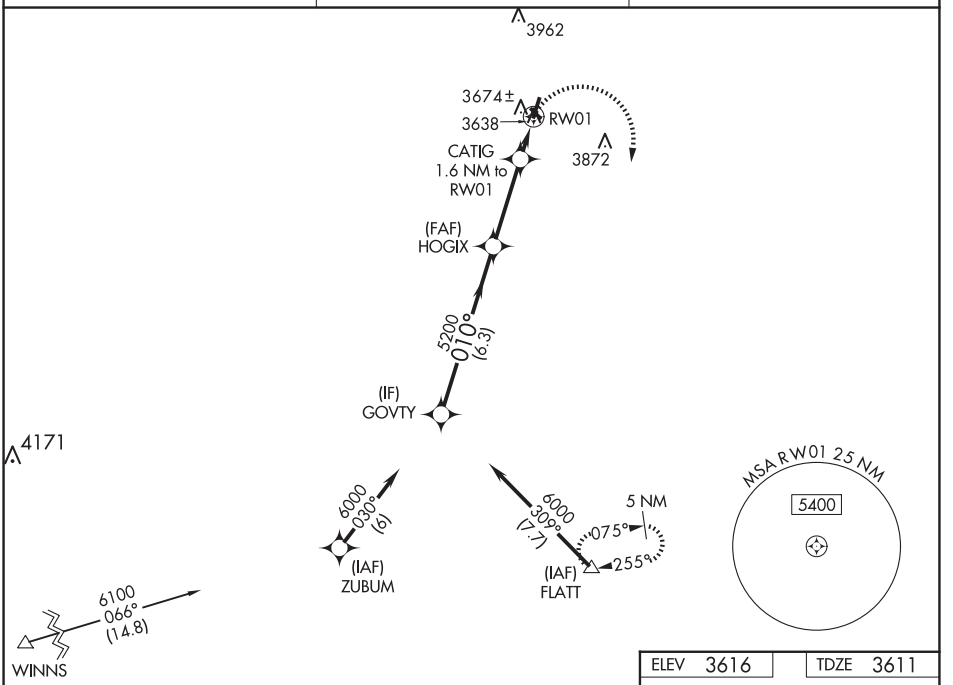
RNAV (GPS) RWY 1

LITTLEFIELD TAYLOR BROWN MUNI (LIU)

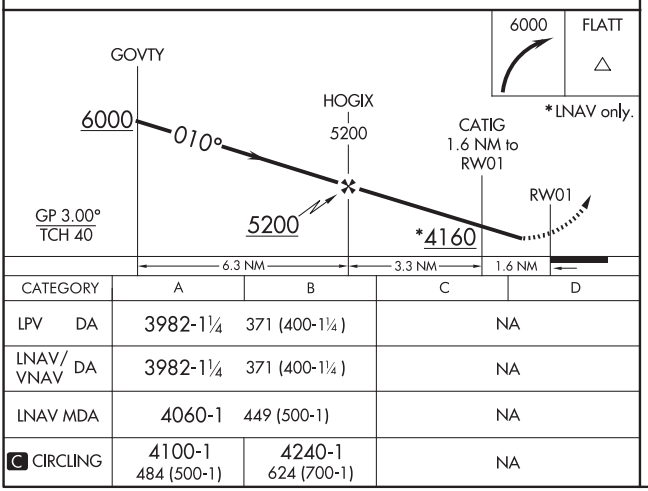
T NA — Baro-VNAV NA. Use Lubbock altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 6000 direct FLATT and hold.

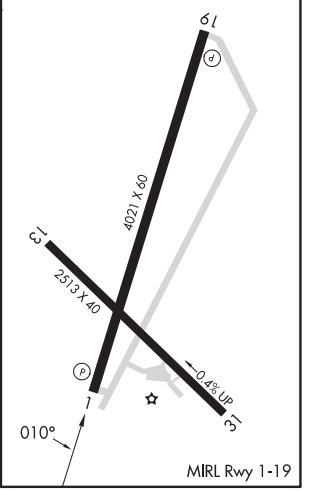
LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	119.2 351.8	122.8 (CTAF)



ELEV 3616 TDZE 3611



CATEGORY	A	B	C	D
LPV DA	3982-1¼	371 (400-1¼)	NA	
LNAV/VNAV DA	3982-1¼	371 (400-1¼)	NA	
LNAV MDA	4060-1	449 (500-1)	NA	
C CIRCLING	4100-1 484 (500-1)	4240-1 624 (700-1)	NA	



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 13

EAST TEXAS RGNL (GGG)

LOC I-GGG	APP CRS	Rwy Idg	9200
109.5	131°	TDZE	358
		Apt Elev	366

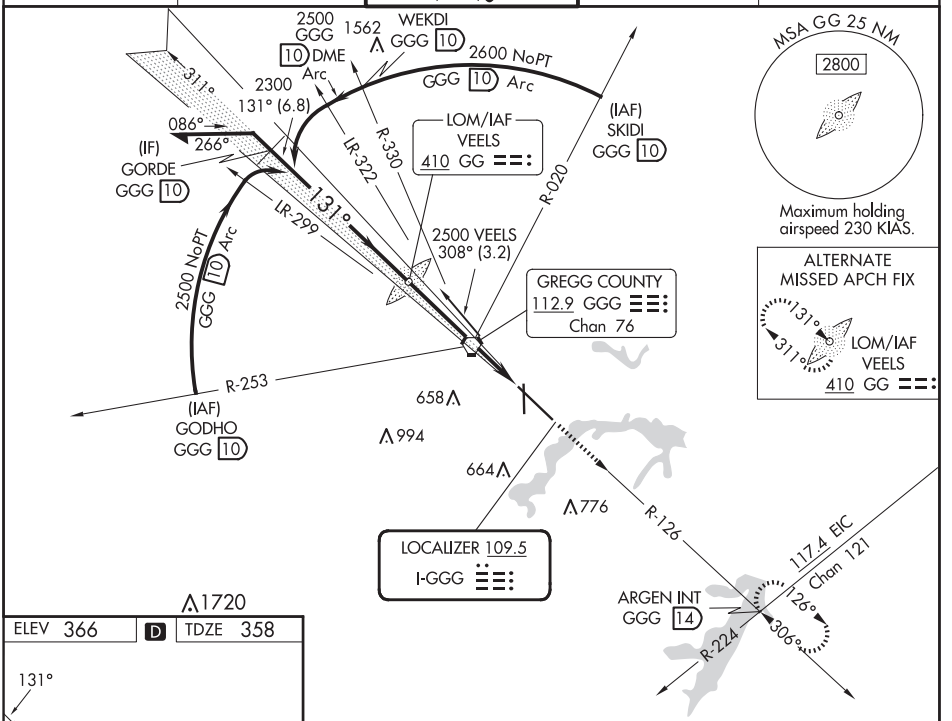
ADF or DME required for procedure entry.

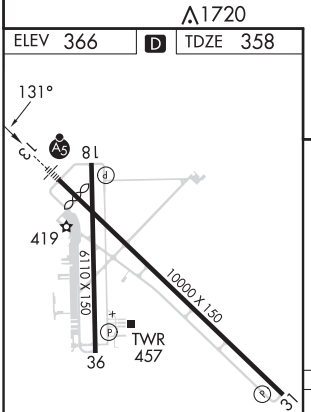
T For inop ALS, increase S-ILS 13 Cat E visibility to RVR 4000, S-LOC 13 Cat C/D/E visibility to 1⅜ SM. When local altimeter setting not received use Gilmer altimeter setting and
A increase DA 59 feet, all MDA 60 feet, increase LOC and Circling Cat C/D/E visibility ¼ SM. For inop ALS when using Gilmer altimeter setting increase S-ILS 13 all Cats to RVR 4500, S-LOC 13 Cat C/D/E visibility to 1⅝ SM. *RVR 1800 authorized with the use of FD or AP or HUD to DA (NA when using Gilmer altimeter setting).

MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

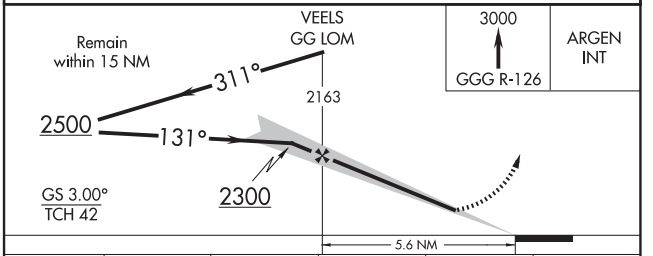
ATIS	LONGVIEW APP CON *	EASTEX TOWER *	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95





HIRL Rwy 13-31 L
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 13	*558/24 200 (200-½)				558/24 200 (200-½)
S-LOC 13	860/24 502 (500-½)		860/50 502 (500-1)		860/60 502 (500-1¼)
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)	1080-2½ 714 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	9200
CH 61100	131°	TDZE	358
W13A		Apt Elev	366

RNAV (GPS) RWY 13

EAST TEXAS RGNL (GGG)

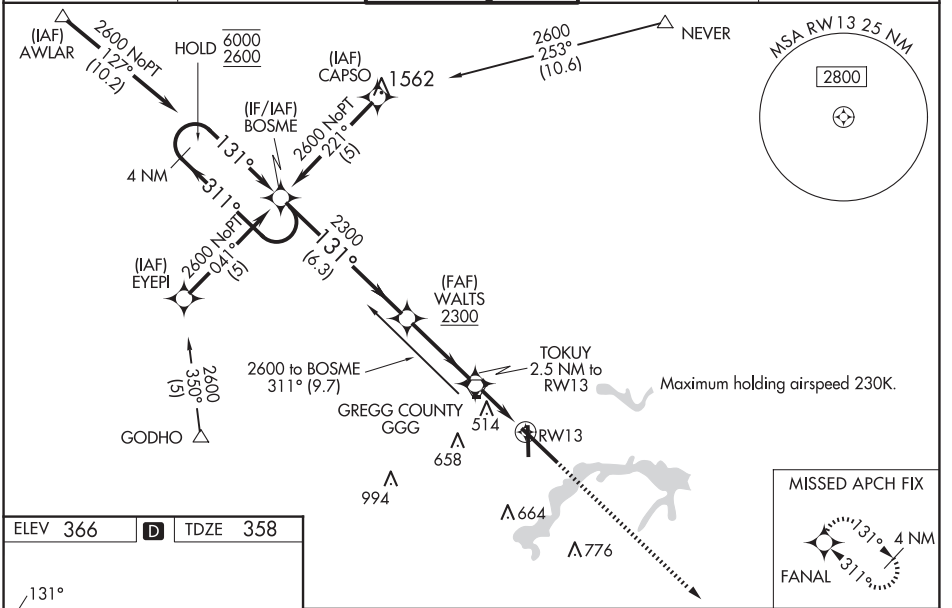
RNP APCH-GPS.

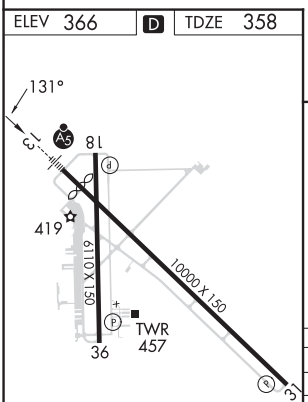
Baro-VNAV and VDP NA when using Gilmer altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5500, and LNAV Cat E visibility to 1¼ SM. When local altimeter setting not received use Gilmer altimeter setting and increase LPV DA to 671 feet; increase 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 ¼ SM. For inop ALS when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV Cat E visibility to 1¼ SM, and LNAV Cats C/D/E visibility to 1⅜ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

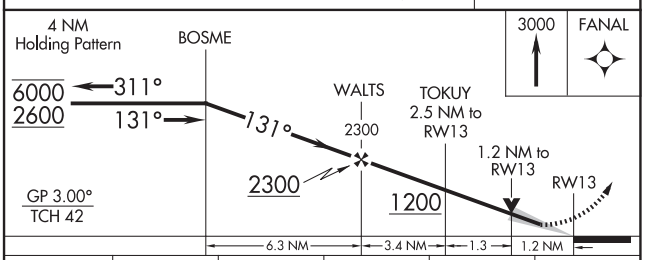
MALSR

MISSED APPROACH: Climb to 3000 direct FANAL and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	612/24 254 (300-½)				
LNAV/VNAV DA	726/40 368 (400-¾)				
LNAV MDA	780/24 422 (500-½)		780/40 422 (500-¾)	780/50 422 (500-1)	
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)	1080-2½ 714 (800-2½)

HIRL Rwy 13-31 L
MIRL Rwy 18-36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LONGVIEW, TEXAS | AL-807 (FAA) | 24193

WAAS	APP CRS	Rwy Idg	6109
CH 99426	176°	TDZE	356
W18A		Apt Elev	366

RNAV (GPS) RWY 18

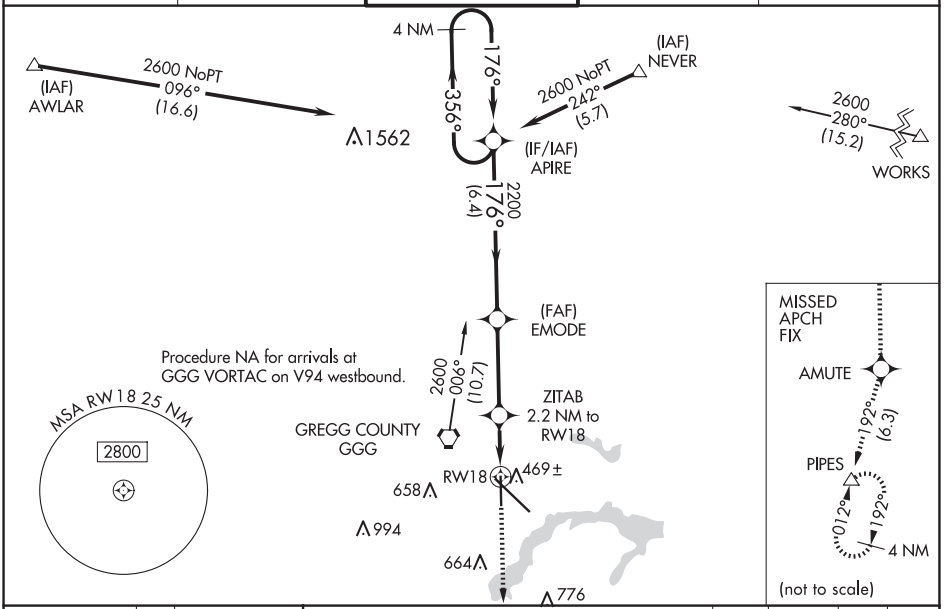
EAST TEXAS RGNL (GGG)

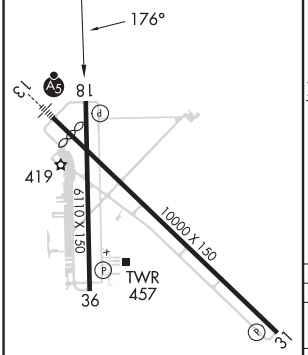
RNP APCH - GPS.

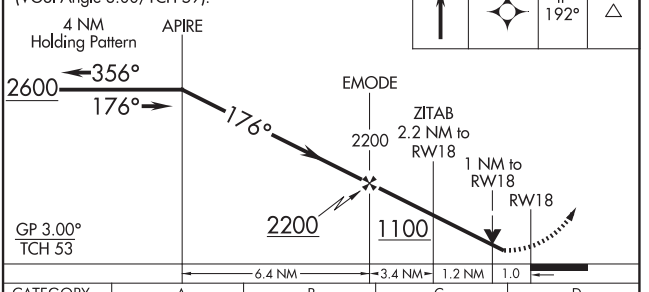
T A Baro-VNAV and VDP NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Gilmer altimeter setting and increase LPV DA to 689 feet, LNAV/VNAV DA to 711 feet and all MDA 60 feet; increase LPV visibility all Cats ⅛ SM and LNAV and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 2400 direct AMUTE and on track 192° to PIPES and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	630-⅞ 274 (300-⅞)			
LNAV/VNAV DA	652-1 296 (300-1)			
LNAV MDA	720-1 364 (400-1)			
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)

HIRL Rwy 13-31 L
MIRL Rwy 18-36

LONGVIEW, TEXAS
Amdt 2C 16MAY24

32°23'N-94°43'W

EAST TEXAS RGNL (GGG)
RNAV (GPS) RWY 18

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	9200
CH 53504	311°	TDZE	354
W31A		Apt Elev	366

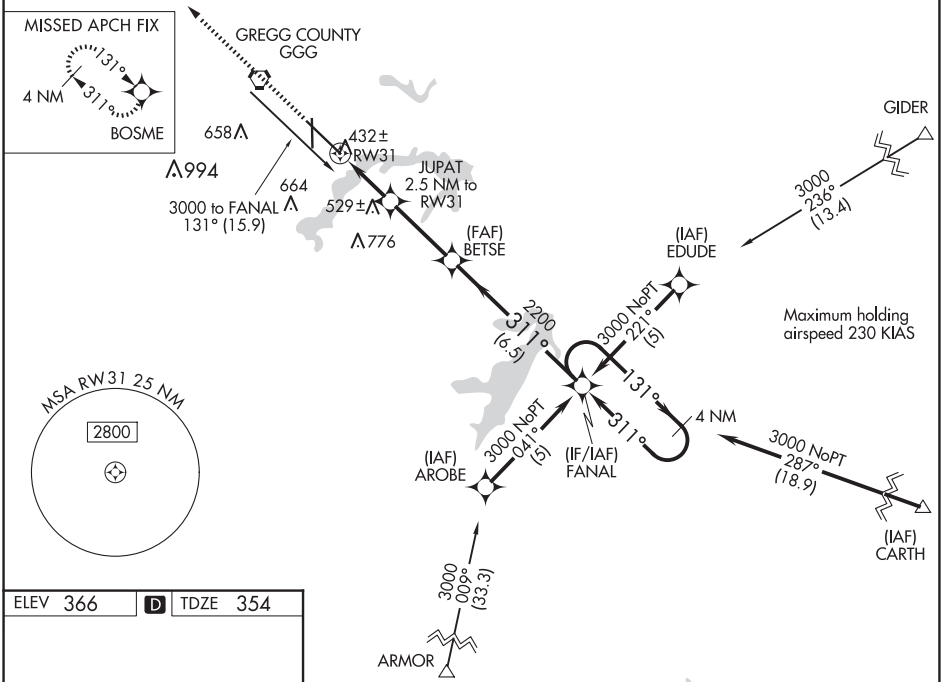
RNAV (GPS) RWY 31
EAST TEXAS RGNL (GGG)

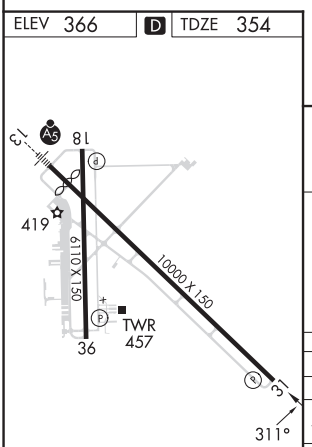
RNP APCH - GPS.

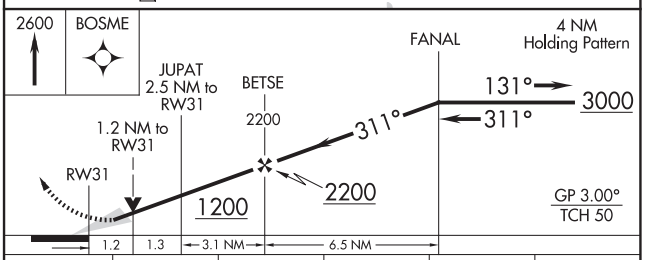
T A Baro-VNAV and VDP NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet. Increase LPV visibility all Cats ⅛ SM and Circling visibility Cats C/D/E ¼ SM.

MISSED APPROACH: Climb to 2600 direct BOSME and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	604-¾ 250 (300-¾)				
LNAV/VNAV DA	682-1¼ 328 (400-1¼)				
LNAV MDA	800-1 446 (500-1)		800-1⅜ 446 (500-1⅜)	800-1½ 446 (500-1½)	
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)	1080-2½ 714 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LONGVIEW, TEXAS | AL-807 (FAA) | 24193

APP CRS	Rwy Idg	TDZE	Apt Elev
356°	6109	365	366

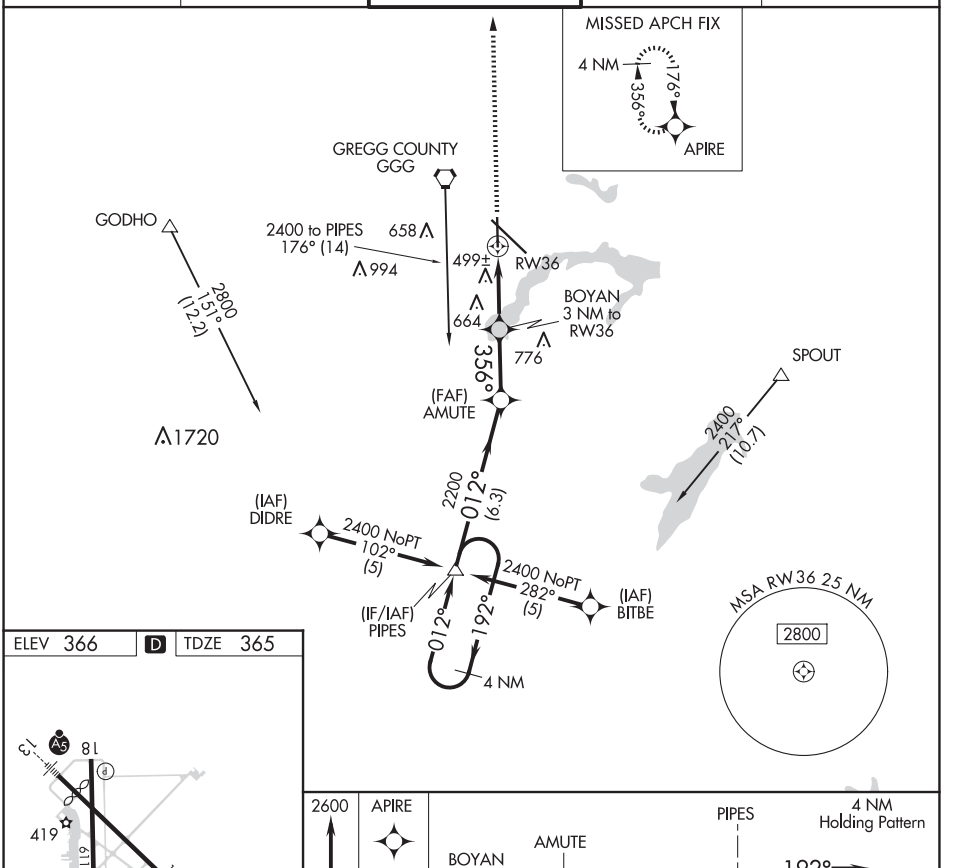
RNAV (GPS) RWY 36
EAST TEXAS RGNL (GGG)

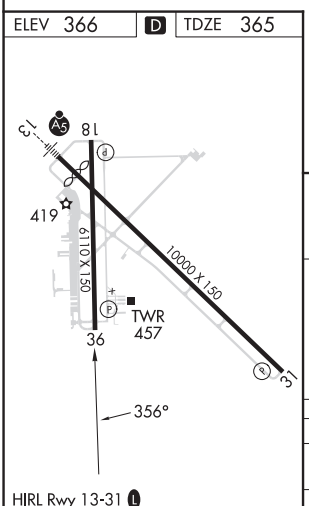
RNP APCH - GPS.

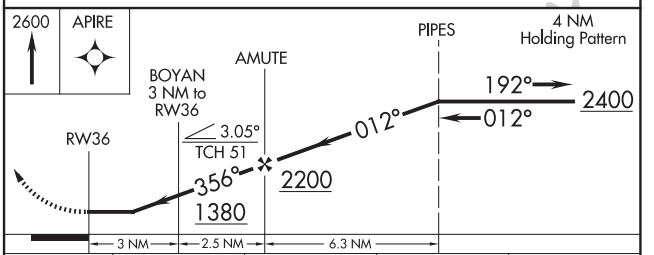
T A Rwy 36 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

ATIS	LONGVIEW APP CON★	EASTEX TOWER★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 395 (400-1)			760-1¼ 395 (400-1¼)
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)

LONGVIEW, TEXAS
Amdt 1B 16MAY24

32°23'N-94°43'W

EAST TEXAS RGNL (GGG)
RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN RWY 13

EAST TEXAS RGNL (GGG)

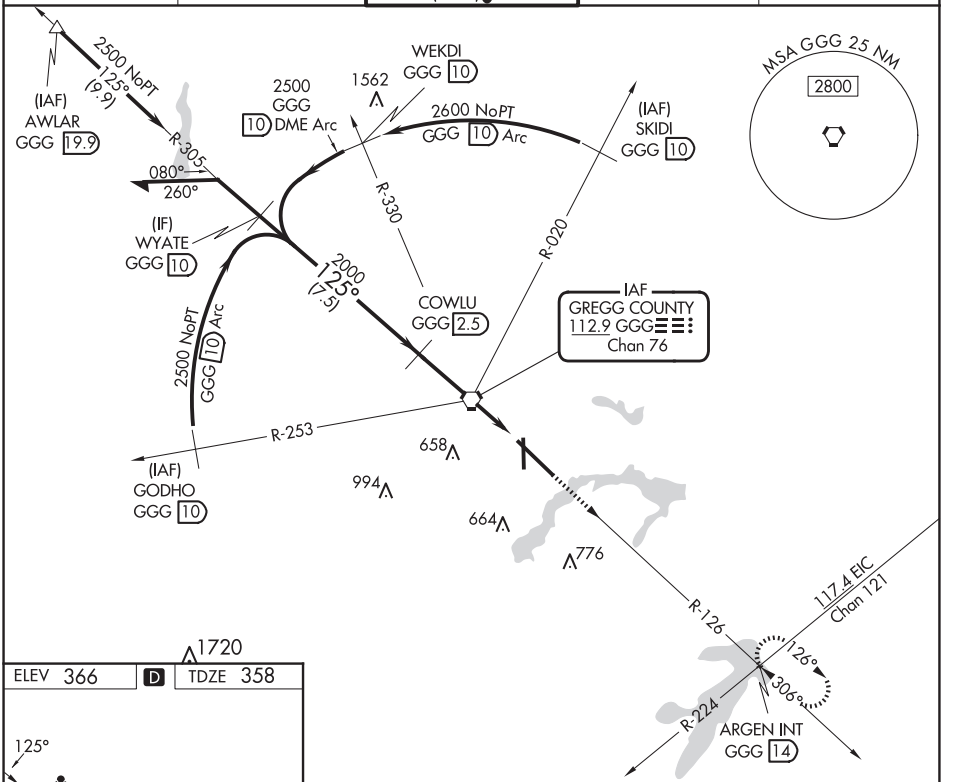
VORTAC GGG	APP CRS	Rwy Idg	9200
112.9	125°	TDZE	358
Chan 76		Apt Elev	366

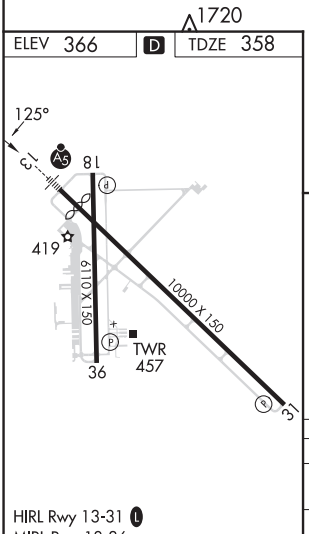
T A For inop ALS, increase S-13 Cat C/D/E visibility to 1⅜ SM. When local altimeter setting not received use Gilmer altimeter setting and increase all MDA 60 feet, S-13 and Circling Cats C/D/E visibility ¼ SM. VDP NA when using Gilmer altimeter setting. For inop ALS when using Gilmer altimeter setting increase S-13 Cat C/D/E visibility to 1⅝ SM.

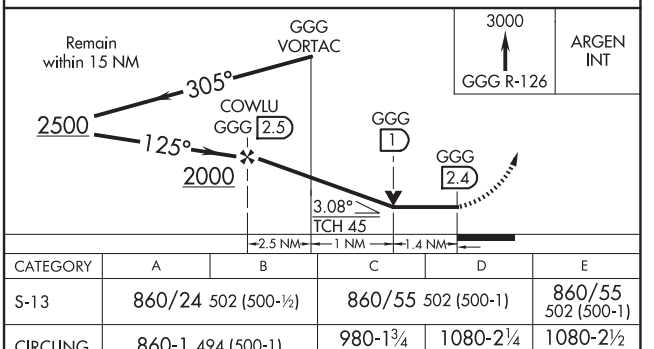
MALSR

MISSED APPROACH: Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-13	860/24 502 (500-½)		860/55 502 (500-1)		860/55 502 (500-1)
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (600-2¼)	1080-2½ 714 (800-2½)

HIRL Rwy 13-31 L
MIRL Rwy 18-36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN RWY 31

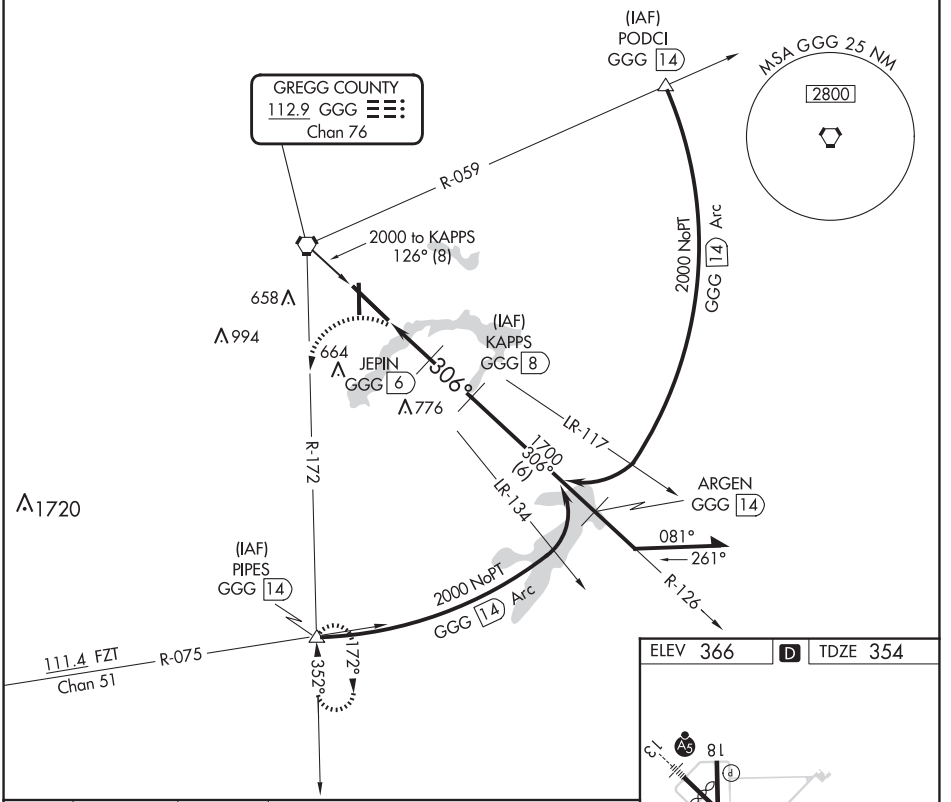
EAST TEXAS RGNL (GGG)

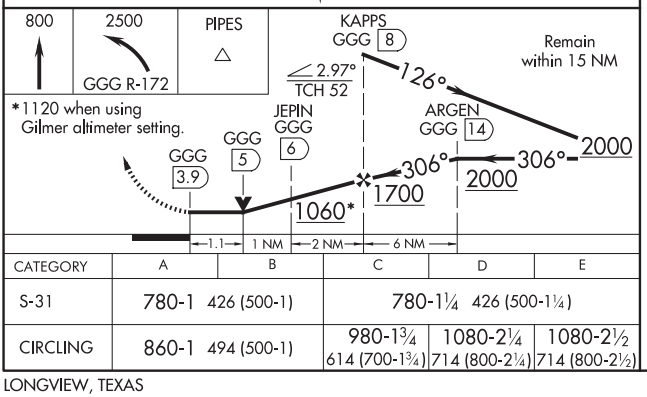
VORTAC GGG	APP CRS	Rwy Idg	9200
112.9	306°	TDZE	354
Chan 76		Apt Elev	366

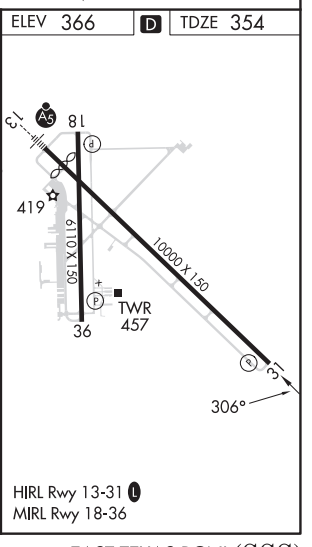
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cats C/D/E visibility ¼ SM. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES INT and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95







CATEGORY	A	B	C	D	E
S-31	780-1 426 (500-1)		780-1¼ 426 (500-1¼)		
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)	1080-2½ 714 (800-2½)

HIRL Rwy 13-31 L
MIRL Rwy 18-36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

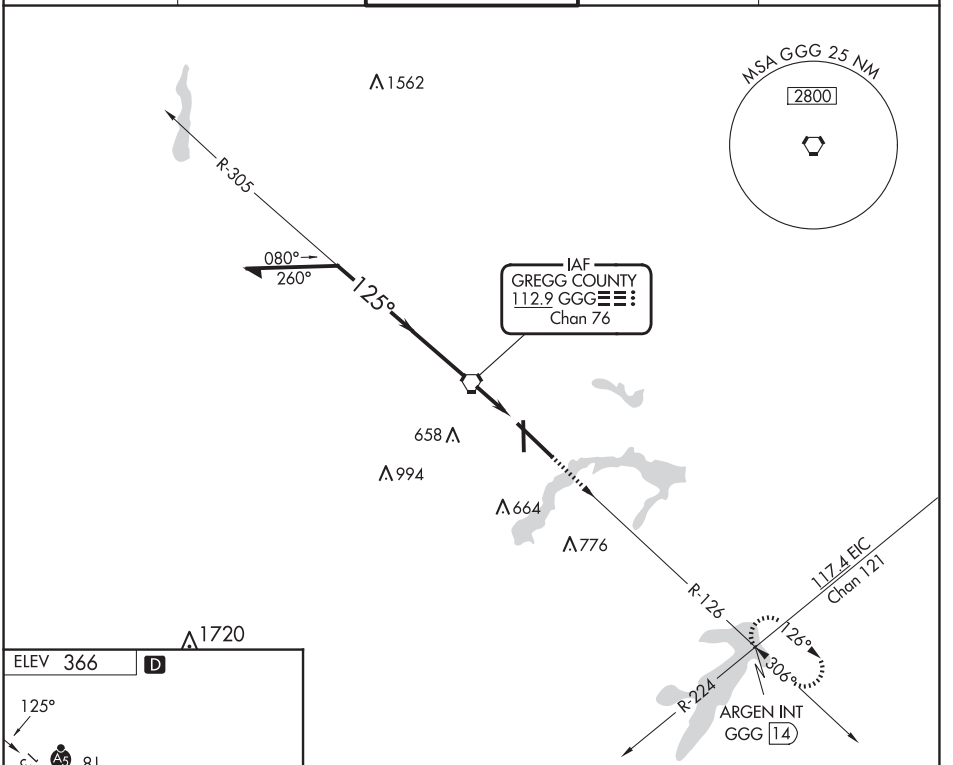
VORTAC GGG 112.9 Chan 76	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 366

VOR-A
EAST TEXAS RGNL (GGG)

When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS	LONGVIEW APP CON ★	EASTEX TOWER ★	GND CON	UNICOM
119.65	124.675 257.975	119.2 (CTAF) L 377.05	121.6	122.95



FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
CIRCLING	860-1 494 (500-1)		980-1¾ 614 (700-1¾)	1080-2¼ 714 (800-2¼)

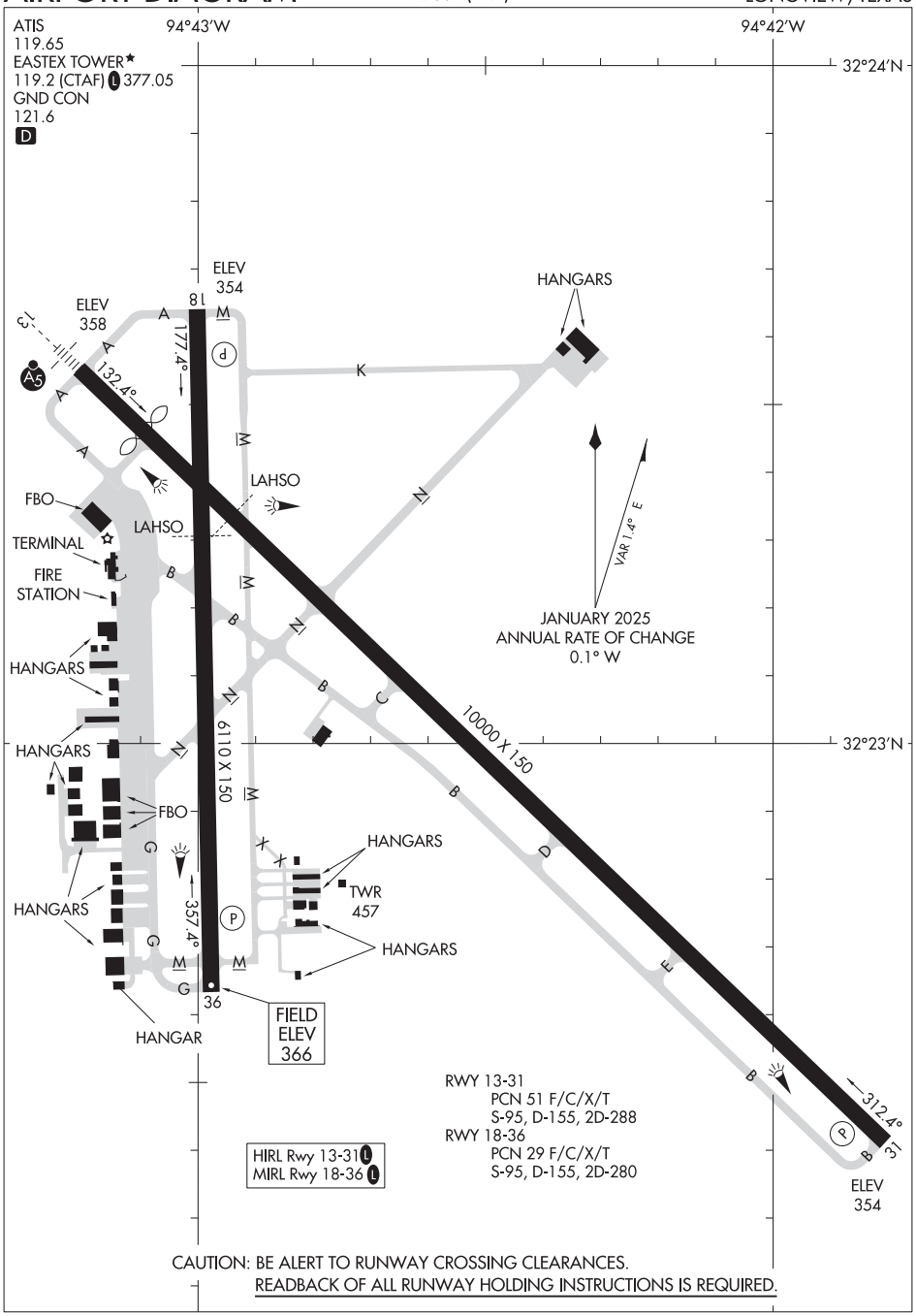
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

AL-807 (FAA)

EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS



SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

LONGVIEW, TEXAS
EAST TEXAS RGNL (GGG)

25107

APP CRS	Rwy Idg	5086
175°	TDZE	3176
	Apt Elev	3176

RNAV (GPS) RWY 17

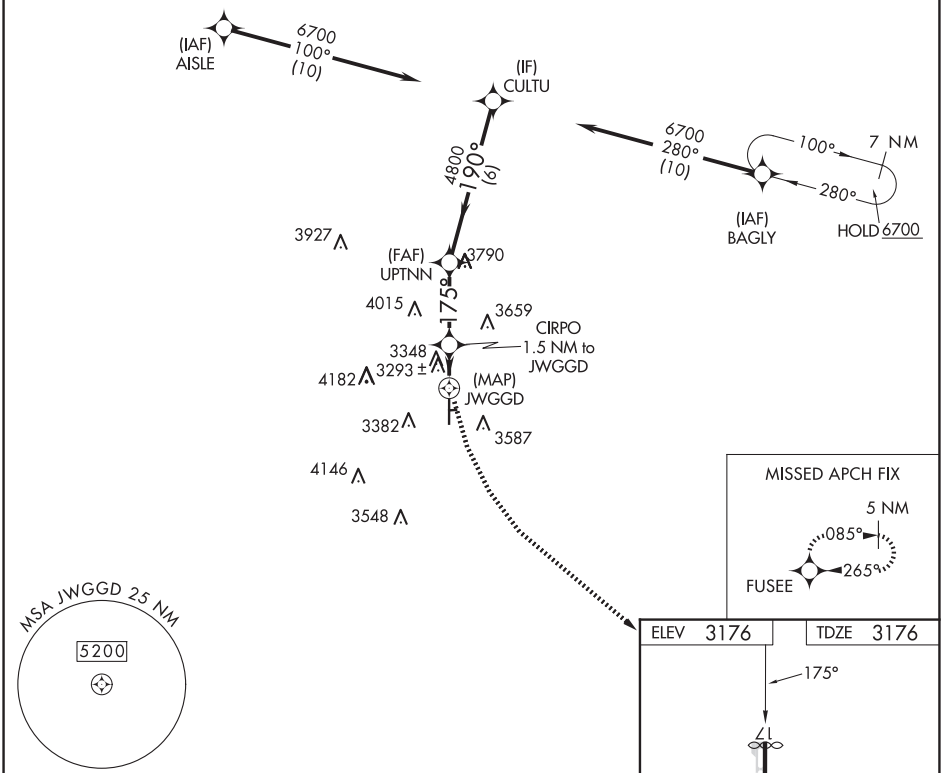
LUBBOCK EXEC AIRPARK (F82)

RNP APCH - GPS.

Use LBB altimeter setting.
Rwy 17 helicopter visibility reduction below1 SM NA.
Circling NA east of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 5000 direct FUSEE and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	119.2 351.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	3640-1 464 (500-1)		3640-1⅜ 464 (500-1⅜)	NA
CIRCLING	3700-1 524 (600-1)	3740-1 564 (600-1)	4580-3 1404 (1500-3)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LUBBOCK, TEXAS | AL-11938 (FAA-O) | 24305

WAAS	APP CRS	Rwy Idg	4759
CH **91519**	**355°**	TDZE	**3172**
W35A		Apt Elev	**3176**

RNAV (GPS) RWY 35

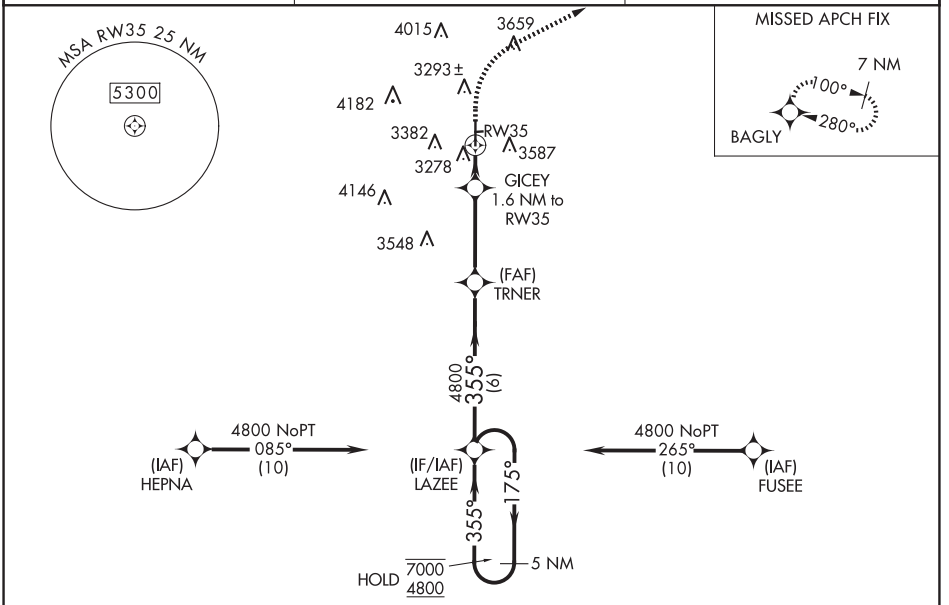
LUBBOCK EXEC AIRPARK (F82)

RNP APCH - GPS.

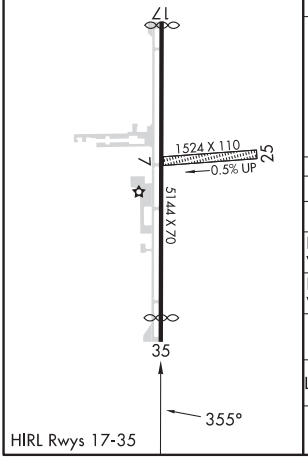
NA Use LBB altimeter setting. Helicopter visibility reduction below ¾ SM NA. Circling NA east of Rwy 17-35. Circling Rwy 17, NA at night. Baro-VNAV NA.

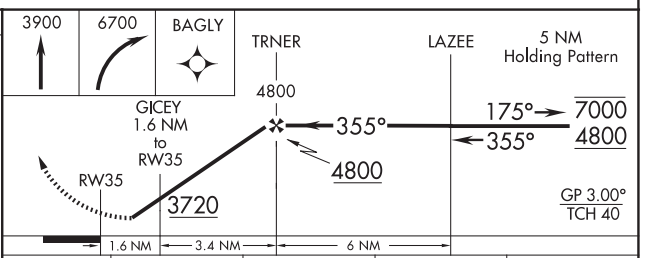
MISSED APPROACH: Climb to 3900 then climbing right turn to 6700 direct BAGLY and hold, continue climb-in-hold to 6700. *Missed approach requires minimum climb of 241 feet per NM to 4400.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	**119.2 351.8**	**122.8** (CTAF)



ELEV 3176 | TDZE 3172





CATEGORY	A	B	C	D
LPV DA	3462-⅞ 290 (300-⅞)			NA
LNAV/VNAV DA	3469-⅞ 297 (300-⅞)		3573-1⅛ 401 (400-1⅛)	NA
LNAV/VNAV DA*	NA	NA	3469-⅞ 297 (300-⅞)	NA
LNAV MDA	3580-1 408 (500-1)		3720-1⅝ 548 (600-1⅝)	NA
LNAV MDA*	NA	NA	3580-1⅛ 408 (500-1⅛)	NA
CIRCLING	3700-1 524 (600-1)	3740-1 564 (600-1)	4580-3 1404 (1500-3)	NA

LUBBOCK, TEXAS
Orig 31OCT24

33°29'N-101°49'W

LUBBOCK EXEC AIRPARK (F82)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

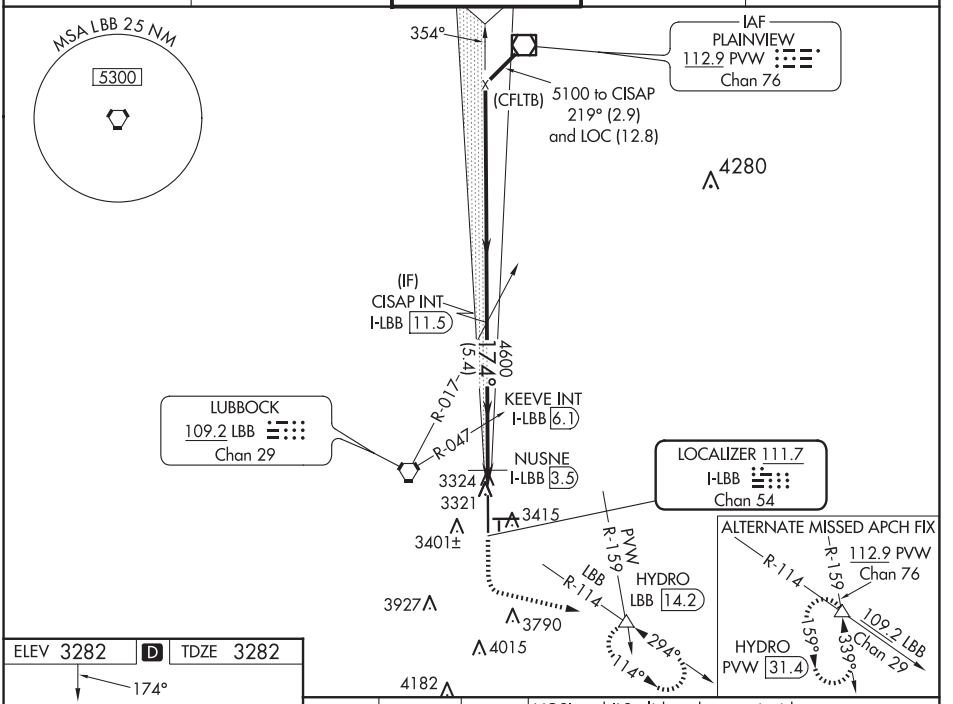
LOC/DME I-LBB	APP CRS	Rwy Idg	11500
111.7	174°	TDZE	3282
Chan 54		Apt Elev	3282

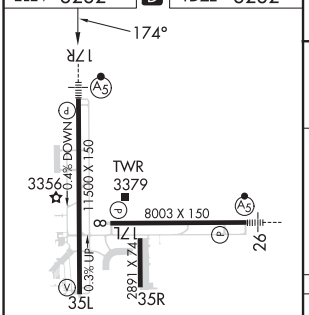
For inop MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, S-LOC 17R Cat C/D/E visibility to 1⅜ mile, and NUSNE DME Fix Minimums, increase S-LOC 17R Cat C/D/E visibility to RVR 5000.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

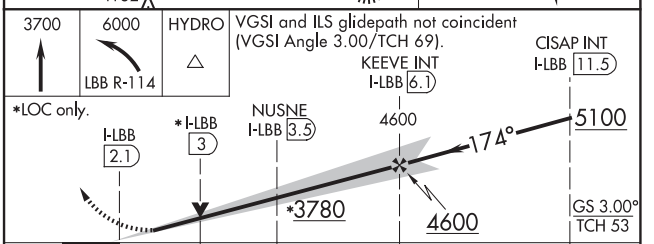
MISSED APPROACH: Climb to 3700 then climbing left turn to 6000 via LBB VORTAC R-114 to HYDRO INT/LBB 14.2 DME and hold, continue climb-in-hold to 6000.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L



CATEGORY	A	B	C	D	E
S-ILS 17R	#3482/24 200 (200-½)				
S-LOC 17R	3780/24 498 (500-½)		3780/50 498 (500-1)		
C CIRCLING	3780-1 498 (500-1)		3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)
NUSNE FIX MINIMUMS (DME REQUIRED)					
S-LOC 17R	3620/24 338 (400-½)		3620/26 338 (400-½)		
C CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LUBBOCK, TEXAS

AL-241 (FAA)

23250

ILS or LOC RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

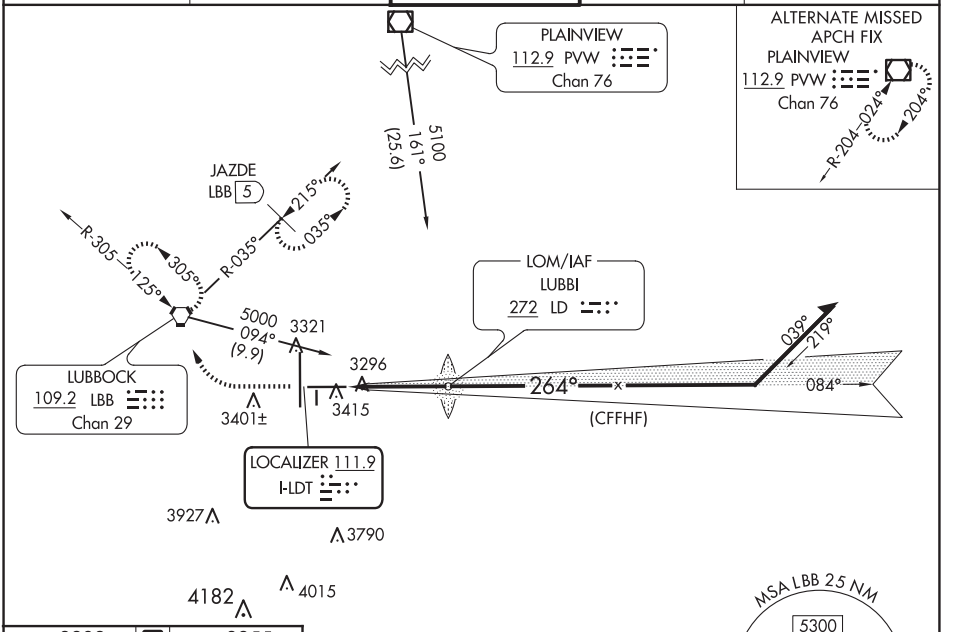
LOC I-LDT	APP CRS	Rwy Idg	8003
111.9	264°	TDZE	3255
		Apt Elev	3282

For inop MALSR, increase S-ILS 26 Cat E visibility to RVR 4000 and increase S-LOC 26 Cat C/D/E visibility to RVR 4500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

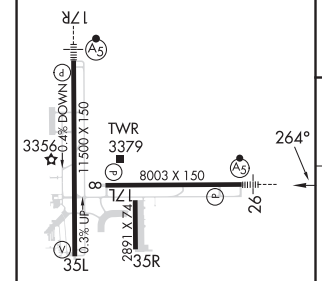
MALSR

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).

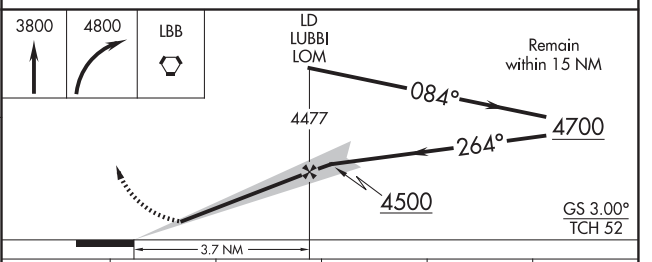
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



ELEV 3282 D TDZE 3255



ADF OR RADAR REQUIRED



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D	E
S-ILS 26	#3455/24 200 (200-½)				
S-LOC 26	3560/24 305 (300-½)				
C CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

APP CRS	Rwy Idg	11500
174°	TDZE	3282
	Apt Elev	3282

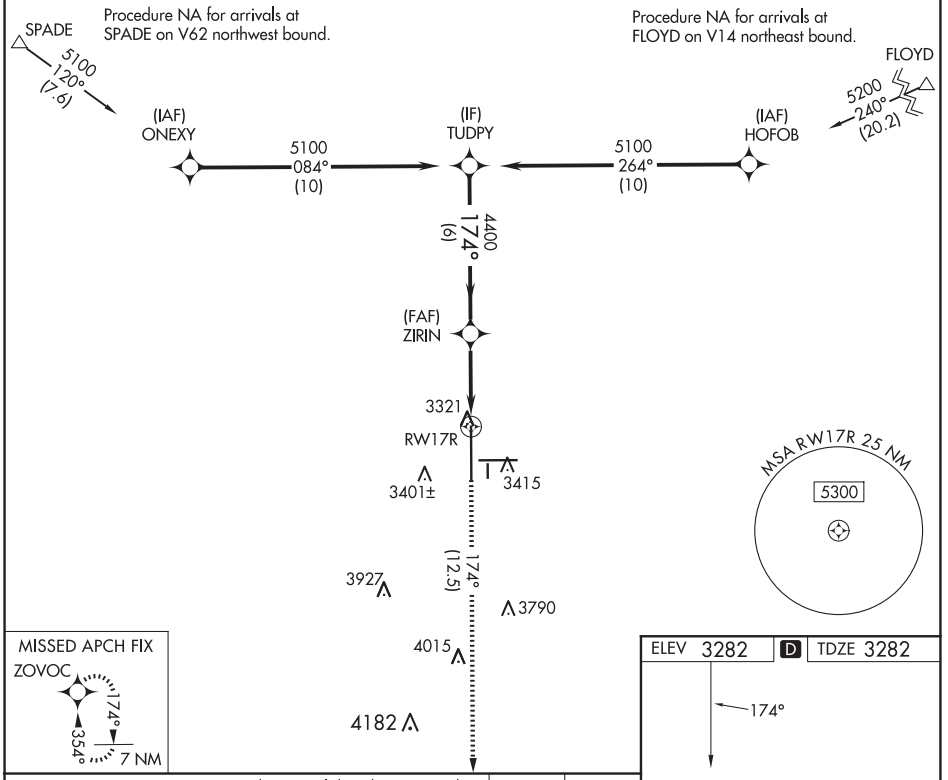
RNP AR APCH - GPS, min RNP 0.50. Authorization required.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 5400 on 174° track to ZOVOC and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



CATEGORY	A	B	C	D
RNP 0.16 DA		3570/24	288 (300-½)	
RNP 0.30 DA		3641/30	359 (400-⅝)	

AUTHORIZATION REQUIRED

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LUBBOCK, TEXAS

AL-241 (FAA)

23222

RNAV (RNP) Z RWY 35L

LUBBOCK PRESTON SMITH INTL (LBB)

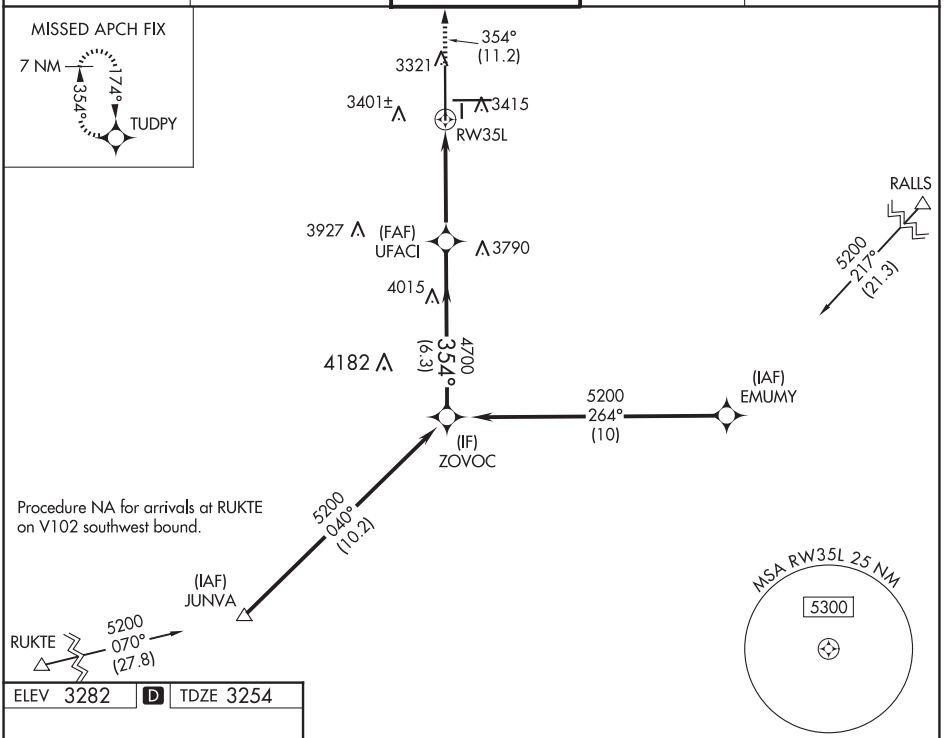
APP CRS	Rwy Idg	11500
354°	TDZE	3254
	Apt Elev	3282

RNP AR APCH.

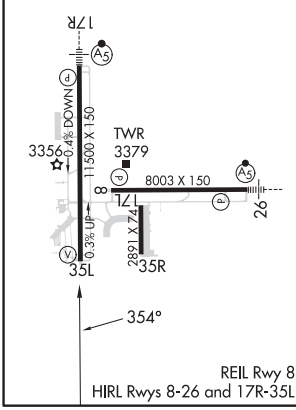
For uncompensated Baro-VNAV systems, procedure NA below -12° C or above 51° C.

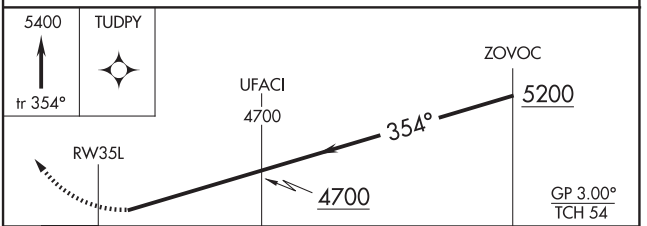
MISSED APPROACH: Climb to 5400 on track 354° to TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



ELEV 3282 | D | TDZE 3254





CATEGORY	A	B	C	D
RNP 0.18 DA	3559-⅞ 305 (300-⅞)			
RNP 0.30 DA	3620-1⅛ 366 (400-1⅛)			

AUTHORIZATION REQUIRED

LUBBOCK, TEXAS

Orig-D 21MAY20

33°40'N-101°49'W

LUBBOCK PRESTON SMITH INTL (LBB)

RNAV (RNP) Z RWY 35L

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 8

LUBBOCK PRESTON SMITH INTL (LBB)

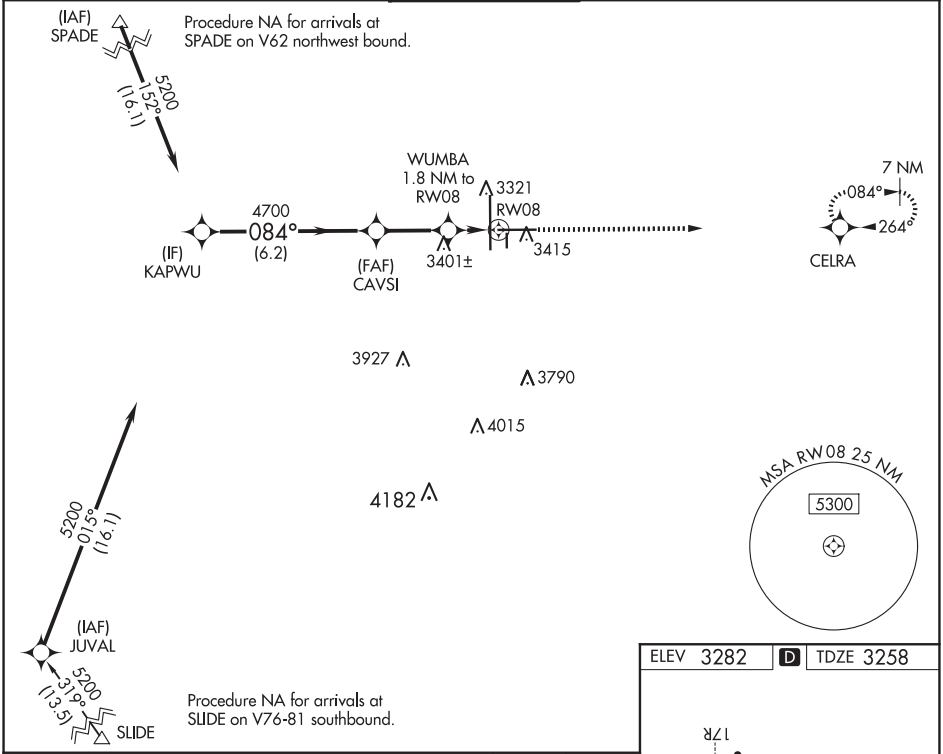
WAAS	APP CRS	Rwy Idg	8003
CH 97327	084°	TDZE	3258
W08A		Apt Elev	3282

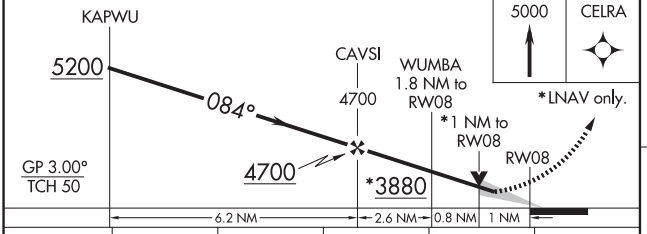
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 52°C.

MISSED APPROACH: Climb to 5000 direct CELRA and hold.

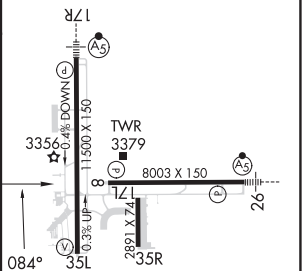
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D	E
LPV DA	3458-¾ 200 (200-¾)				
LNAV/VNAV DA	3544-⅞ 286 (300-⅞)				
LNAV MDA	3640-1 382 (400-1)		3640-1⅛ 382 (400-1⅛)		
C CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)

ELEV 3282 D TDZE 3258



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LUBBOCK, TEXAS

AL-241 (FAA)

23222

RNAV (GPS) RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

WAAS	APP CRS	Rwy Idg	8003
CH 45528	264°	TDZE	3256
W26A		Apt Elev	3282

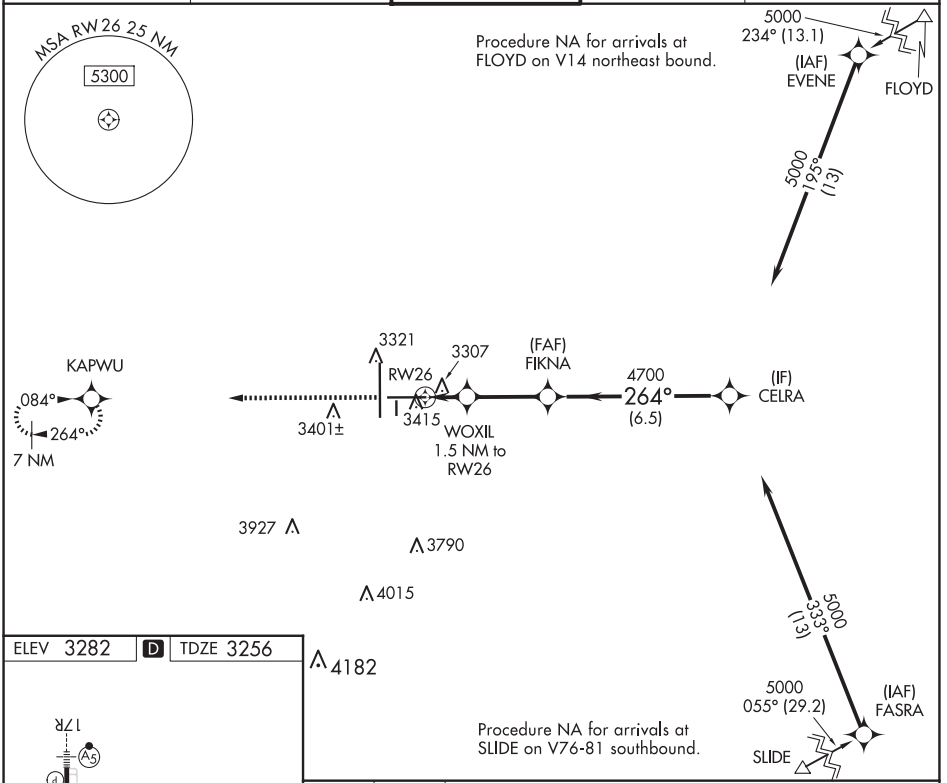
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 52°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV Cat E visibility to RVR 5000; and increase LNAV Cat C/D/E visibilities to RVR 4500. **RVR 1800 authorized with use of FD or AP or HUD to DA.

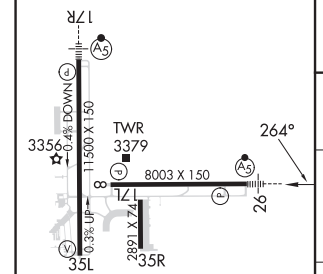
MALSR

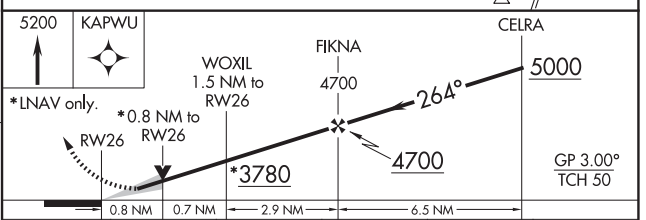
MISSED APPROACH: Climb to 5200 direct KAPWU and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55



ELEV 3282 | D | TDZE 3256





CATEGORY	A	B	C	D	E
LPV DA**	3456/24 200 (200-½)				
LNAV/VNAV DA	3579/26 323 (300-½)				
LNAV MDA	3560/24 304 (300-½)				
C CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

LUBBOCK, TEXAS
Amdt 3A 20JUN19

33°40′N-101°49′W

LUBBOCK PRESTON SMITH INTL (LBB)

RNAV (GPS) RWY 26

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

WAAS CH 40028 W17A	APP CRS 174°	Rwy Idg 11500 TDZE 3282 Apt Elev 3282

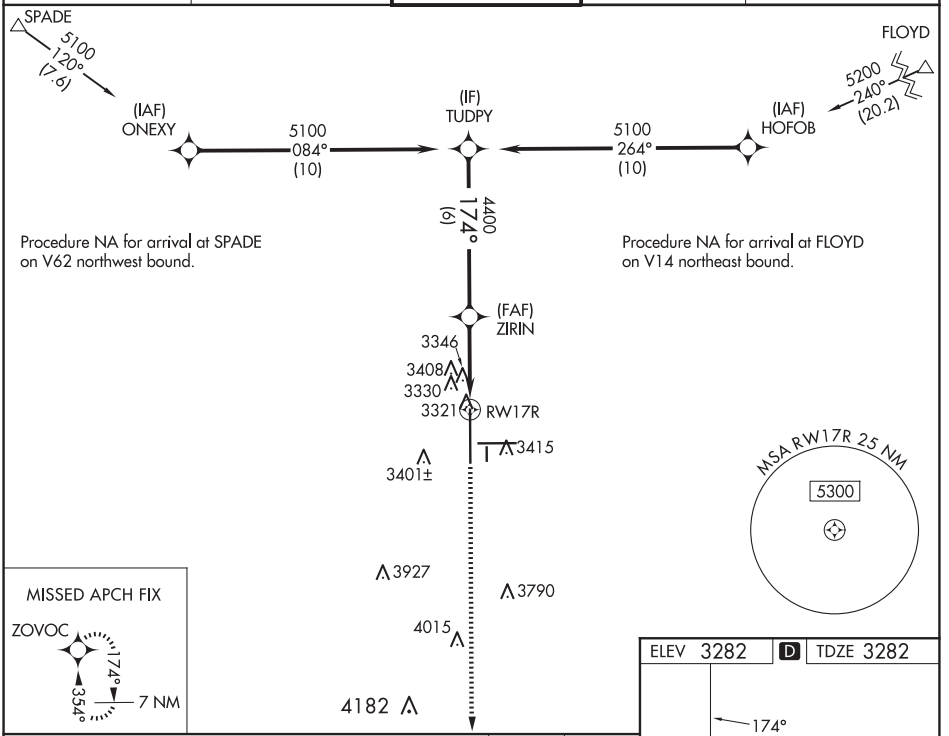
RNP APCH.

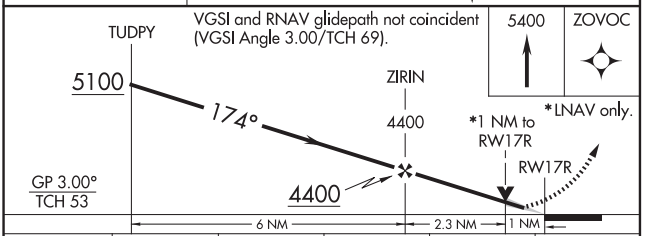
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 51°C. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000 and LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.

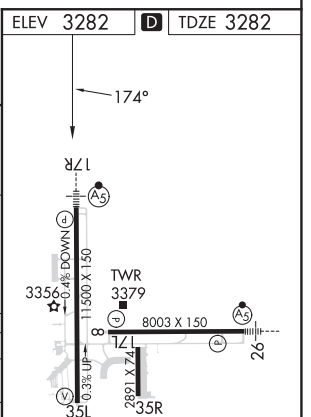
MALSR

MISSED APPROACH: Climb to 5400 direct ZOVOC and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55







CATEGORY	A	B	C	D	E
LPV DA **	3482/24 200 (200-½)				
LNAV/VNAV DA	3591/24 309 (400-½)				
LNAV MDA	3700/24 418 (500-½)		3700/40 418 (500-¾)		
C CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)	4100-3 818 (900-3)

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LUBBOCK, TEXAS

AL-241 (FAA)

23222

RNAV (GPS) Y RWY 35L

LUBBOCK PRESTON SMITH INTL (LBB)

WAAS	APP CRS	Rwy Idg	11500
CH 50128	354°	TDZE	3254
W35A		Apt Elev	3282

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12° C or above 51° C.

MISSED APPROACH: Climb to 5400 direct TUDPY and hold.

ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55

MISSED APCH FIX

7 NM 174° 354° TUDPY

3321

3401± 3415

3360 RW35L

3518

3927 3570 3790

(FAF) UFACI

4015

4182 4700 354° (6.3)

(IAF) OGHUS 5200 084° (10.3)

5200 061° (18.2) MANIC

Procedure NA for arrivals at MANIC on V102 southwest bound.

5200 264° (10) (IAF) EMUMY

RALLS 5200 217° (21.3)

(IF) ZOVOC

MSA RW35L 25 NM 5300

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ELEV 3282 D TDZE 3254

17R 35L 35R 26 8 17L

TWR 3379

3356

11500 X 150 0.4% DOWN

8003 X 74

2891 X 74 0.3% UP

354°

REIL Rwy 8

HIRL Rwys 8-26 and 17R-35L

5400 TUDPY

ZOVOC

UFACI

5200

354°

4700

* LNAV only. *1.6 NM to RW35L

RW35L

4700

GP 3.00° TCH 54

1.6 2.8 NM 6.3 NM

CATEGORY	A	B	C	D	E
LPV DA	3454-¾ 200 (200-¾)				
LNAV/VNAV DA	3673-1¼ 419 (400-1¼)				
LNAV MDA	3820-1 566 (600-1)		3820-1⅝ 566 (600-1⅝)		
C CIRCLING	3820-1 538 (600-1)		3880-1⅝ 598 (600-1⅝)	3940-2 658 (700-2)	4100-3 818 (900-3)

LUBBOCK, TEXAS

Amdt 2C 21MAY20

33°40′N-101°49′W

LUBBOCK PRESTON SMITH INTL (LBB)

RNAV (GPS) Y RWY 35L

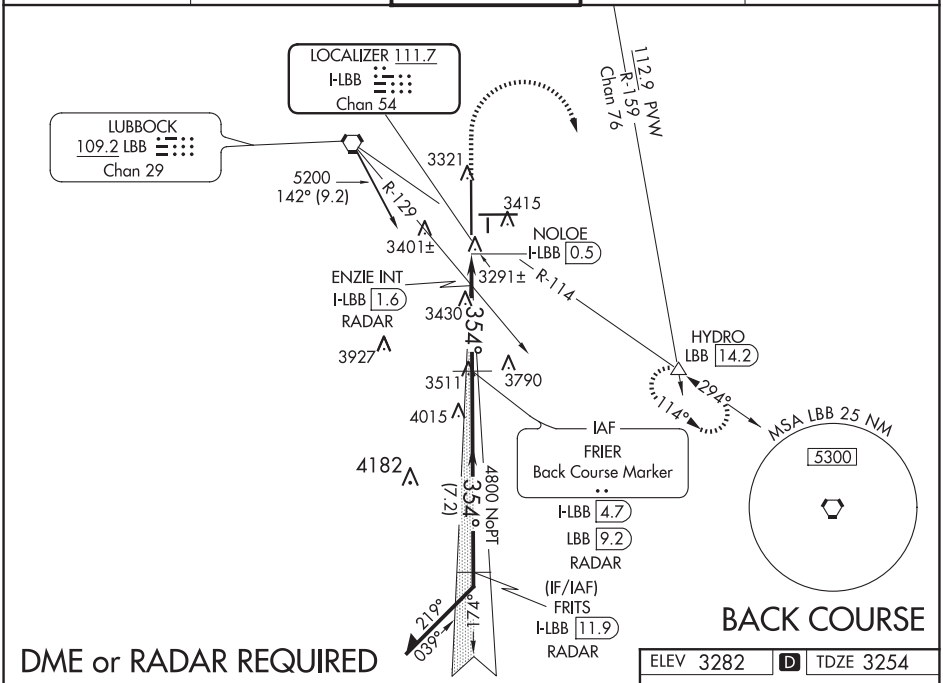
LOC BC RWY 35L

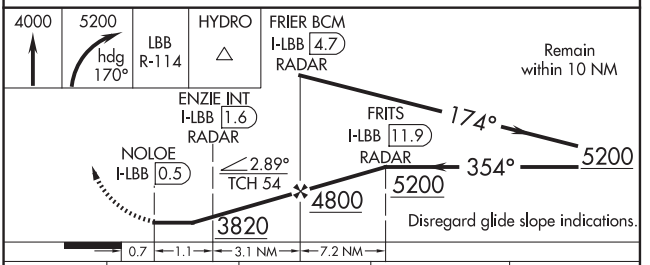
LUBBOCK PRESTON SMITH INTL (LBB)

LOC I-LBB	APP CRS	Rwy Idg 11500
111.7	354°	TDZE 3254
Chan 54		Apt Elev 3282

MISSED APPROACH: Climb to 4000 then climbing right turn to 5200 on heading 170° and on LBB VORTAC R-114 to HYDRO INT/LBB 14.2 DME and hold.

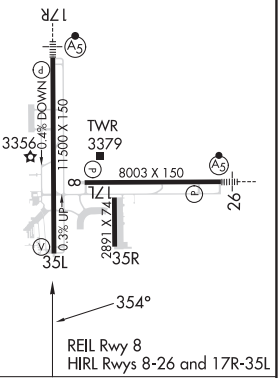
ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
125.3 270.275	119.2 351.8	120.5 239.3	121.9 348.6	125.8 281.55





CATEGORY	A	B	C	D
S-35L	3820-1	566 (600-1)	3820-1⅝	566 (600-1⅝)
C CIRCLING	3820-1	538 (600-1)	3880-1⅝ 598 (600-1⅝)	3940-2 658 (600-2)
ENZIE FIX MINIMUMS				
S-35L	3560-1	306 (300-1)	3560-⅞	306 (300-⅞)
C CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3880-1½ 598 (600-1½)	3940-2 658 (700-2)

ELEV 3282 | D | TDZE 3254



FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

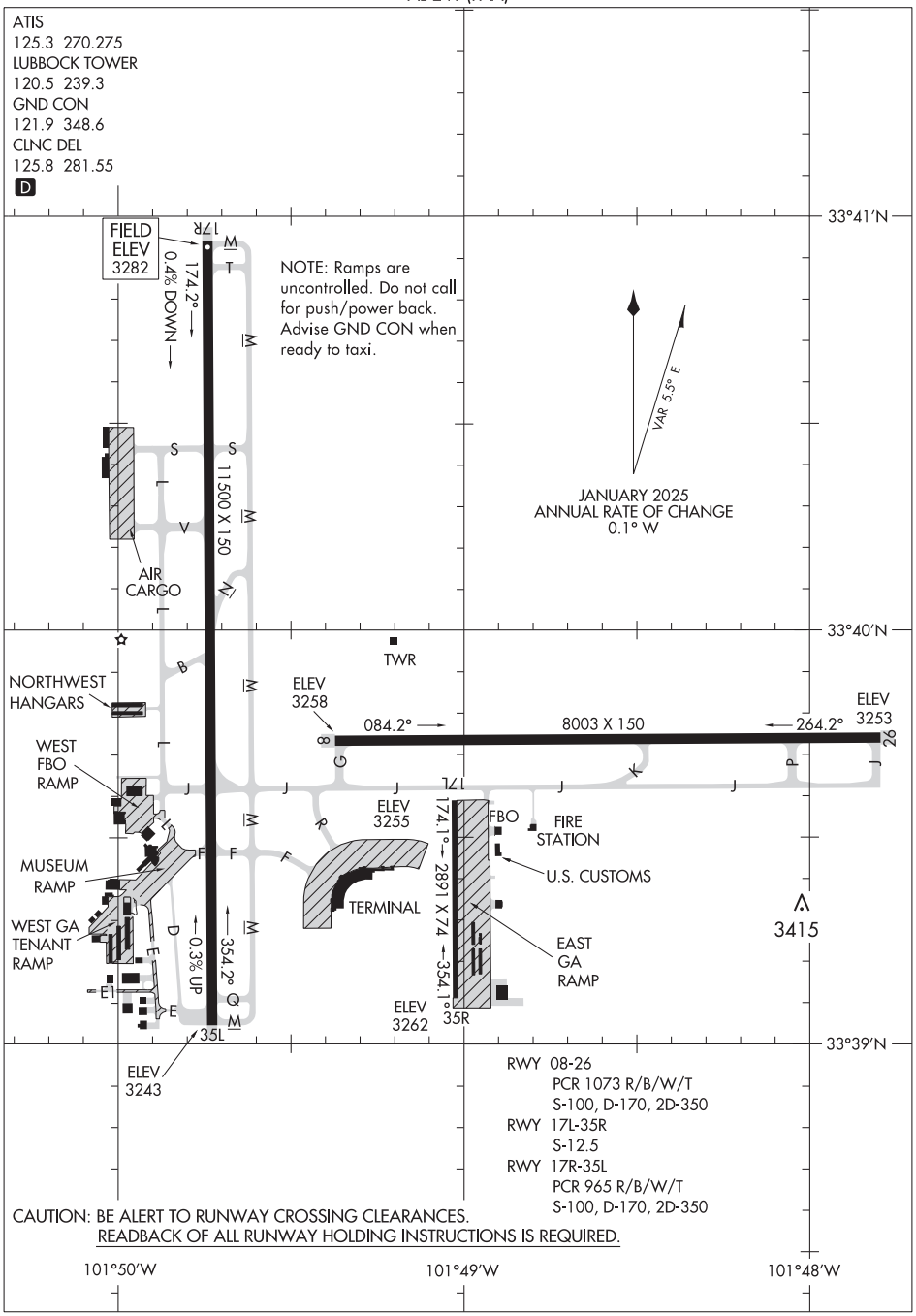
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS

AL-241 (FAA)



RWY 08-26
PCR 1073 R/B/W/T
S-100, D-170, 2D-350
RWY 17L-35R
S-12.5
RWY 17R-35L
PCR 965 R/B/W/T
S-100, D-170, 2D-350

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

AIRPORT DIAGRAM
LUBBOCK, TEXAS
LUBBOCK PRESTON SMITH INTL (LBB)
25107

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5002
CH 90426	154°	TDZE	357
W15A		Apt Elev	357

RNAV (GPS) RWY 15

HARRISON COUNTY (ASL)

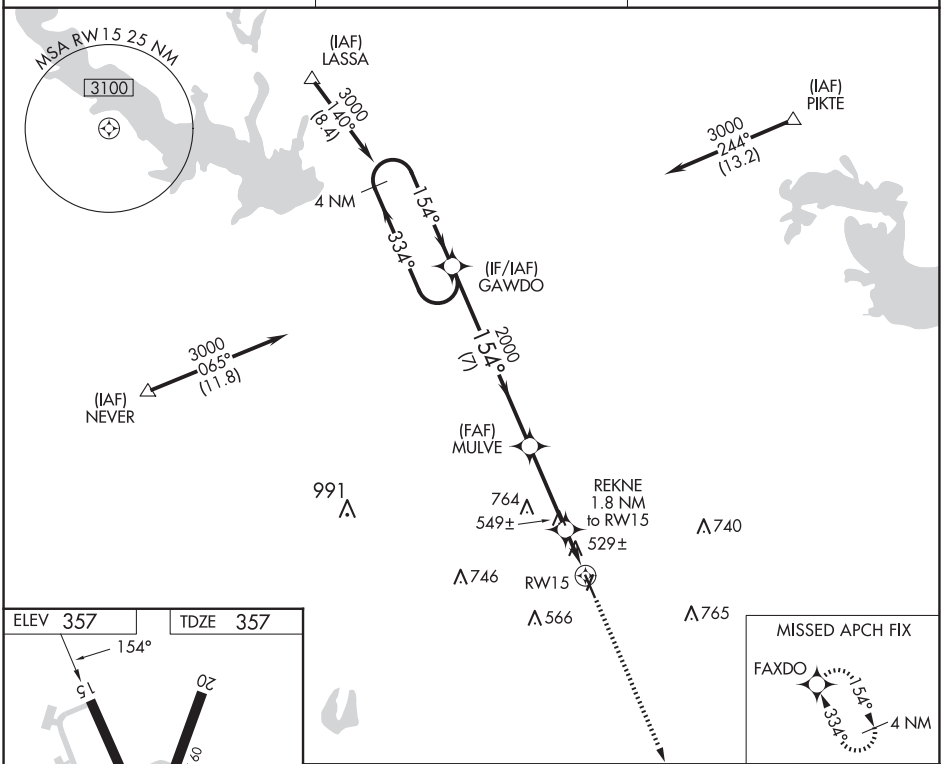
RNP APCH.

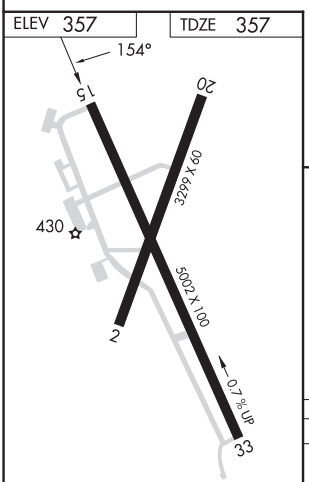
T NA

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 ⅛ mile.
Procedure NA at night.

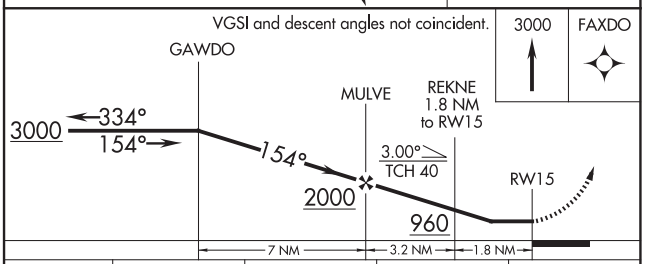
MISSED APPROACH: Climb to 3000 direct FAXDO and hold.

AWOS-3PT	SHREVEPORT APP CON	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L





REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LP MDA	780-1 423 (500-1)		780-1¼ 423 (500-1¼)	NA
LNAV MDA	800-1 443 (500-1)		800-1⅜ 443 (500-1⅜)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

MARSHALL, TEXAS | AL-5070 (FAA) | 23166

RNAV (GPS) RWY 33

HARRISON COUNTY (ASL)

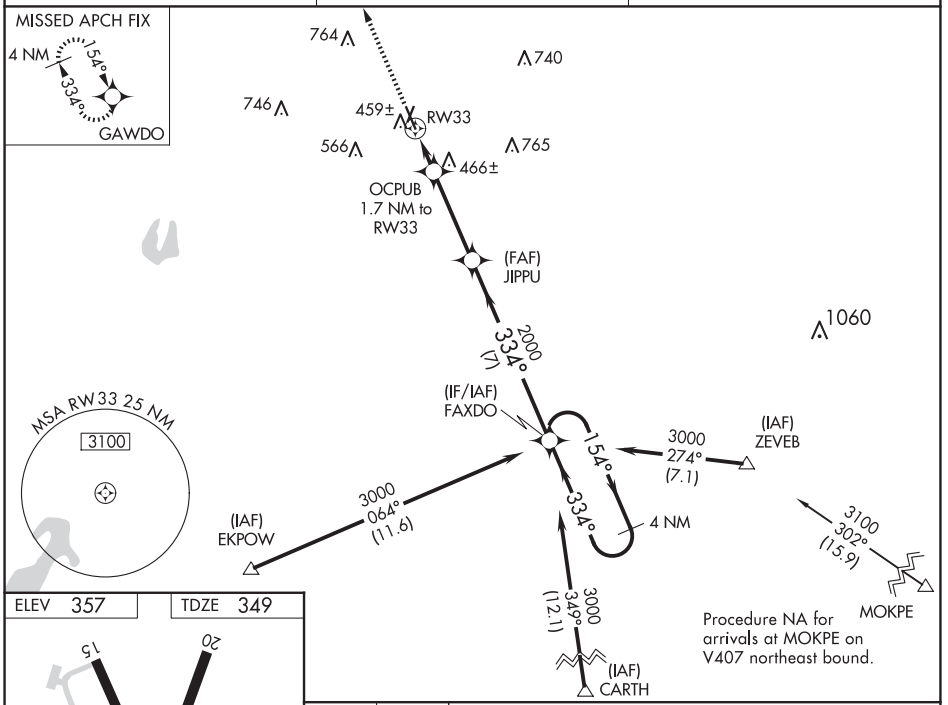
WAAS	APP CRS	Rwy Idg	5002
CH 86926	334°	TDZE	349
W33A		Apt Elev	357

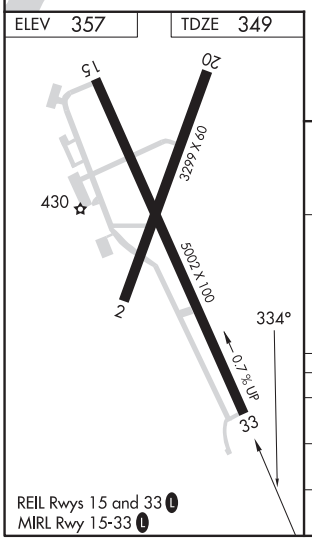
RNP APCH.

T A NA Baro-VNAV NA when using Longview altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 40°C (104°F). Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Longview altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

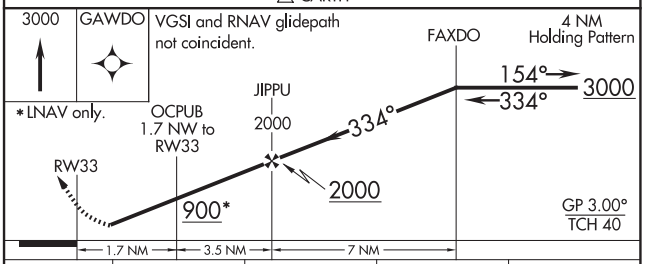
MISSED APPROACH: Climb to 3000 direct GAWDO and hold.

AWOS-3PT	SHREVEPORT APP CON	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L





REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	635-1 286 (300-1)			NA
LNAV/VNAV DA	658-1 309 (300-1)			NA
LNAV MDA	720-1 371 (400-1)		720-1⅛ 371 (400-1⅛)	NA

MARSHALL, TEXAS
Orig-C 07NOV19

32°31'N-94°18'W

HARRISON COUNTY (ASL)

RNAV (GPS) RWY 33

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME-A

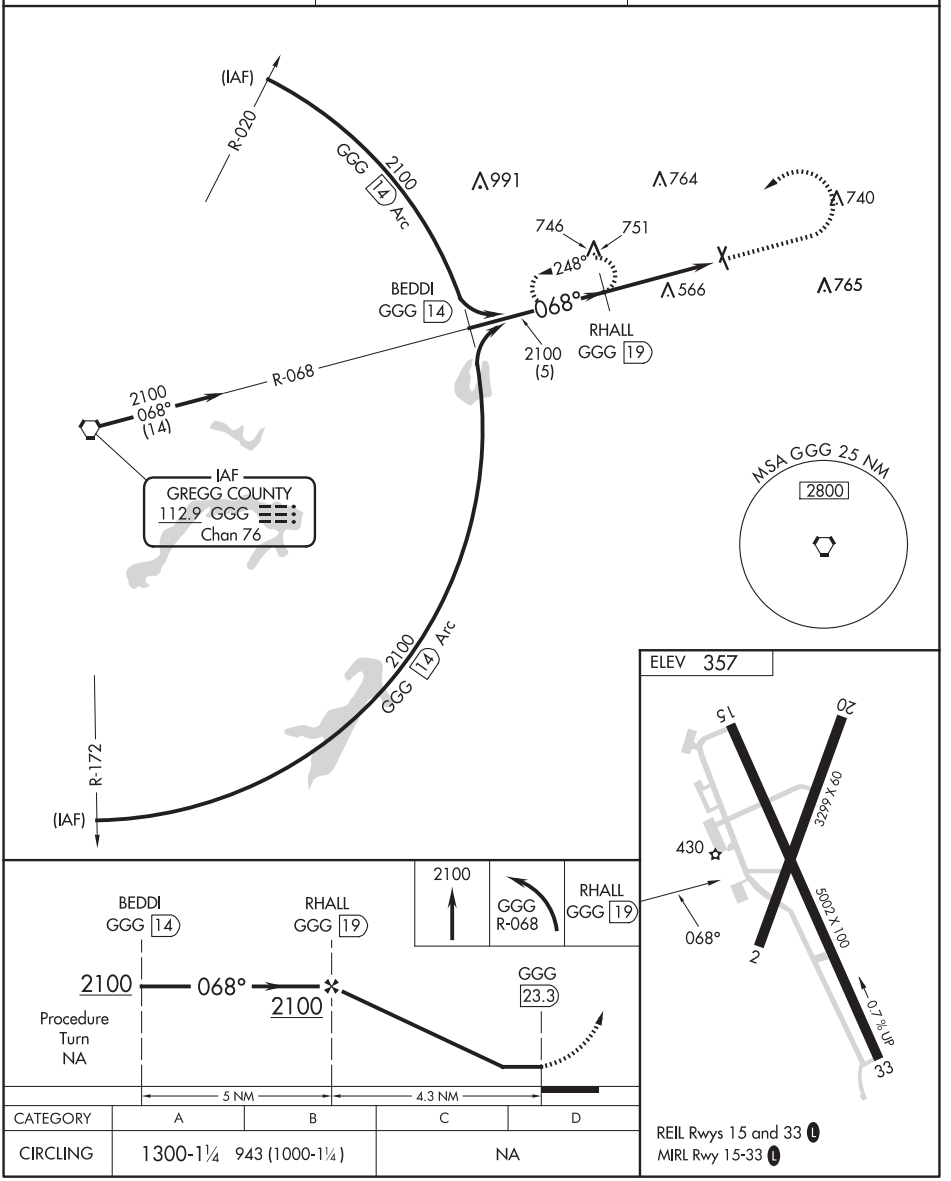
HARRISON COUNTY (ASL)

VORTAC GGG	APP CRS	Rwy Idg	N/A
112.9	068°	TDZE	N/A
Chan 76		Apt Elev	357

When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet; increase Cat B visibility to 1½. Night Landing: Rwy 2, 15, 20 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

AWOS-3PT	SHREVEPORT APP CON	UNICOM
118.675	119.9 335.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 943 (1000-1¼)		NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

MESQUITE, TEXAS

AL-6444 (FAA)

24305

RNAV (GPS) RWY 18

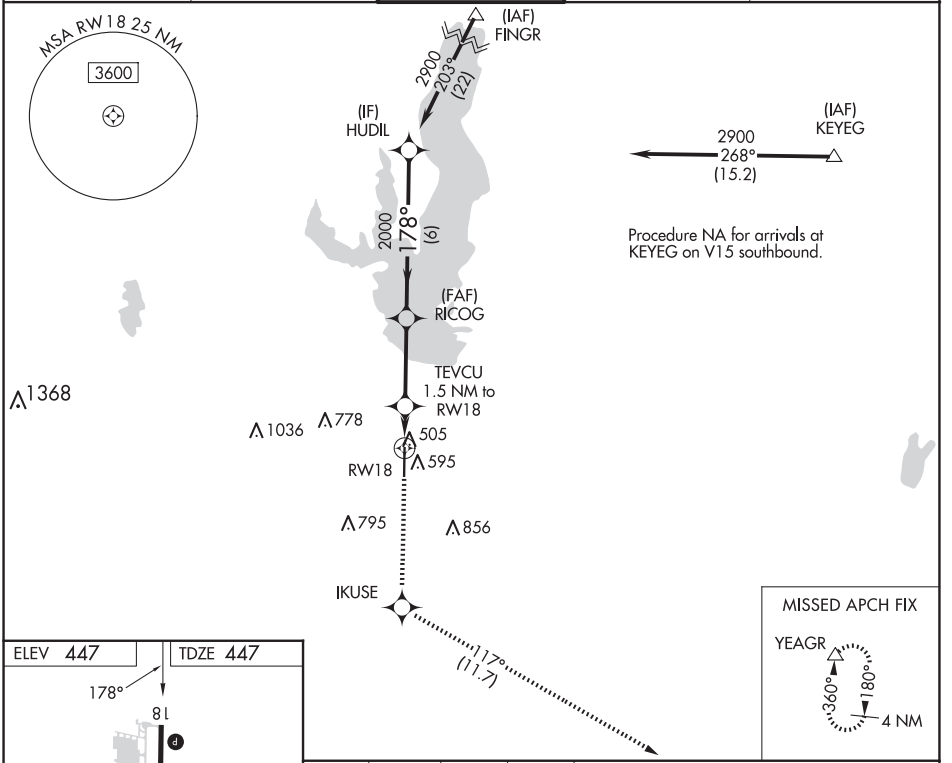
MESQUITE METRO (HQZ)

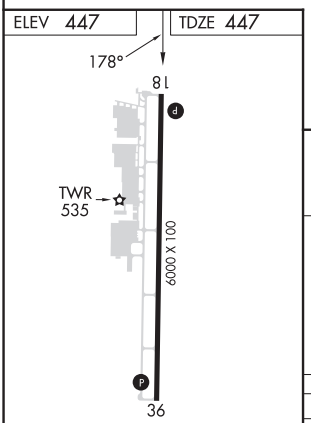
WAAS	APP CRS	Rwy Idg	6000
CH 58301	178°	TDZE	447
W18A		Apt Elev	447

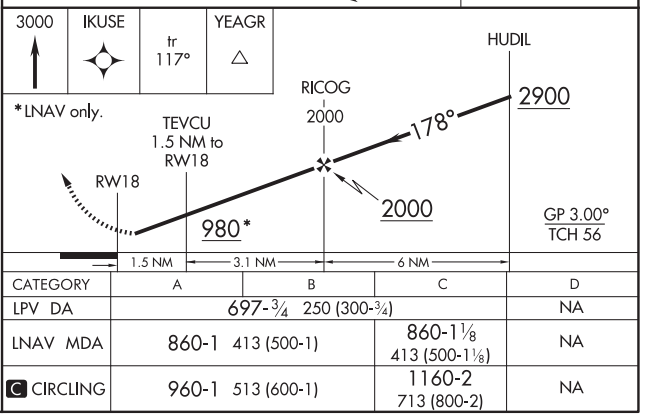
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility to 1 mile, LNAV Cat C visibility to 1⅜ and Circling Cat C visibility to 2¼. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IKUSE then on track 117° to YEAGR and hold.

AWOS-3	LONE STAR APP CON	MESQUITE TOWER★	GND CON	UNICOM
118.175	125.2 343.65	120.3 (CTAF) L	118.85	123.05







CATEGORY	A	B	C	D
LPV DA	697-¾ 250 (300-¾)			NA
LNAV MDA	860-1 413 (500-1)		860-1⅛ 413 (500-1⅛)	NA
C CIRCLING	960-1 513 (600-1)		1160-2 713 (800-2)	NA

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L
RLLS Rwys 18 and 36 L

MESQUITE, TEXAS
Amdt 1A 25JUN15

32°45'N-96°32'W

MESQUITE METRO (HQZ)

RNAV (GPS) RWY 18

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

MESQUITE METRO (HQZ)

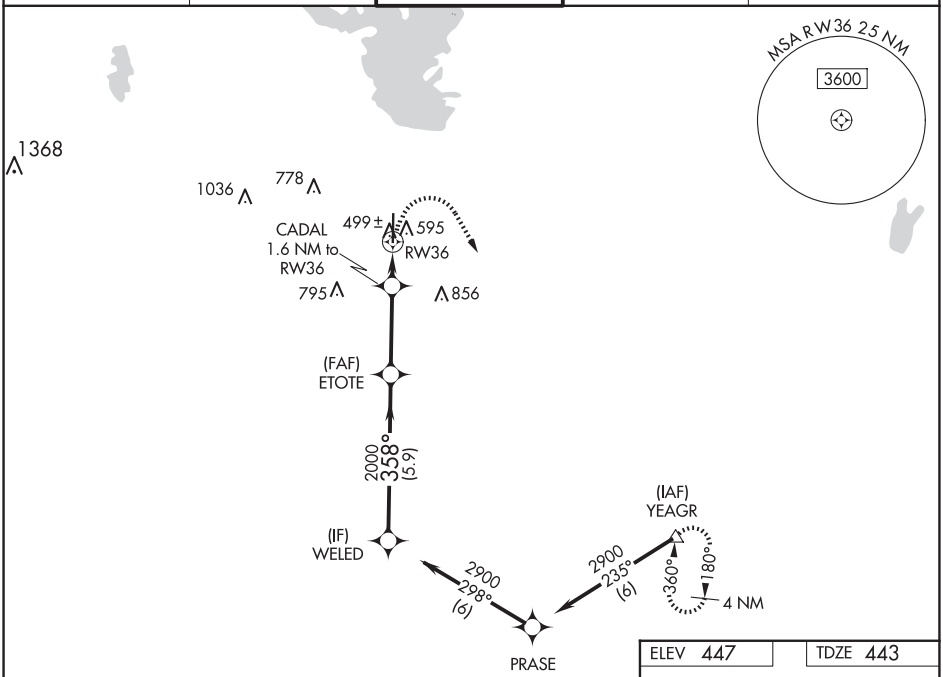
WAAS	APP CRS	Rwy Idg	6000
CH 78401	358°	TDZE	443
W36A		Apt Elev	447

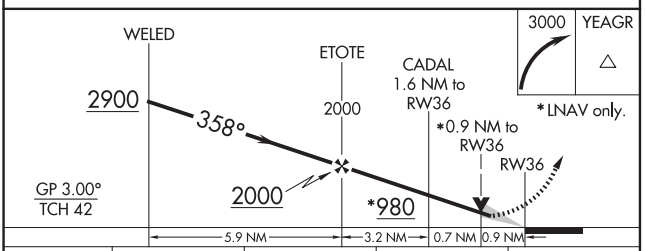
T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility to 1 mile, increase Circling Cat C visibility to 2¼ mile. VDP NA when using Dallas Love Fld altimeter setting.

A

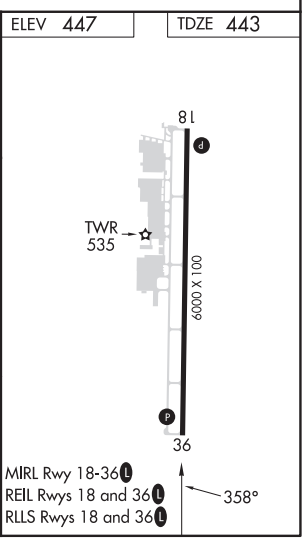
MISSED APPROACH: Climbing right turn to 3000 direct YEAGR and hold.

AWOS-3	LONE STAR APP CON	MESQUITE TOWER★	GND CON	UNICOM
118.175	125.2 343.65	120.3 (CTAF) L	118.85	123.05





CATEGORY	A	B	C	D
LPV DA	693-⅞	250 (300-⅞)		NA
LNAV MDA	760-1	317 (400-1)		NA
C CIRCLING	960-1	513 (600-1)	1160-2 713 (800-2)	NA



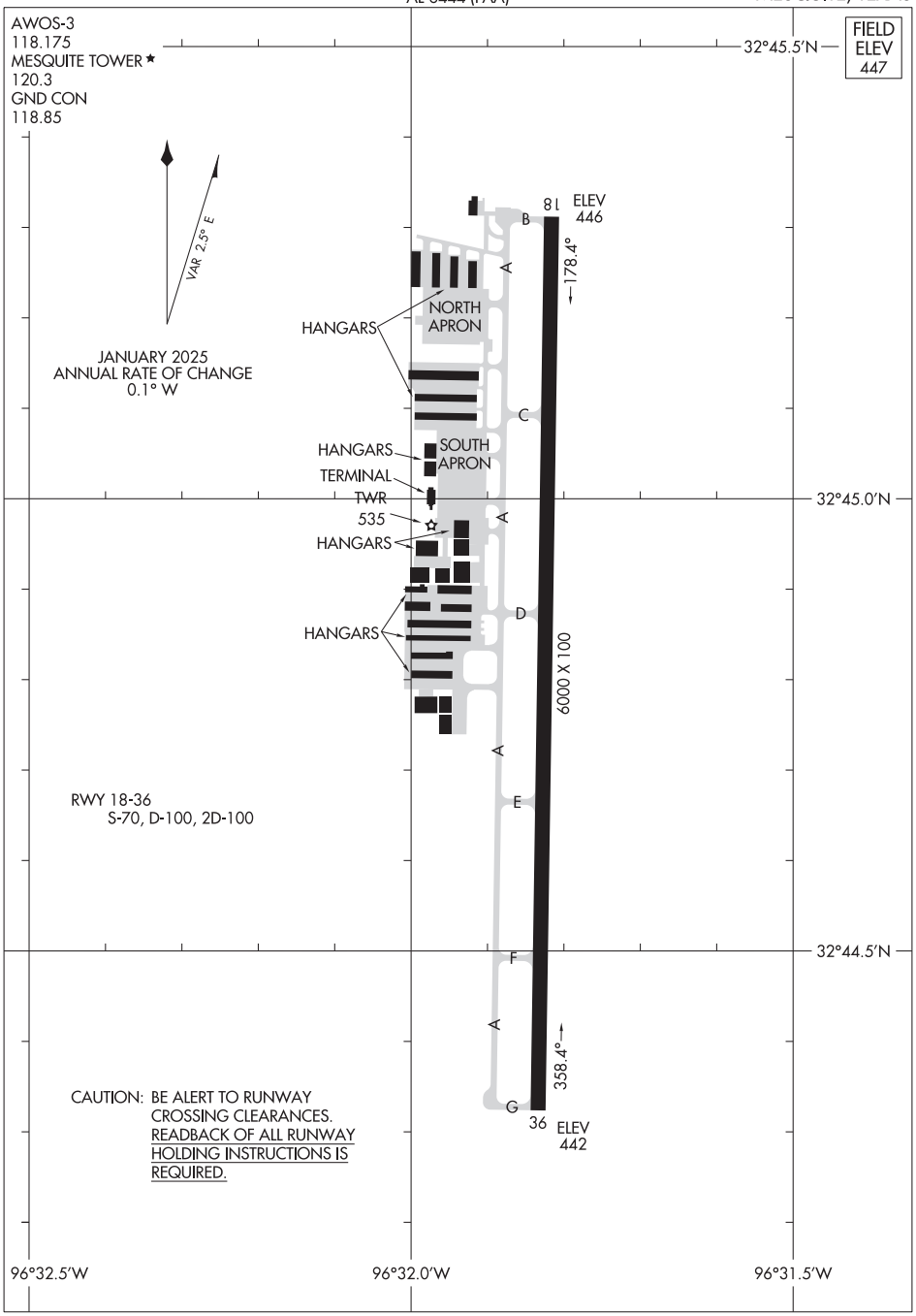
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25107

AIRPORT DIAGRAM

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

AL-6444 (FAA)



SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107
MESQUITE, TEXAS
MESQUITE METRO (HQZ)

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 178° to 947, then on heading 274° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 358° to 947, then on heading 272° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DALLAS THREE DEPARTURE

MESQUITE, TEXAS

DALLAS THREE DEPARTURE

MESQUITE, TEXAS

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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SC-2, 07 AUG 2025 to 02 OCT 2025

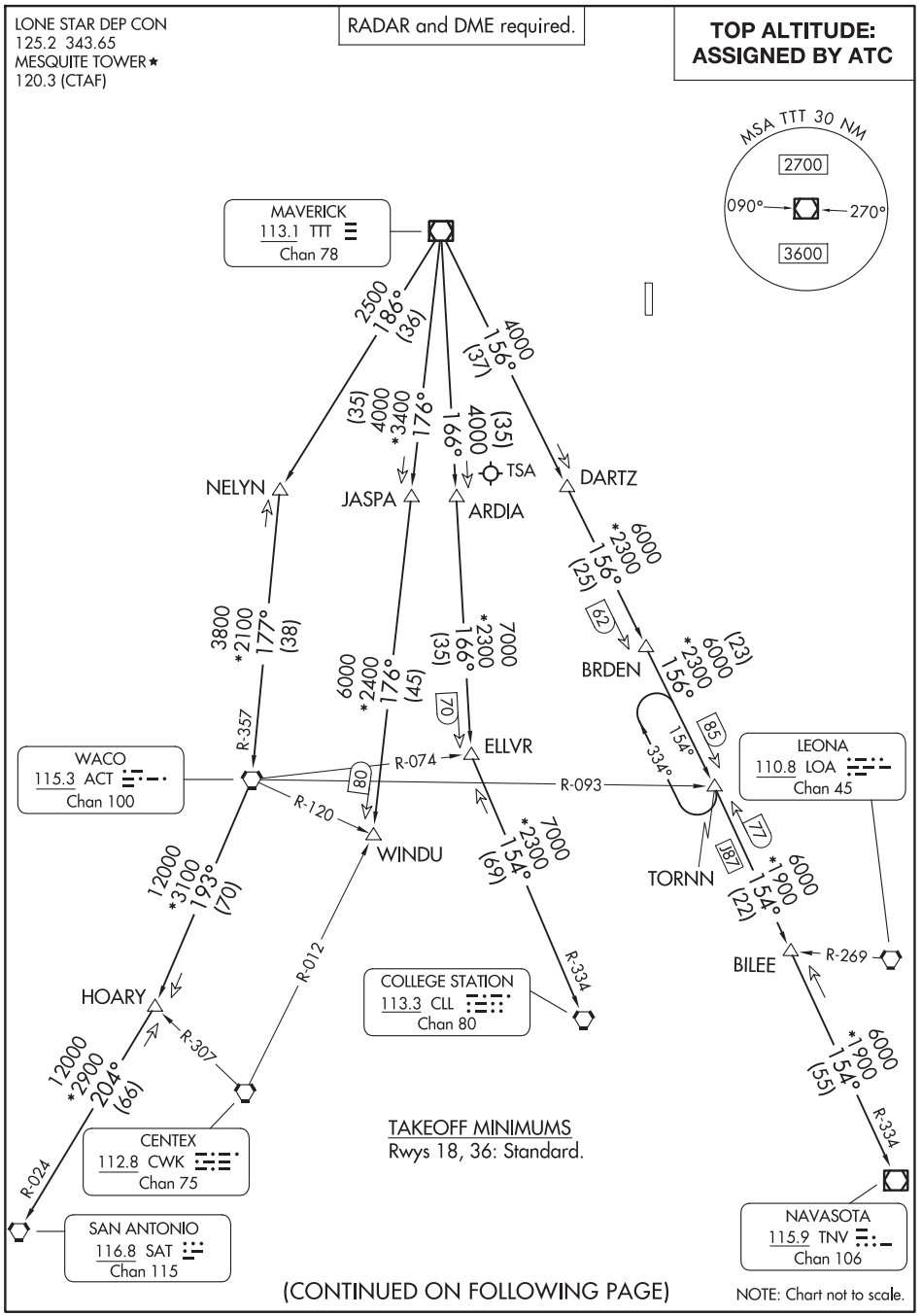
JOE POOL EIGHT DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
125.2 343.65
MESQUITE TOWER ★
120.3 (CTAF)

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(JPOOL8.TTT) 25219 AL-6444 (FAA)

JOE POOL EIGHT DEPARTURE

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

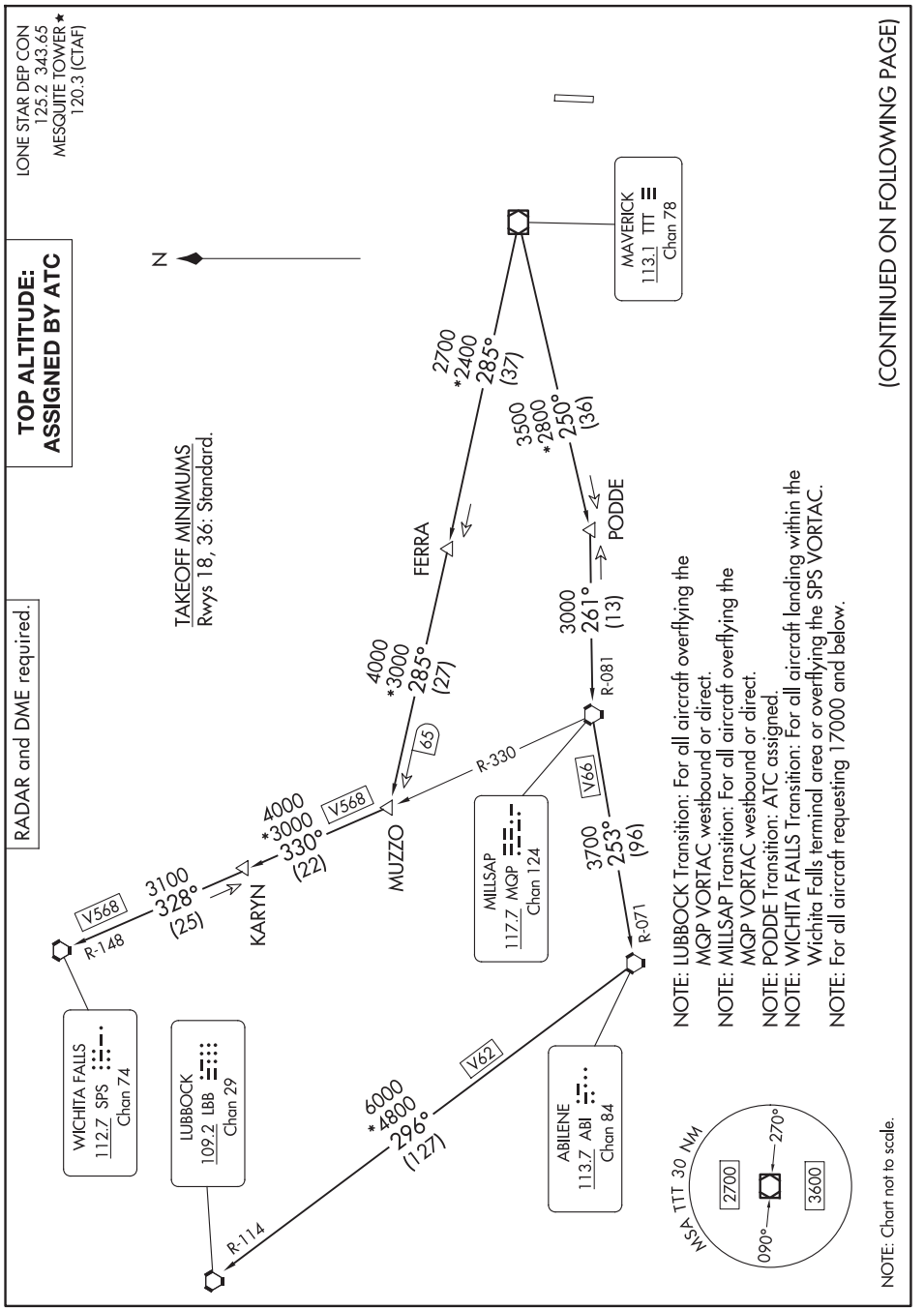
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

KINGDOM FIVE DEPARTURE



KINGDOM FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

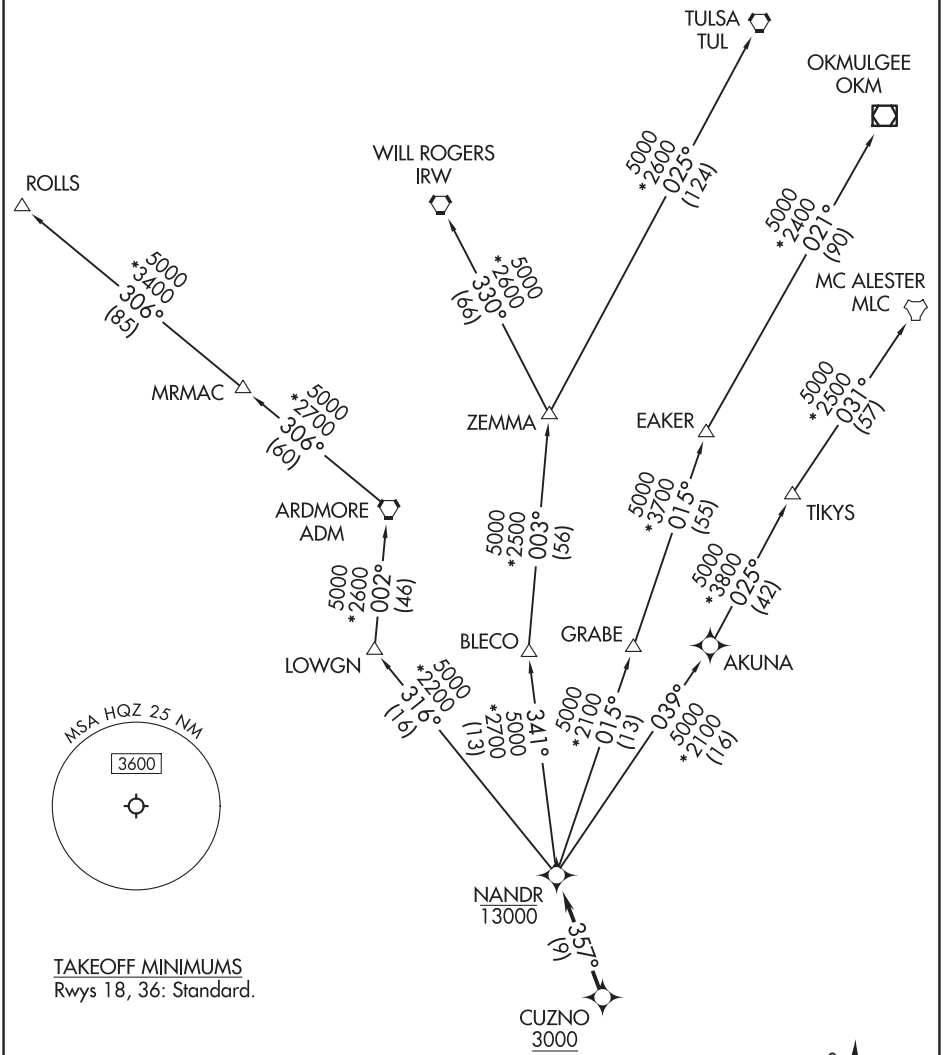
BDDAY TRANSITION (KUSSO1.BDDAY)
BSKAT TRANSITION (KUSSO1.BSKAT)
FORCK TRANSITION (KUSSO1.FORCK)
LOOSE TRANSITION (KUSSO1.LOOSE)
MRSSH TRANSITION (KUSSO1.MRSSH)
ZALEA TRANSITION (KUSSO1.ZALEA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR 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.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

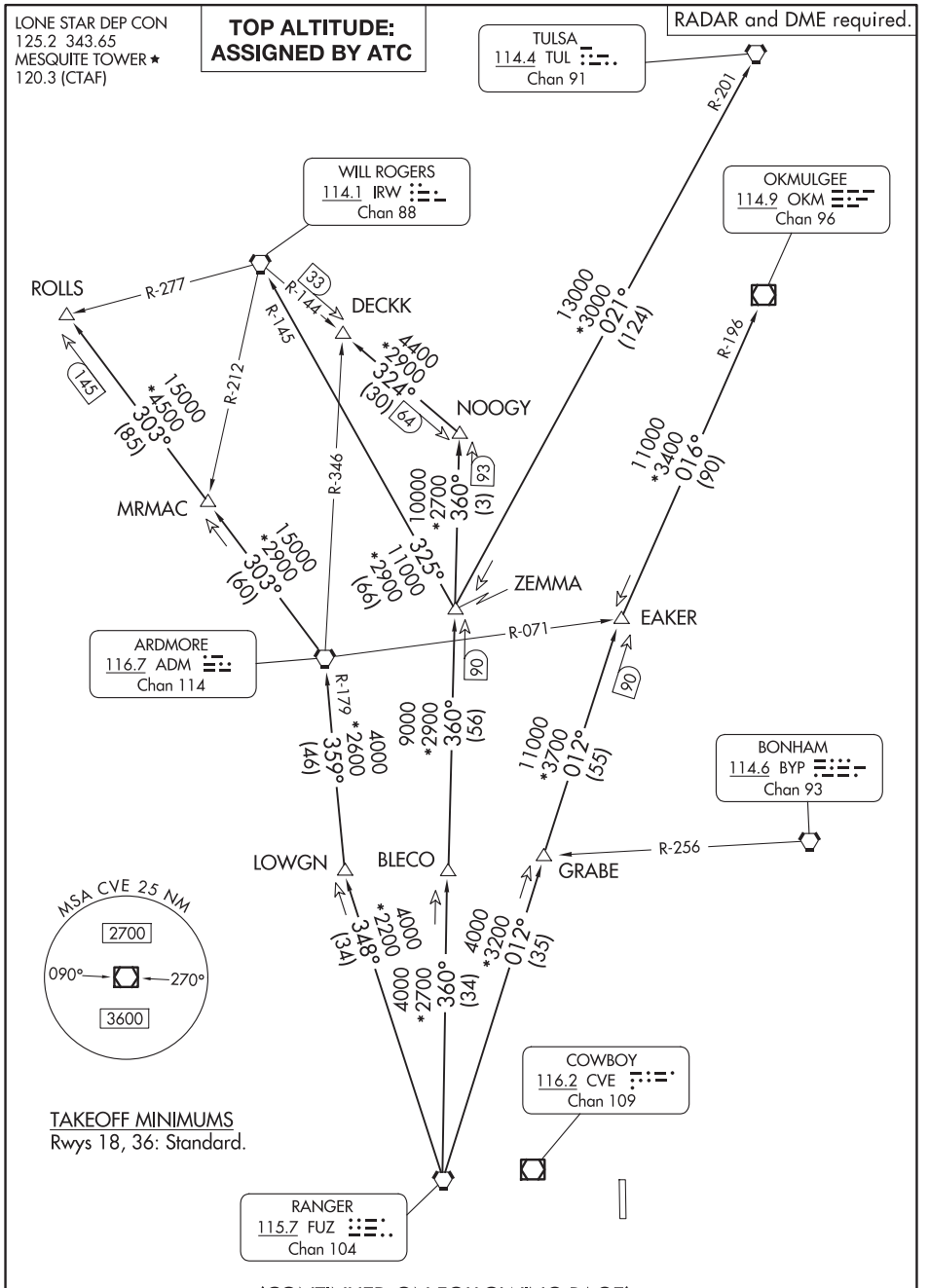
TAKEOFF RUNWAY 18: Climb on heading 178° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 358° or as assigned by ATC, thence. . .

. . .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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025

TEXOMA FIVE DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

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.

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SC-2, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: ASSIGNED BY ATC
RADAR and DME required.
LONE STAR DEP CON 125.2 343.65
MESQUITE TOWER★ 120.3 (CTAF)
MSA TTT 30 NM
2700
3600
090°
270°
N
MAVERICK 113.1 TTT Chan 78
WICHITA FALLS 112.7 SPS Chan 74
CHILDRESS 117.0 CDS Chan 117
PANHANDLE 116.6 PNH Chan 113
TEXICO 112.2 TXO Chan 59
LUBBOCK 109.2 LBB Chan 29
CORONA 115.5 CNX Chan 102
ABILENE 113.7 ABI Chan 84
MILLSAP 117.7 MQP Chan 124
R-233
R-127
R-118
R-124
R-088
R-114
R-071
R-081
V114
V62
V66
I29
SCABI
FERRA
PODDE
14000 *3200 307° (61)
14000 *3000 285° (92)
4000 *2400 285° (37)
5300 297° (87)
5900 305° (66)
FL180 272° *9300 (192)
14000 *4800 296° (127)
3700 253° (96)
3500 *2800 250° (36)
3000 261° (13)
NOTE: PODDE Transition: ATC assigned.
TAKEOFF MINIMUMS
Rwys 18, 36: Standard.
(CONTINUED ON FOLLOWING PAGE)
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.

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RNAV (GPS) RWY 18

MID-WAY RGNL (JWY)

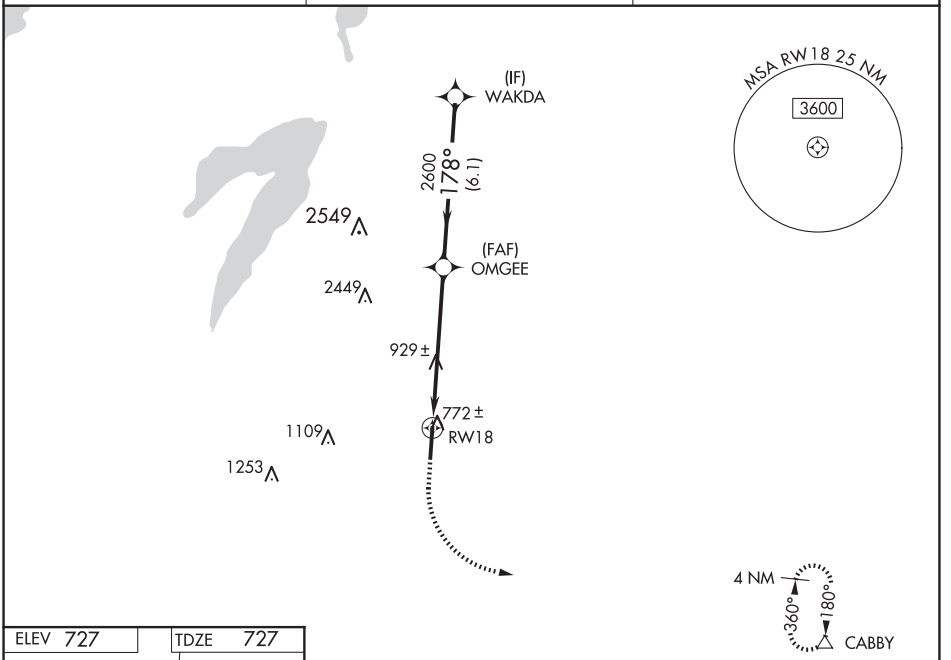
WAAS	APP CRS	Rwy Idg	6500
CH 62920	178°	TDZE	727
W18A		Apt Elev	727

RNP APCH.

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.

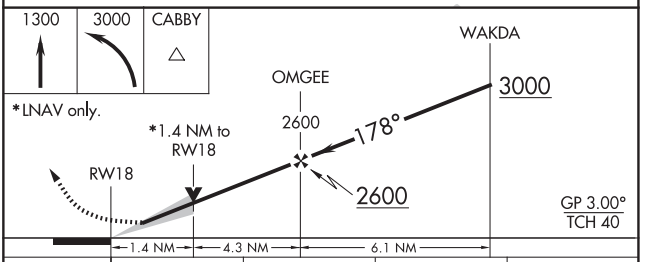
AWOS-3P	LONE STAR APP CON	UNICOM
119.575	125.2 343.65	122.975 (CTAF) L



ELEV 727 | TDZE 727

MIRL Rwy 18-36 L

REIL Rwy 18 L



CATEGORY	A	B	C	D
LPV DA	927-¾ 200 (200-¾)			
LNAV/VNAV DA	998-⅞ 271 (300-⅞)			
LNAV MDA	1220-1 493 (500-1)		1220-1⅜ 493 (500-1⅜)	
CIRCLING	1220-1 493 (500-1)		1300-1½ 573 (600-1½)	1420-2¼ 693 (700-2¼)

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MIDLOTHIAN/WAXAHACHIE, TEXAS

AL-9212 (FAA)

24305

RNAV (GPS) RWY 36

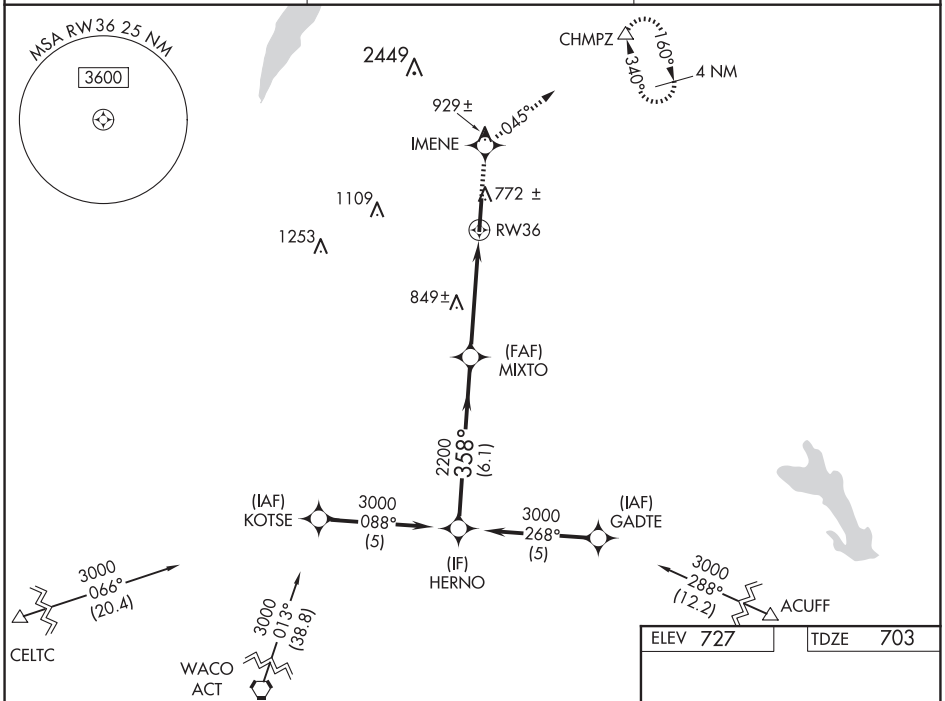
MID-WAY RGNL (JWY)

WAAS	APP CRS	Rwy Idg	6500
CH 62814	358°	TDZE	703
W36A		Apt Elev	727

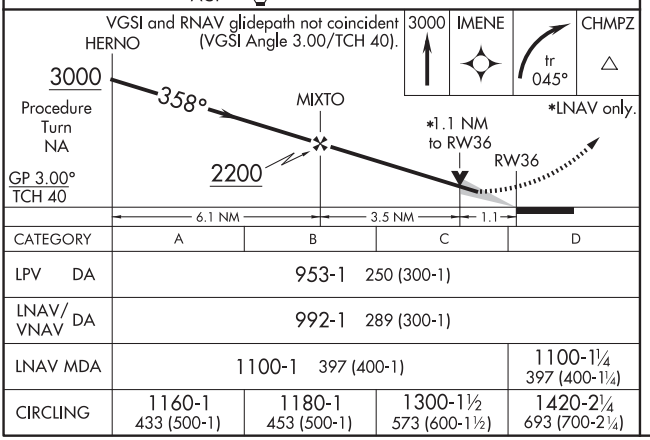
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats 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.

MISSED APPROACH: Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

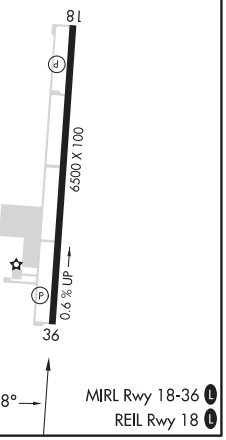
AWOS-3P	LONE STAR APP CON	UNICOM
119.575	125.2 343.65	122.975 (CTAF) L



ELEV 727	TDZE 703



CATEGORY	A	B	C	D
LPV DA	953-1 250 (300-1)			
LNAV/VNAV DA	992-1 289 (300-1)			
LNAV MDA	1100-1 397 (400-1)			1100-1¼ 397 (400-1¼)
CIRCLING	1160-1 433 (500-1)	1180-1 453 (500-1)	1300-1½ 573 (600-1½)	1420-2¼ 693 (700-2¼)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

LONE STAR DEP CON
125.2 343.65
CTAF
122.975
MSA JWY 25 NM
3600
RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.
TAKEOFF MINIMUMS
Rwys 18, 36: Standard.
TOP ALTITUDE: ASSIGNED BY ATC
BOTCH 13000
DEMII 5000
270° (13)
315°
2700
358°
178°
317°
1700
PGLET
MUTEE
TYGGR
DBLSS
RUFFS
ROOOO
FUMED
LYNDE
RBBIT
HUDAD
HRPER
KATZZ
ALIAN
WSTEX
CIKAN
DOSXX
HULZE
BRHMA
9000 *2600 308° (16)
9000 *2500 287° (13)
9000 *2500 256° (12)
9000 *2500 232° (15)
9000 *3600 291° (27)
9000 *2800 288° (27)
9000 *2800 283° (26)
9000 *3100 268° (25)
9000 *3100 262° (25)
9000 *3000 291° (66)
9000 *3000 288° (69)
9000 *3400 282° (71)
9000 *3100 268° (51)
9000 *3100 262° (56)
9000 *4000 282° (75)
9000 *4100 263° (50)
9000 *3100 251° (33)
9000 *3100 285° (37)
N
NOTE: ALIAN Transition: ATC assigned only.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 178° to 1700, then on heading 317° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 358° to 2700, then on heading 315° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

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GARLAND SIX DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

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 (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

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JOE POOL EIGHT DEPARTURE

MIDLOTHIAN/WAXAHACHIE, TEXAS

LONE STAR DEP CON
125.2 343.65
CTAF
122.975

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

MSA TTT 30 NM
2700
090° 270°
3600

MAVERICK
113.1 TTT
Chan 78

2700
013°
178°
1700

2500 186° (36)
4000 156° (37)
(35) 4000 *3400 176°
166° (35) 4000
TSA

NELYN
JASPA
ARDIA
DARTZ

6000 *2300 156° (25)
62
(23) 6000 *2300 156°
BRDEN

3800 *2100 177° (38)
6000 *2400 176° (45)
7000 *2300 166° (35)
70
ELLVR

334° 154°
85
LEONA
110.8 LOA
Chan 45

WACO
115.3 ACT
Chan 100

R-357
80
R-074
R-093
R-120
WINDU

12000 *3100 193° (70)
7000 *2300 154° (69)
77
187
6000 *1900 154° (22)
TORNN

BILEE
R-269

HOARY
R-307
R-012
R-334

COLLEGE STATION
113.3 CLL
Chan 80

12000 *2900 204° (66)
6000 *1900 154° (55)

CENTEX
112.8 CWK
Chan 75

R-024

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

SAN ANTONIO
116.8 SAT
Chan 115

NAVASOTA
115.9 TNV
Chan 106

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 178° to 1700 before proceeding northbound.
TAKEOFF RUNWAY 36: Climb heading 013° to 2700 before turning left.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

KINGDOM FIVE DEPARTURE

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 airpsace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

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(CONTINUED ON FOLLOWING PAGE)

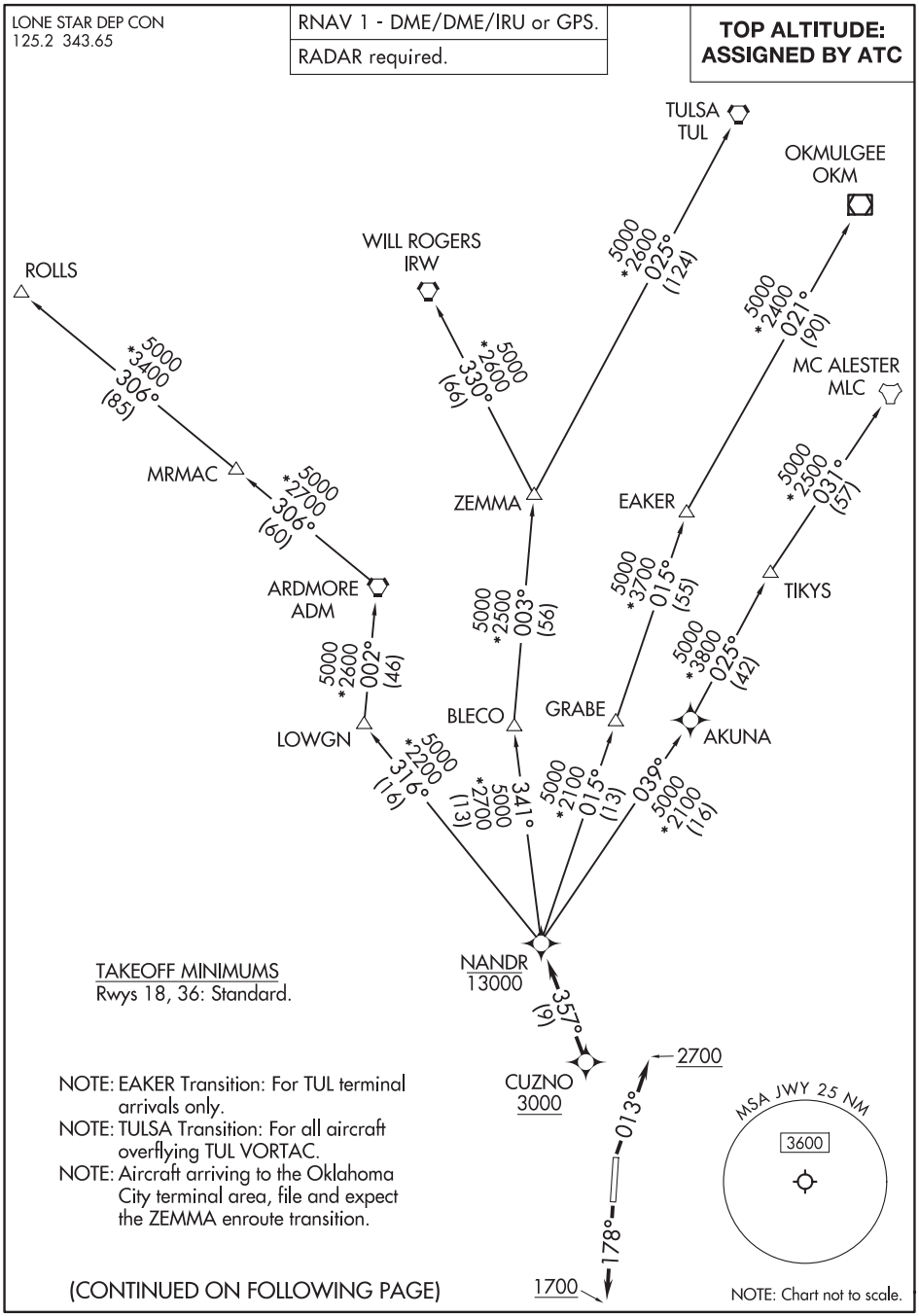
DEPARTURE ROUTE DESCRIPTION

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)

SC-2, 07 AUG 2025 to 02 OCT 2025



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.

(CONTINUED ON FOLLOWING PAGE)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 178° to 1700, thence. . .
TAKEOFF RUNWAY 36: Climb on heading 013° to 2700, 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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

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APP CRS	Rwy Idg	4002
180°	TDZE	421
	Apt Elev	433

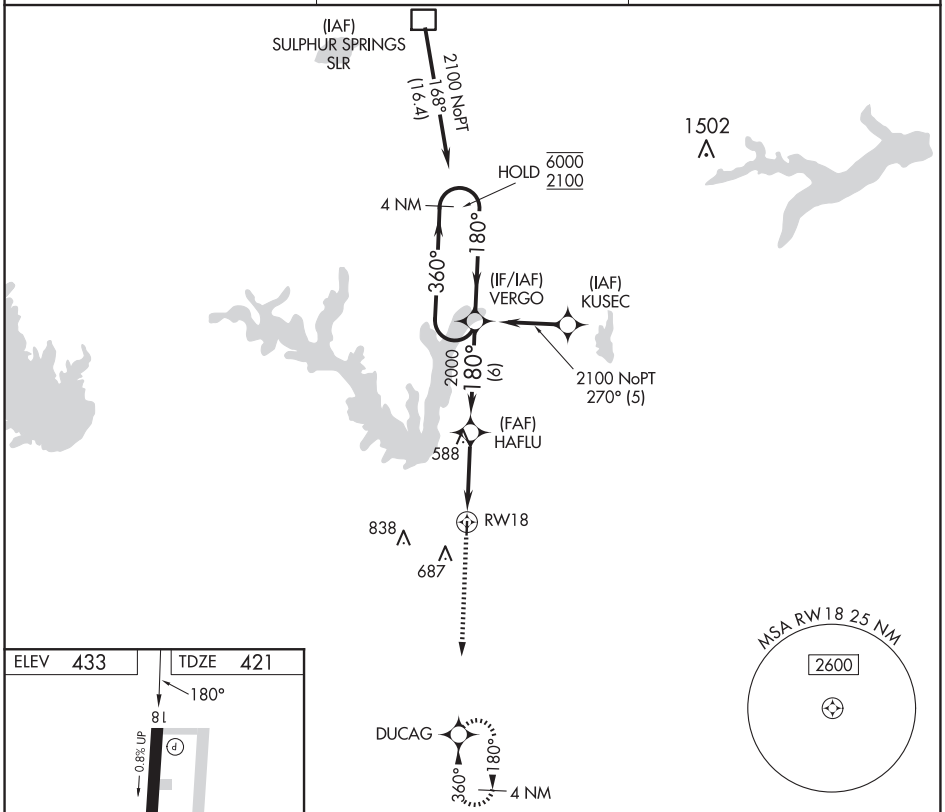
RNAV (GPS) RWY 18
WOOD COUNTY/COLLINS FLD (JDD)

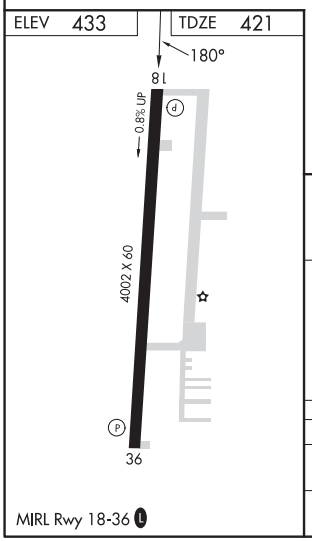
RNP APCH - GPS.

Circling Rwy 36 NA at night.
Rwy 18 helicopter visibility reduction below ¾ SM NA.

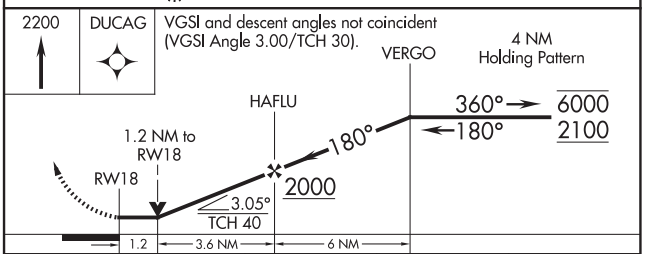
MISSED APPROACH: Climb to 2200 direct DUCAG and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 399 (400-1)		820-1⅛ 399 (400-1⅛)	NA
CIRCLING	940-1 507 (600-1)	1000-1 567 (600-1)	1000-1½ 567 (600-1½)	NA

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MINEOLA/QUITMAN, TEXAS | AL-6800 (FAA) | 22363

RNAV (GPS) RWY 36
WOOD COUNTY/COLLINS FLD (JDD)

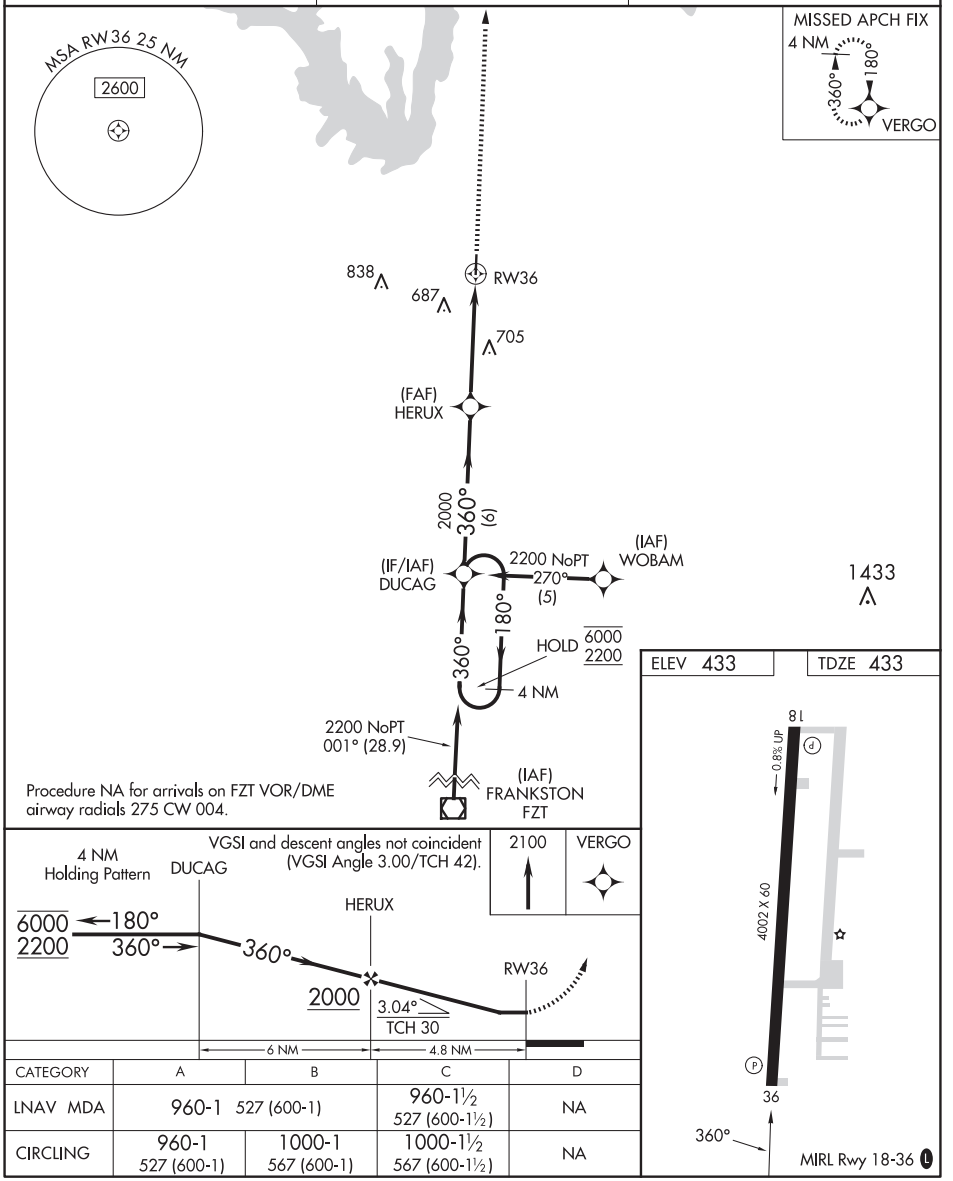
APP CRS	Rwy Idg	4002
360°	TDZE	433
	Apt Elev	433

RNP APCH.

Rwy 36 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

AWOS-3	LONGVIEW APP CON ★	UNICOM
118.9	128.75 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	960-1 527 (600-1)		960-1½ 527 (600-1½)	NA
CIRCLING	960-1 527 (600-1)	1000-1 567 (600-1)	1000-1½ 567 (600-1½)	NA

MINEOLA/QUITMAN, TEXAS
Orig-E 27JAN22

32°45'N-95°30'W

WOOD COUNTY/COLLINS FLD (JDD)
RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31

MINERAL WELLS RGNL (MWL)

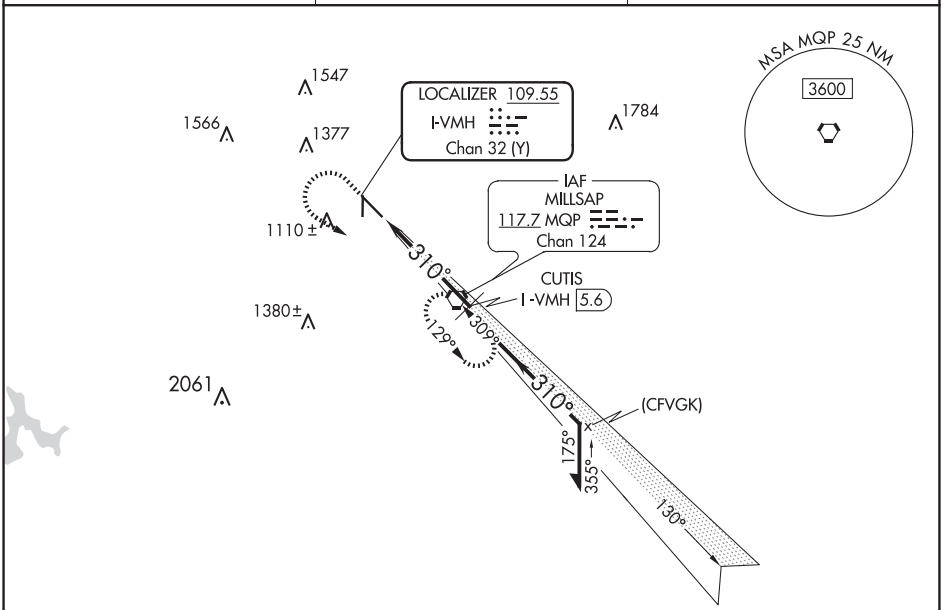
LOC/DME I-VMH	APP CRS	Rwy Idg	5596
109.55	310°	TDZE	974
Chan 32 (Y)		Apt Elev	974

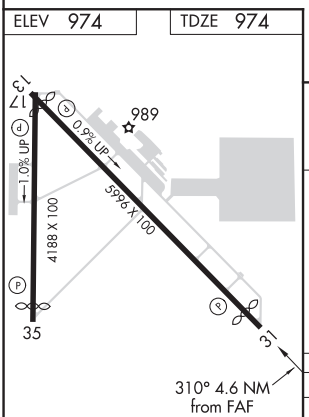
DME required.

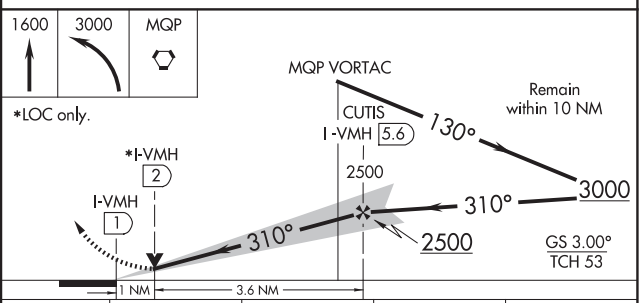
NA Circling to Rwy 17-35 NA at night.
Autopilot coupled approach NA below 1500.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.075	127.0 360.6	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1174-¾ 200 (200-¾)			
S-LOC 31	1340-1 366 (400-1)			
C CIRCLING	1420-1 446 (500-1)	1460-1 486 (500-1)	1740-2¼ 766 (800-2¼)	1740-2½ 766 (800-2½)

MIRL Rwys 13-31 and 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

MINERAL WELLS, TEXAS | AL-658 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	5696
CH 65747	130°	TDZE	947
W13A		Apt Elev	974

RNAV (GPS) RWY 13

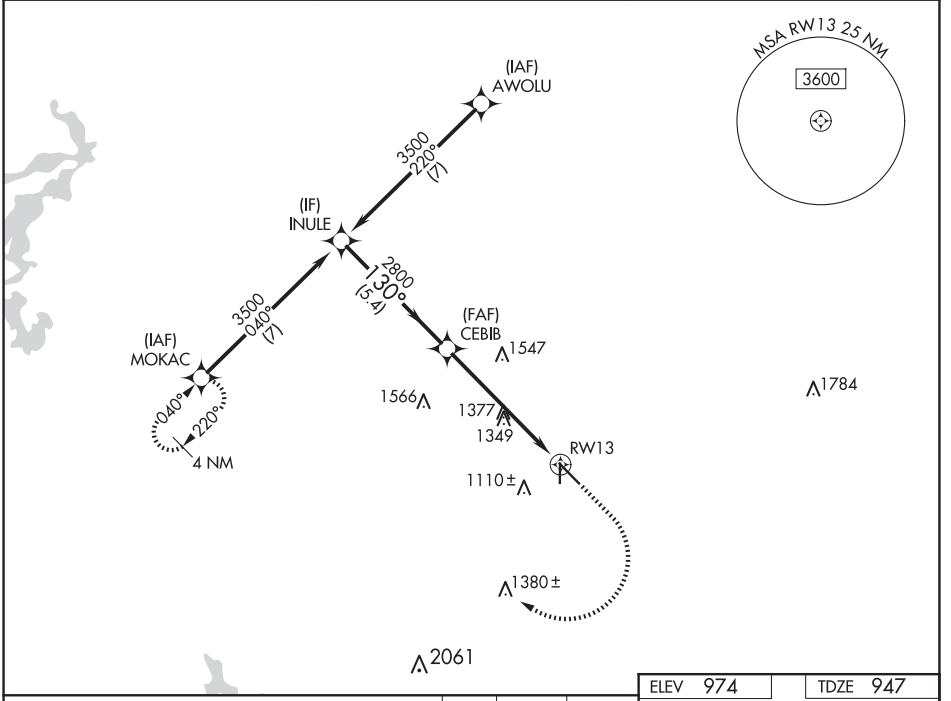
MINERAL WELLS RGNL (MWL)

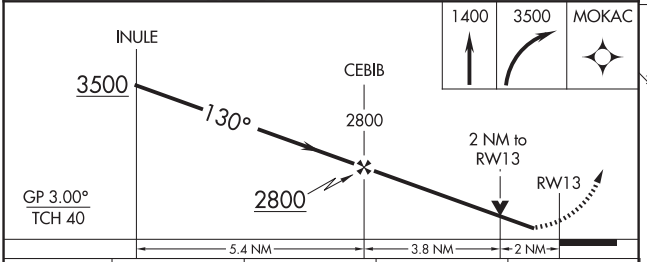
RNP APCH - GPS.

Circling Rwys 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Rwy 13 helicopter visibility reduction below 1 SM NA.

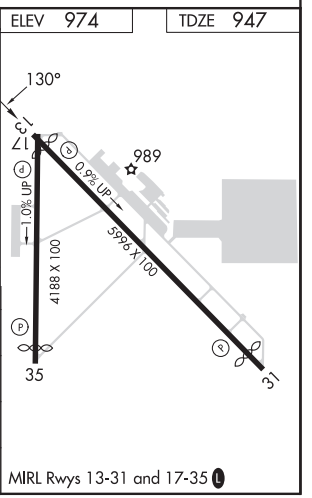
MISSED APPROACH: Climb to 1400 then climbing right turn to 3500 direct MOKAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.075	127.0 360.6	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1197-1		250 (300-1)	
LNAV/VNAV DA	1198-1		251 (300-1)	
LNAV MDA	1600-1	653 (700-1)	1600-1⅞	653 (700-1⅞)
CIRCLING	1600-1	626 (700-1)	1740-2¼ 766 (800-2¼)	1740-2½ 766 (800-2½)



MINERAL WELLS, TEXAS
Orig 12JUN25

32°47′N-98°04′W

MINERAL WELLS RGNL (MWL)
RNAV (GPS) RWY 13

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31

MINERAL WELLS RGNL (MWL)

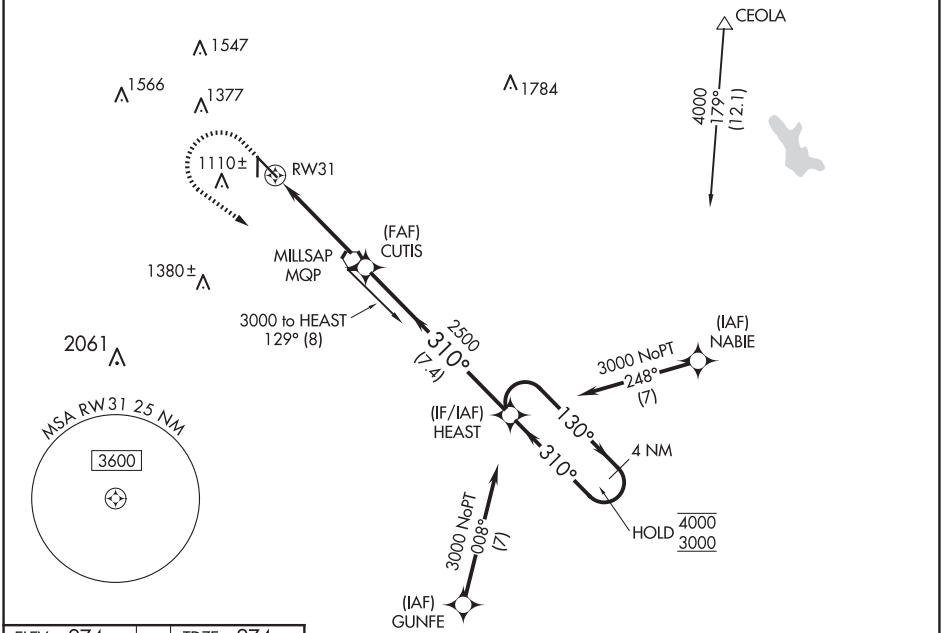
WAAS	APP CRS	Rwy Idg	5596
CH 70639	310°	TDZE	974
W31A		Apt Elev	974

RNP APCH.

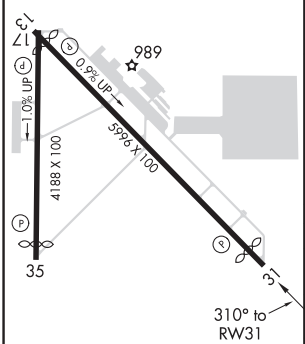
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Circling Rwys 17, 35 NA at night.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct HEAST and hold.

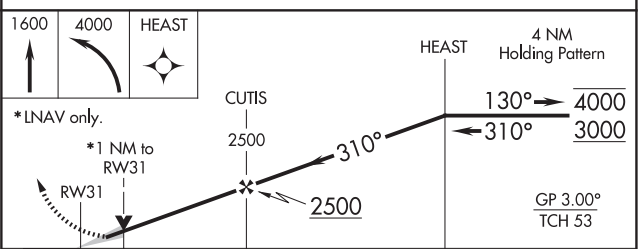
ASOS	FORT WORTH CENTER	UNICOM
135.075	127.0 360.6	122.725 (CTAF) L



ELEV 974	TDZE 974



MIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	1174-¾	200 (200-¾)		
LNAV/VNAV DA	1224-¾	250 (300-¾)		
LNAV MDA	1340-1	366 (400-1)		
C CIRCLING	1420-1 446 (500-1)	1460-1 486 (500-1)	1740-2¼ 766 (800-2¼)	1740-2½ 766 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

MINERAL WELLS, TEXAS AL-658 (FAA) 22363

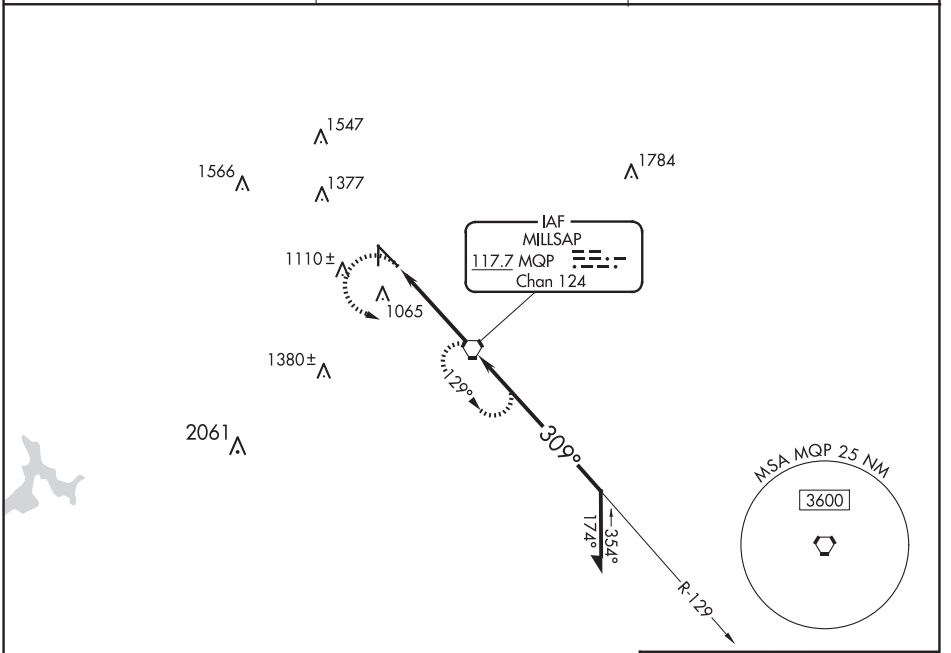
VOR RWY 31

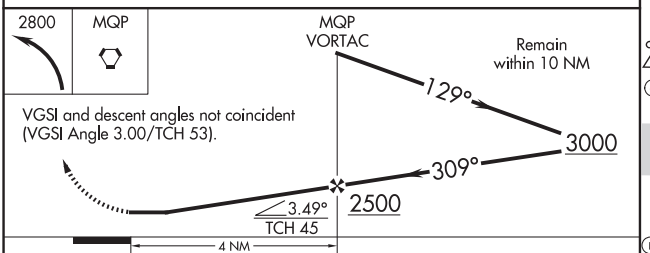
MINERAL WELLS RGNL (MWL)

VORTAC MQP 117.7 Chan 124	APP CRS 309°	Rwy Idg 5596 TDZE 974 Apt Elev 974

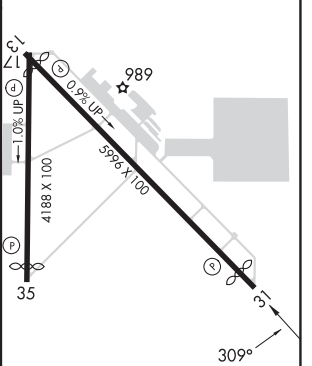
NA	Circling to Rwy 17 NA at night. When local altimeter settting not received, use Fort Worth Meacham altimeter setting.	MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.075	127.0 360.6	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
C CIRCLING	1420-1 446 (500-1)	1460-1 486 (500-1)	1740-2¼ 766 (800-2¼)	1740-2½ 766 (800-2½)
FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS				
S-31	1460-1 486 (500-1)		1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
C CIRCLING	1540-1 566 (600-1)	1560-1 586 (600-1)	1820-2½ 846 (900-2½)	1820-2¾ 846 (900-2¾)



MIRL Rwys 13-31 and 17-35 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

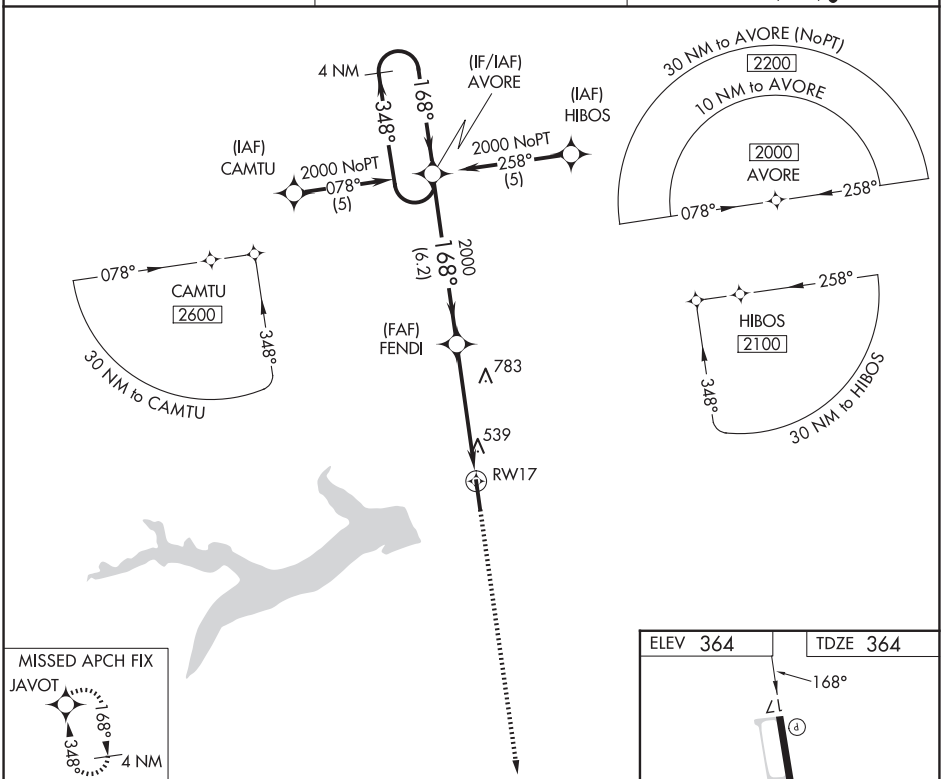
MOUNT PLEASANT RGNL (OSA)

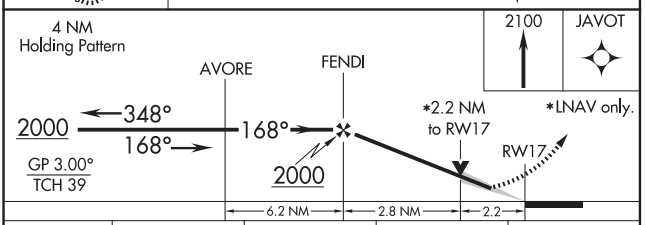
APP CRS	Rwy Ldg	6004
168°	TDZE	364
	Apt Elev	364

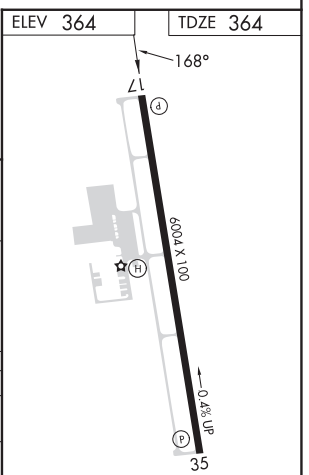
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, and circling visibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2100 direct JAVOT and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.025 317.75	122.7 (CTAF) L







REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
LNAV/VNAV DA	890-2 526 (600-2)			
LNAV MDA	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)
CIRCLING	1100-1 736 (800-1)		1100-2 736 (800-2)	1100-2¼ 736 (800-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

MOUNT PLEASANT, TEXAS | AL-10186 (FAA) | 25219

APP CRS	Rwy Ldg	6004
348°	TDZE	360
	Apt Elev	364

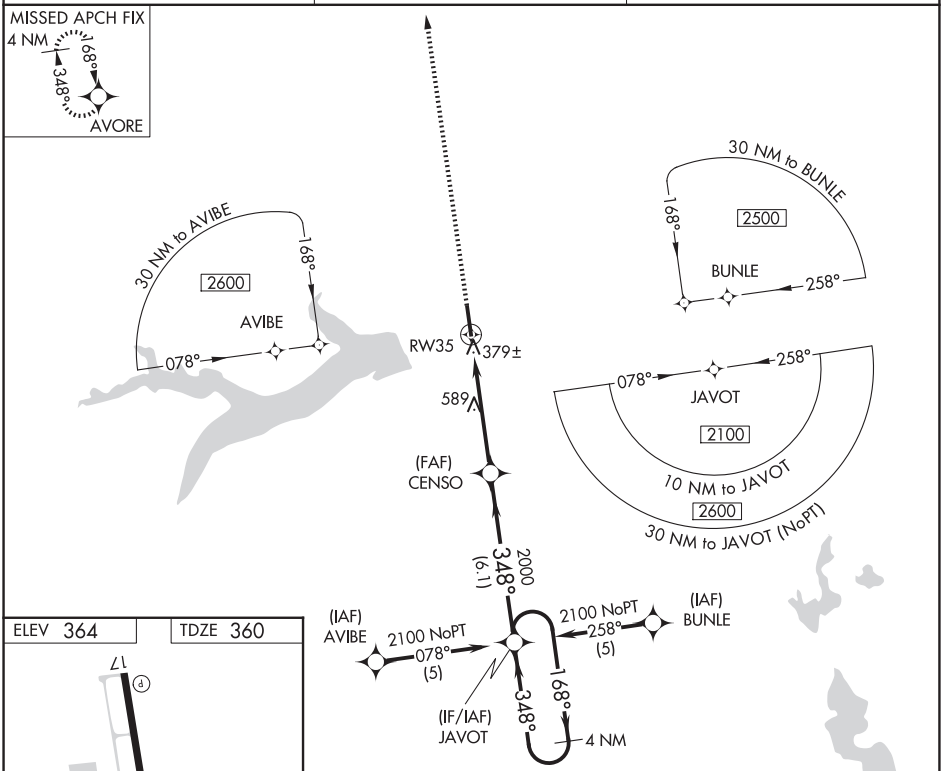
RNAV (GPS) RWY 35

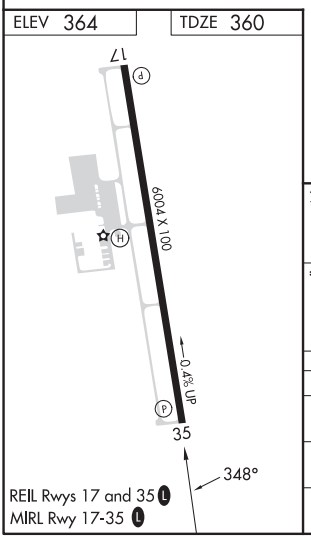
MOUNT PLEASANT RGNL (OSA)

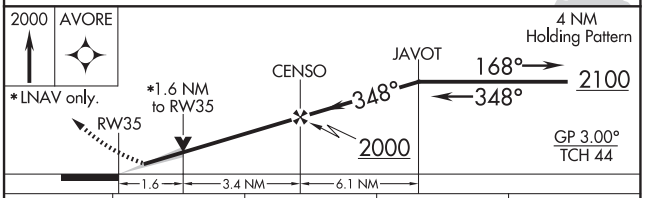
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.025 317.75	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	700-1¼ 340 (400-1¼)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1 536 (600-1)		1040-2 676 (700-2)	1040-2¼ 676 (700-2¼)

MOUNT PLEASANT, TEXAS
Amdt 1A 30DEC21

33°06'N-94°58'W

MOUNT PLEASANT RGNL (OSA)
RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13

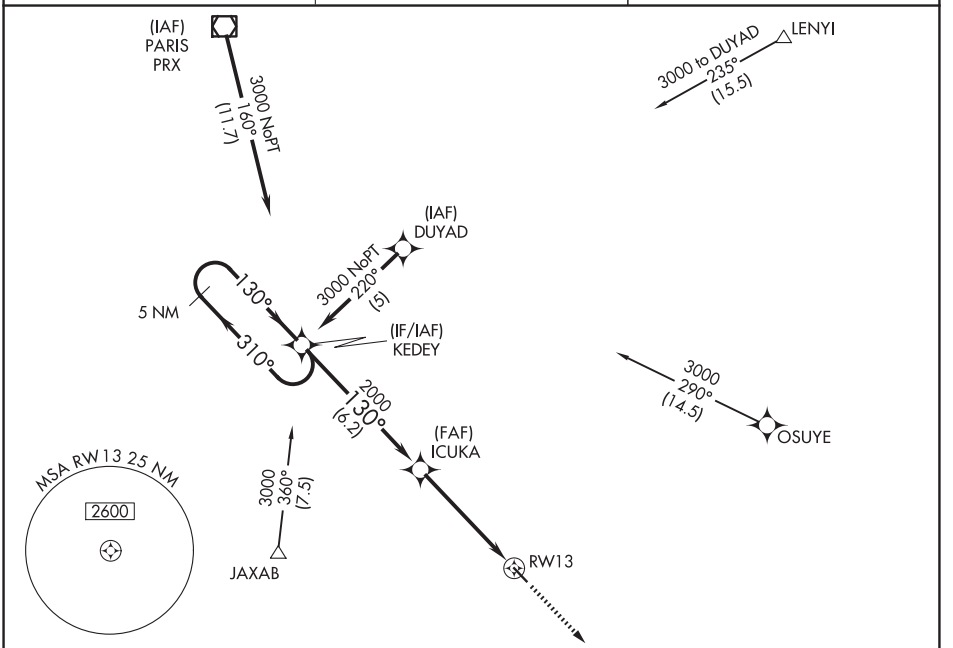
FRANKLIN COUNTY (F53)

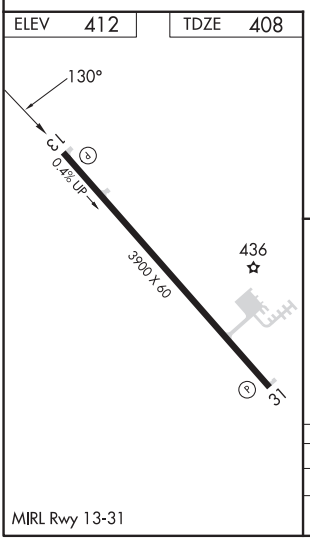
APP CRS	Rwy Ldg	3900
130°	TDZE	408
	Apt Elev	412

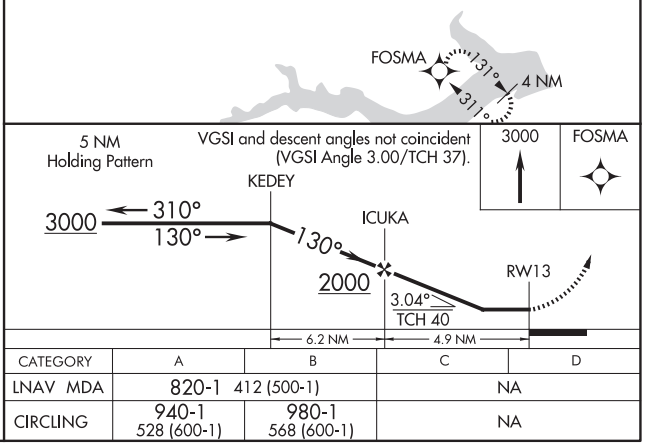
NA — DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct FOSMA and hold.

OSA AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.025 317.75	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1 412 (500-1)		NA	
CIRCLING	940-1 528 (600-1)	980-1 568 (600-1)	NA	

MIRL Rwy 13-31

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

MOUNT VERNON, TEXAS | AL-9047 (FAA) | 25219

APP CRS	Rwy Ldg	3900
311°	TDZE	412
	Apt Elev	412

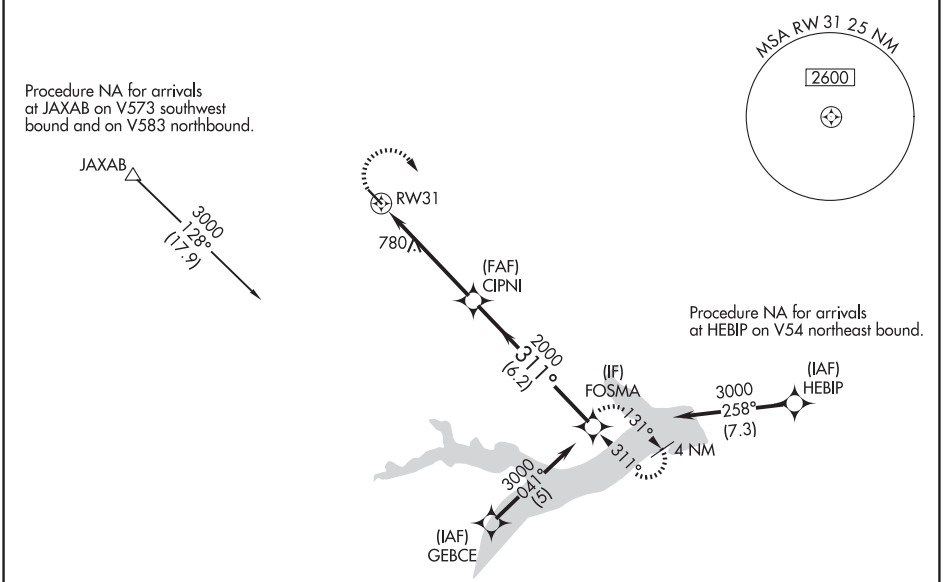
RNAV (GPS) RWY 31
FRANKLIN COUNTY (F53)

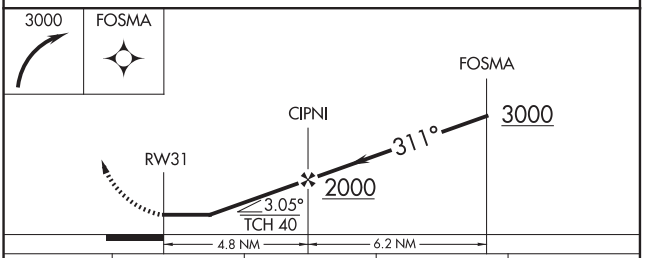
RNP APCH.

T A NA — Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below ¾ SM NA. Use Mount Pleasant Rgnl altimeter setting; when not received, procedure NA.

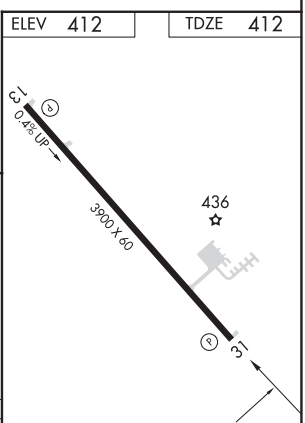
MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold.

OSA AWOS-3	FORT WORTH CENTER	UNICOM
119.775	132.025 317.75	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1160-1 748 (800-1)	1160-1¼ 748 (800-1¼)	NA	
CIRCLING	1160-1 748 (800-1)	1160-1¼ 748 (800-1¼)	NA	



MOUNT VERNON, TEXAS
Orig-B 21MAY20

33°13'N-095°14'W

FRANKLIN COUNTY (F53)
RNAV (GPS) RWY 31

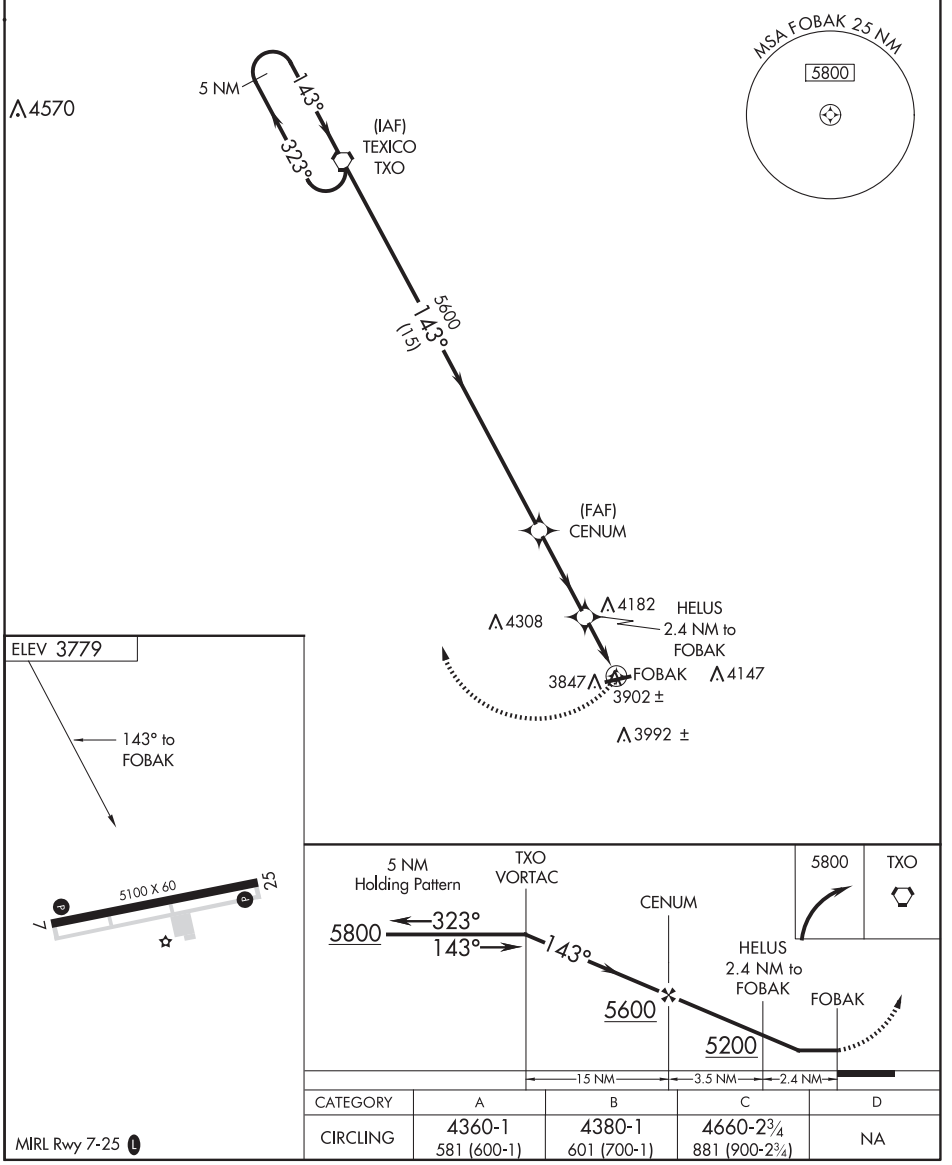
SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
143°	TDZE	N/A
	Apt Elev	3779

RNAV (GPS)-B

MULESHOE MUNI (2T1)

NA	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.	
CVN AWOS-3PT 135.375	FORT WORTH CENTER 126.45 316.1	CTAF 122.9	122.8 L



CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4660-2¾ 881 (900-2¾)	NA

MIRL Rwy 7-25 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

OLNEY, TEXAS AL-6443 (FAA) 22307

WAAS	APP CRS	Rwy Idg	5101
CH 97332	175°	TDZE	1275
W17A		Apt Elev	1275

RNAV (GPS) RWY 17

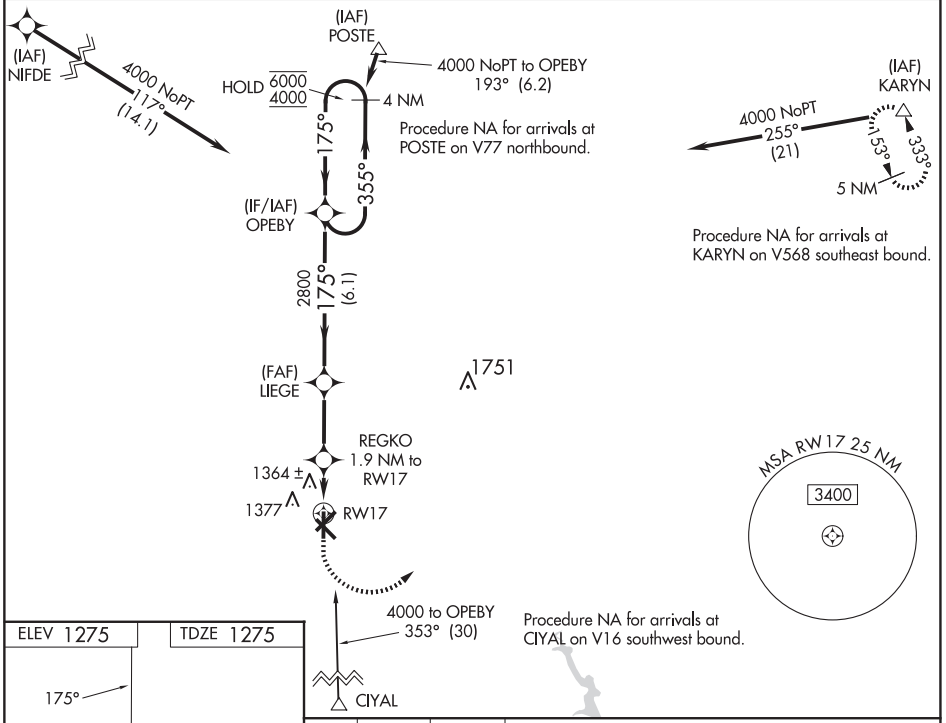
OLNEY MUNI (ONY)

RNP APCH - GPS.

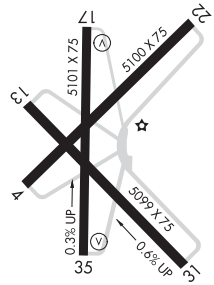
Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Graham altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 5000 direct KARYN and hold.

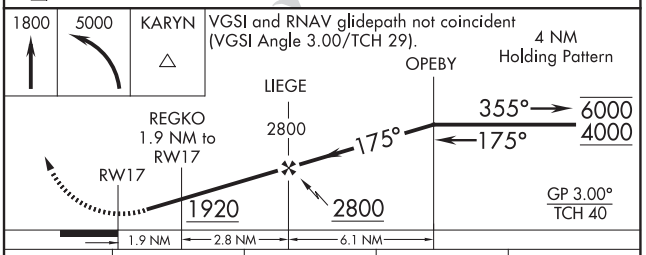
RPH AWOS-3P	FORT WORTH CENTER	UNICOM
118.025	133.5 350.35	122.8 (CTAF)



ELEV 1275 TDZE 1275



MIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	1592-⅞ 317 (400-⅞)			NA
LNAV/VNAV DA	1592-⅞ 317 (400-⅞)			NA
LNAV MDA	1700-1 425 (500-1)		1700-1¼ 425 (500-1¼)	NA
C CIRCLING	1760-1 485 (500-1)		1760-1½ 485 (500-1½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

OLNEY MUNI (ONY)

WAAS	APP CRS	Rwy Idg	5101
CH 53331	355°	TDZE	1267
W35A		Apt Elev	1275

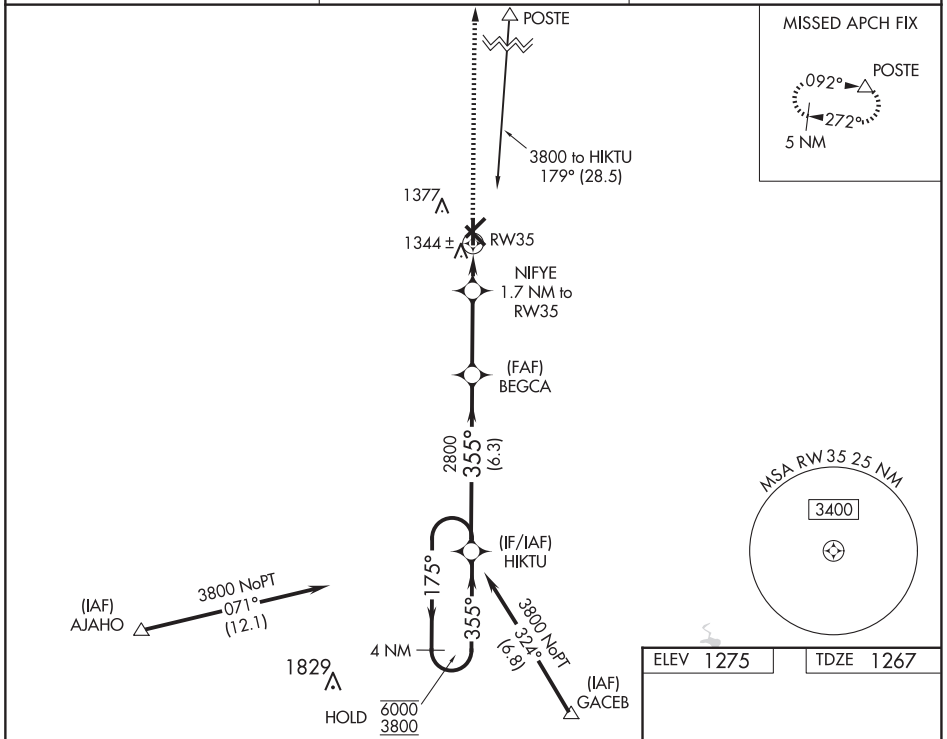
RNP APCH - GPS.

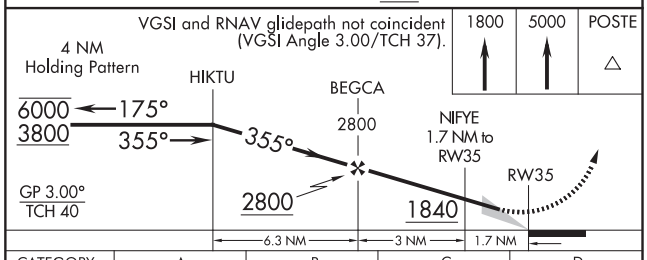
T
A NA

Baro-VNAV NA. Use Graham altimeter setting.

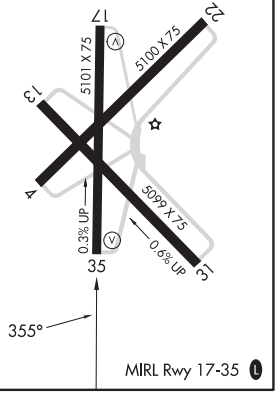
MISSED APPROACH: Climb to 1800 then climb to 5000 direct POSTE and hold.

RPH AWOS-3P	FORT WORTH CENTER	UNICOM
118.025	133.5 350.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1534-⅞	267 (300-⅞)		NA
LNAV/VNAV DA	1584-⅞	317 (400-⅞)		NA
LNAV MDA	1680-1	413 (500-1)	1680-1⅛ 413 (500-1⅛)	NA
C CIRCLING	1760-1	485 (500-1)	1760-1½ 485 (500-1½)	NA



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PADUCAH, TEXAS

AL-6306 (FAA)

23334

RNAV (GPS) RWY 36

DAN E RICHARDS MUNI (3F6)

APP CRS	Rwy Idg	3186
355°	TDZE	1860
	Apt Elev	1860

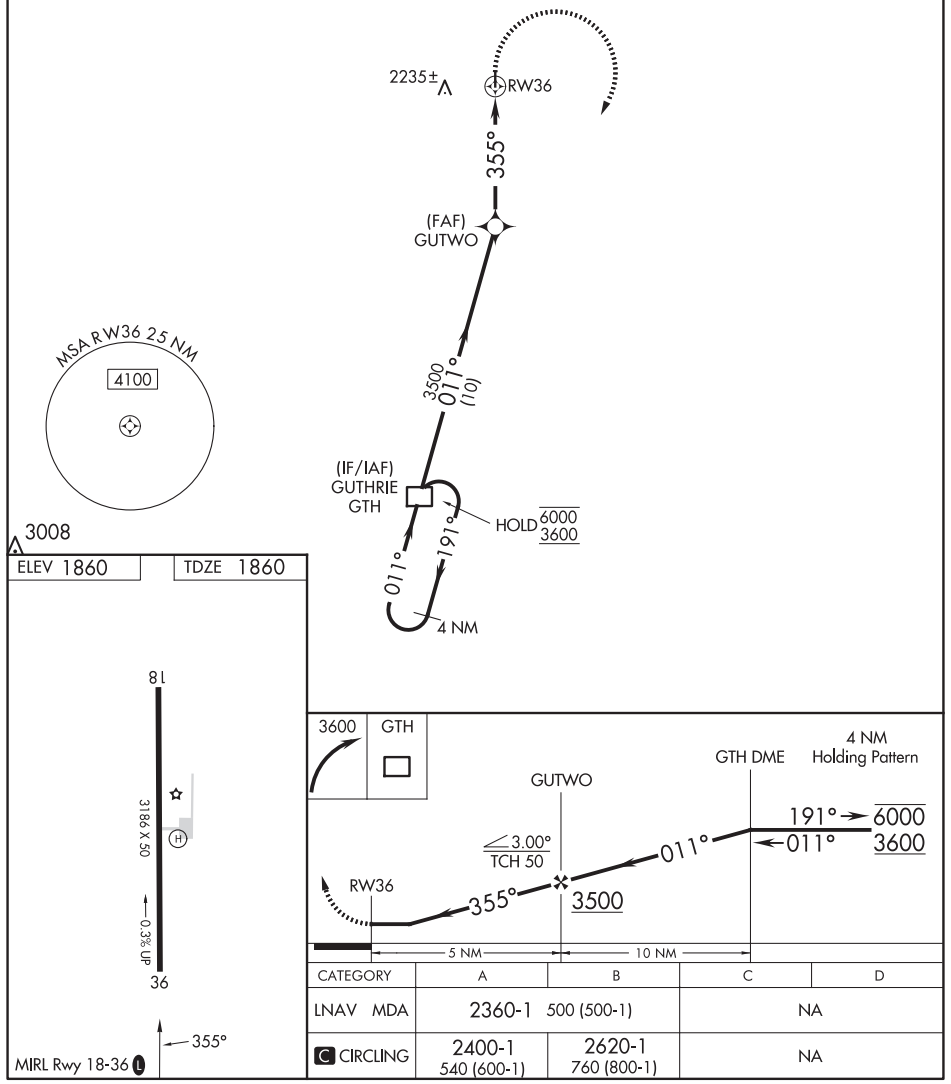
RNP APCH.

V
A NA

Use Childress Muni altimeter setting.
Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3600 direct GTH DME and hold.

CDS ASOS	FORT WORTH CENTER	CTAF
135.125	133.5 350.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2360-1 500 (500-1)		NA	
C CIRCLING	2400-1 540 (600-1)	2620-1 760 (800-1)	NA	

PADUCAH, TEXAS
Orig 20JUN19

34°02'N-100°17'W

DAN E RICHARDS MUNI (3F6)

RNAV (GPS) RWY 36

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

PERRY LEFORS FLD (PPA)

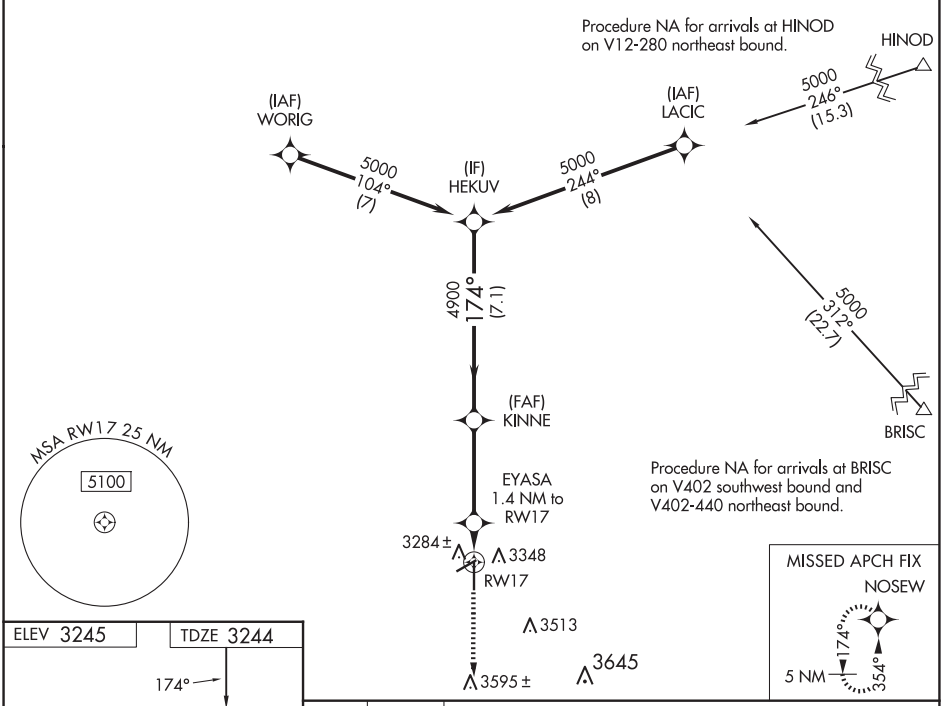
WAAS	APP CRS	Rwy Idg	5862
CH 65731	174°	TDZE	3244
W17A		Apt Elev	3245

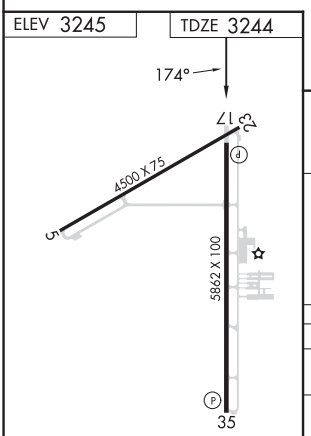
RNP APCH - GPS.

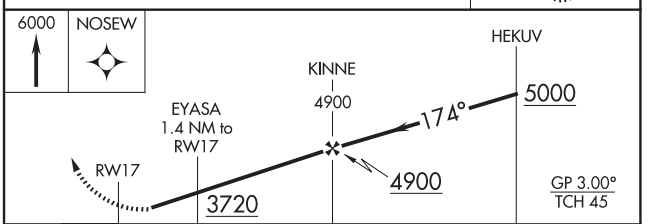
Rwy 17 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Procedure NA at night.

MISSED APPROACH: Climb to 6000 direct NOSEW and hold, continue climb-in-hold to 6000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.725	127.85 285.475	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3494-¾	250 (300-¾)		
LNAV/VNAV DA	3494-¾	250 (300-¾)		
LNAV MDA	3540-1	296 (300-1)		
C CIRCLING	3700-1 455 (500-1)		3880-1¾ 635 (700-1¾)	3960-2¼ 715 (800-2¼)

MIRL Rwys 5-23 and 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PANHANDLE, TEXAS

AL-9145 (FAA)

23334

RNAV (GPS) RWY 17

PANHANDLE-CARSON COUNTY (T45)

APP CRS	Rwy Idg	4404
172°	TDZE	3454
	Apt Elev	3454

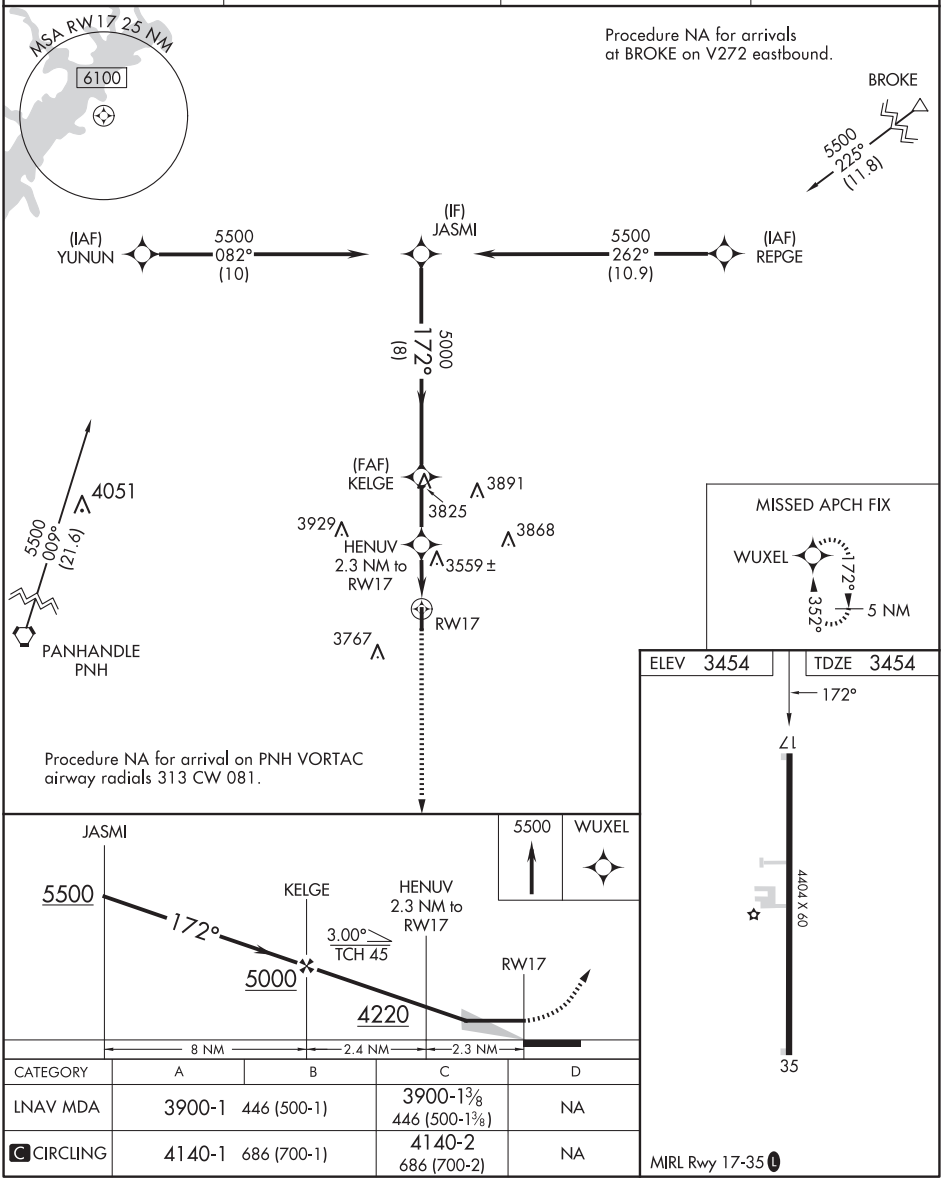
RNP APCH - GPS.

Use Rick Husband Amarillo Intl altimeter setting; when not received, use Borger altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 5500 direct WUXEL and hold.

AMA ASOS	AMARILLO APP CON ★	UNICOM	
118.85 350.3	119.5 307.0	122.7 (CTAF)	123.5 L



CATEGORY	A	B	C	D
LNAV MDA	3900-1	446 (500-1)	3900-1⅜ 446 (500-1⅜)	NA
C CIRCLING	4140-1	686 (700-1)	4140-2 686 (700-2)	NA

MIRL Rwy 17-35 L

PANHANDLE, TEXAS

Orig-C 14JUL22

35°22'N-101°22'W

PANHANDLE-CARSON COUNTY (T45)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

PANHANDLE-CARSON COUNTY (T45)

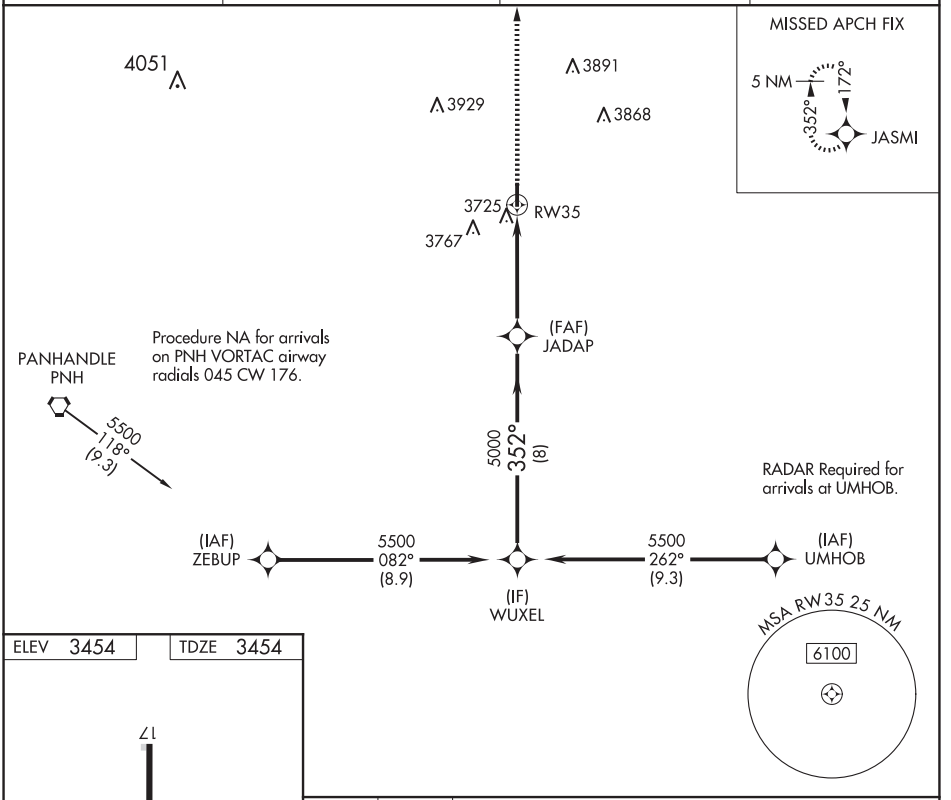
APP CRS	Rwy Idg	4404
352°	TDZE	3454
	Apt Elev	3454

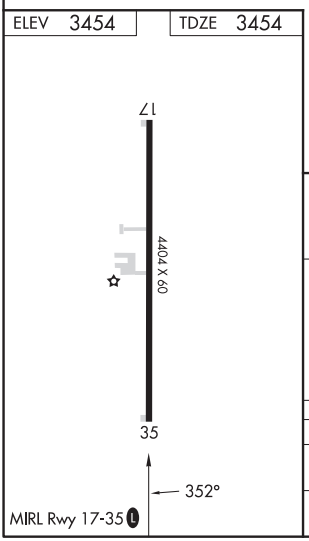
RNP APCH - GPS.

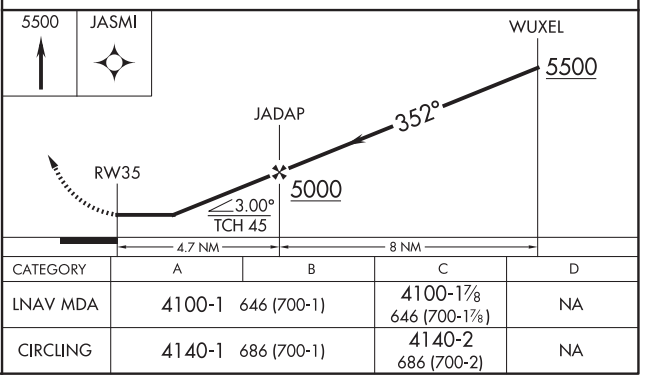
NA Use Rick Husband Amarillo Intl altimeter setting; when not received, use Hutchinson County altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility to 2. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5500 direct JASMI and hold.

AMA ASOS	AMARILLO APP CON ★	UNICOM	
118.85 350.3	119.5 307.0	122.7 (CTAF)	123.5 (L)







CATEGORY	A	B	C	D
LNAV MDA	4100-1	646 (700-1)	4100-1⅞ 646 (700-1⅞)	NA
CIRCLING	4140-1	686 (700-1)	4140-2 686 (700-2)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PARIS, TEXAS

AL-803 (FAA)

25219

RNAV (GPS) RWY 17

COX FLD (PRX)

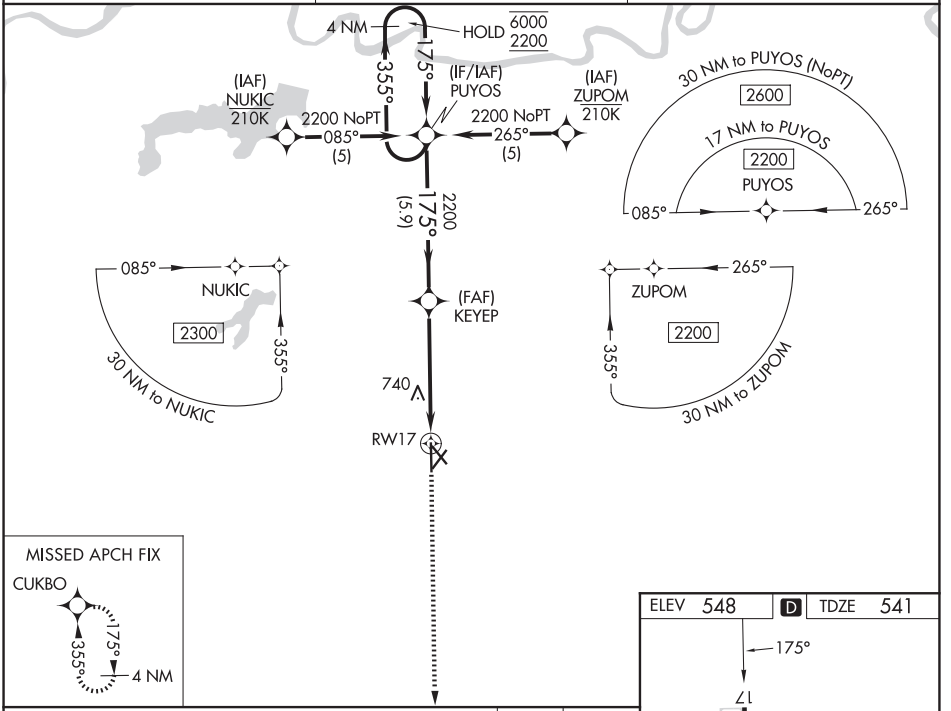
WAAS	APP CRS	Rwy Ldg	6002
CH 69401	175°	TDZE	541
W17A		Apt Elev	548

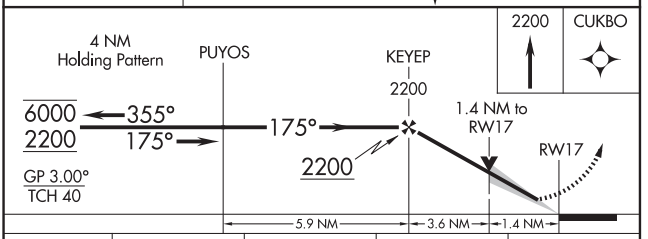
RNP APCH - GPS.

Baro-VNAV and VDP NA when using SLR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. When local altimeter setting not received, use SLR altimeter setting and increase LPV DA to 868 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1016 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

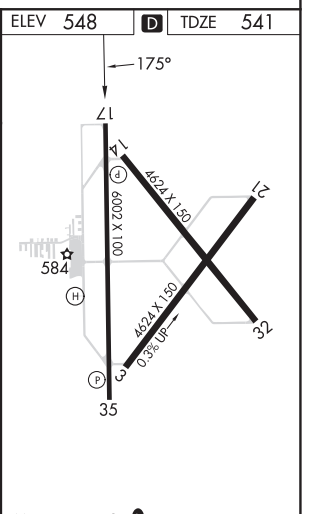
MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
119.675	124.875 370.95	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		791-¾	250 (300-¾)	
LNAV/VNAV DA		939-1⅛	398 (400-1⅛)	
LNAV MDA	1040-1	499 (500-1)	1040-1⅜	499 (500-1⅜)
CIRCLING	1060-1	512 (600-1)	1100-1½ 552 (600-1½)	1220-2¼ 672 (700-2¼)



PARIS, TEXAS

Amdt 1 12JUN25

33°38′ N-95°27′ W

COX FLD (PRX)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

COX FLD (PRX)

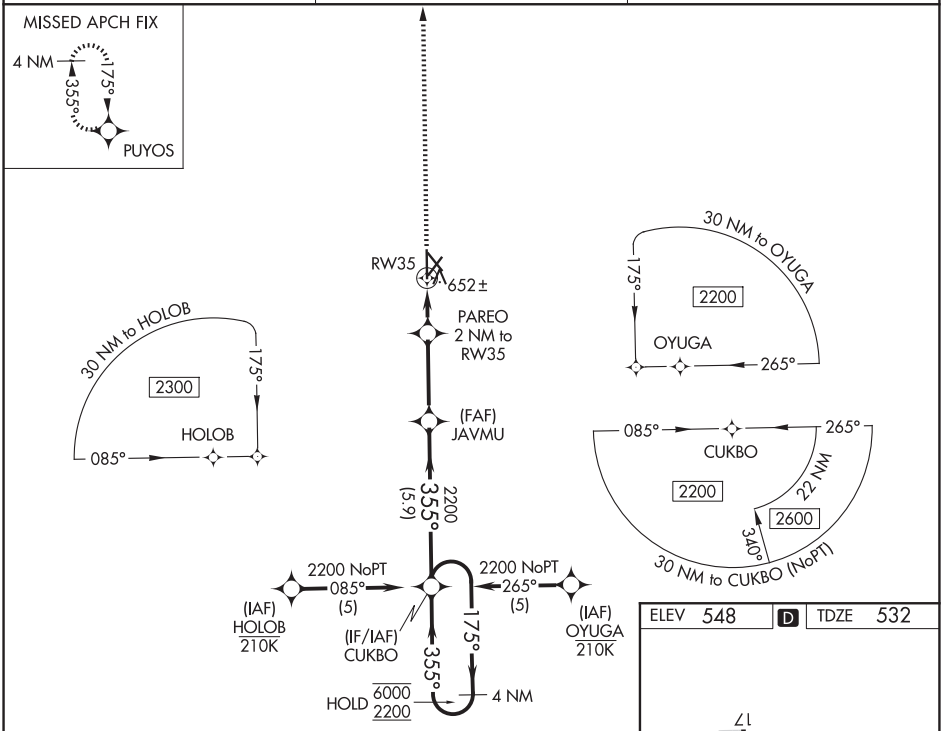
WAAS	APP CRS	Rwy Ldg	6002
CH 63001	355°	TDZE	532
W35A		Apt Elev	548

RNP APCH - GPS.

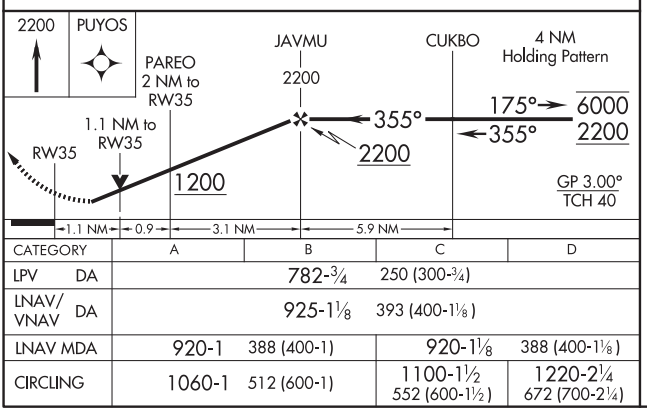
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Baro-VNAV and VDP NA when using SLR altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use SLR altimeter setting and increase LPV DA to 859 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1002 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

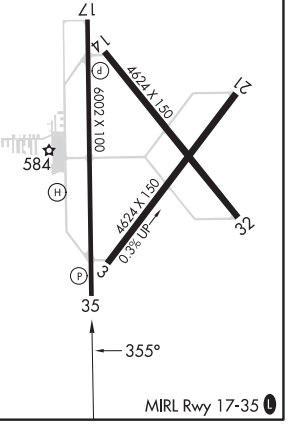
AWOS-3PT	FORT WORTH CENTER	UNICOM
119.675	124.875 370.95	122.975 (CTAF) L



ELEV 548 D TDZE 532



CATEGORY	A	B	C	D
LPV DA	782-¾	250 (300-¾)		
LNAV/VNAV DA	925-1⅛	393 (400-1⅛)		
LNAV MDA	920-1	388 (400-1)	920-1⅛	388 (400-1⅛)
CIRCLING	1060-1	512 (600-1)	1100-1½ 552 (600-1½)	1220-2¼ 672 (700-2¼)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PARIS, TEXAS

AL-803 (FAA)

25219

VOR RWY 35

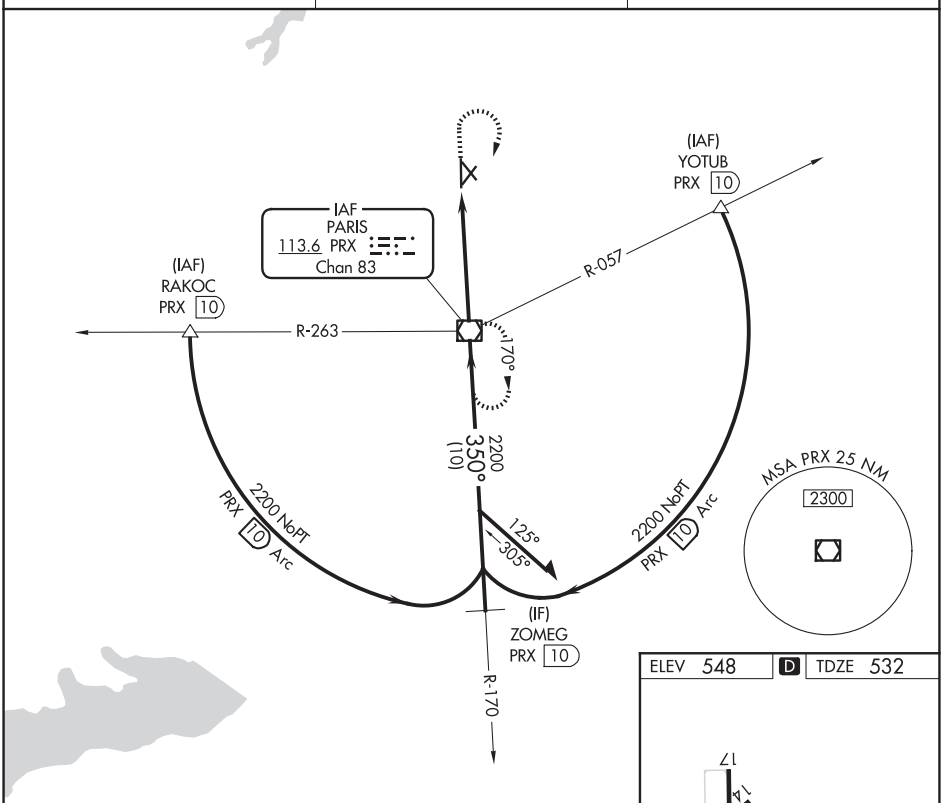
COX FLD (PRX)

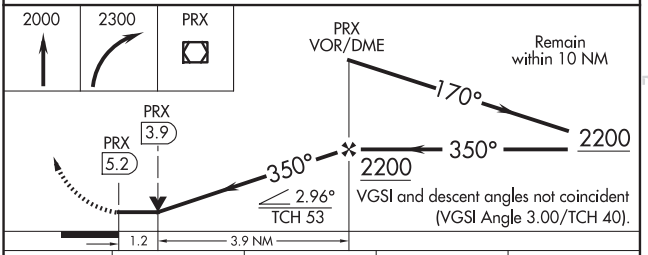
VOR/DME PRX	APP CRS	Rwy Ldg	6002
113.6	350°	TDZE	532
Chan 83		Apt Elev	548

Rwy 35 helicopter visibility reduction below ¾ SM NA.

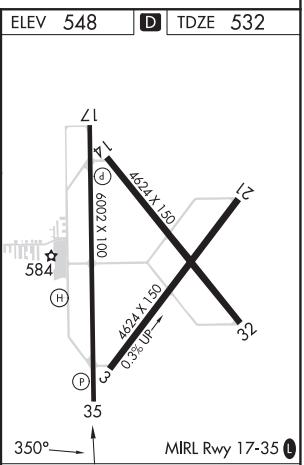
MISSED APPROACH: Climb to 2000 then climbing right turn to 2300 direct PRX VOR/DME and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
119.675	124.875 370.95	122.975 (CTAF) L





CATEGORY	A	B	C	D
S-35	960-1 428 (500-1)		960-1¼ 428 (500-1¼)	
CIRCLING	1060-1 512 (600-1)		1100-1½ 552 (600-1½)	1220-2¼ 672 (700-2¼)



FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PARIS, TEXAS
Amdt 2C 23FEB23

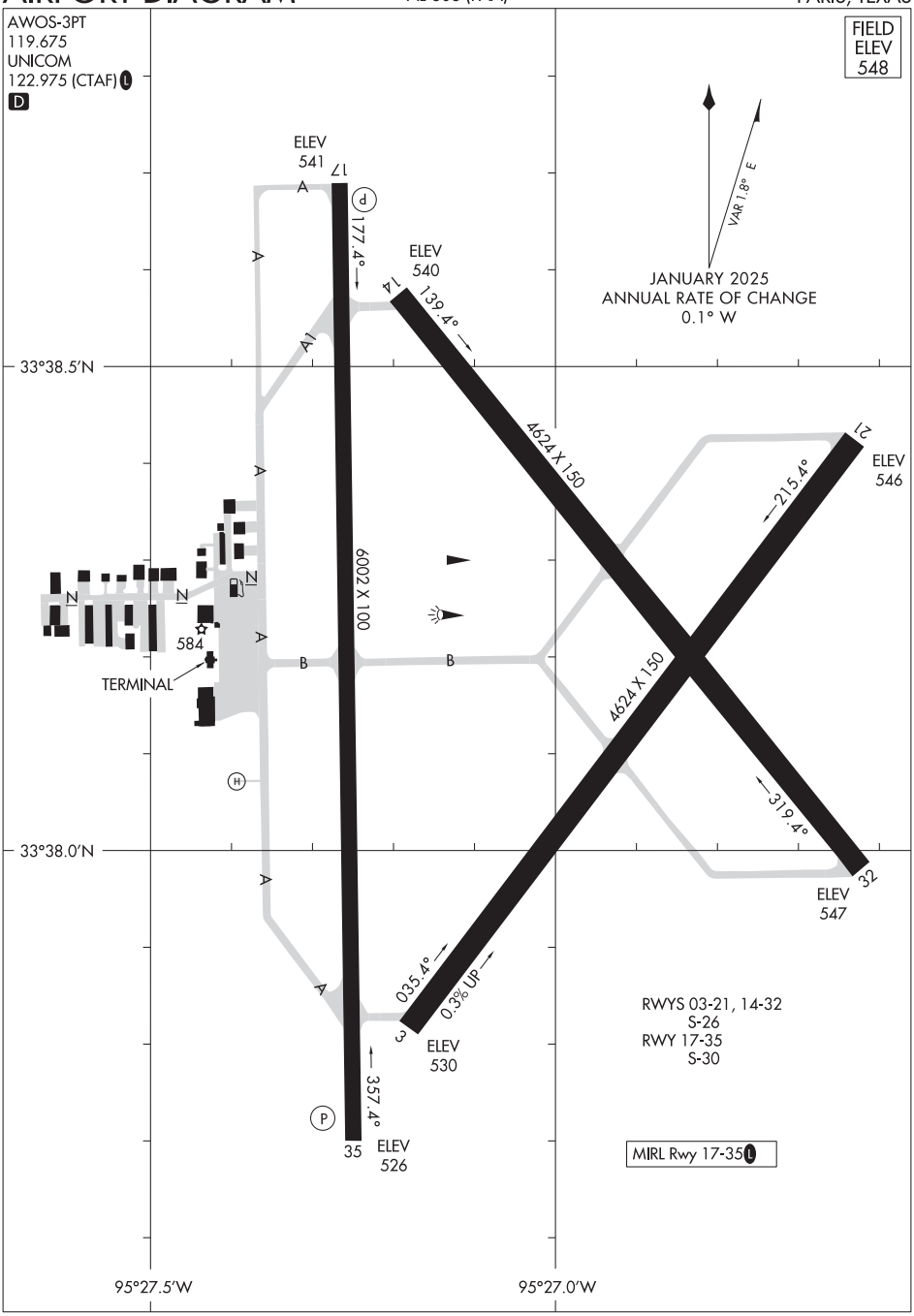
33°38'N-95°27'W

COX FLD (PRX)

VOR RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025

PERRYTON, TEXAS

AL-5391 (FAA)

22251

RNAV (GPS) RWY 17

PERRYTON OCHILTREE COUNTY (PYX)

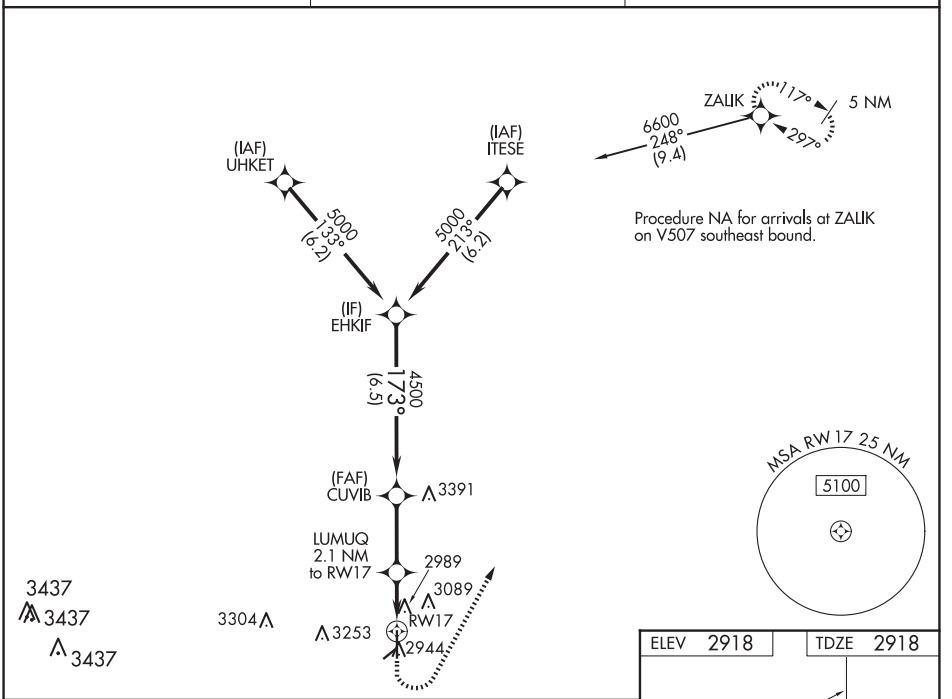
WAAS	APP CRS	Rwy Idg	5701
CH 86833	173°	TDZE	2918
W17A		Apt Elev	2918

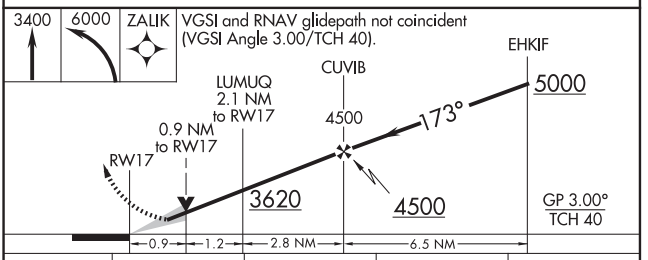
RNP APCH - GPS.

Circling NA to Rwys 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

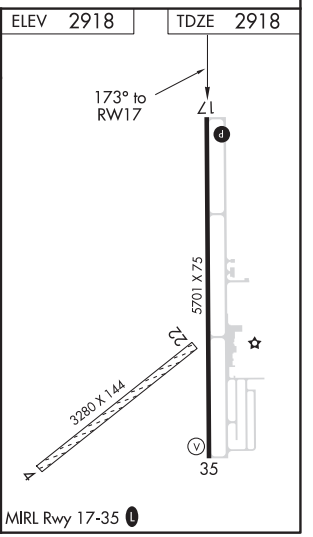
MISSED APPROACH: Climb to 3400 then climbing left turn to 6000 direct ZALIK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	3168-¾	250 (300-¾)	NA	
LNAV/VNAV DA	3190-⅞	272 (300-⅞)	NA	
LNAV MDA	3240-1	322 (400-1)	NA	
C CIRCLING	3300-1 382 (400-1)	3580-1 662 (700-1)	NA	



PERRYTON, TEXAS

Orig-D 14JUL22

36°25'N-100°45'W

PERRYTON OCHILTREE COUNTY (PYX)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	5701
CH 77633	353°	TDZE	2918
W35A		Apt Elev	2918

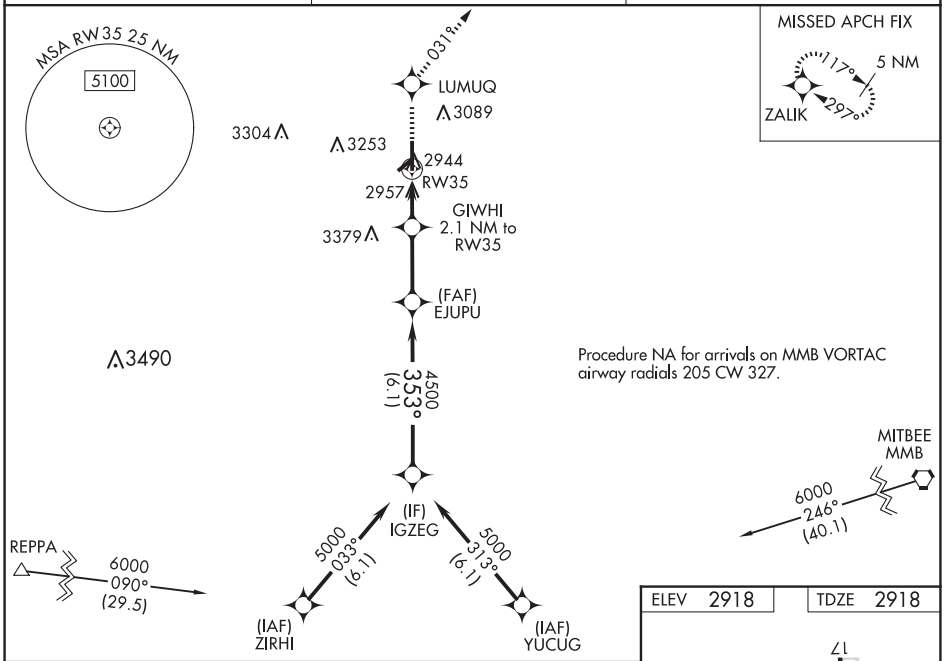
RNAV (GPS) RWY 35

PERRYTON OCHILTREE COUNTY (PYX)

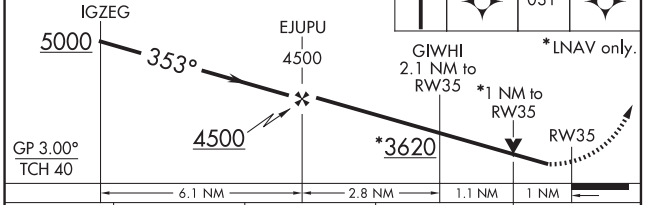
Baro-VNAV and VDP NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use Gage altimeter setting and increase all DAs 208 feet and MDA 220 feet; increase LPV and LNAV/VNAV Cats A and B visibility ¾ miles and Circling Cat B visibility ¼ mile. DME/DME RNP -0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 4 and 22.

MISSED APPROACH: Climb to 6000 direct LUMUQ and on track 031° to ZALIK and hold.

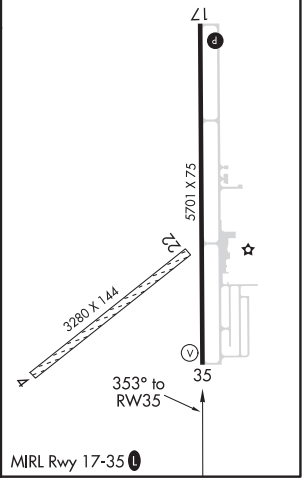
AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) L



VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 23).



CATEGORY	A	B	C	D
LPV DA	3168-7/8	250 (300-7/8)	NA	
LNAV/VNAV DA	3168-7/8	250 (300-7/8)	NA	
LNAV MDA	3320-1	402 (500-1)	NA	
C CIRCLING	3320-1 402 (500-1)	3580-1 662 (700-1)	NA	



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PERRYTON, TEXAS | AL-5391 (FAA) | 20198

NDB PYX 266	APP CRS 270°	Rwy Idg N/A TDZE N/A Apt Elev 2919

NDB-A

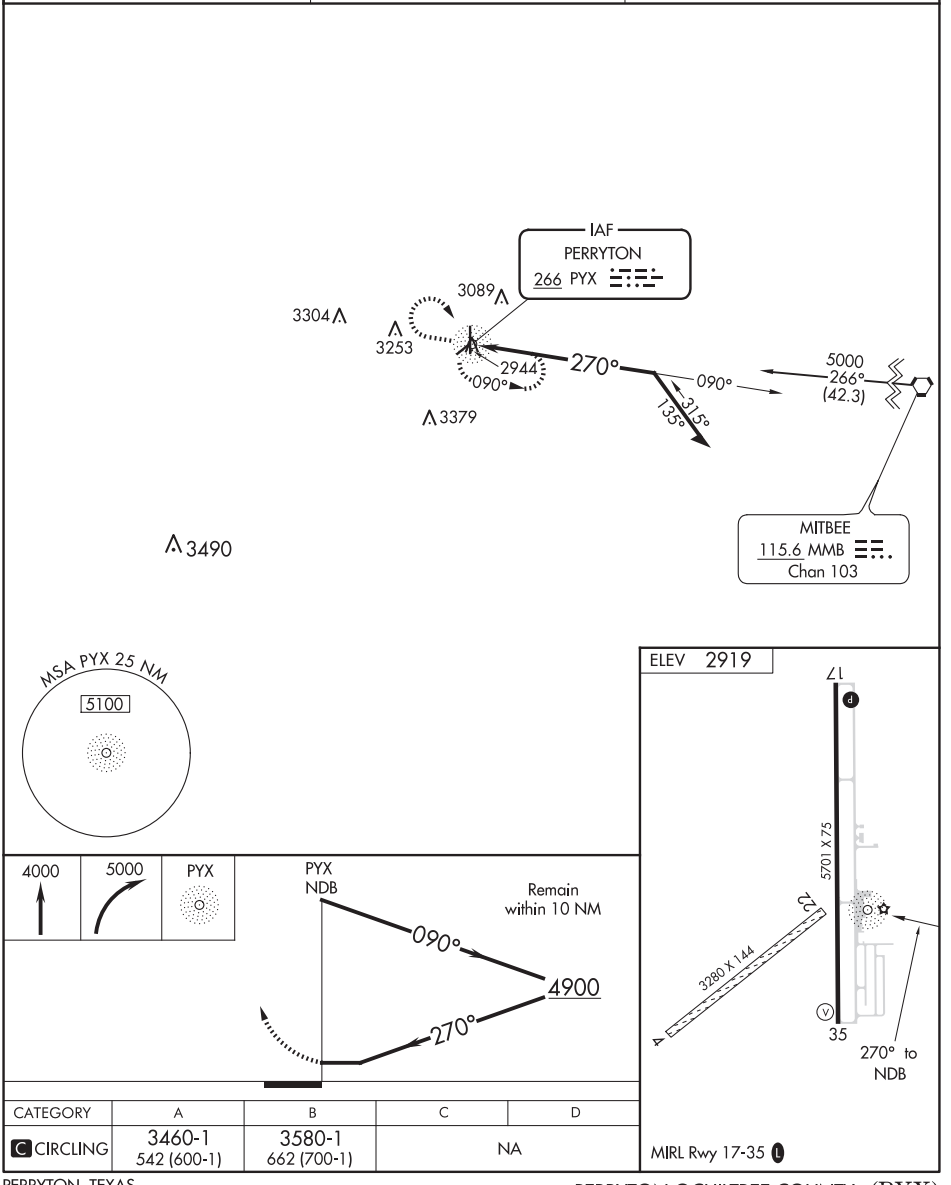
PERRYTON OCHILTREE COUNTY (PYX)

When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet and Cat B visibility ¼ mile. Circling NA to Rwys 4 and 22.

NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	126.95 379.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	3460-1 542 (600-1)	3580-1 662 (700-1)	NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 3

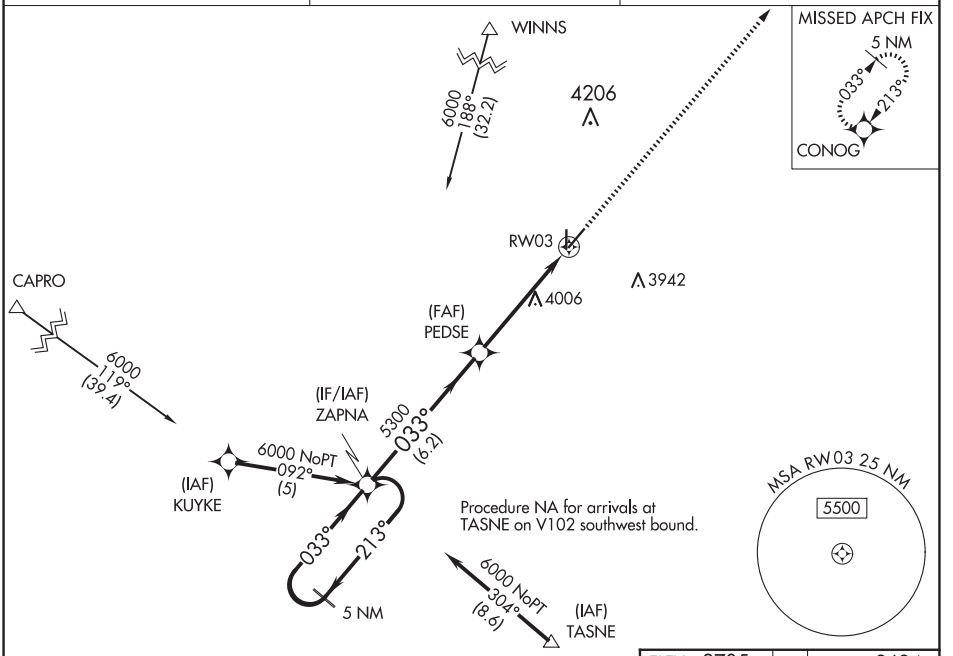
YOAKUM COUNTY (F98)

WAAS	APP CRS	Rwy Idg	5001
CH 86334	033°	TDZE	3684
W03A		Apt Elev	3705

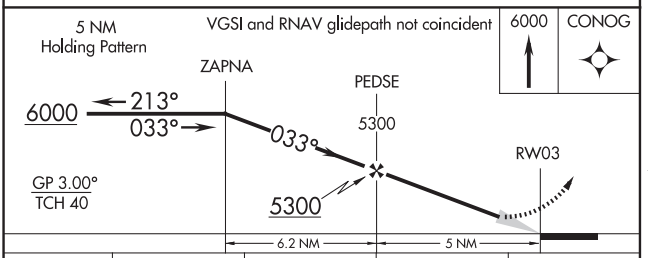
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting, when not received, use Seminole altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV Cats A/B visibility to 1¼ mile, LNAV/VNAV Cat A/B to 1½ mile, LNAV and Circling Cat B to 1¼ mile.

MISSED APPROACH: Climb to 6000 direct CONOG and hold.

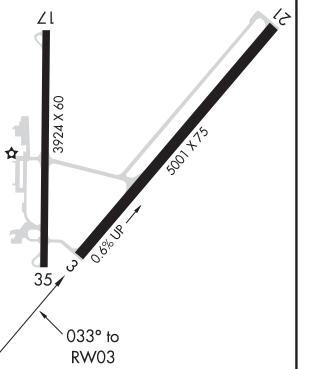
HOB AWOS-3	FORT WORTH CENTER	CTAF
119.75	132.6 269.05	122.9 L



ELEV 3705 TDZE 3684



CATEGORY	A	B	C	D
LPV DA	4026-1⅛	342 (400-1⅛)	NA	
LNAV/VNAV DA	4073-1⅜	389 (400-1⅜)	NA	
LNAV MDA	4400-1	716 (700-1)	NA	
C CIRCLING	4400-1	695 (700-1)	NA	



MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PLAINS, TEXAS AL-10358 (FAA) 22223

WAAS	APP CRS	Rwy Idg	5001
CH 99533	213°	TDZE	3705
W21A		Apt Elev	3705

RNAV (GPS) RWY 21

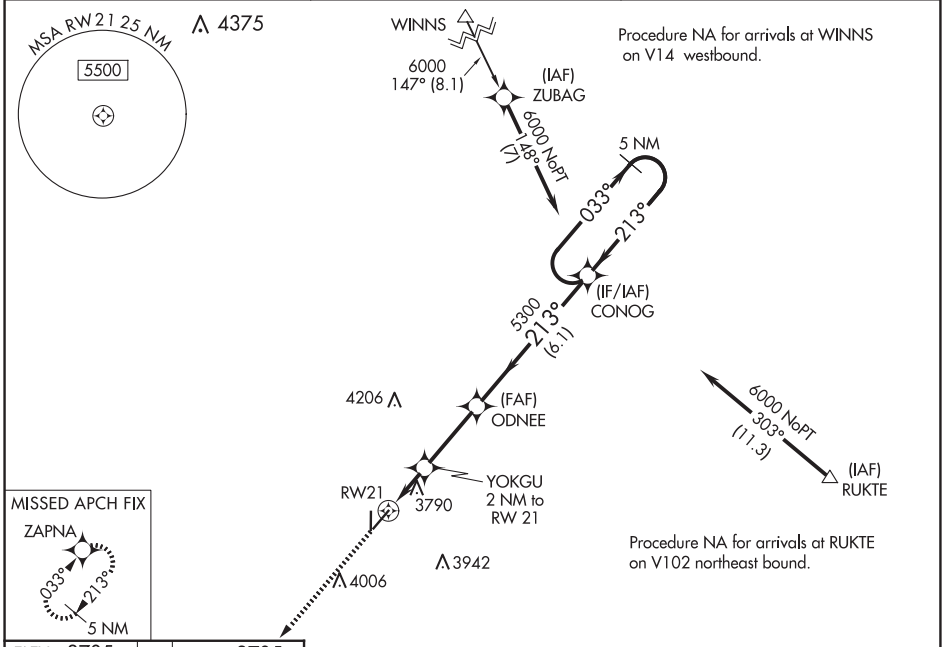
YOAKUM COUNTY (F98)

RNP APCH-GPS.

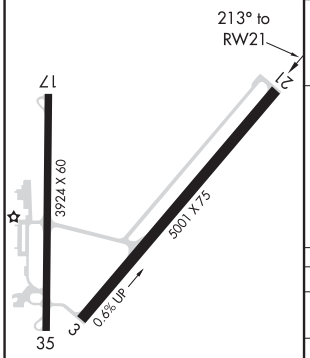
T NA Baro-VNAV NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting: increase LPV and LNAV/VNAV DA to 4088 and Cats A/B visibility to 1 3/8 mile; increase all MDAS 60 feet. Helicopter Visibility reduction below 3/4 SM NA.

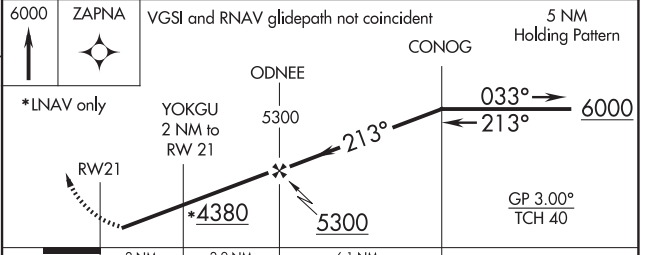
MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

HOB AWOS-3	FORT WORTH CENTER	CTAF
119.75	132.6 269.05	122.9 L



ELEV 3705 TDZE 3705





CATEGORY	A	B	C	D
LPV DA	4047-1 1/8 342 (400-1 1/8)		NA	
LNAV/VNAV DA	4047-1 1/8 342 (400-1 1/8)		NA	
LNAV MDA	4140-1 435 (500-1)		NA	
C CIRCLING	4200-1 495 (500-1)	4260-1 555 (600-1)	NA	

MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

HALE COUNTY (PVW)

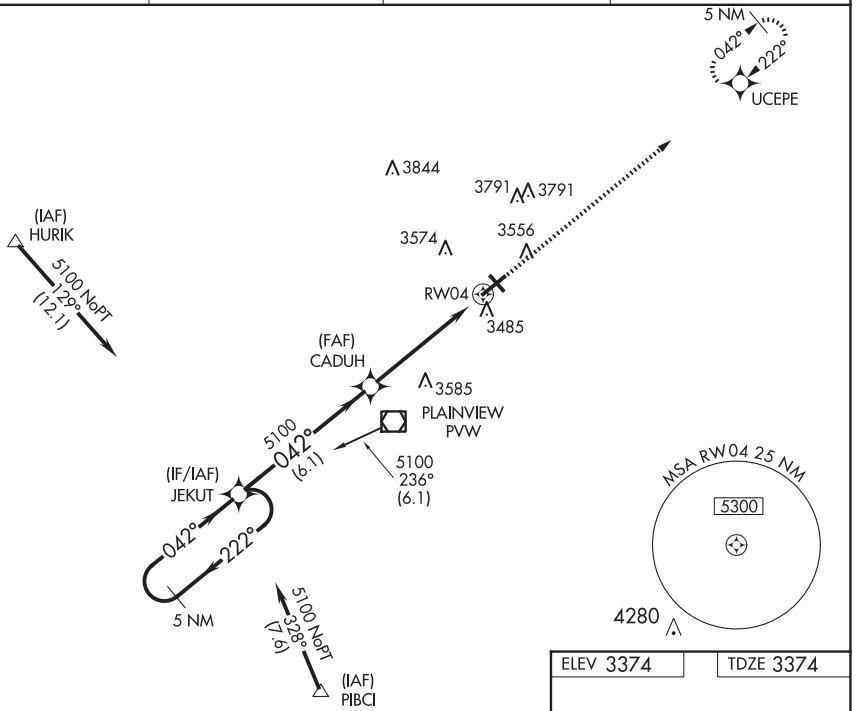
WAAS	APP CRS	Rwy Idg	5997
CH 53302	042°	TDZE	3374
W04A		Apt Elev	3374

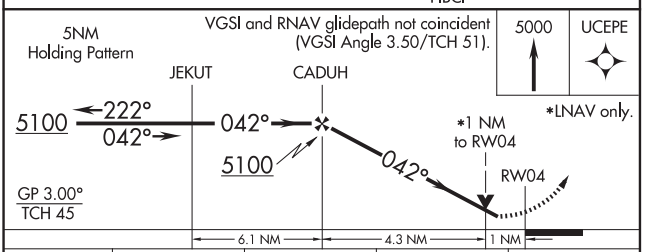
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 42°C. VDP and Baro-VNAV NA when using Lubbock altimeter setting. Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lubbock altimeter setting; increase all DA 83 feet and increase all LPV and LNAV/VNAV visibility ¼ SM, increase all MDA 100 feet and LNAV Cat C/D visibility ¼ SM and Circling Cat C/D visibility ½ SM.

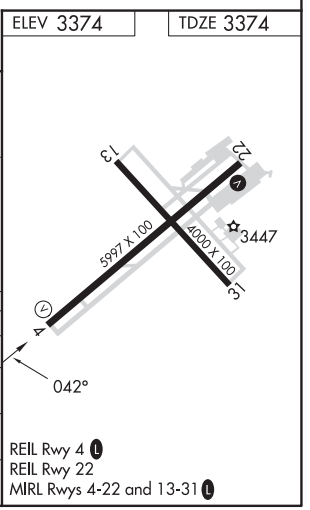
MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

AWOS-3	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	118.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3624-1 250 (300-1)			
LNAV/VNAV DA	3730-1¼ 356 (400-1¼)			
LNAV MDA	3800-1 426 (500-1)		3800-1¼ 426 (500-1¼)	
CIRCLING	3940-1¼ 566 (600-1¼)		4160-2¼ 786 (800-2¼)	4160-2½ 786 (800-2½)



REIL Rwy 4 L
REIL Rwy 22
MIRL Rwys 4-22 and 13-31 L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

PLAINVIEW, TEXAS | AL-876 (FAA) | 24193

RNAV (GPS) RWY 22

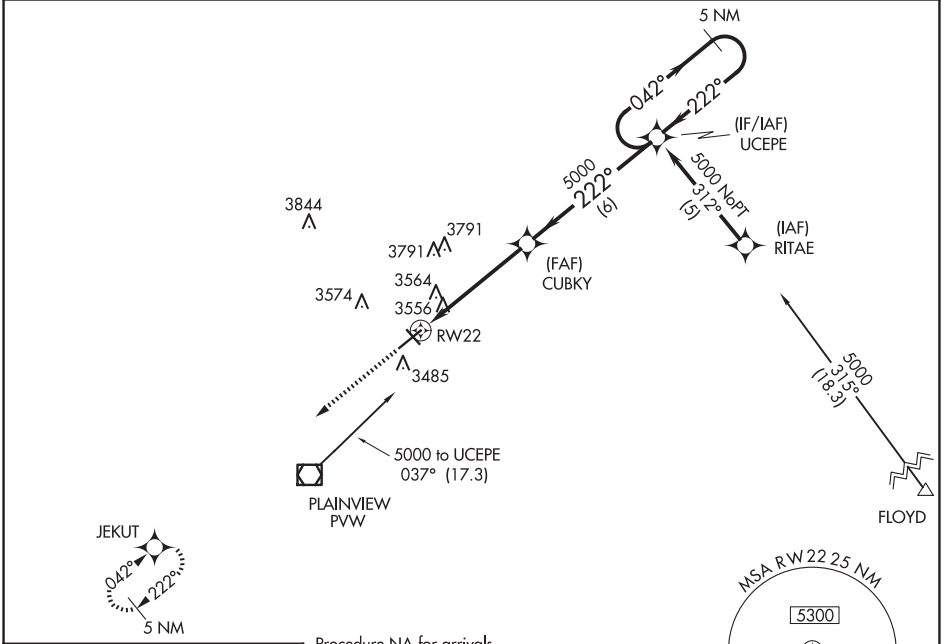
HALE COUNTY (PVW)

APP CRS	Rwy Idg	TDZE	Apt Elev
222°	5997	3373	3374

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 visibility ½ SM. Visibility reduction by helicopters NA.

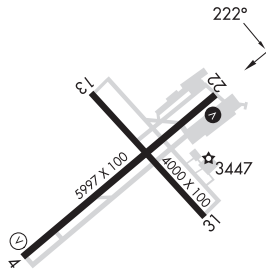
MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

AWOS-3	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	118.4	123.0 (CTAF) L



Procedure NA for arrivals at PVW VOR/DME via V81 southbound.

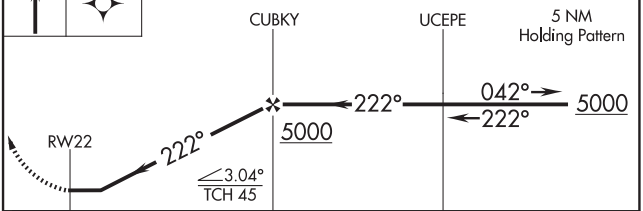
ELEV 3374 | TDZE 3373



REIL Rwy 4 L
REIL Rwy 22
MIRL Rwys 4-22 and 13-31 L

5100 | JEKUT

VGSI and descent angles not coincident (VGSI angle 3.50/TCH 54).



CATEGORY	A	B	C	D
LNAV MDA	3820-1 447 (500-1)		3820-1¼ 447 (500-1¼)	3820-1½ 447 (500-1½)
CIRCLING	3940-1 566 (600-1)		4160-2¼ 786 (800-2¼)	4160-2½ 786 (800-2½)

PLAINVIEW, TEXAS
Orig-A 20MAY21

34°10′N-101°43′W

HALE COUNTY (PVW)

RNAV (GPS) RWY 22

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 4

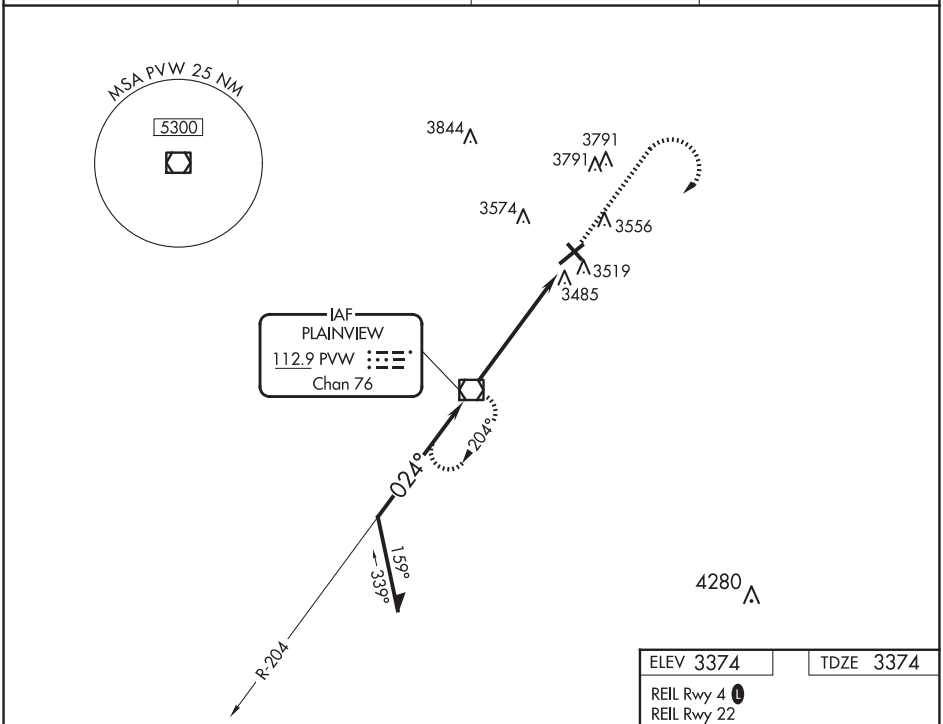
HALE COUNTY (PVW)

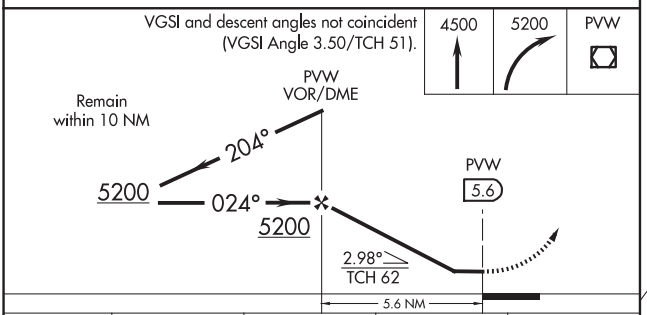
VOR/DME PVW 112.9 Chan 76	APP CRS 024°	Rwy Idg 5997 TDZE 3374 Apt Elev 3374

When local altimeter setting not received, use Lubbock altimeter setting and increase all MDA 100 feet, increase S-4 visibility Cat C/D to 1⅝ SM, Circling Cat C visibility to 2¾ SM, and Circling Cat D visibility to 3 SM. Helicopter visibility reduction below ¾ mile NA.

MISSED APPROACH: Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

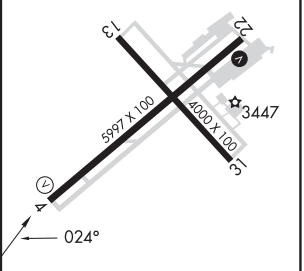
AWOS-3	LUBBOCK APP CON	CLNC DEL	UNICOM
119.675	119.2 351.8	118.4	123.0 (CTAF) L





ELEV 3374	TDZE 3374

REIL Rwy 4 L
REIL Rwy 22
MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
S-4	3840-1 466 (500-1)		3840-1⅜ 466 (500-1⅜)	
CIRCLING	3940-1 566 (600-1)		4160-2¼ 786 (800-2¼)	4160-2½ 786 (800-2½)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

ROCKWALL, TEXAS AL-6323 (FAA) 24305

APP CRS	Rwy Idg	2901
167°	TDZE	574
	Apt Elev	574

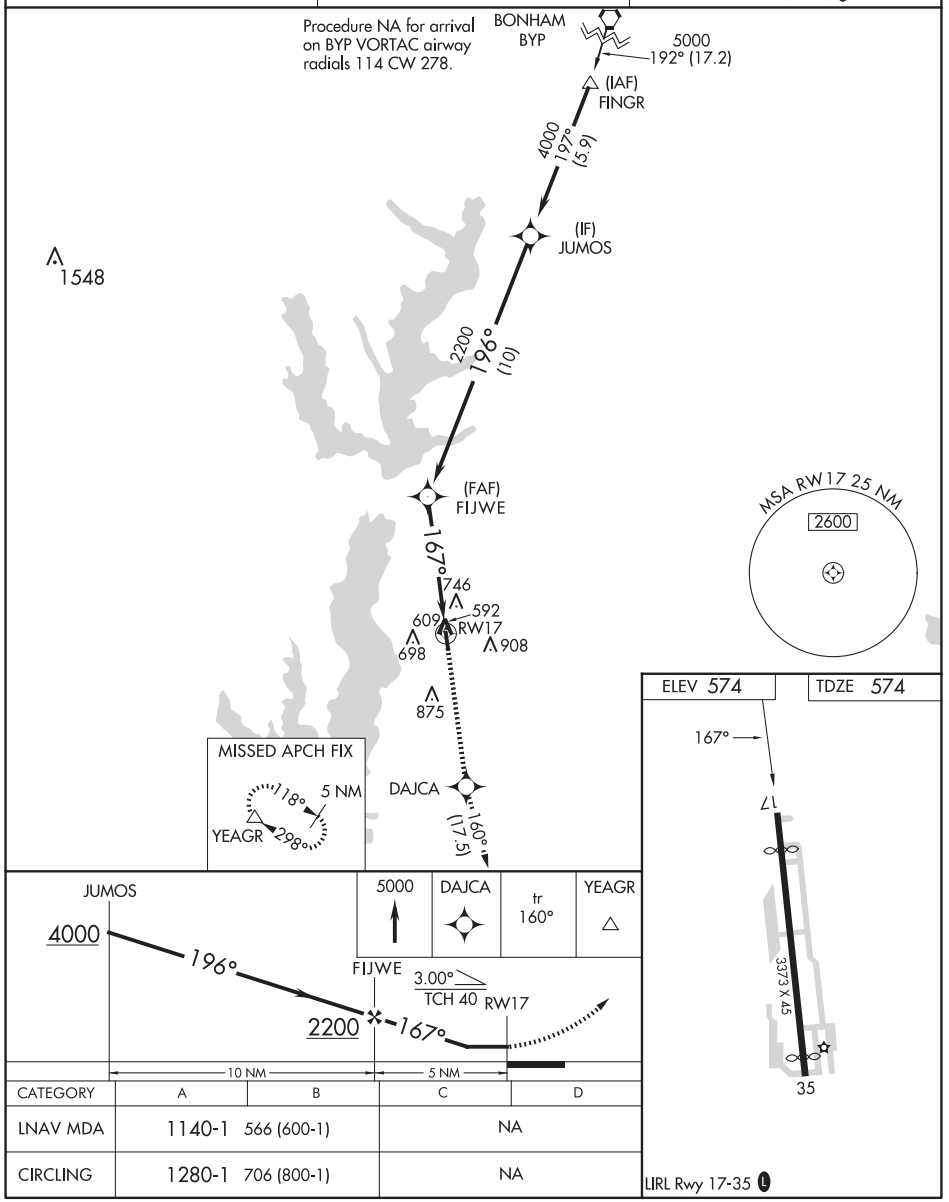
RNAV (GPS) RWY 17

RALPH M HALL/ROCKWALL MUNI (F46)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct DAJCA and on track 160° to YEAGR and hold.

AWOS-3PT	LONE STAR APP CON	UNICOM
121.25	124.3 282.275	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1	566 (600-1)	NA	
CIRCLING	1280-1	706 (800-1)	NA	

LIRL Rwy 17-35 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35

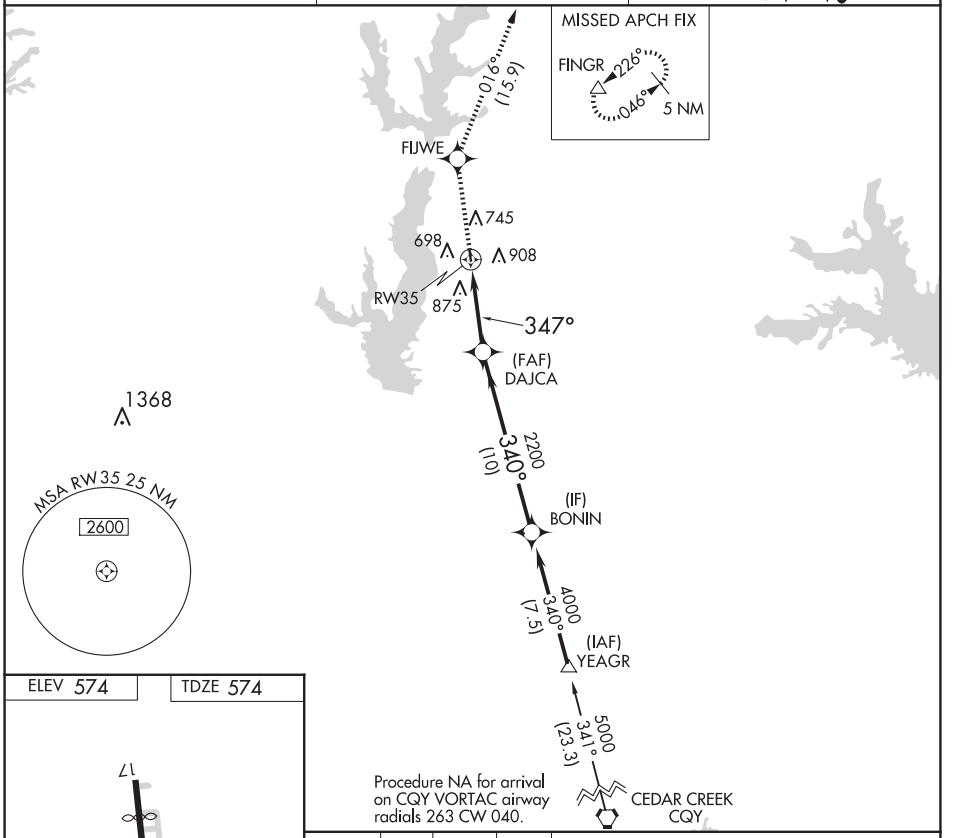
RALPH M HALL/ROCKWALL MUNI (F46)

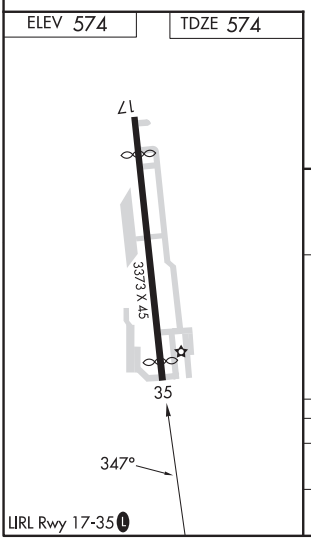
APP CRS	Rwy Idg	3084
347°	TDZE	574
	Apt Elev	574

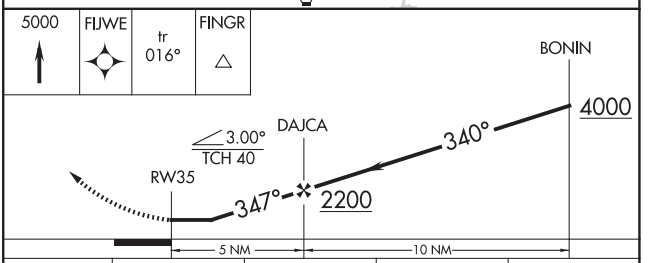
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Fld altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 5000 direct FIJWE and on track 016° to FINGR and hold.

AWOS-3PT	LONE STAR APP CON	UNICOM
121.25	124.3 282.275	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 626 (700-1)		NA	
CIRCLING	1280-1 706 (800-1)		NA	

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 17APR25

ROCKWALL, TEXAS

RALPH M HALL/ROCKWALL MUNI (F46)

TOP ALTITUDE: ASSIGNED BY ATC

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

RADAR required for non-GPS equipped aircraft.

LONE STAR DEP CON
124.3 282.275
CTAF
122.8

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

HUDAD
HULZE
HRPER
MUTEE
PGLET
BRHMA
DBLSS
KATZZ
TYGGR
RUFFS
ROOOO
ALIAN
FUMED
LYNDE
WSTEX
CIKAN
RBBIT
DOSSX
BOTCH
13000
DEMII
5000

9000 *3000 291° (66)
9000 *3100 285° (37)
9000 *3600 291° (27)
9000 *3000 288° (69)
9000 *2800 288° (27)
9000 *2600 308° (16)
9000 *4000 282° (75)
9000 *2500 287° (13)
9000 *3400 282° (71)
9000 *2800 283° (26)
9000 *2500 256° (12)
9000 *3100 268° (51)
9000 *3100 268° (25)
9000 *2500 232° (15)
9000 *4100 263° (50)
9000 *3100 262° (56)
9000 *3100 262° (25)
9000 *3700 251° (33)

1074
254°
347°
167°
255°
1074
270° (13)

MSA F46 25 NM
2600

N

NOTE: ALIAN Transition: ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(BOTCH1.BOTCH) 25107
BOTCH ONE DEPARTURE (RNAV)
AL-6323 (FAA)
RALPH M HALL/ROCKWALL MUNI (F46)
ROCKWALL, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 167° to 1074, then on heading 255° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 347° to 1074, then on heading 254° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

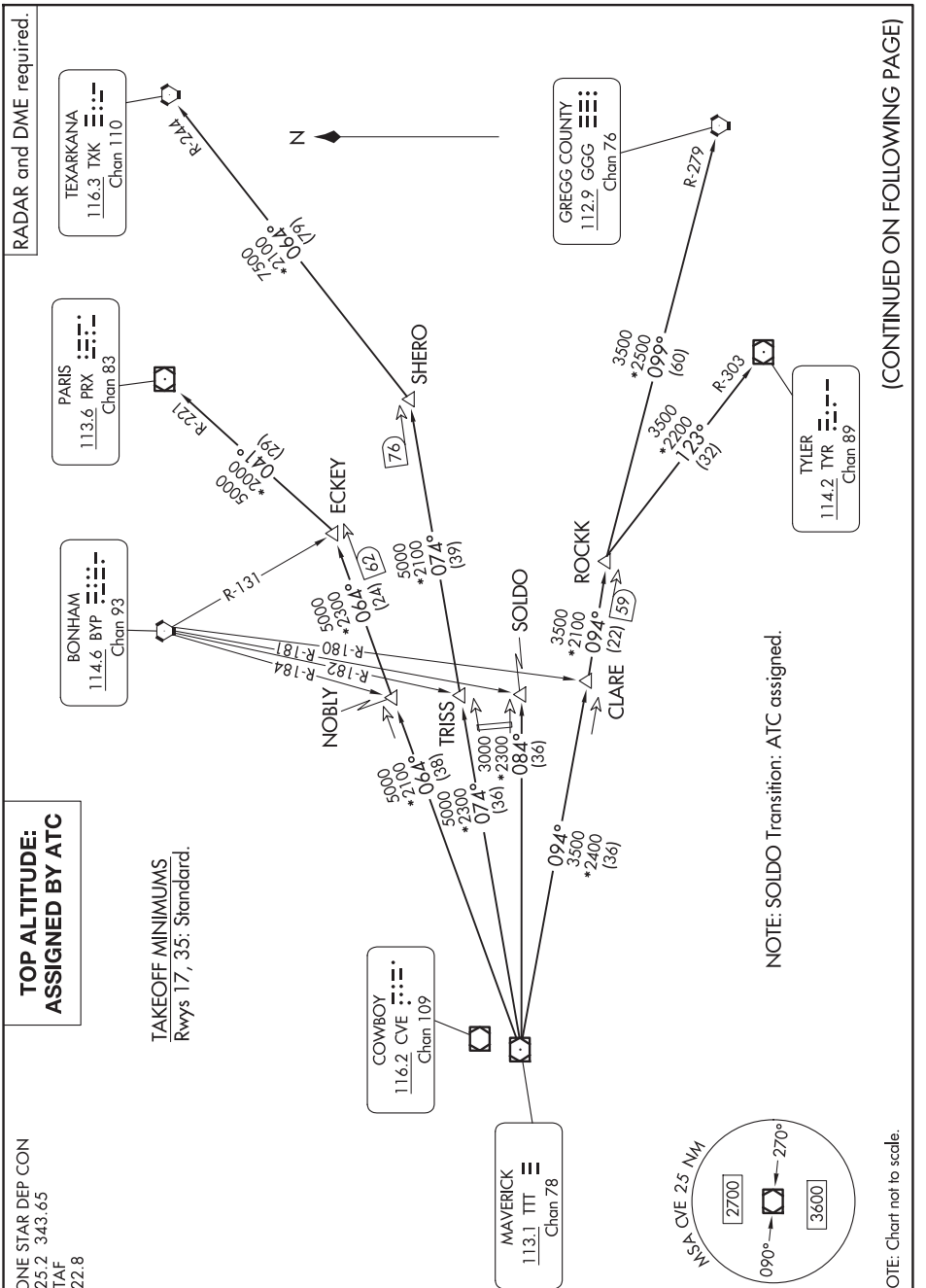
ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

(GARL6.TTT) 25107 AL-6323 (FAA) RALPH M HALL/ROCKWALL MUNI (F46)

GARLAND SIX DEPARTURE

ROCKWALL, TEXAS



SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE
(GARL6.TTT) 17APR25
ROCKWALL, TEXAS
RALPH M HALL/ROCKWALL MUNI (F46)

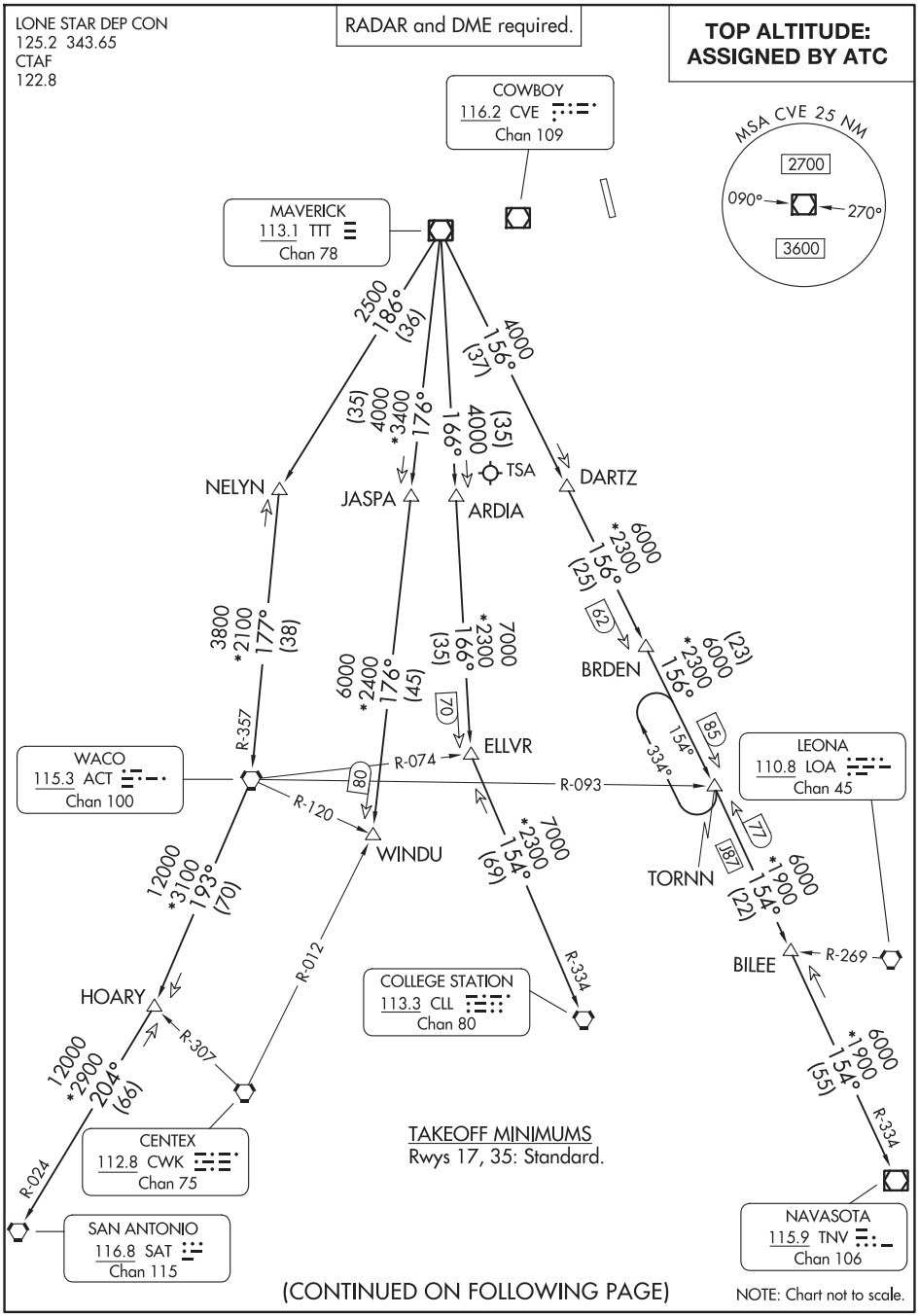
DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

JOE POOL EIGHT DEPARTURE



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

KINGDOM FIVE DEPARTURE

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

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

LUBBOCK TRANSITION (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

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)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(NANDR3.NANDR) 25107 AL-6323 (FAA)

RALPH M HALL/ROCKWALL MUNI (F46)

NANDR THREE DEPARTURE (RNAV)

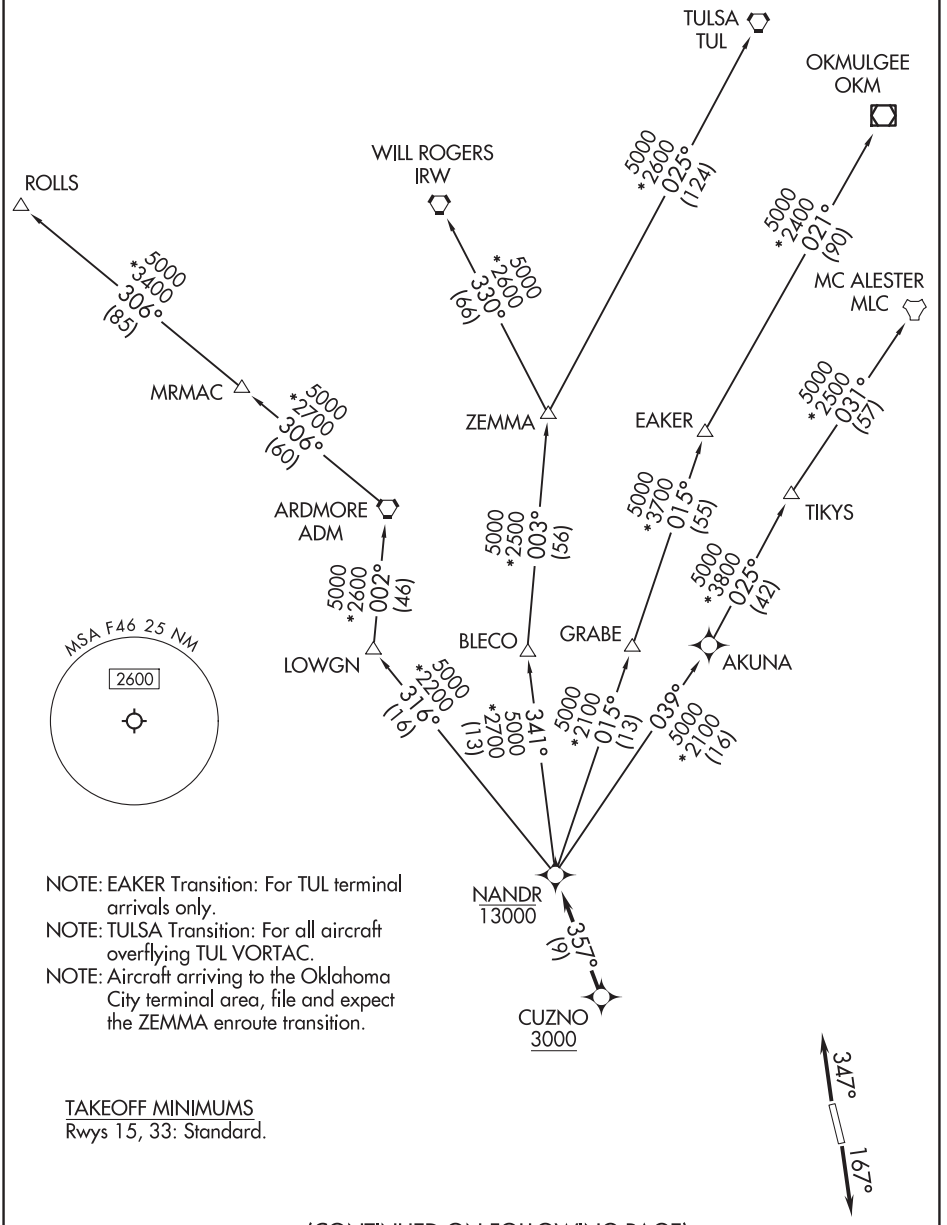
ROCKWALL, TEXAS

LONE STAR DEP CON
124.3 282.275

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 15, 33: Standard.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SEMINOLE, TEXAS | AL-6747 (FAA) | 22111

RNAV (GPS) RWY 35

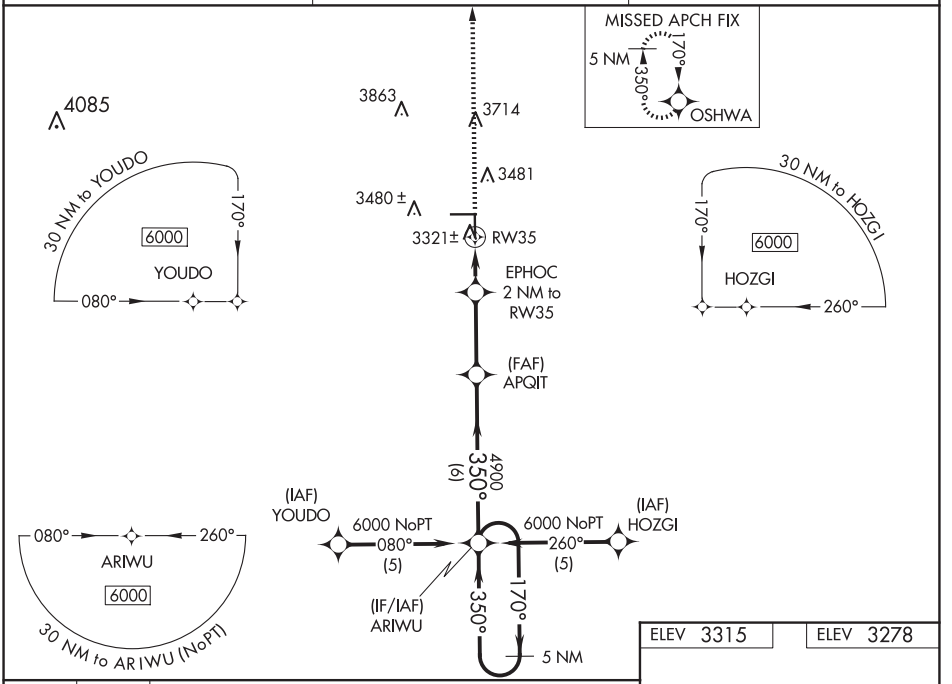
GAINES COUNTY (GNC)

WAAS	APP CRS	Rwy Idg	5002
CH 72918	350°	TDZE	3278
W35A		Apt Elev	3315

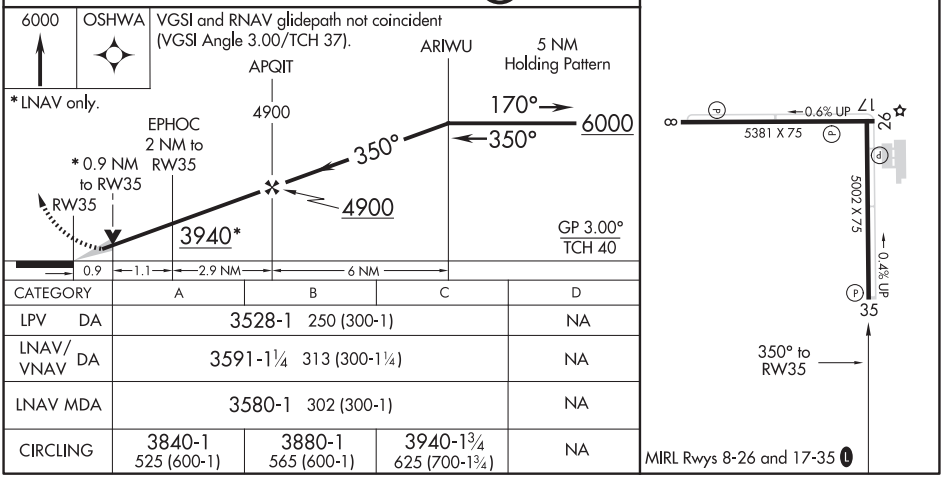
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Midland Intl Air and Space Port altimeter setting and increase LPV DA to 3704 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 3767 feet and all visibilities ¾ SM; increase all MDAs 180 feet and visibility LNAV and Circling Cat C ½ 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.

AWOS-3	FORT WORTH CENTER	UNICOM
118.075	132.6 269.05	122.8 (CTAF) L



ELEV 3315 | ELEV 3278



CATEGORY	A	B	C	D
LPV DA	3528-1 250 (300-1)			NA
LNAV/VNAV DA	3591-1¼ 313 (300-1¼)			NA
LNAV MDA	3580-1 302 (300-1)			NA
CIRCLING	3840-1 525 (600-1)	3880-1 565 (600-1)	3940-1¾ 625 (700-1¾)	NA

SEMINOLE, TEXAS
Amdt 1A 21APR22

32°41′N-102°39′W

GAINES COUNTY (GNC)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 17

SEYMOUR MUNI (6ØF)

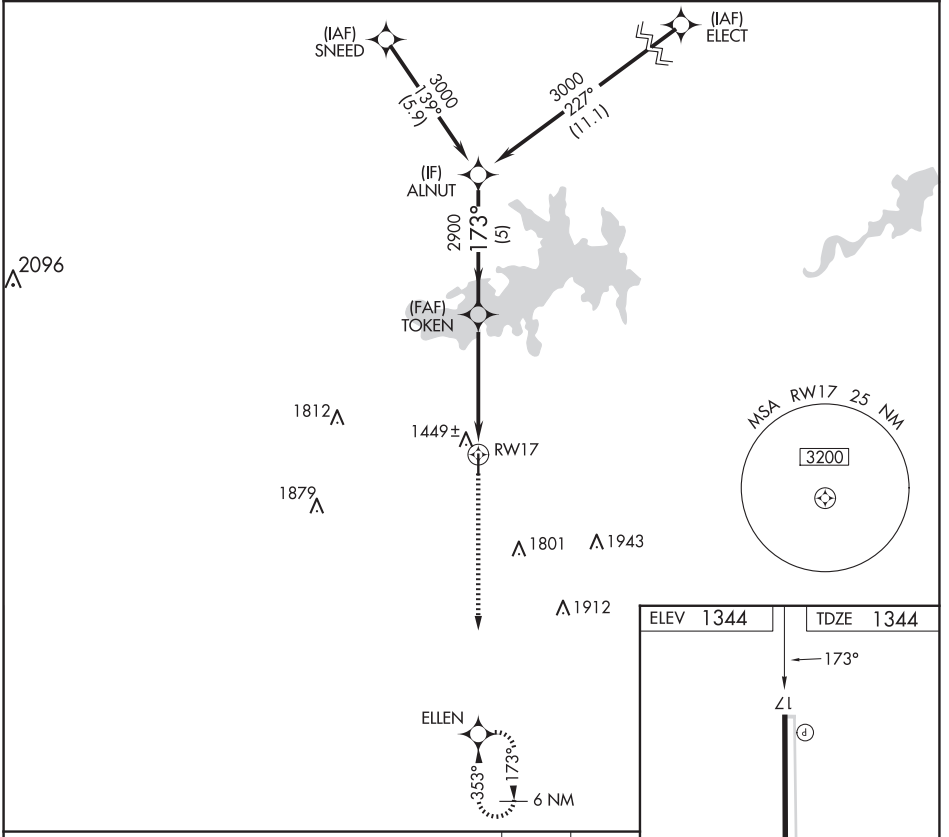
APP CRS	Rwy Idg	4300
173°	TDZE	1344
	Apt Elev	1344

RNP APCH - GPS.

T NA Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and Circling Cat C visibility ½ SM. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ELLEN and hold.

FORT WORTH CENTER	CTAF
133.5 350.35	122.9



CATEGORY	A	B	C	D
LNAV MDA	1700-1 356 (400-1)			NA
CIRCLING	1780-1 436 (500-1)	1800-1 456 (500-1)	2020-2 676 (700-2)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WICHITA FALLS, TEXAS

ILS or LOC/DME Y RWY 33L

SHEPPARD AFB/
WICHITA FALLS MUNI (KSPS)

[USAF]

LOC/DME I-SPS	APCH CRS	Rwy Idg 33L 13,100 33C 10,003
109.7 Chan 34	333°	TDZE 33L 1000 33C 989
		Arpt Elev 1019

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

Rwy 33L MALSR (A5)

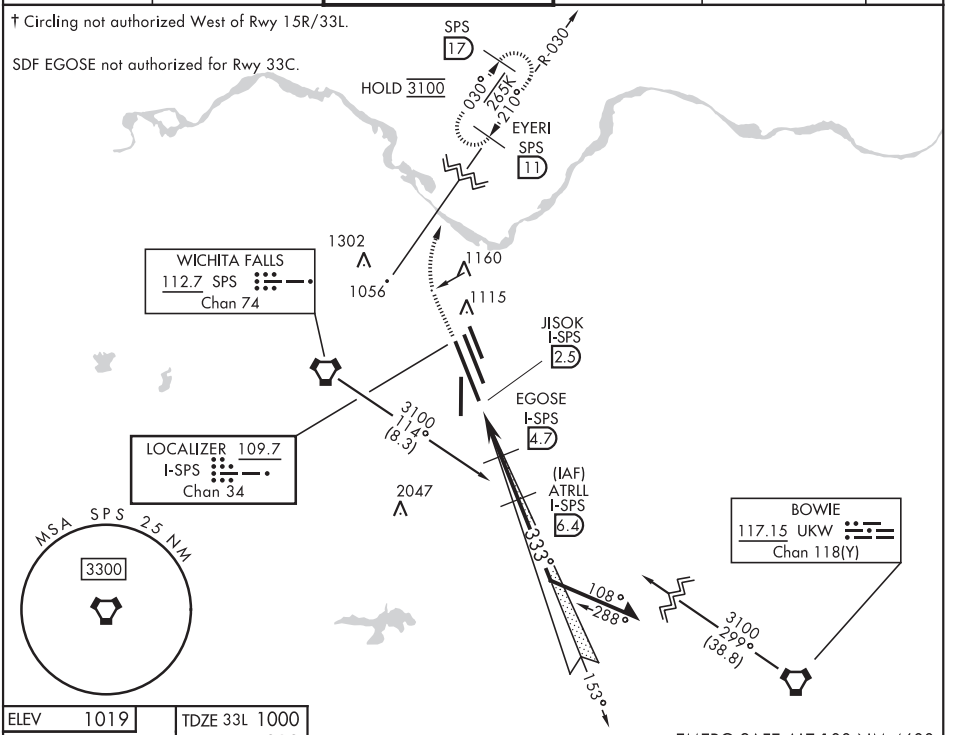
Rwy 33C ALSF-1 (A1)

MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR
132.05 269.9	118.2 269.025	119.75 L 279.525 (CTAF)	125.5 289.4	121.2 282.225	

† Circling not authorized West of Rwy 15R/33L.

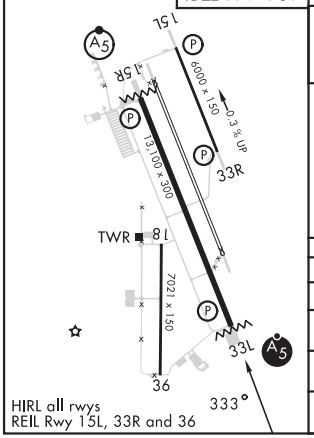
SDF EGOSE not authorized for Rwy 33C.



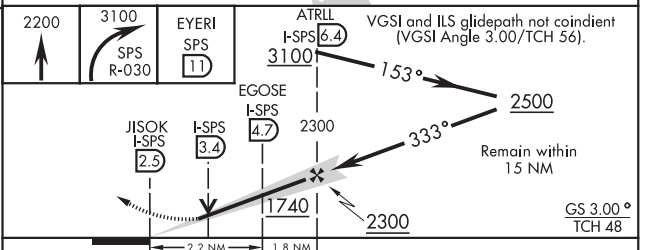
ELEV 1019

TDZE 33L 1000
TDZE 33C 989

EMERG SAFE ALT 100 NM 4600



HIRL all rwys
REIL Rwy 15L, 33R and 36



CATEGORY	A	B	C	D	E
S-ILS 33L *	1200-½ 200 (200-½)				
S-LOC 33L**	1340-½ 340 (400-½)				
SIDESTEP 33C ***	1440-½ 451 (500-½)		1440-⅞ 451 (500-⅞)		
CIRCLING†	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2100-3 1081 (1100-3)	

33°59′N-98°30′W

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WICHITA FALLS, TEXAS

RNAV (GPS) RWY 15L

APCH CRS	Rwy ldg	6000
153°	TDZE	1019
	Arpt Elev	1019

[USAF]

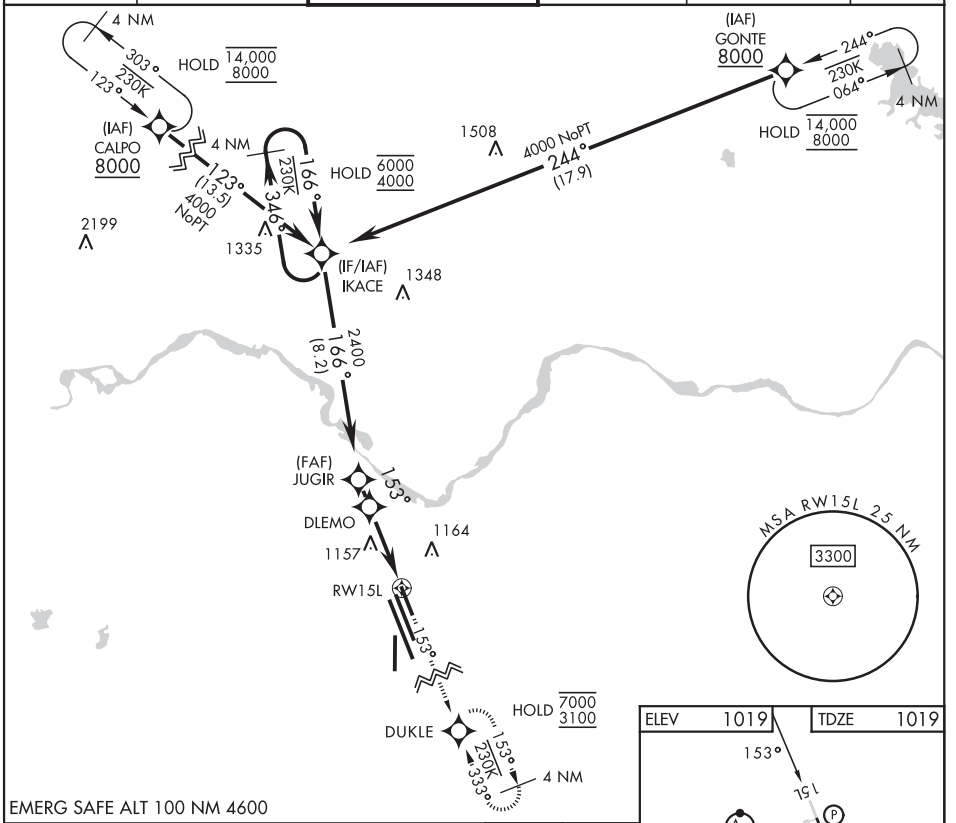
SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

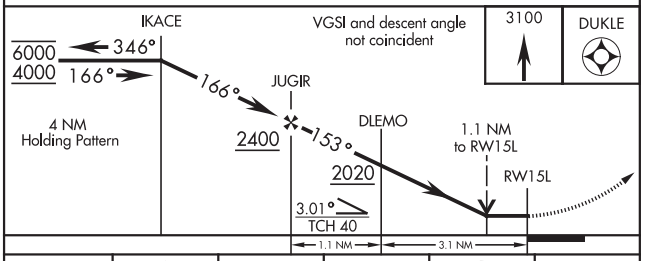
RNP APCH - GPS

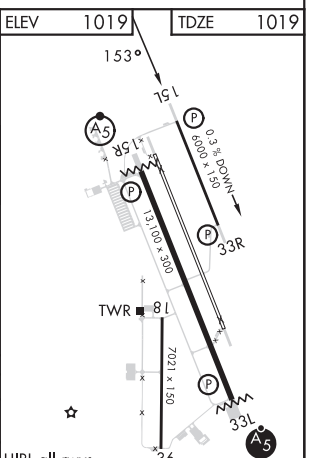
▼ *Circling not authorized West of Rwy 15R/33L.

MISSED APPROACH: Climb and maintain 3100, track 153° direct DUKLE and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225	







CATEGORY	A	B	C	D	E
LNAV MDA	NA	1420-1 401 (500-1)	1420-1⅛ 401 (500-1⅛)		NA
CIRCLING *	NA	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2100-3 1081(1100-3)	NA

WICHITA FALLS, TEXAS

33°59'N-98°30'W

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

Amdt 3 23JAN25

RNAV (GPS) RWY 15L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

WICHITA FLORIDA

RNAV (GPS) RWY 15R

APCH CRS	Rwy ldg	13,100
153°	TDZE	998
	Arpt Elev	1019

[USAF] SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

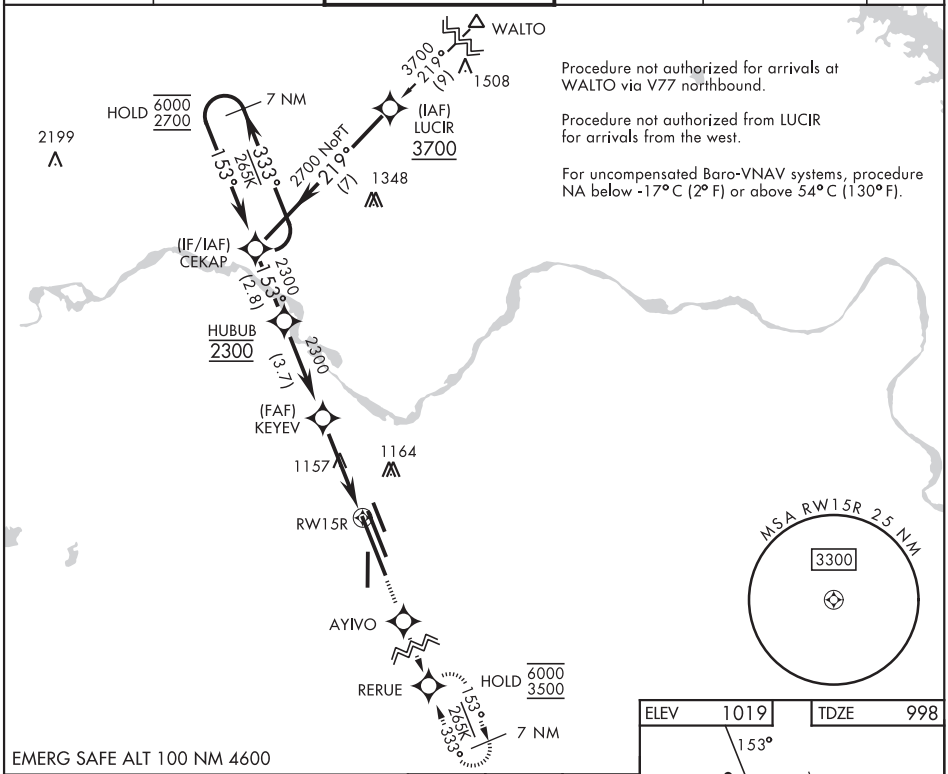
RNP APCH - GPS

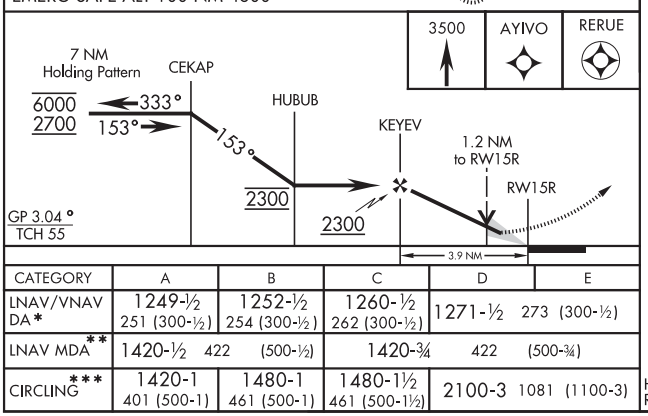
MALSR

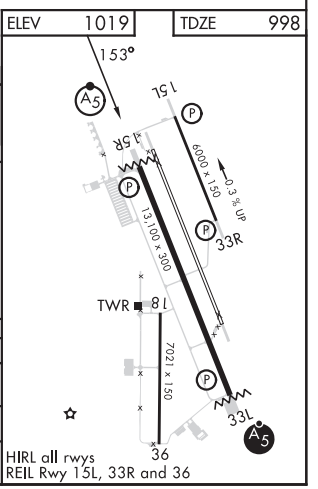
* When ALS inop, increase CAT AB vis to ¾ mile; CAT CDE vis to ⅞ mile.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1¼ miles.
*** Circling not authorized West of Rwy 15R-33L.

MISSED APPROACH: Climb to 3500 direct AYIVO and via 153° track to RERUE and hold.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR
132.05 269.9	118.2 269.025	119.75 (L) 279.525 (CTAF)	125.5 289.4	121.2 282.225	







CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	1249-½ 251 (300-½)	1252-½ 254 (300-½)	1260-½ 262 (300-½)	1271-½ 273 (300-½)	
LNAV MDA**	1420-½ 422 (500-½)		1420-¾ 422 (500-¾)		
CIRCLING***	1420-1 401 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2100-3 1081 (1100-3)	

WICHITA FALLS, TEXAS 33°59'N-98°30'W SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

Amdt 5 23JAN25

RNAV (GPS) RWY 15R

SC-2, 07 AUG 2025 to 02 OCT 2025

WICHITA FALLS, TEXAS

RNAV (GPS) RWY 33L

APCH CRS	Rwy ldg	13,100
333°	TDZE	1000
	Arpt Elev	1019

[USAF] SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

RNP APCH - GPS

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** Circling not authorized SW of Rwy 15R-33L.

MALSR

MISSED APPROACH: Climb to 3300 direct BAILE, track 333° to CEKAP and hold.

ATIS ★	APP CON	TOWER★	GND CON	CLNC DEL	ASR
132.05 269.9	118.2 269.025	119.75 (L) 279.525(CTAF)	125.5 289.4	121.2 282.225	

7 NM
HOLD 6000 3300
153° 333° 265K
CEKAP
1120
1164
BAILE
RW33L
1083
(FAF)
ZEGUM
1326
2300 (4)
FINTU
2300
(4.1)
2300
333°
(IF/IAF)
RERUE
3500
HOLD 6000 3500
153° 333° 265K
4 NM
3500 NoPT
358° (11.2)
(IAF)
KARYN
6000

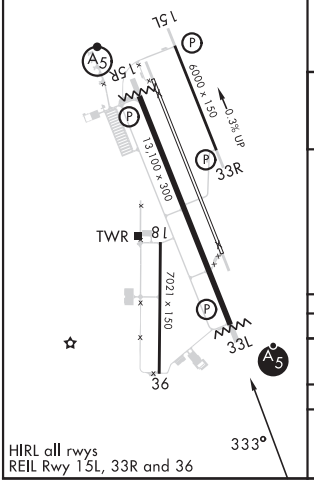
For uncompensated Baro-VNAV systems, procedure not authorized below -17°C (2°F) or above 54°C (130°F).

Procedure not authorized for arrivals at KARYN via V568 southeast bound.

MSA RW33L 25 NM
3300

EMERG SAFE ALT 100 NM 4600

ELEV	1019	TDZE	1000



3300	BAILE	tr 333°	CEKAP

VGSI and Glidepath not coincident (VGSI Angle 3.00/TCH 56).

4 NM Holding Pattern
RERUE
153° 333°
6000 3500

ZEGUM
FINTU
0.9 NM to RW33L
RW33L
2300
2300
333°
3.9 NM
GP 3.06°
TCH 48

CATEGORY	A	B	C	D	E
LNAV/VNAV DA *	1255-½		255	(300-½)	
LNAV MDA **	1340-½		340	(400-½)	
CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2100-3 1081 (1100-3)	

WICHITA FALLS, TEXAS
Amdt 6 20FEB25

33°59'N-98°30'W

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

RNAV (GPS) RWY 33L

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WICHITA FALLS, TEXAS

VOR/DME-E

VORTAC SPS 112.7 Chan 74	APCH CRS 260°	Rwy Idg N/A TDZE N/A Arpt Elev 1019

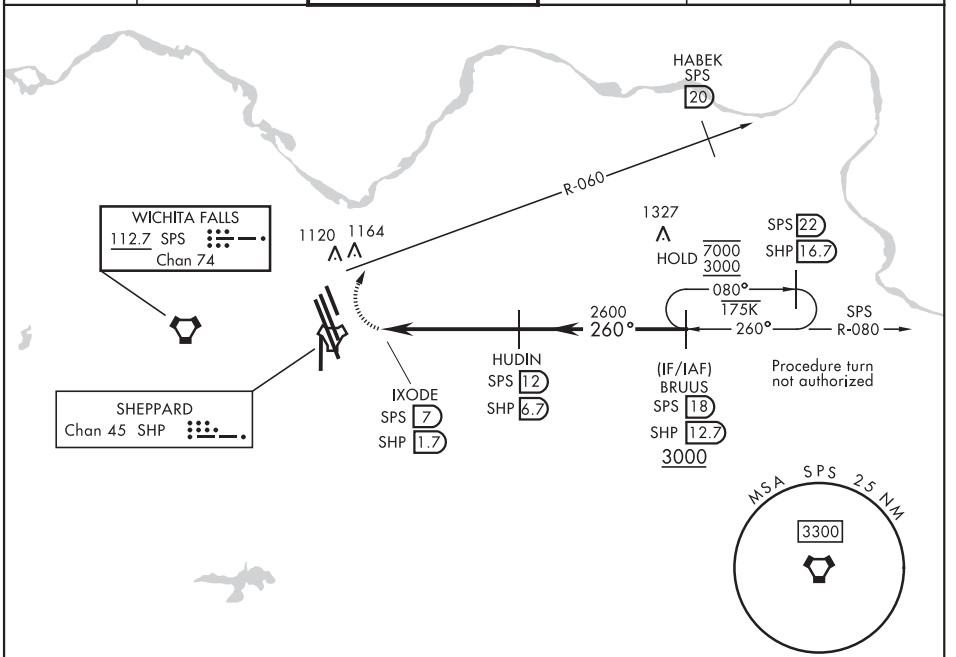
[USAF] SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

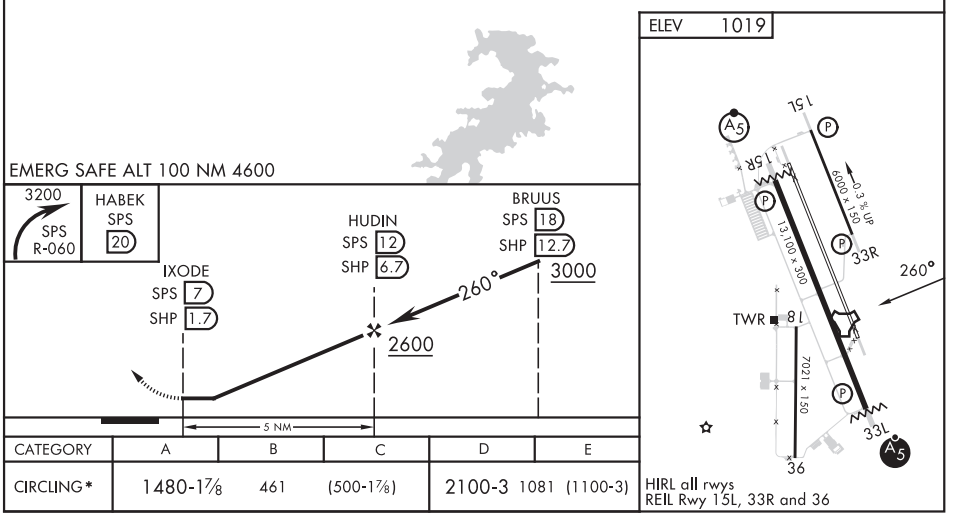
RADAR required

* Circling not authorized W of Rwy 15R-33L.

MISSED APPROACH: Climbing right turn to 3200, intcp SPS VORTAC R-060 to 20 DME (HABEK). Expect RADAR vectors.

ATIS ★	APP CON	TOWER ★	GND CON	CLNC DEL	ASR
132.05 269.9	118.2 269.025	119.75 279.525 (CTAF)	125.5 289.4	121.2 282.225	





CATEGORY	A	B	C	D	E
CIRCLING*	1480-1⅞	461	(500-1⅞)	2100-3	1081 (1100-3)

SC-2, 07 AUG 2025 to 02 OCT 2025

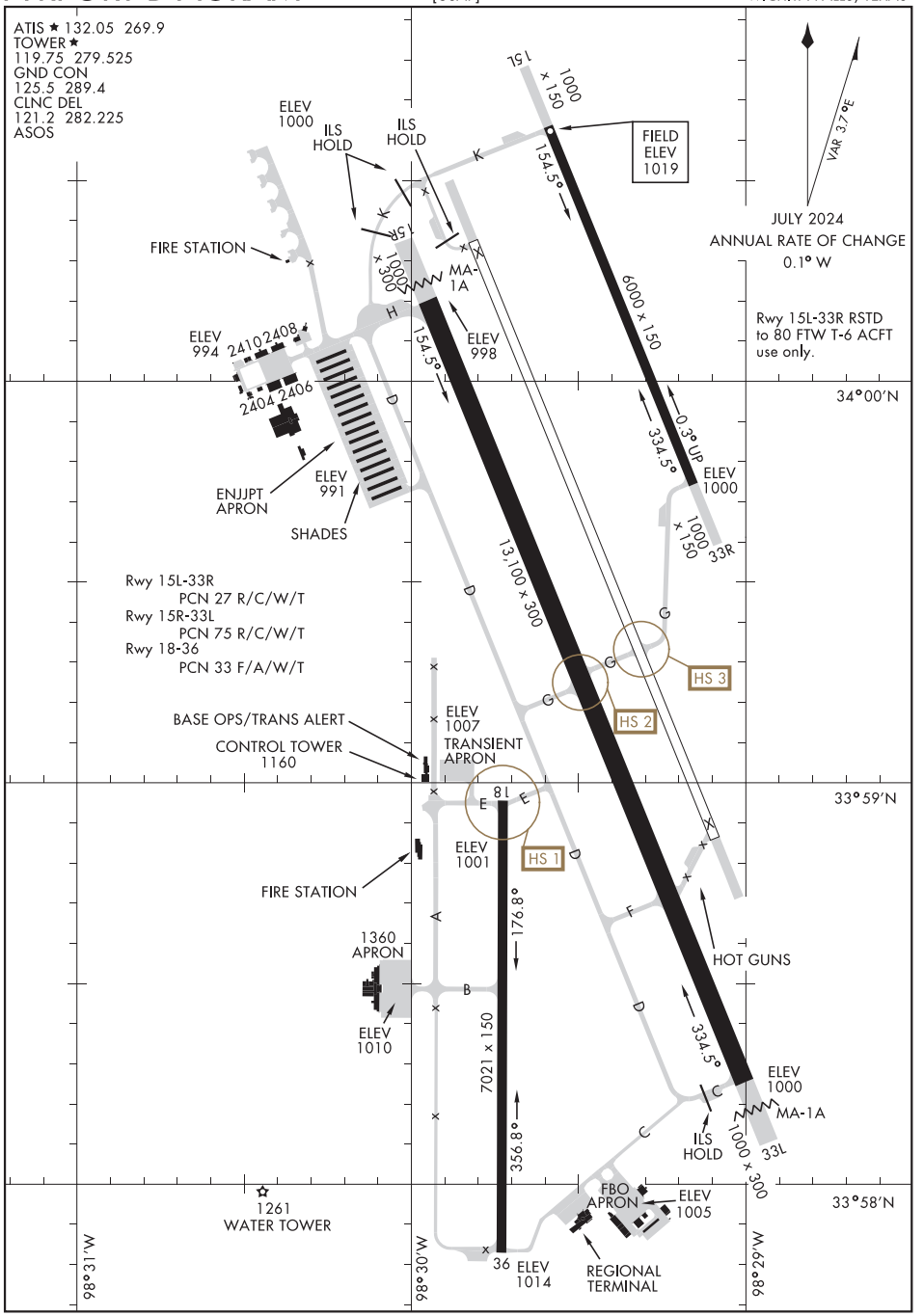
SC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

[USAF]

WICHITA FALLS, TEXAS



AIRPORT DIAGRAM

WICHITA FALLS, TEXAS

SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

SHERMAN, TEXAS | AL-5199 (FAA) | 21112

RNAV (GPS) RWY 16

SHERMAN MUNI (SWI)

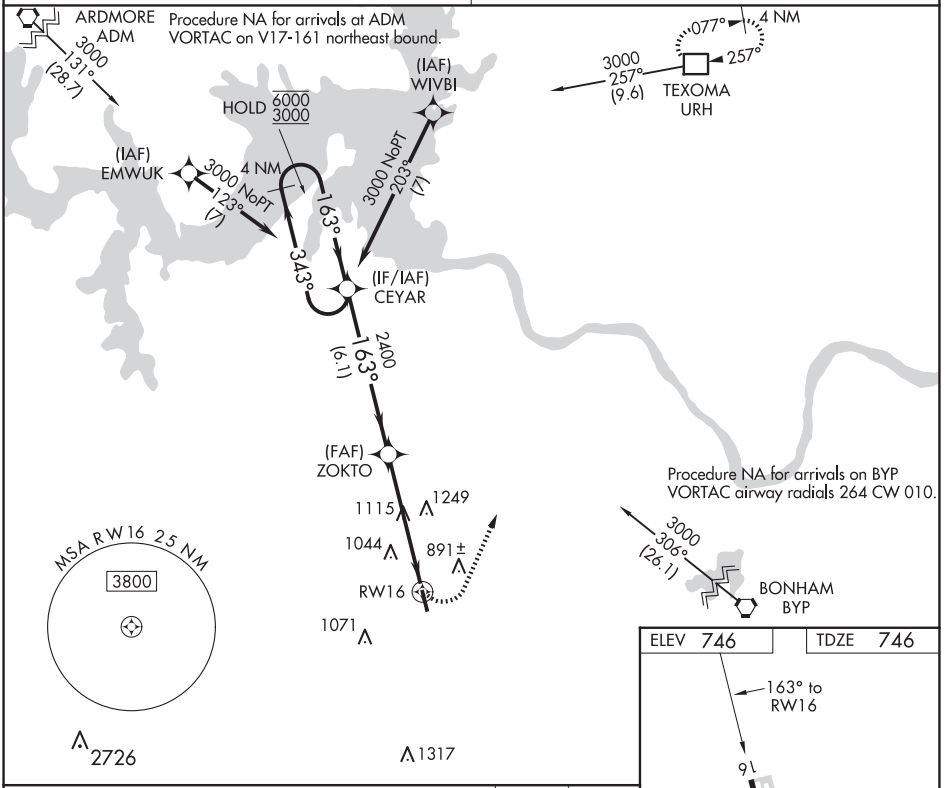
APP CRS	Rwy Idg	4000
163°	TDZE	746
	Apt Elev	746

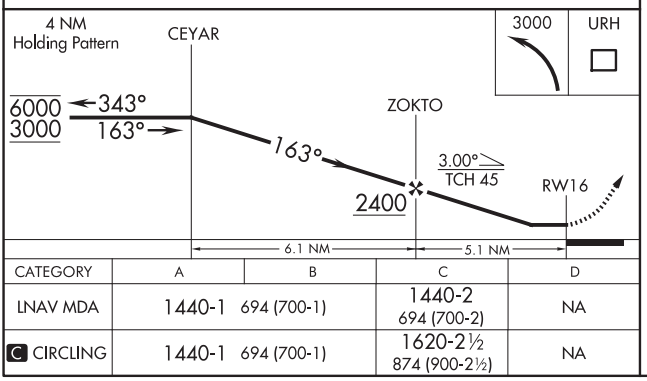
RNP APCH.

T A NA — 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 ¼ SM, Cat C ½ SM, and increase Circling visibility Cats A/B ¼ SM, Cat C ½ SM. Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.

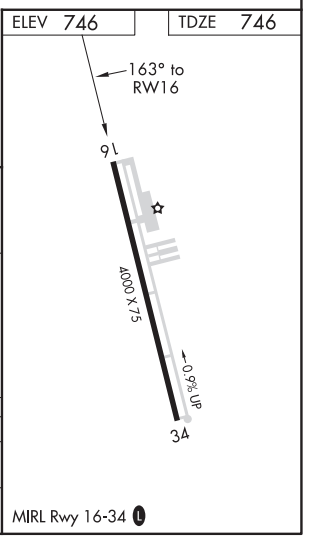
MISSED APPROACH: Climbing left turn to 3000 direct URH DME and hold.

FORT WORTH CENTER	UNICOM
124.75 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1440-1	694 (700-1)	1440-2 694 (700-2)	NA
C CIRCLING	1440-1	694 (700-1)	1620-2½ 874 (900-2½)	NA



SHERMAN, TEXAS
Orig-B 31DEC20

33°37′N-96°35′W

SHERMAN MUNI (SWI)

RNAV (GPS) RWY 16

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4000
CH 86534	343°	TDZE	739
W34A		Apt Elev	746

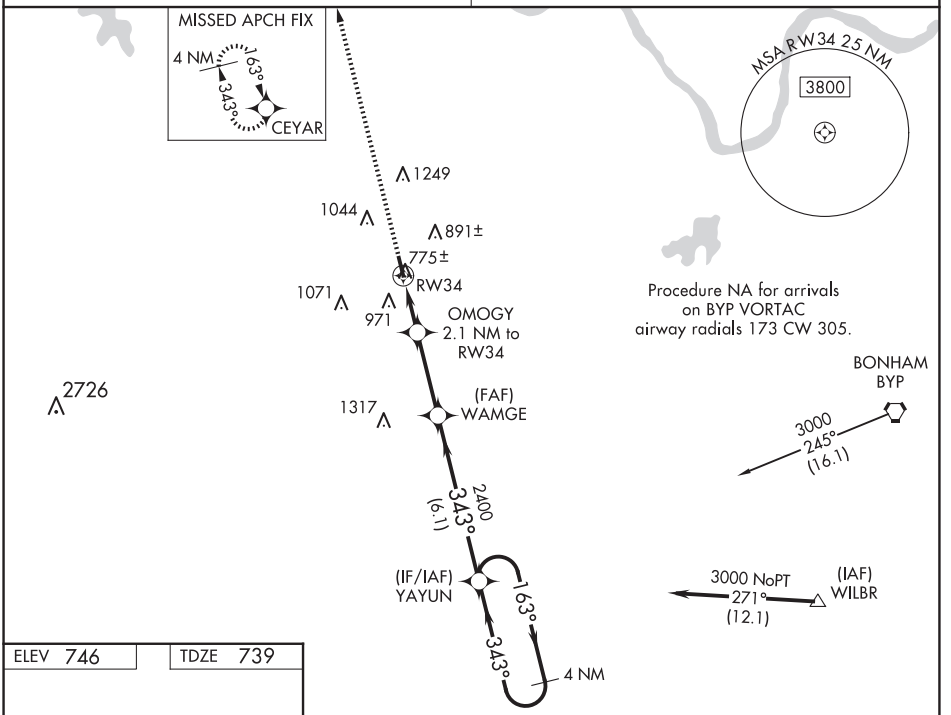
RNAV (GPS) RWY 34
SHERMAN MUNI (SWI)

T A NA

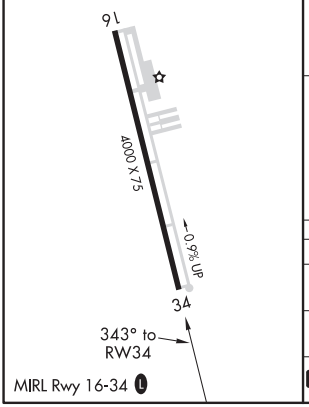
DME/DME RNP-0.3 NA. Use Sherman/Denison altimeter setting, if not received, use Dallas Love Fld altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cat C visibility ⅜ mile, Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

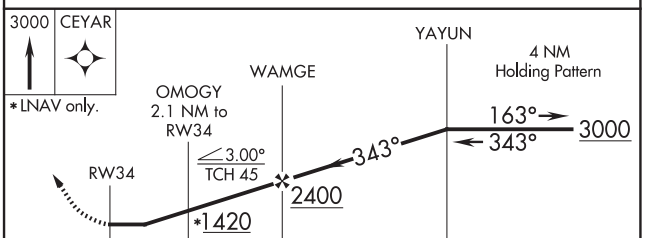
MISSED APPROACH: Climb to 3000 direct CEYAR and hold.

FORT WORTH CENTER	UNICOM
124.75 323.0	122.8 (CTAF) L



ELEV 746 TDZE 739





CATEGORY	A	B	C	D
LP MDA	1060-1 321 (400-1)			NA
LNAV MDA	1100-1 361 (400-1)		1100-1⅛ 361 (400-1⅛)	NA
C CIRCLING	1300-1 554 (600-1)	1420-1 674 (700-1)	1620-2½ 874 (900-2½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SHERMAN, TEXAS

AL-5199 (FAA)

21112

VOR/DME-A

SHERMAN MUNI (SWI)

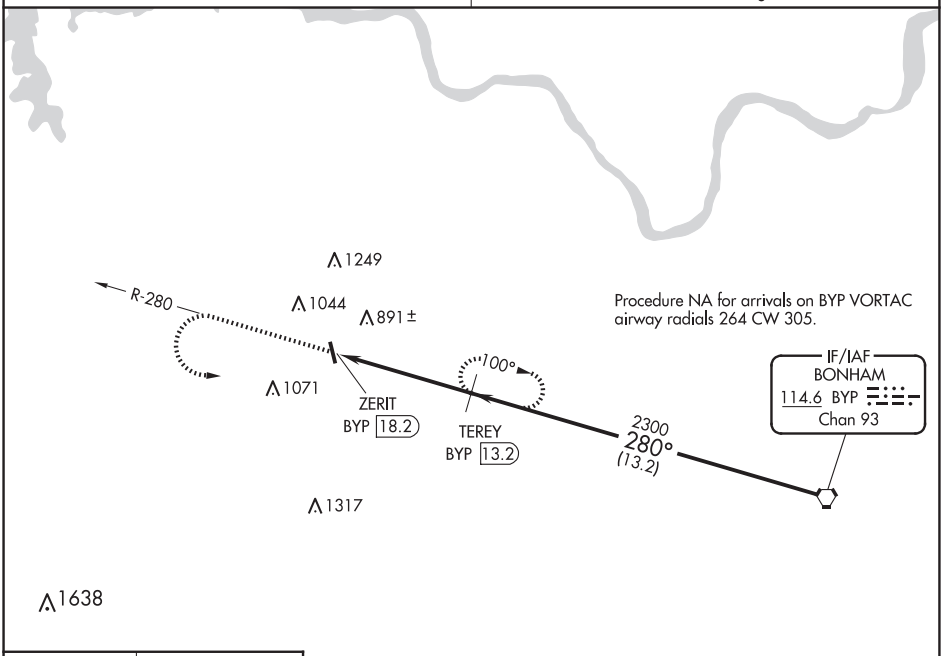
VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	280°	TDZE	N/A
Chan 93		Apt Elev	746

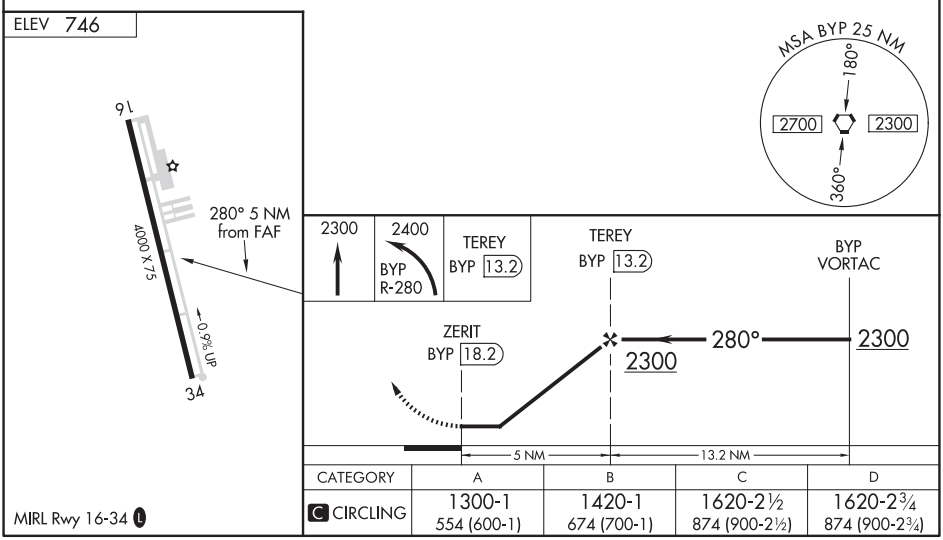
Use Sherman/Denison altimeter setting, when not received, use Dallas Love Fld altimeter setting and increase all MDA 140 feet, increase visibility Cat B ¼ mile, Cat C ½ mile, and Cat D ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climb to 2300, then climbing left turn to 2400 on BYP R-280 to TEREY/13.2 DME and hold.

FORT WORTH CENTER	UNICOM
124.75 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	1300-1 554 (600-1)	1420-1 674 (700-1)	1620-2½ 874 (900-2½)	1620-2¾ 874 (900-2¾)

MIRL Rwy 16-34 L

SHERMAN, TEXAS

Orig-D 04FEB16

33°37′N-96°35′W

SHERMAN MUNI (SWI)

VOR/DME-A

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18L

NORTH TEXAS RGNL/PERRIN FLD (GYI)

LOC I-GYI	APP CRS	Rwy Idg	9000
111.7	179°	TDZE	741
		Apt Elev	749

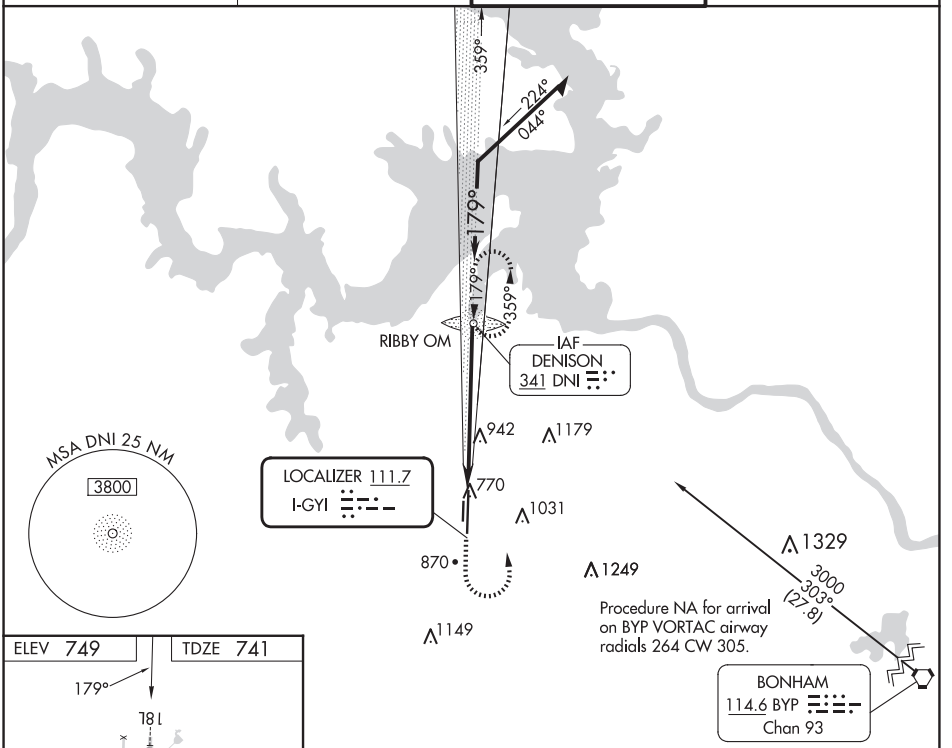
ADF required.

T A NA Circling Rwy 18R, 36L NA at night. Autopilot coupled approach NA below 1900. For inop ALS, increase S-LOC-18L Cat C/D visibility to 1⅜ SM.

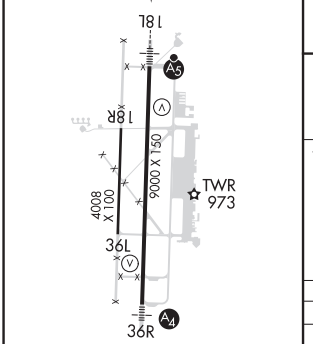
MALSR A5

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct DNI NDB and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS TOWER ★	GND CON
118.775	124.75 323.0	120.575 (CTAF) L 233.7	124.125



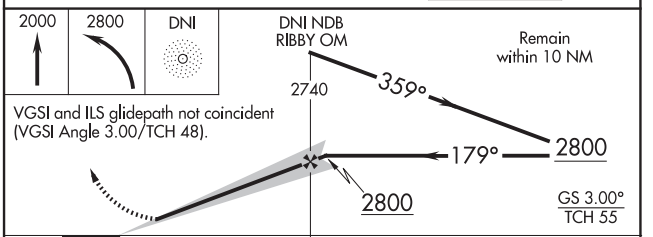
ELEV 749 TDZE 741



MIRL Rwy 18L-36R L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 18L	941-½ 200 (200-½)			
S-LOC 18L	1220-½ 479 (500-½)		1220-1 479 (500-1)	
C CIRCLING	1300-1 551 (600-1)		1400-1¾ 651 (700-1¾)	1540-2½ 791 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SHERMAN/DENISON, TEXAS | AL-389 (FAA) | 24137

WAAS	APP CRS	Rwy Idg	9000
CH 86528	179°	TDZE	741
W18A		Apt Elev	749

RNAV (GPS) RWY 18L

NORTH TEXAS RGNL/PERRIN FLD (GYI)

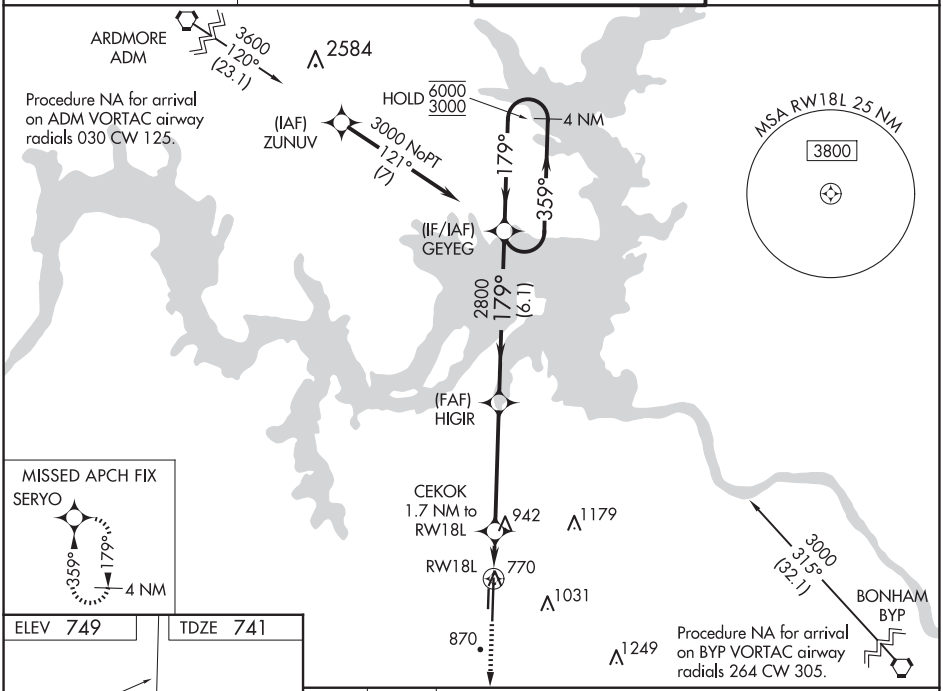
RNP APCH - GPS.

Circling Rwy 18R, 36L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

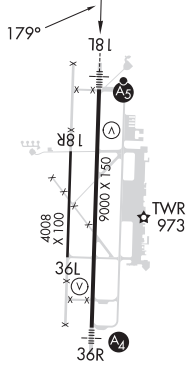
MALSR

MISSED APPROACH: Climb to 3000 direct SERYO and hold.

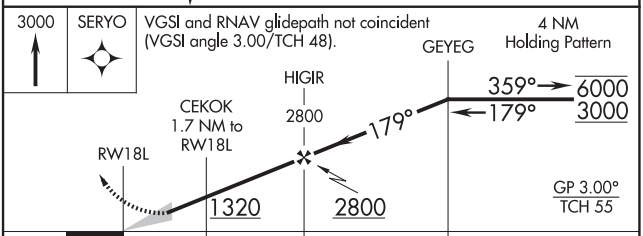
ATIS	FORT WORTH CENTER	NORTH TEXAS TOWER ★	GND CON
118.775	124.75 323.0	120.575 (CTAF) L 233.7	124.125



ELEV 749 | TDZ 741



MIRL Rwy 18L-36R L



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)		1200-⅞ 459 (500-⅞)	
C CIRCLING	1300-1 551 (600-1)		1400-1¾ 651 (700-1¾)	1540-2½ 791 (800-2½)

SHERMAN/DENISON, TEXAS
Amdt 1 16MAY24

33°43'N-96°40'W

NORTH TEXAS RGNL/PERRIN FLD (GYI)
RNAV (GPS) RWY 18L

SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	9000
CH 65928	359°	TDZE	749
W36A		Apt Elev	749

RNAV (GPS) RWY 36R

NORTH TEXAS RGNL/PERRIN FLD (GYI)

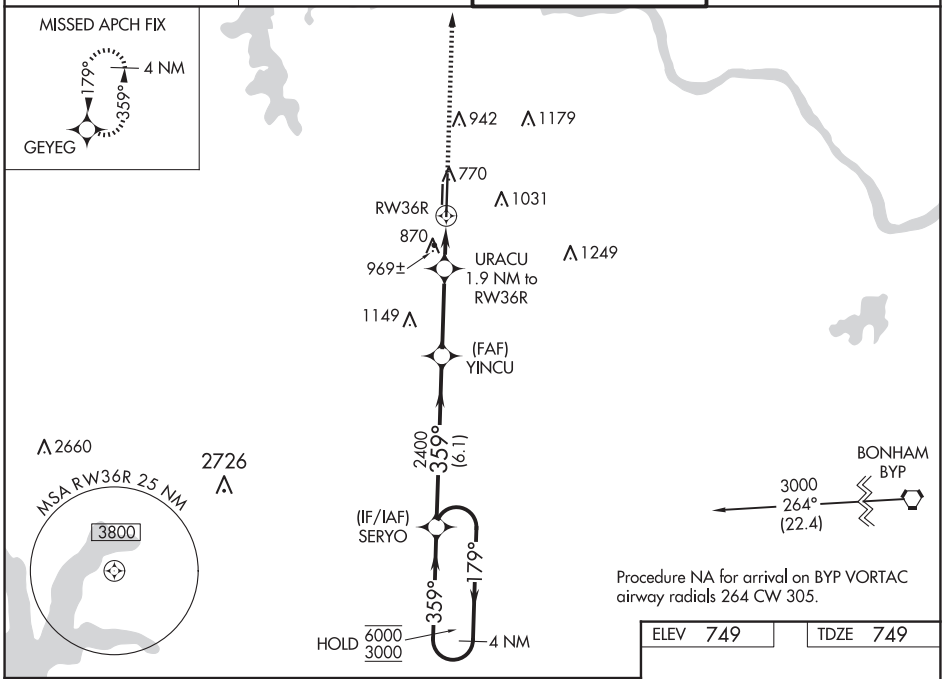
RNP APCH - GPS.

Circling Rwy 18R, 36L NA at night.
Inop table does not apply to LPV.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

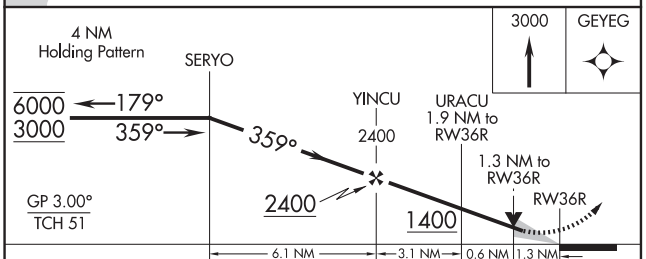
MALS

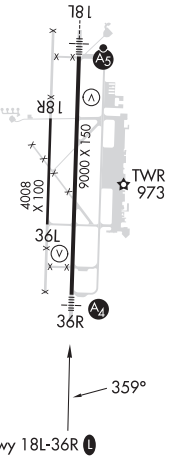
MISSED APPROACH: Climb to 3000 direct GEYEG and hold.

ATIS	FORT WORTH CENTER	NORTH TEXAS TOWER ★	GND CON
118.775	124.75 323.0	120.575 (CTAF) L 233.7	124.125



ELEV 749	TDZE 749





CATEGORY	A	B	C	D
LPV DA	949-¾ 200 (200-¾)			
LNAV/VNAV DA	1220-1⅜ 471 (500-1⅜)			
LNAV MDA	1220-¾ 471 (500-¾)		1220-1⅛ 471 (500-1⅛)	
C CIRCLING	1300-1 551 (600-1)		1400-1¾ 651 (700-1¾)	1540-2½ 791 (800-2½)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SHERMAN/DENISON, TEXAS | AL-389 (FAA) | 24137

VORTAC BYP	APP CRS	Rwy Idg	N/A
114.6	290°	TDZE	N/A
Chan 93		Apt Elev	749

VOR-A

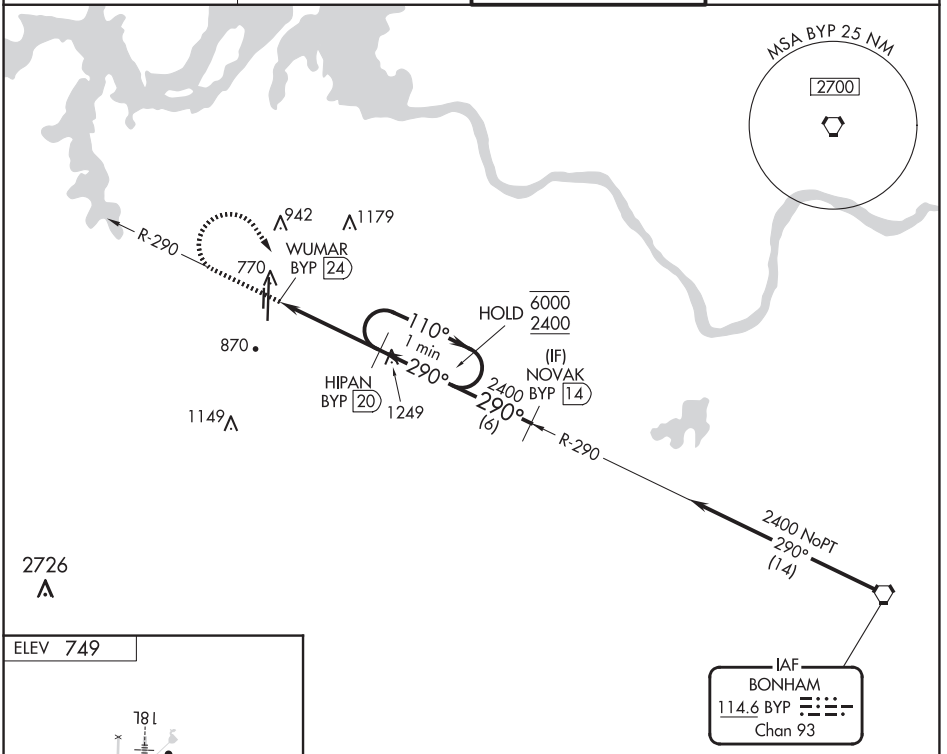
NORTH TEXAS RGNL/PERRIN FLD (GYI)

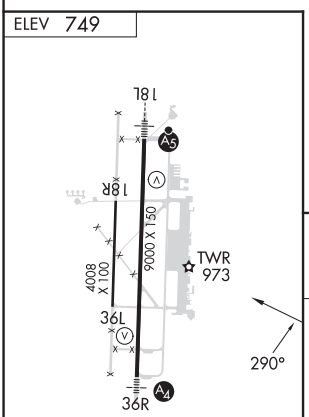
DME required.

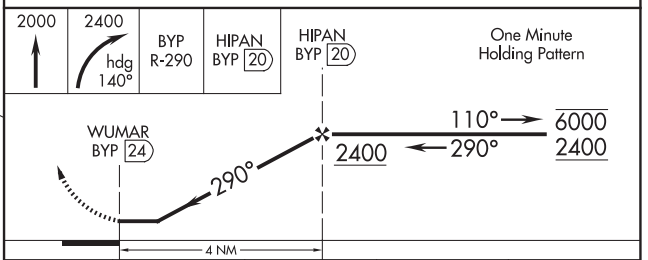
Circling Rwy 18R, 36L NA at night.

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.

ATIS	FORT WORTH CENTER	NORTH TEXAS TOWER ★	GND CON
118.775	124.75 323.0	120.575 (CTAF) L 233.7	124.125







CATEGORY	A	B	C	D
C CIRCLING	1340-1	591 (600-1)	1400-1¾ 651 (700-1¾)	1540-2½ 791 (800-2½)

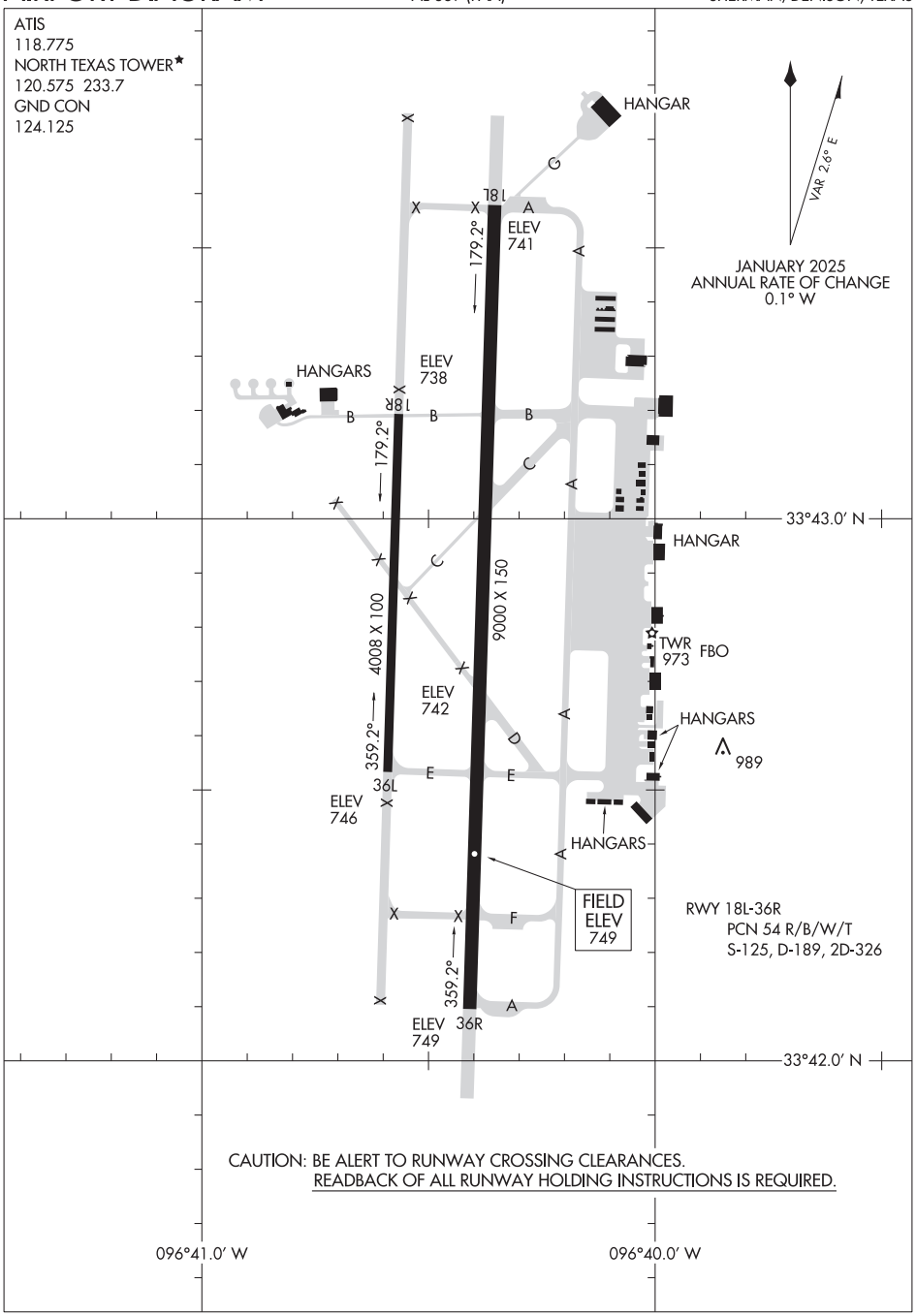
MIRL Rwy 18L-36R L

SHERMAN/DENISON, TEXAS
Amdt 2 16MAY24

33°43′N-96°40′W

NORTH TEXAS RGNL/PERRIN FLD (GYI)
VOR-A

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025



SC-2, 07 AUG 2025 to 02 OCT 2025

SLATON, TEXAS

AL-9734 (FAA)

23334

RNAV (GPS) RWY 18

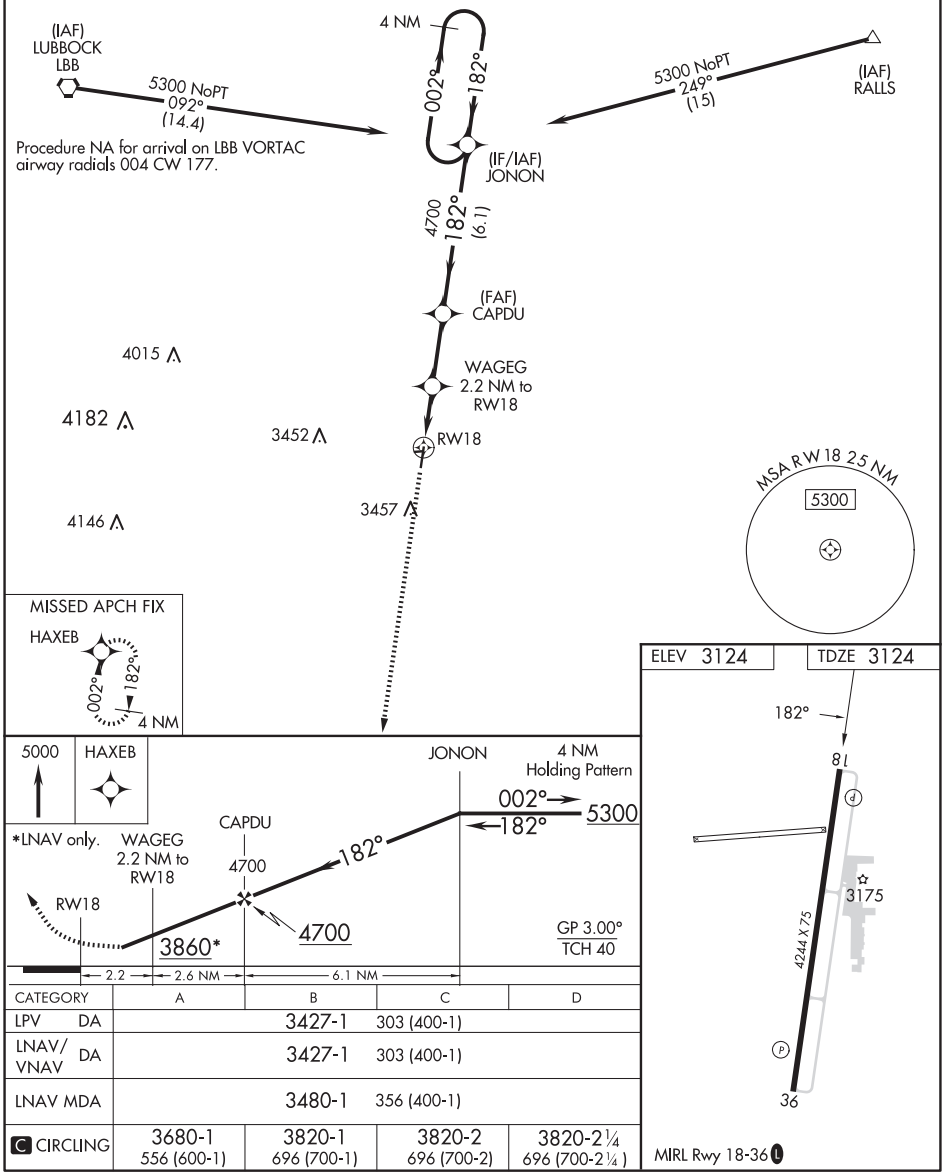
CITY OF SLATON/LARRY T NEAL MEML (F49)

WAAS	APP CRS	Rwy Idg	4244
CH 42739	182°	TDZE	3124
W18A		Apt Elev	3124

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5000 direct HAXEB and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	119.2 351.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		3427-1	303 (400-1)	
LNAV/VNAV DA		3427-1	303 (400-1)	
LNAV MDA		3480-1	356 (400-1)	
C CIRCLING	3680-1 556 (600-1)	3820-1 696 (700-1)	3820-2 696 (700-2)	3820-2¼ 696 (700-2¼)

MIRL Rwy 18-36 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36

CITY OF SLATON/LARRY T NEAL MEML (F49)

WAAS	APP CRS	Rwy Idg	4244
CH 86939	002°	TDZE	3124
W36A		Apt Elev	3124

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5300 direct JONON and hold.

LBB ASOS	LUBBOCK APP CON	UNICOM
125.3 270.275	119.2 351.8	123.0 (CTAF) L

Procedure NA for arrivals on LBB VORTAC airway radials 075 CW 216.

LUBBOCK LBB

4015

4182

5100
149°
(26.8)

3452

RW36

3457

4146

(FAF)
CAGOX

4700
002°
(6.1)

(IF/IAF)
HAXEB

5000 NoPT
047°
(5)

002°

182°

5000 NoPT
317° (5)

4 NM

(IAF)
TAGAE
(RADAR required)

(IAF)
WATUS
(RADAR REQD)

MISSED APCH FIX

4 NM
002°
182°
JONON

MSA RW36 25 NM
5200

ELEV 3124 TDZE 3124

4 NM
Holding Pattern
HAXEB
5000
182°
002°
002°
CAGOX
4700
RW36
4700
GP 3.00°
TCH 40
6.1 NM
4.9 NM

5300 JONON

81
3175
4244 X 75
36
002°
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LPV DA	3883-3		759 (800-3)	
LNAV/VNAV DA	3849-3		725 (800-3)	
LNAV MDA	3760-1 636 (700-1)		3760-1¾ 636 (700-1¾)	
C CIRCLING	3760-1 636 (700-1)	3820-1 696 (700-1)	3820-2 696 (700-2)	3820-2¼ 696 (700-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SNYDER, TEXAS | AL-6013 (FAA) | 23110

RNAV (GPS) RWY 35

WINSTON FLD (SNK)

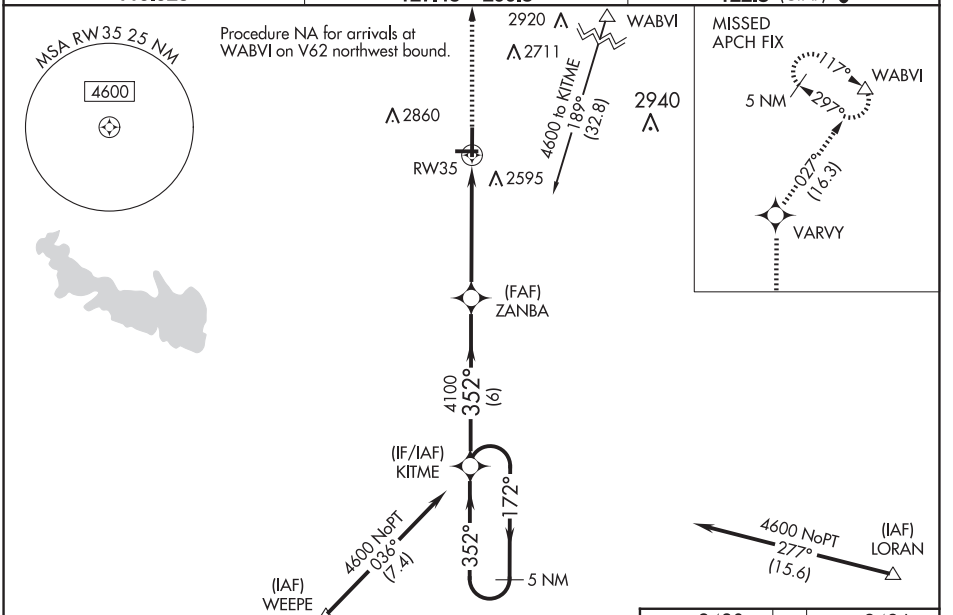
WAAS	APP CRS	Rwy Idg	5599
CH 70331	352°	TDZE	2426
W35A		Apt Elev	2430

RNP 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 ⅛ SM; increase LNAV/VNAV DA to 2748 and all visibilities ⅜ SM; increase all MDAs 80 feet and LNAV and Circling visibility Cat C ¼ SM. Circling NA to Rwys 8 and 26. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 5000 direct VARVY and on track 027° to WABVI and hold, continue climb-in-hold to 6000.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L

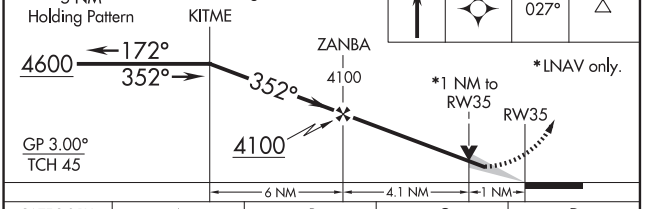


SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

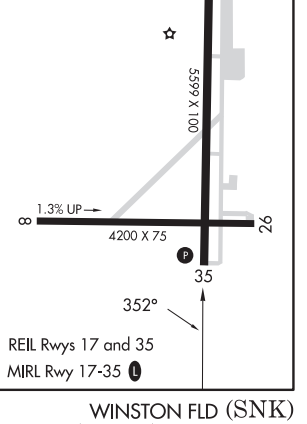
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

5000	VARVY	tr 027°	WABVI



CATEGORY	A	B	C	D
LPV DA	2626-¾ 200 (200-¾)			NA
LNAV/VNAV DA	2676-¾ 250 (300-¾)			NA
LNAV MDA	2780-1 354 (400-1)			NA
CIRCLING	2940-1 510 (600-1)		3220-2¼ 790 (800-2¼)	NA

ELEV 2430 | TDZE 2426



SNYDER, TEXAS
Amdt 1C 20APR23

32°42'N - 100°57'W

WINSTON FLD (SNK)

RNAV (GPS) RWY 35

NDB RWY 35

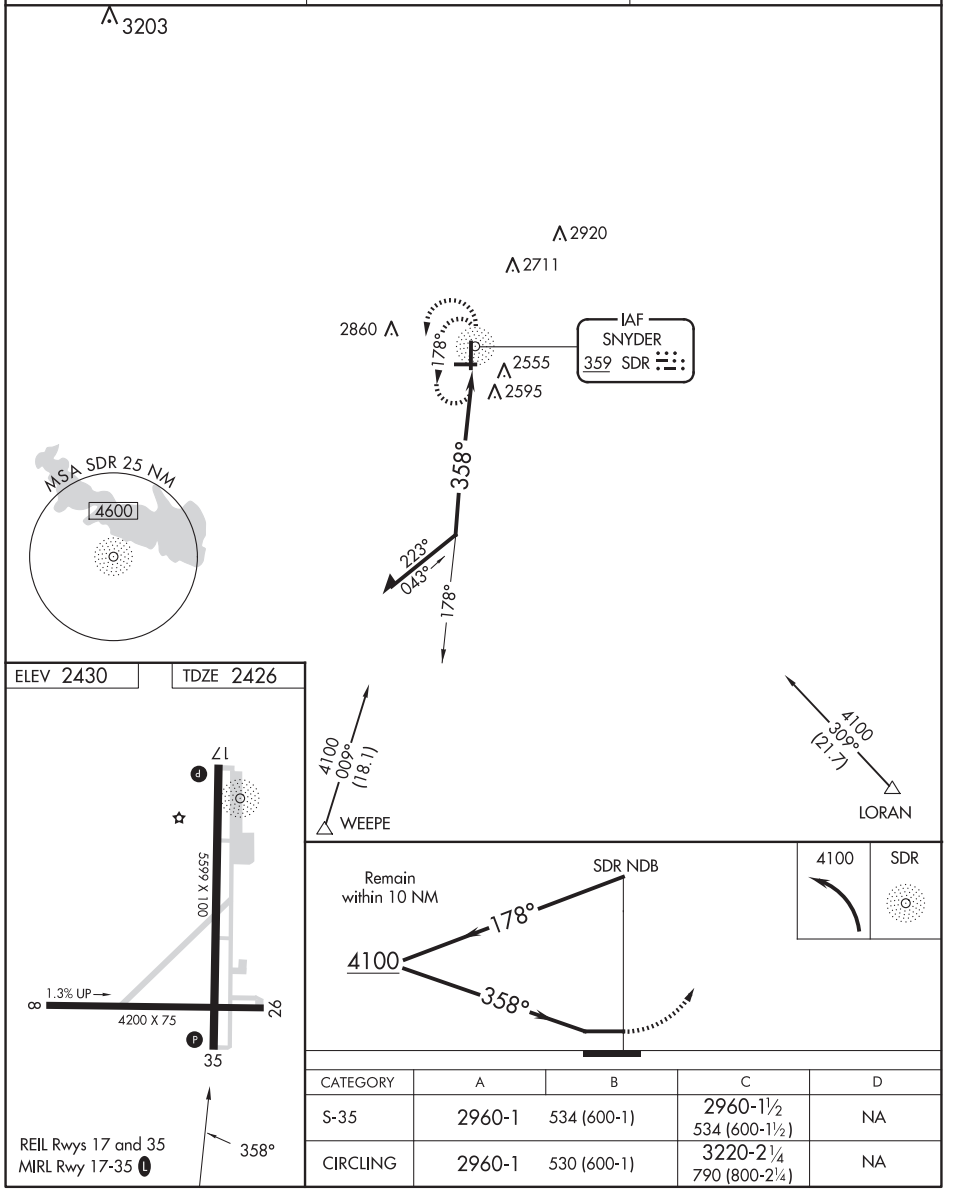
WINSTON FLD (SNK)

NDB SDR	APP CRS	Rwy Idg	5599
359	358°	TDZE	2426
		Apt Elev	2430

NA — Circling NA to Rwys 8 and 26. Circling Rwy 17 NA at night.

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

AWOS-3	FORT WORTH CENTER	UNICOM
119.925	127.45 290.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	2960-1	534 (600-1)	2960-1½ 534 (600-1½)	NA
CIRCLING	2960-1	530 (600-1)	3220-2¼ 790 (800-2¼)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

SPEARMAN, TEXAS

AL-6776 (FAA)

23166

RNAV (GPS) RWY 2

MAJOR SAMUEL B CORNELIUS FLD (E42)

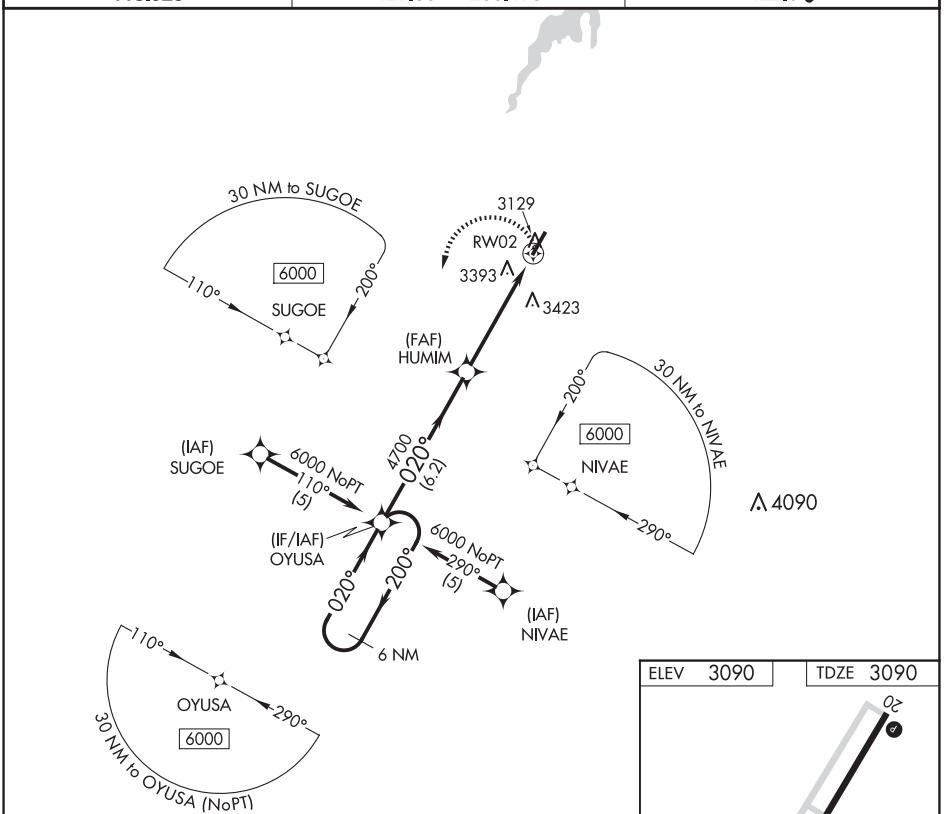
APP CRS	Rwy Idg	5022
020°	TDZE	3090
	Apt Elev	3090

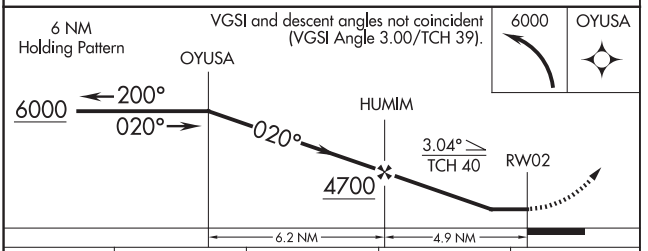
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile, Circling Cat A visibility ¼ mile, and Circling Cat C visibility ½ mile.

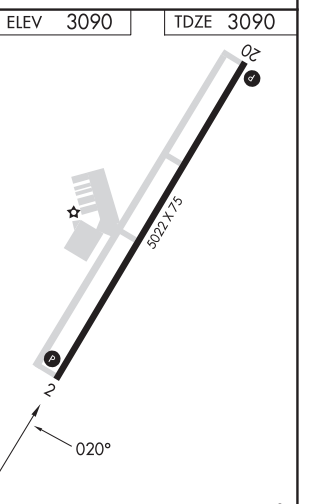
MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

AWOS-3P	ALBUQUERQUE CENTER	CTAF
118.925	127.85 285.475	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	3780-1 690 (700-1)		3780-2 690 (700-2)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA



SPEARMAN, TEXAS

Orig 15JAN09

MAJOR SAMUEL B CORNELIUS FLD (E42)

36°13'N-101°12'W

RNAV (GPS) RWY 2

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20

MAJOR SAMUEL B CORNELIUS FLD (E42)

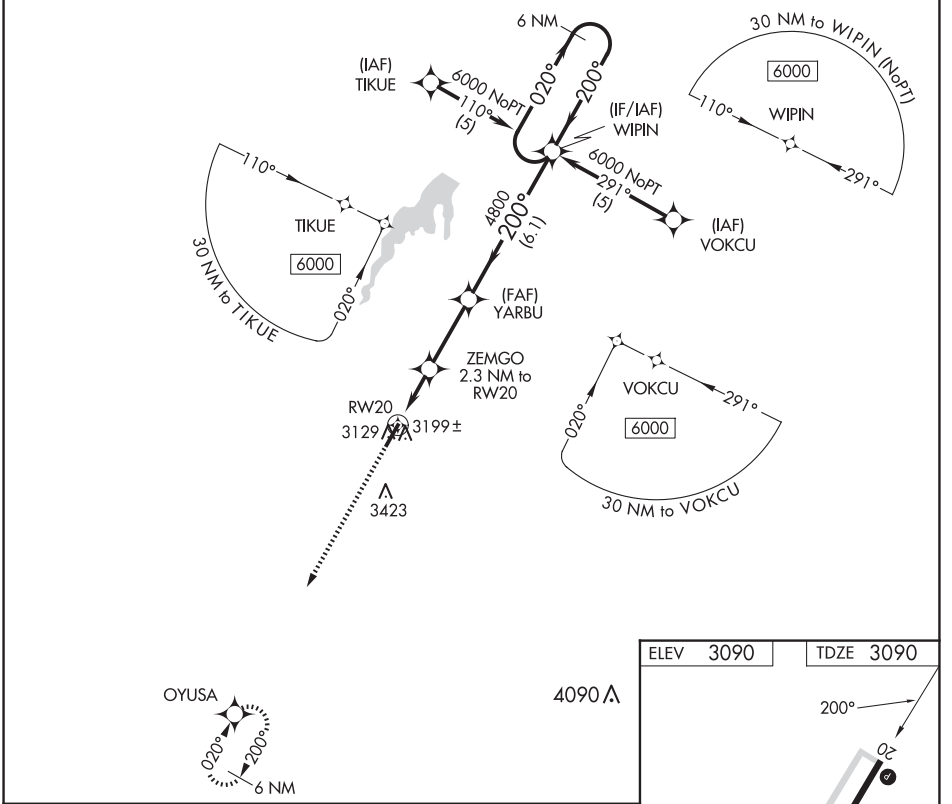
APP CRS	Rwy Idg	5022
200°	TDZE	3090
	Apt Elev	3090

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 ¼ mile, Circling Cat A visibility ¼ mile, and Circling Cat C visibility ½ mile.

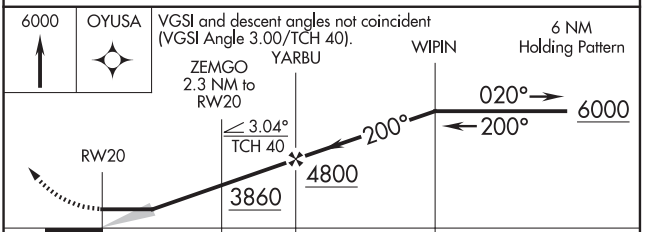
NA

MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

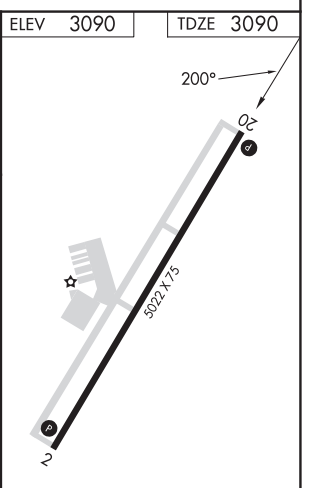
AWOS-3P	ALBUQUERQUE CENTER	CTAF
118.925	127.85 285.475	122.9 L



4090



CATEGORY	A	B	C	D
LNAV MDA	3540-1 450 (500-1)		3540-1¼ 450 (500-1¼)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

STAMFORD, TEXAS | AL-6925 (FAA) | 24277

APP CRS	Rwy Idg	3707
174°	TDZE	1561
	Apt Elev	1561

RNAV (GPS) RWY 17

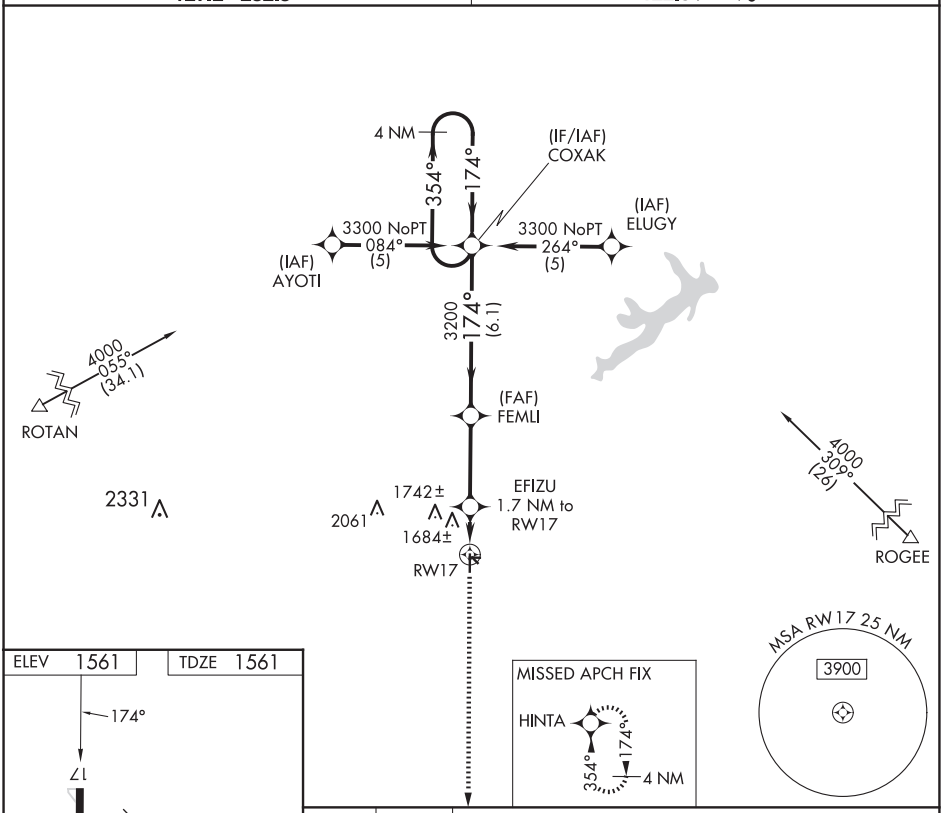
ARLEDGE FLD (F56)

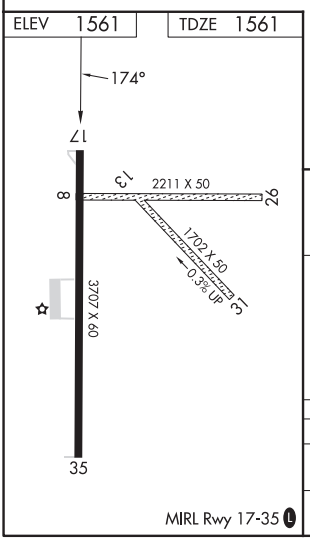
RNP APCH-GPS.

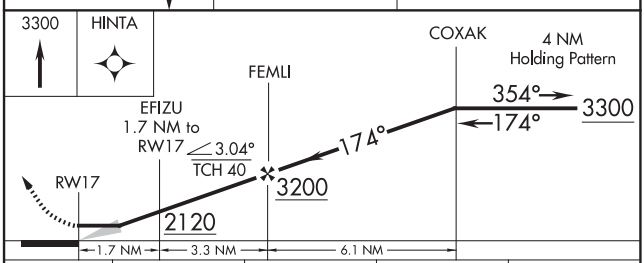
Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDAs 40 feet. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 8/26 and 13/31.

MISSED APPROACH: Climb to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2040-1 479 (500-1)		2040-1⅜ 479 (500-1⅜)	NA
CIRCLING	2100-1 539 (600-1)	2200-1 639 (700-1)	2220-1¾ 659 (700-1¾)	NA

STAMFORD, TEXAS
Orig-D 03OCT24

32°55'N-99°44'W

ARLEDGE FLD (F56)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3707
354°	TDZE	1560
	Apt Elev	1561

RNAV (GPS) RWY 35

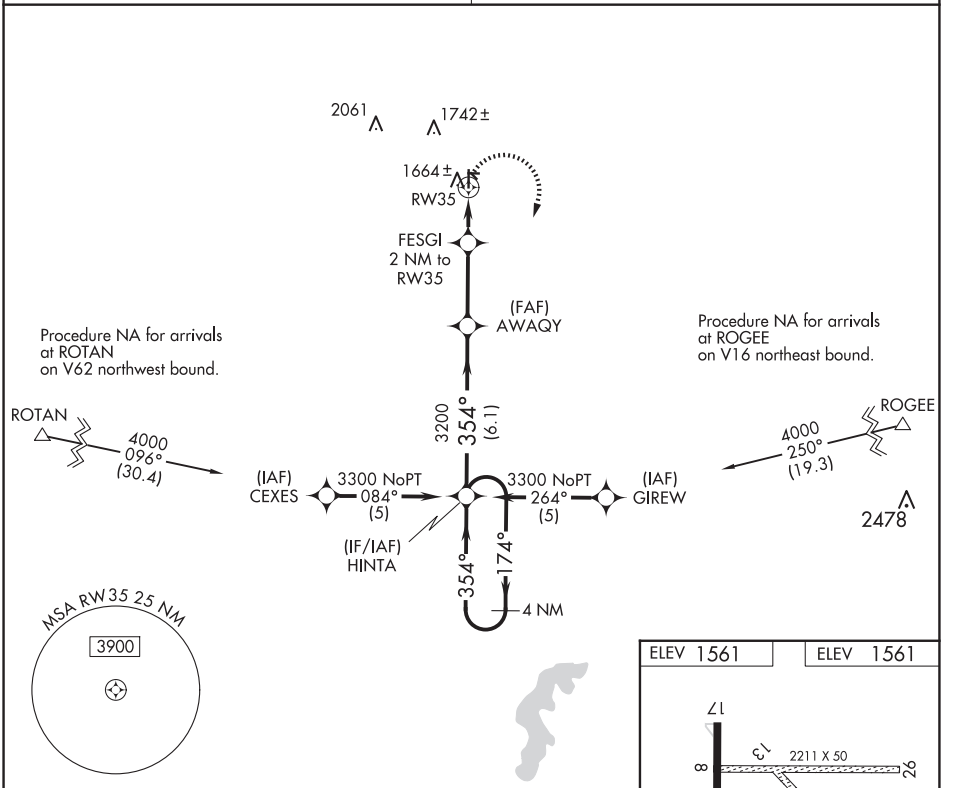
ARLEDGE FLD (F56)

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 ¼ SM. Procedure NA at night. Circling NA to Rwys 8/26 and 13/31.

MISSED APPROACH: Climbing right turn to 3300 direct HINTA and hold.

ABILENE APP CON	UNICOM
127.2 282.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2100-1 539 (600-1)	2200-1½ 639 (700-1½)	2220-1¾ 659 (700-1¾)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

STEPHENVILLE, TEXAS | AL-6026 (FAA) | 24193

APP CRS	Rwy Idg	4209
142°	TDZE	1321
	Apt Elev	1321

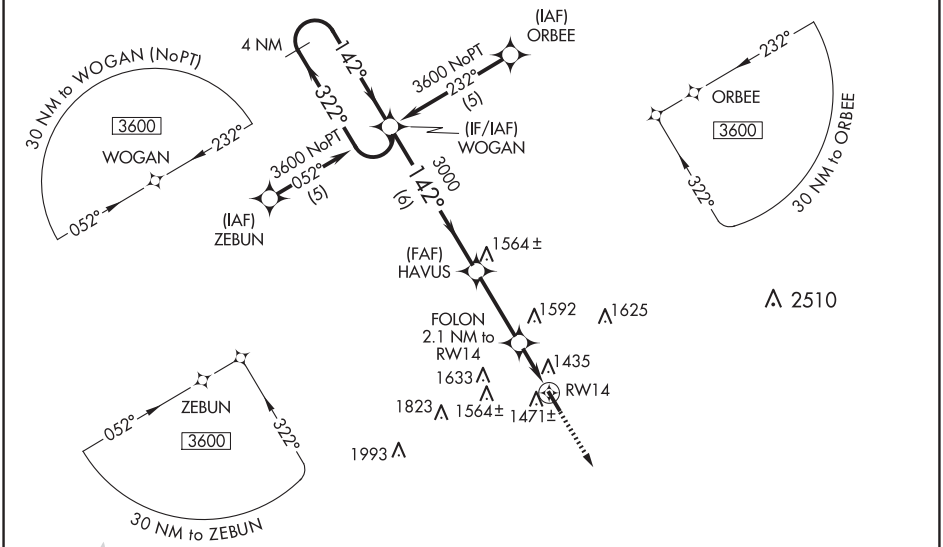
RNAV (GPS) RWY 14

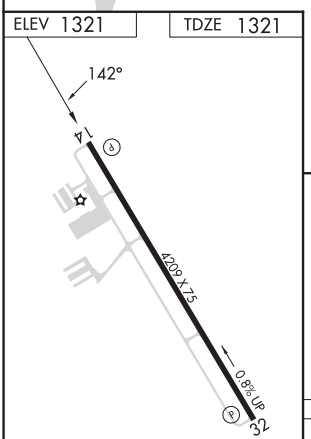
STEPHENVILLE CLARK RGNL (SEP)

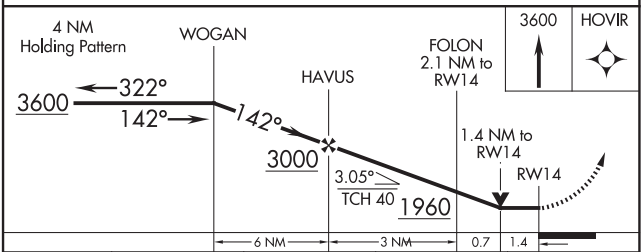
DME/DME RNP-0.3 NA. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3600 direct HOVIR and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1	499 (500-1)	1820-1¼ 499 (500-1¼)	1820-1½ 499 (500-1½)
CIRCLING	1820-1	499 (500-1)	2000-2 679 (700-2)	2000-2¼ 679 (700-2¼)

MIRL Rwy 14-32

STEPHENVILLE, TEXAS
Orig-B 20MAY21

32°13′N-98°11′W

STEPHENVILLE CLARK RGNL (SEP)
RNAV (GPS) RWY 14

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4209
322°	TDZE	1313
	Apt Elev	1321

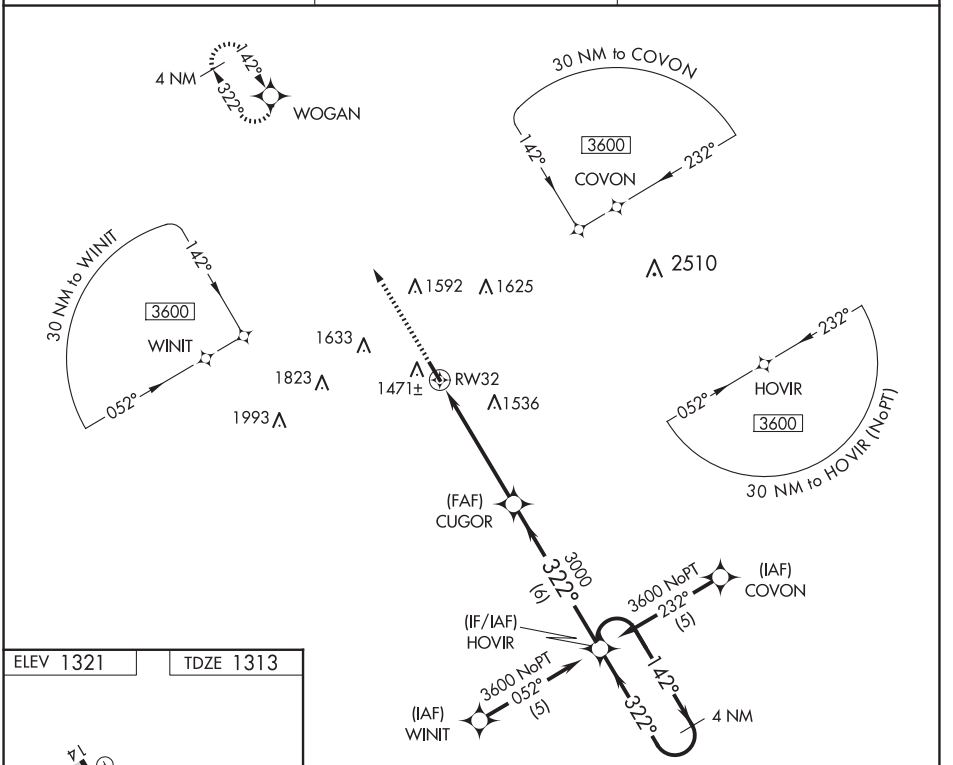
RNAV (GPS) RWY 32

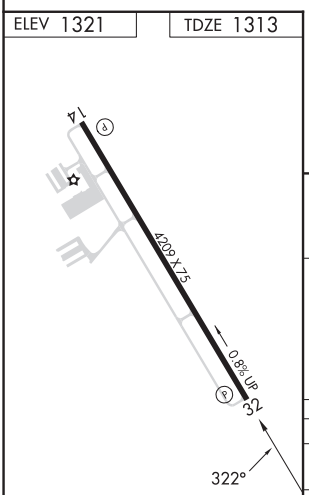
STEPHENVILLE CLARK RGNL (SEP)

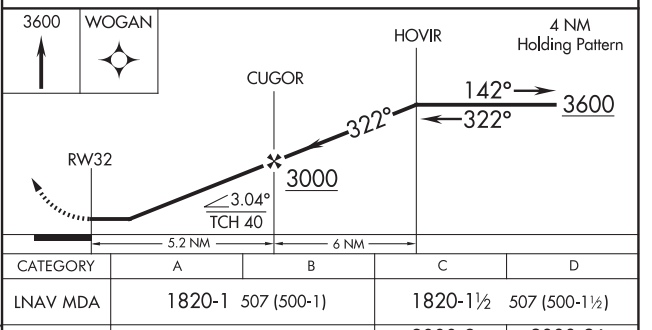
DME/DME RNP-0.3 NA. Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

AWOS-3PT	FORT WORTH CENTER	UNICOM
118.075	127.15 314.0	122.8 (CTAF)



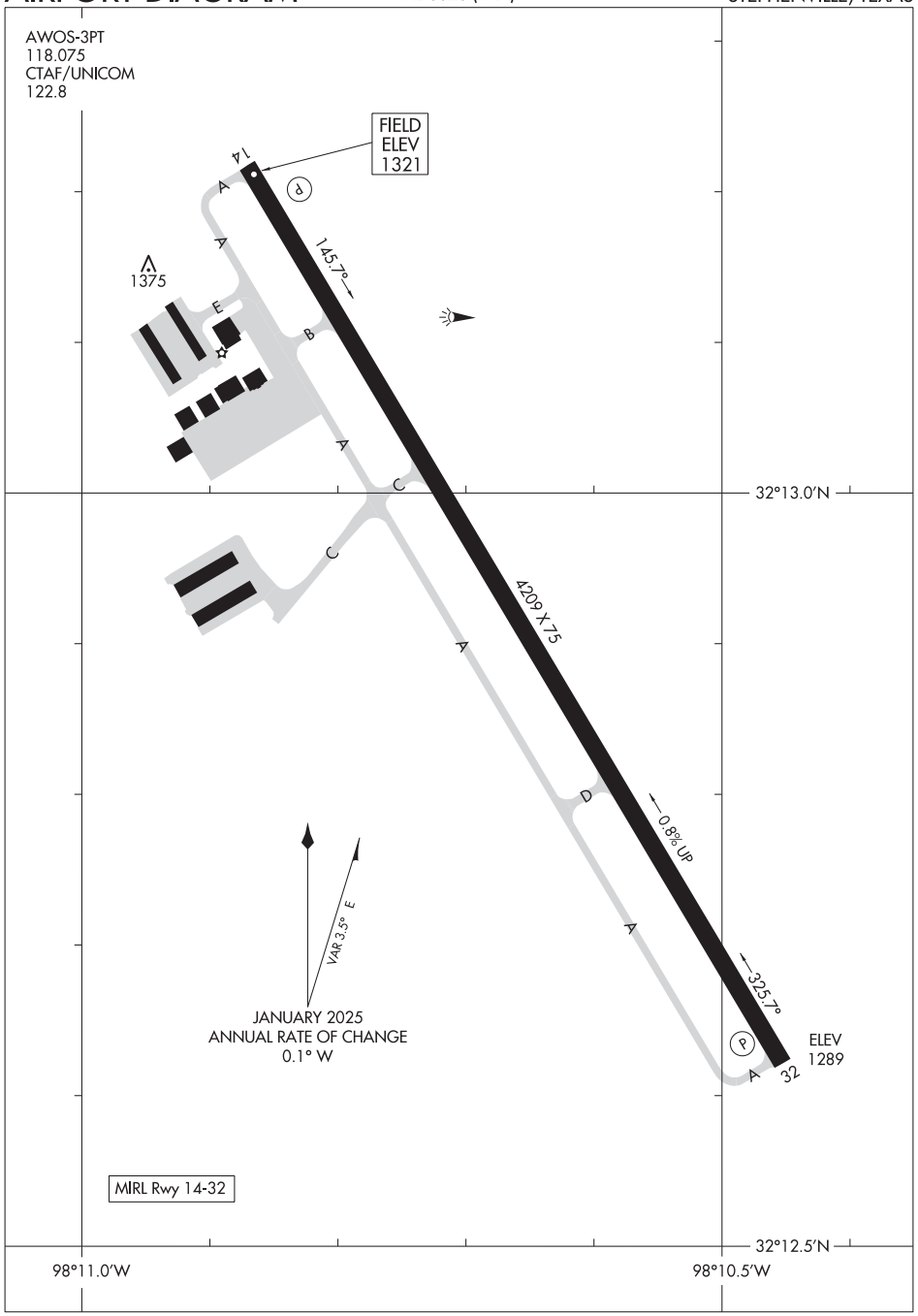




CATEGORY	A	B	C	D
LNAV MDA	1820-1 507 (500-1)		1820-1½ 507 (500-1½)	
CIRCLING	1820-1 499 (500-1)		2000-2 679 (700-2)	2000-2¼ 679 (700-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

25107
AIRPORT DIAGRAM
AL-6026 (FAA)
STEPHENVILLE CLARK RGNL (SEP)
STEPHENVILLE, TEXAS



AIRPORT DIAGRAM
25107
STEPHENVILLE, TEXAS
STEPHENVILLE CLARK RGNL (SEP)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5001
CH 86324	007°	TDZE	489
W01A		Apt Elev	489

RNAV (GPS) RWY 1

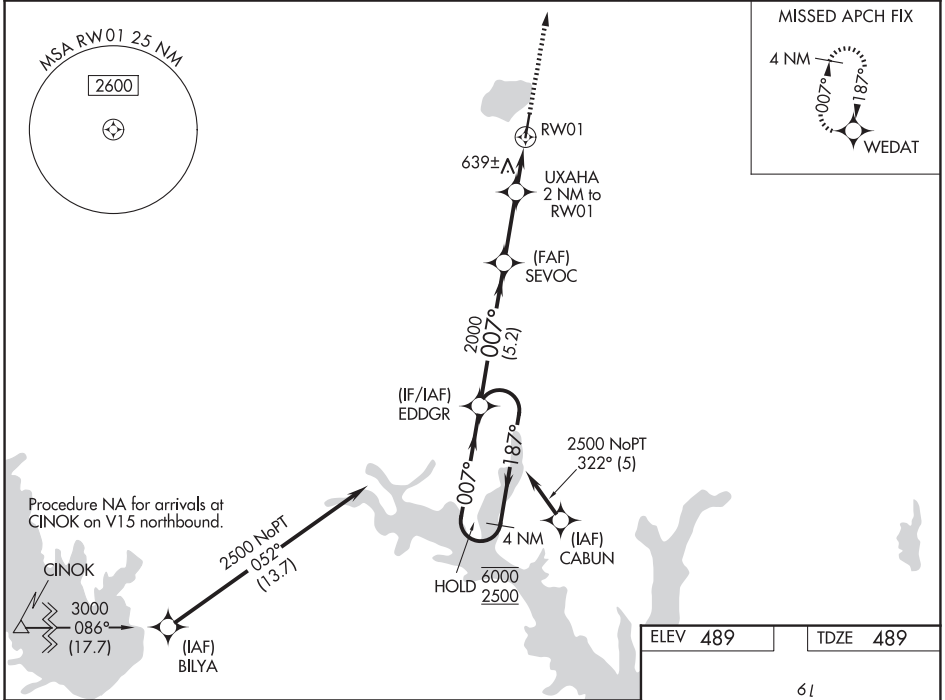
SULPHUR SPRINGS MUNI (SLR)

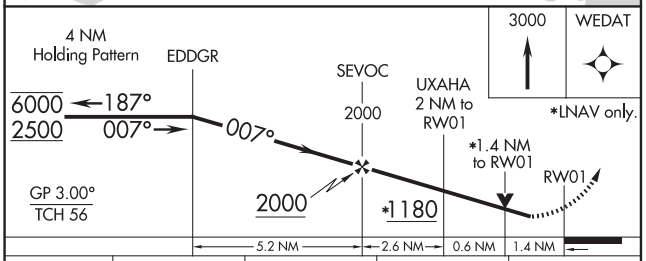
RNP APCH-GPS.

Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct WEDAT and hold.

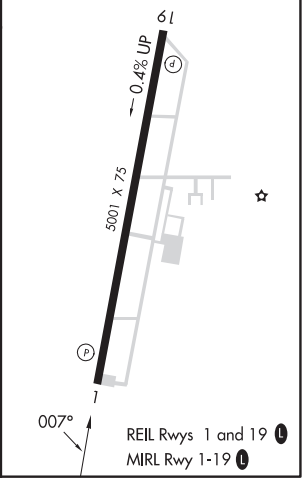
AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.025 317.75	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	803-1 314 (400-1)			NA
LNAV/VNAV DA	975-1⅝ 486 (500-1⅝)			NA
LNAV MDA	1000-1 511 (600-1)		1000-1⅜ 511 (600-1⅜)	NA
CIRCLING	1000-1 511 (600-1)		1000-1½ 511 (600-1½)	NA

ELEV 489 TDZE 489



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SULPHUR SPRINGS, TEXAS | AL-5559 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	5001
CH 90323	187°	TDZE	476
W19A		Apt Elev	489

RNAV (GPS) RWY 19

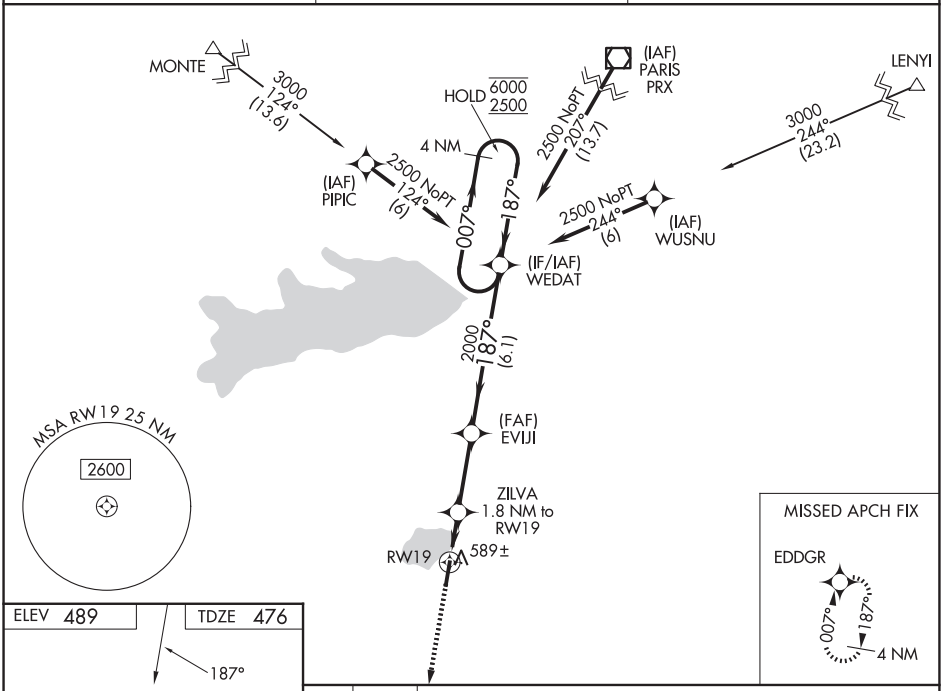
SULPHUR SPRINGS MUNI (SLR)

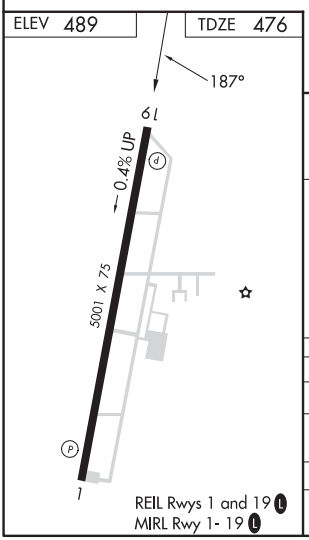
RNP APCH-GPS.

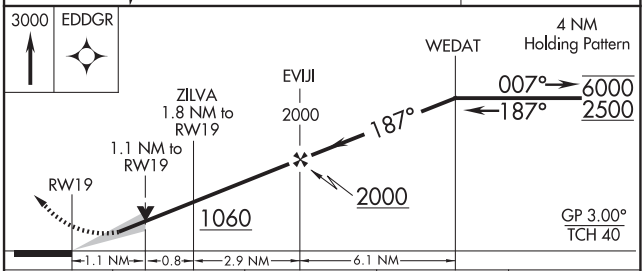
Circling NA east of Rwy 1-19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct EDDGR and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.35	132.025 317.75	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	726-¾	250 (300-¾)		NA
LNAV/VNAV DA	776-1	300 (300-1)		NA
LNAV MDA	840-1	364 (400-1)		NA
CIRCLING	940-1	451 (500-1)	1000-1½ 511 (600-1½)	NA

SULPHUR SPRINGS, TEXAS
Orig-F 21MAR24

33°10′N-95°37′W

SULPHUR SPRINGS MUNI (SLR)
RNAV (GPS) RWY 19

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 4

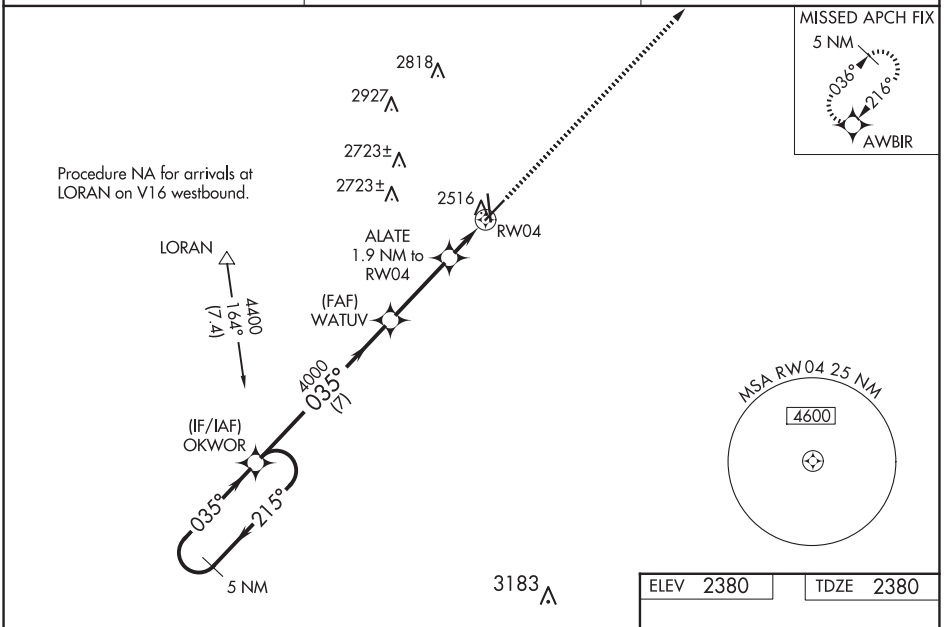
AVENGER FLD (SWW)

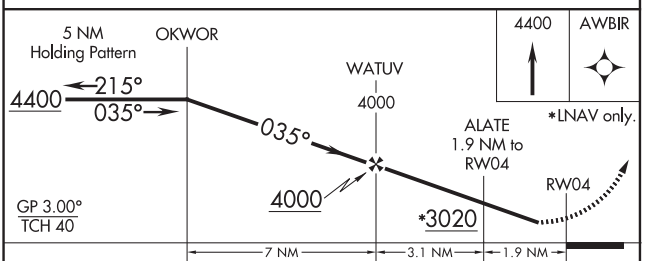
WAAS	APP CRS		
CH **72925**	**035°**	Rwy Idg	**5658**
W04A		TDZE	**2380**
		Apt Elev	**2380**

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). 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 2702 feet and LNAV/VNAV DA to 2799 feet, and all MDAs 80 feet; increase LPV visibility all Cats ⅛ SM, LNAV/VNAV visibility all Cats ¼ SM, LNAV visibility Cats C/D ⅛ SM, and Circling Cats C/D visibility ¼ SM. When VGSI inop, Straight-in/Circling Rwy 4 procedure NA at night. When VGSI inop, Circling Rwy 17 and 22 NA at night.

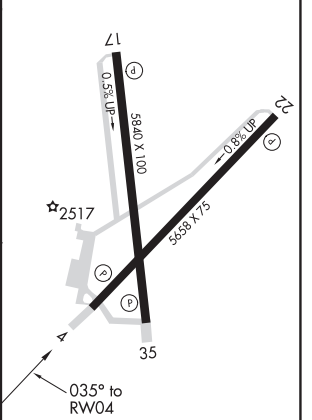
MISSED APPROACH: Climb to 4400 direct AWBIR and hold.

AWOS-3	ABILENE APP CON	UNICOM
119.025	**127.2 282.3**	**122.8** (CTAF)





CATEGORY	A	B	C	D
LPV DA	2630-1 250 (300-1)			
LNAV/VNAV DA	2727-1⅛ 347 (400-1⅛)			
LNAV MDA	2820-1 440 (500-1)		2820-1¼ 440 (500-1¼)	
CIRCLING	2880-1 500 (500-1)		3080-2 700 (700-2)	3080-2¼ 700 (700-2¼)



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SWEETWATER, TEXAS

AL-808 (FAA)

21336

RNAV (GPS) RWY 17

AVENGER FLD (SWW)

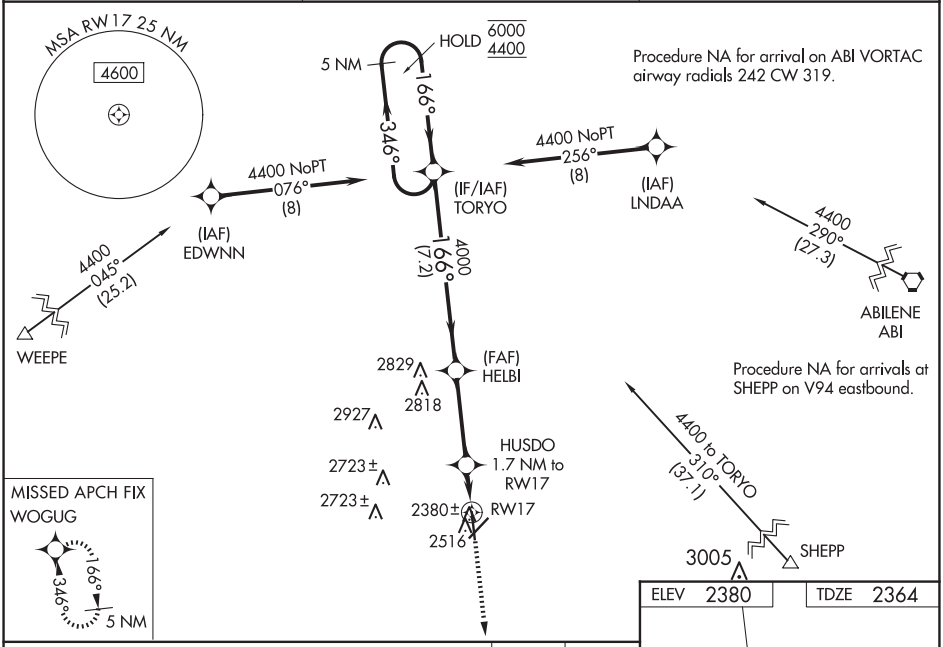
WAAS	APP CRS	Rwy Idg	5840
CH 42625	166°	TDZE	2364
W17A		Apt Elev	2380

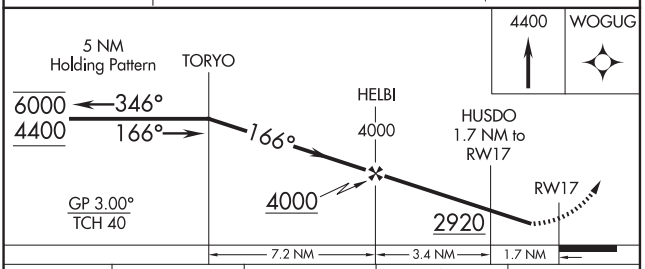
RNP APCH - GPS.

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.

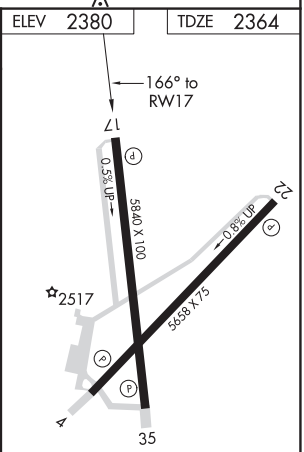
MISSED APPROACH: Climb to 4400 direct WOGUG and hold.

AWOS-3	ABILENE APP CON	UNICOM
119.025	127.2 282.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA		2614-1	250 (300-1)	
LNAV/VNAV DA		2619-1	255 (300-1)	
LNAV MDA		2680-1	316 (300-1)	
C CIRCLING	2880-1 500 (500-1)		3080-2 700 (700-2)	3080-2¼ 700 (700-2¼)



REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35

SWEETWATER, TEXAS
Orig-B 02DEC21

32°28'N-100°28'W

AVENGER FLD (SWW)

RNAV (GPS) RWY 17

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

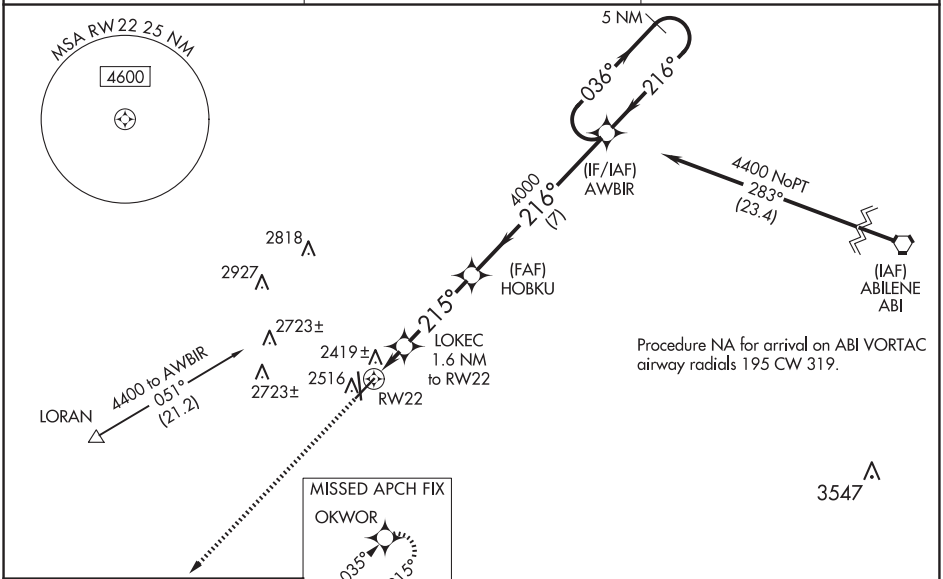
AVENGER FLD (SWW)

WAAS	APP CRS	Rwy Idg	5658
CH 49125	215°	TDZE	2355
W22A		Apt Elev	2380

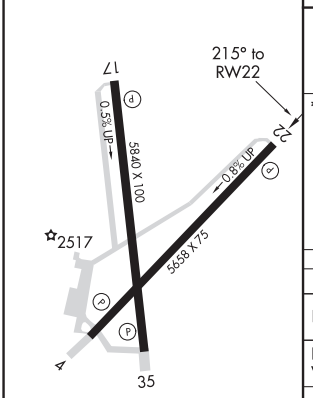
When VGSI inop, Circling Rwy 17 and 22 NA at night. Baro-VNAV NA when using Snyder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When VGSI inop, Straight in/Circling Rwy 22 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction 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 ⅛ SM, LNAV visibility Cats C and D and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 4400 direct OKWOR and hold.

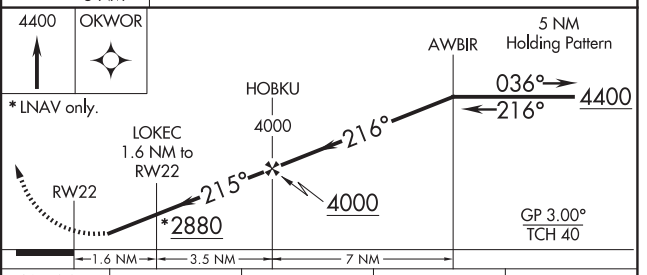
AWOS-3	ABILENE APP CON	UNICOM
119.025	127.2 282.3	122.8 (CTAF)



ELEV 2380 TDZE 2355



REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35



CATEGORY	A	B	C	D
LPV DA	2605-1	250 (300-1)		
LNAV/VNAV DA	2605-1	250 (300-1)		
LNAV MDA	2680-1	325 (300-1)		
CIRCLING	2880-1	500 (500-1)	3080-2 700 (700-2)	3080-2¼ 700 (700-2¼)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SWEETWATER, TEXAS | AL-808 (FAA) | 21336

WAAS	APP CRS		
CH **78225**	**346°**	Rwy Idg	**5840**
W35A		TDZE	**2355**
		Apt Elev	**2380**

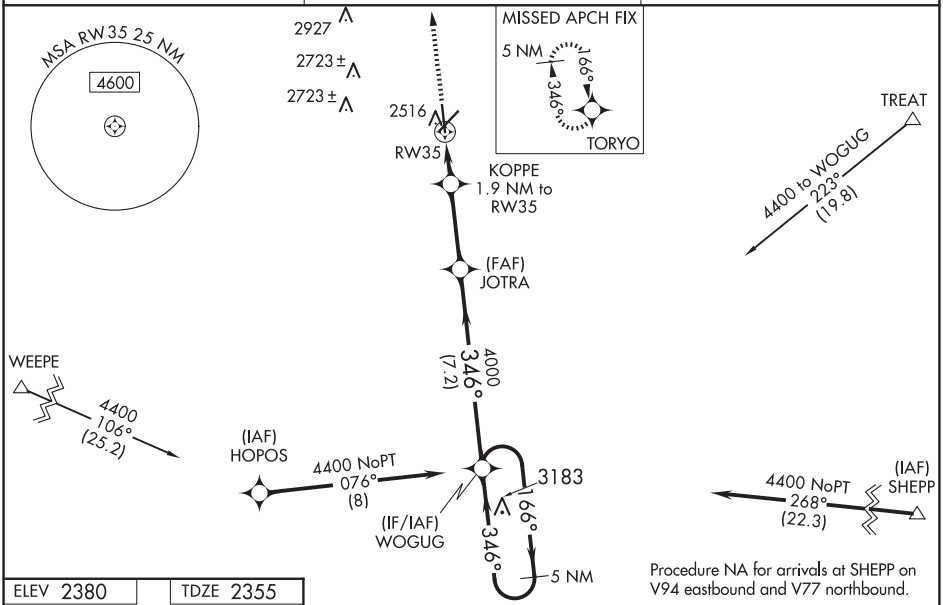
RNAV (GPS) RWY 35

AVENGER FLD (SWW)

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 ¼ SM, LNAV visibility Cats C and D ⅛ SM, and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 4400 direct TORYO and hold.

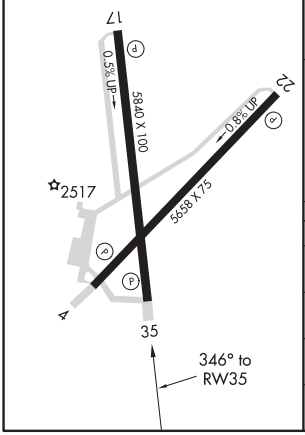
AWOS-3	ABILENE APP CON	UNICOM
119.025	**127.2 282.3**	**122.8** (CTAF)

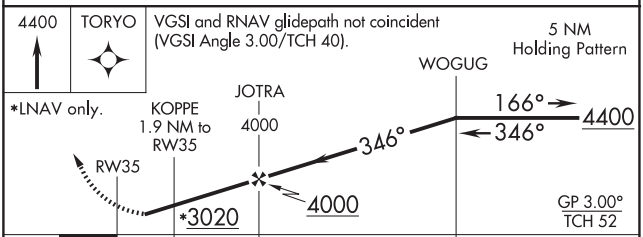


ELEV 2380 | TDZE 2355

REIL Rwys 17-35

MIRL Rwys 4-22 and 17-35





CATEGORY	A	B	C	D
LPV DA	2605-1 250 (300-1)			
LNAV/VNAV DA	2713-1⅛ 358 (400-1⅛)			
LNAV MDA	2820-1 465 (500-1)		2820-1⅜ 465 (500-1⅜)	
CIRCLING	2880-1 500 (500-1)		3080-2 700 (700-2)	3080-2¼ 700 (700-2¼)

SWEETWATER, TEXAS
Orig-B 25MAR21

32°28'N-100°28'W

AVENGER FLD (SWW)

RNAV (GPS) RWY 35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Ldg	5006
CH 77699	176°	TDZE	474
W18A		Apt Elev	474

RNAV (GPS) RWY 18

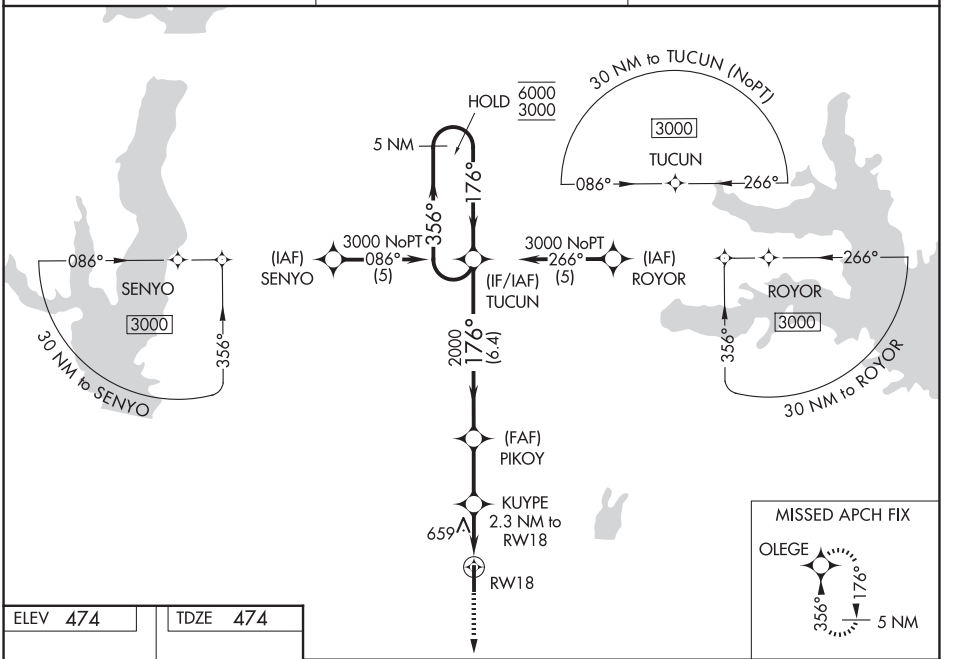
TERRELL MUNI (TRL)

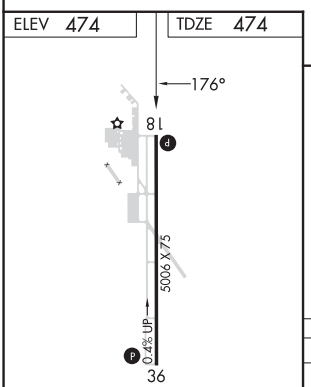
RNP APCH - GPS.

T Rwy 18 helicopter visibility reduction below ¾ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

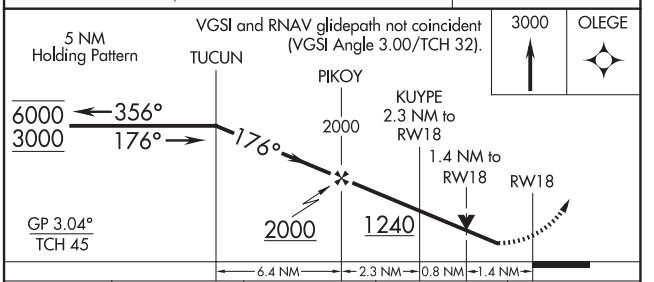
MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

ASOS	FORT WORTH CENTER	UNICOM
119.275	132.025 317.75	123.075 (CTAF) L





RLLS Rwy 18 L
REIL Rwys 18 and 36
MIRL Rwys 18-36 L



CATEGORY	A	B	C	D
LPV DA	756-⅞ 282 (300-⅞)			NA
LNAV/VNAV DA	1013-1½ 539 (600-1½)			NA
LNAV MDA	960-1 486 (500-1)		960-1⅜ 486 (500-1⅜)	NA
CIRCLING	1000-1 526 (600-1)	1020-1 546 (600-1)	1100-1¾ 626 (700-1¾)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

TERRELL, TEXAS

AL-6340 (FAA)

25219

RNAV (GPS) RWY 36

TERRELL MUNI (TRL)

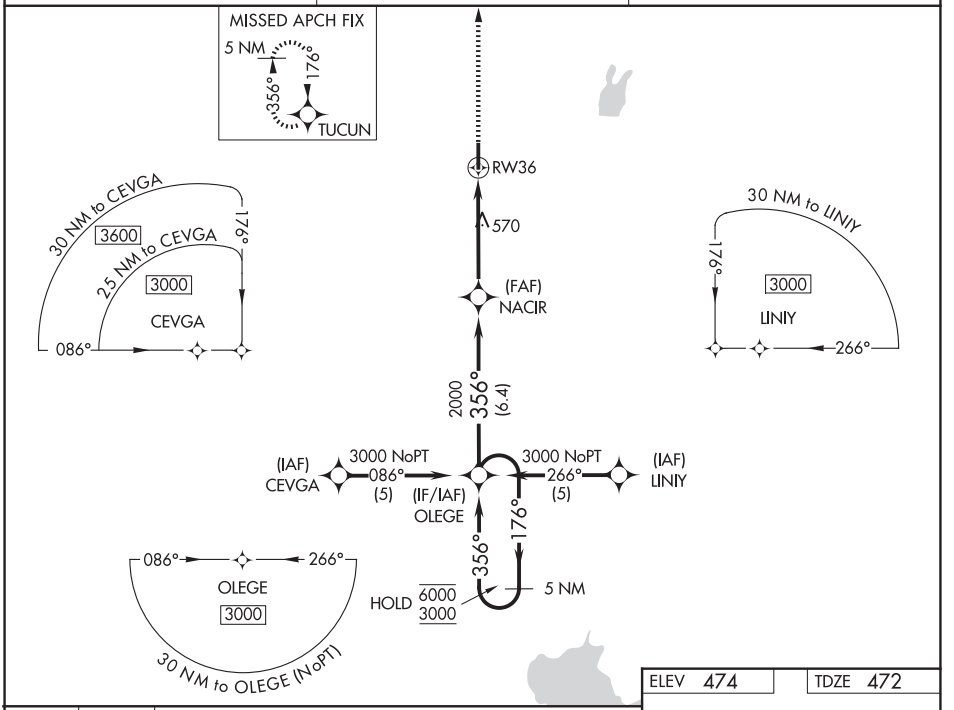
WAAS	APP CRS	Rwy Ldg	5006
CH 81999	356°	TDZE	472
W36A		Apt Elev	474

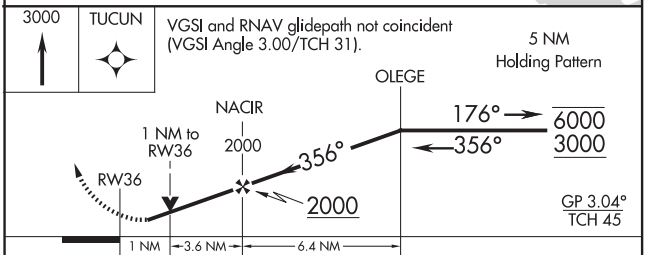
RNP APCH - GPS.

Rwy 36 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct TUCUN and hold.

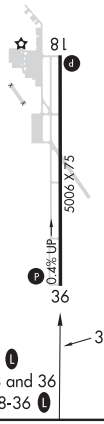
ASOS	FORT WORTH CENTER	UNICOM
119.275	132.025 317.75	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	730-¾ 258 (300-¾)			NA
LNAV/VNAV DA	801-1 329 (400-1)			NA
LNAV MDA	820-1 348 (400-1)			NA
CIRCLING	980-1 506 (600-1)	1020-1 546 (600-1)	1100-1¾ 626 (700-1¾)	NA

ELEV 474 | TDZE 472



RLLS Rwy 18 L
REIL Rwys 18 and 36
MIRL Rwys 18-36 L

SC-2, 07 AUG 2025 to 02 OCT 2025
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ILS or LOC RWY 4

TYLER POUNDS RGNL (TYR)

LOC/DME I-TYR	APP CRS	Rwy Idg	7734
111.95	042°	TDZE	542
Chan 56 (Y)		Apt Elev	544

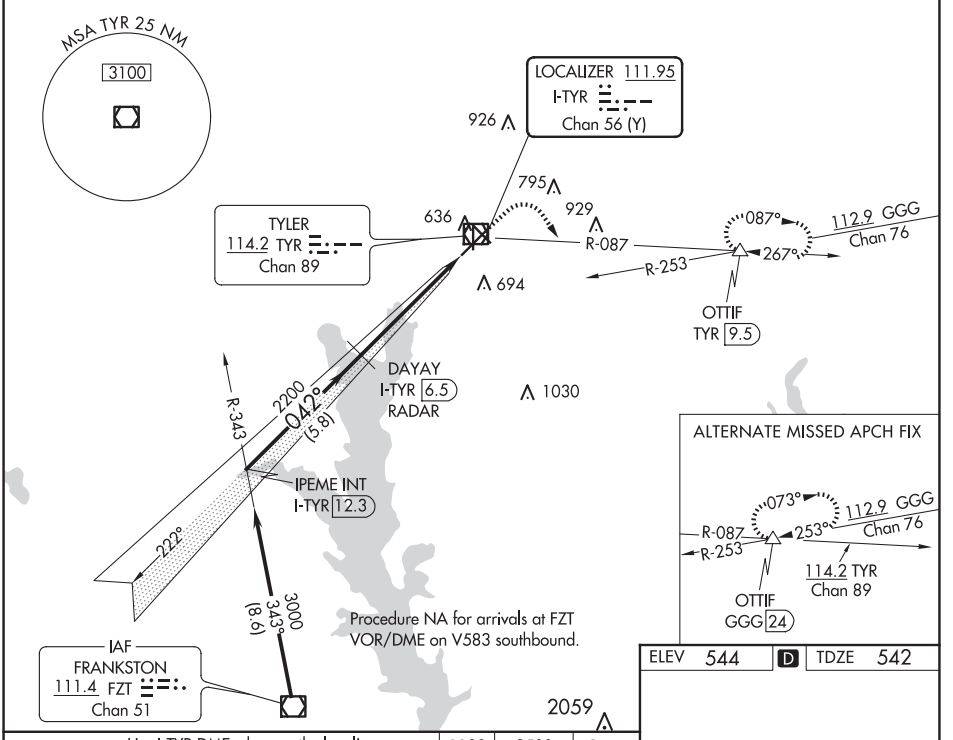
DME required.

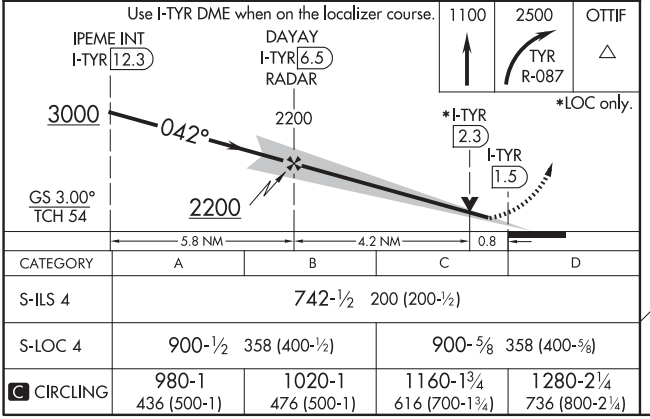
For inop ALS increase S-LOC 4 Cat C/D visibility to 1 SM.

MALSR

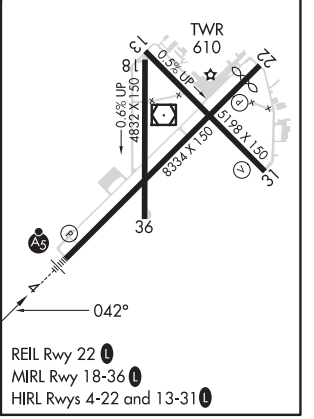
MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on TYR VOR/DME R-087 to OTTIF/TYR 9.5 DME and hold.

ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 4	742-½ 200 (200-½)			
S-LOC 4	900-½ 358 (400-½)		900-⅝ 358 (400-⅝)	
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)



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SC-2, 07 AUG 2025 to 02 OCT 2025

TYLER, TEXAS | AL-622 (FAA) | 23278

RNAV (GPS) RWY 4

TYLER POUNDS RGNL (TYR)

WAAS CH 40014 W04A	APP CRS 042°	Rwy Idg 7734 / TDZE 542 / Apt Elev 544

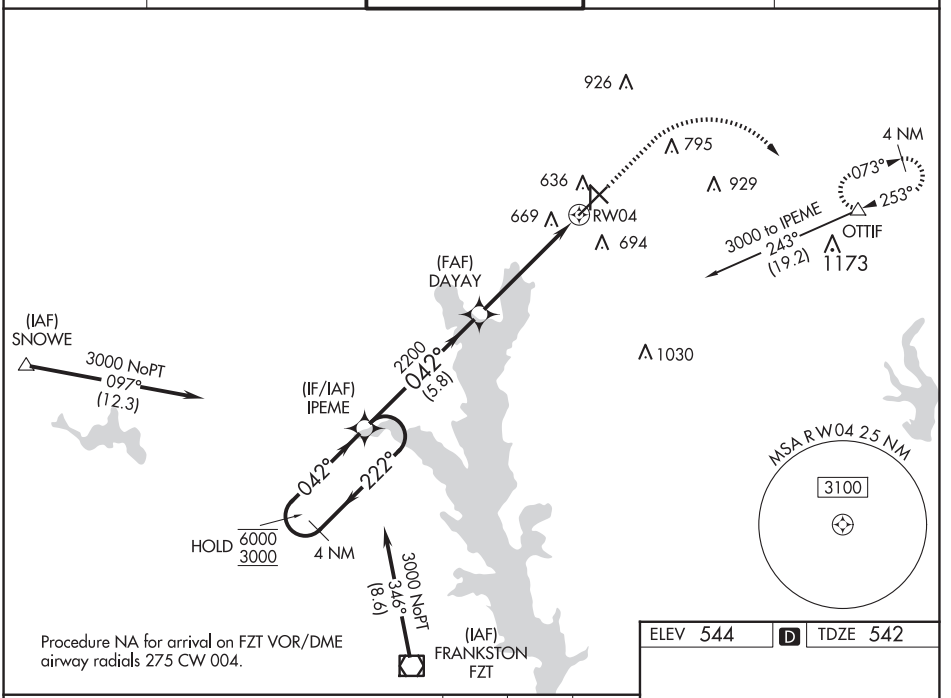
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV all Cats visibility to 1 SM.

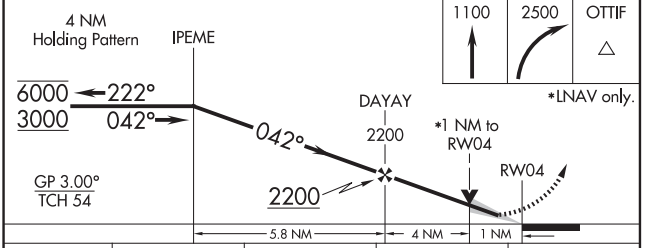
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 direct OTTIF and hold.

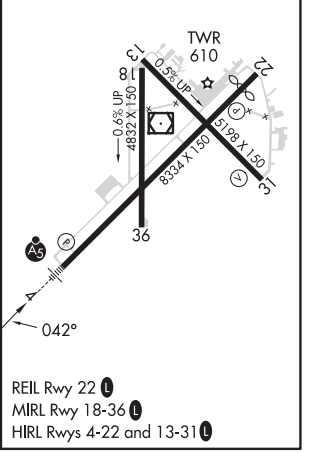
ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 544 | D | TDZE 542



CATEGORY	A	B	C	D
LPV DA	742-½	200 (200-½)		
LNAV/VNAV DA	943-¾	401 (400-¾)		
LNAV MDA	920-½	378 (400-½)	920-⅝	378 (400-⅝)
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)



REIL Rwy 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 13-31 L

TYLER, TEXAS
Amdt 4B 20APR23

32°21'N-95°24'W

TYLER POUNDS RGNL (TYR)

RNAV (GPS) RWY 4

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RNAV (GPS) RWY 13

TYLER POUNDS RGNL (TYR)

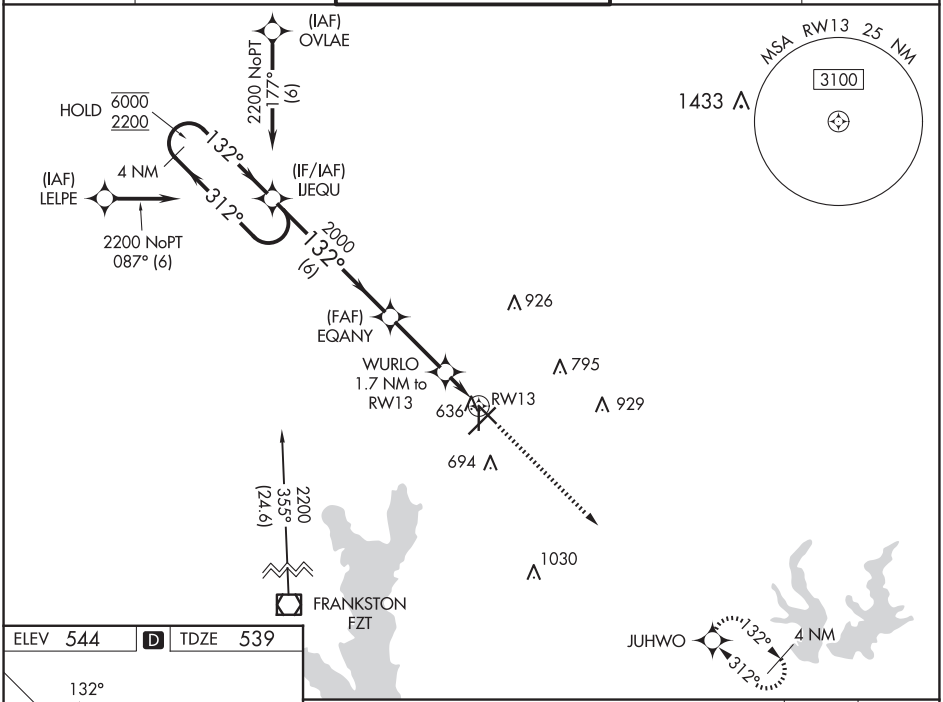
WAAS	APP CRS	Rwy Idg	5198
CH 45701	132°	TDZE	539
W13A		Apt Elev	544

RNP APCH.

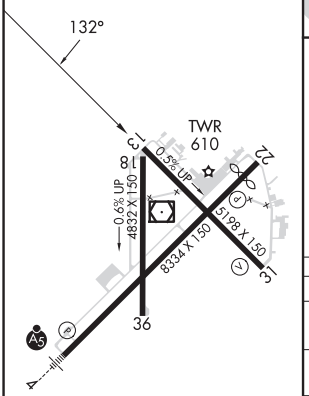
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JUHWO and hold.

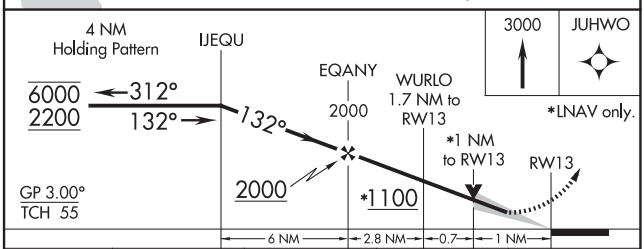
ATIS	LONGVIEW APP CON★	POUNDS TOWER★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 544 | D | TDZE 539



REIL Rwy 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	739-¾ 200 (200-¾)			
LNAV/VNAV DA	820-⅞ 281 (300-⅞)			
LNAV MDA	900-1 361 (400-1)			
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)

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SC-2, 07 AUG 2025 to 02 OCT 2025

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23278

RNAV (GPS) RWY 18

TYLER POUNDS RGNL (TYR)

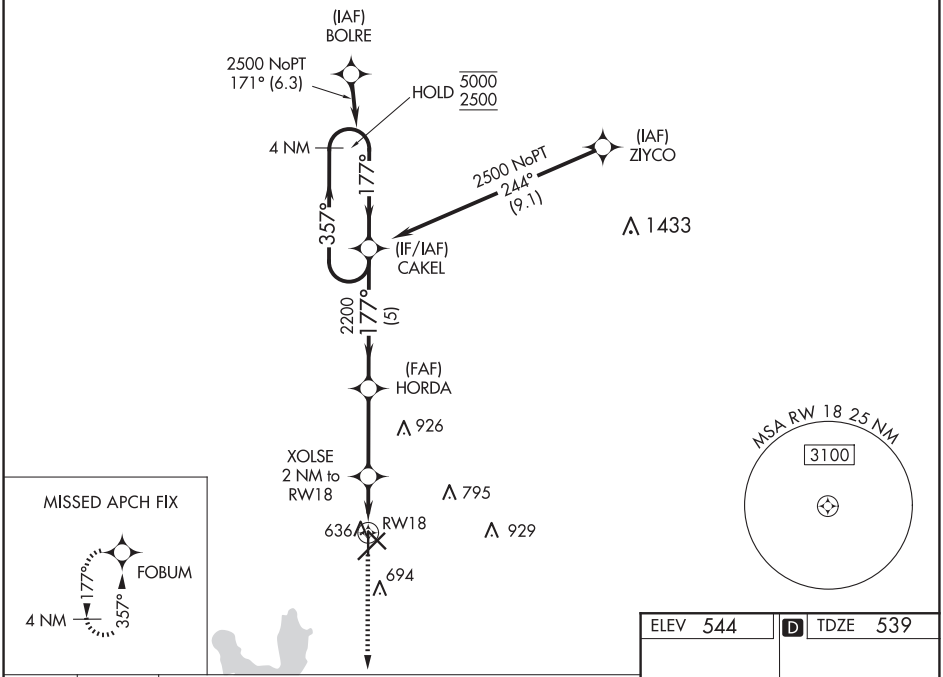
WAAS	APP CRS	Rwy Idg	4832
CH 58337	177°	TDZE	539
W18A		Apt Elev	544

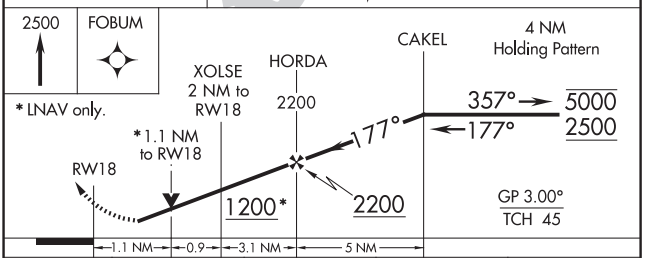
RNP APCH.

T A Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

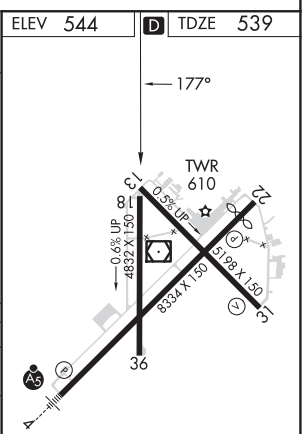
MISSED APPROACH: Climb to 2500 direct FOBUM and hold.

ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	789-1	250 (300-1)		
LNAV/VNAV DA	818-1	279 (300-1)		
LNAV MDA	900-1	361 (400-1)		
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)



REIL Rwy 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 13-31 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

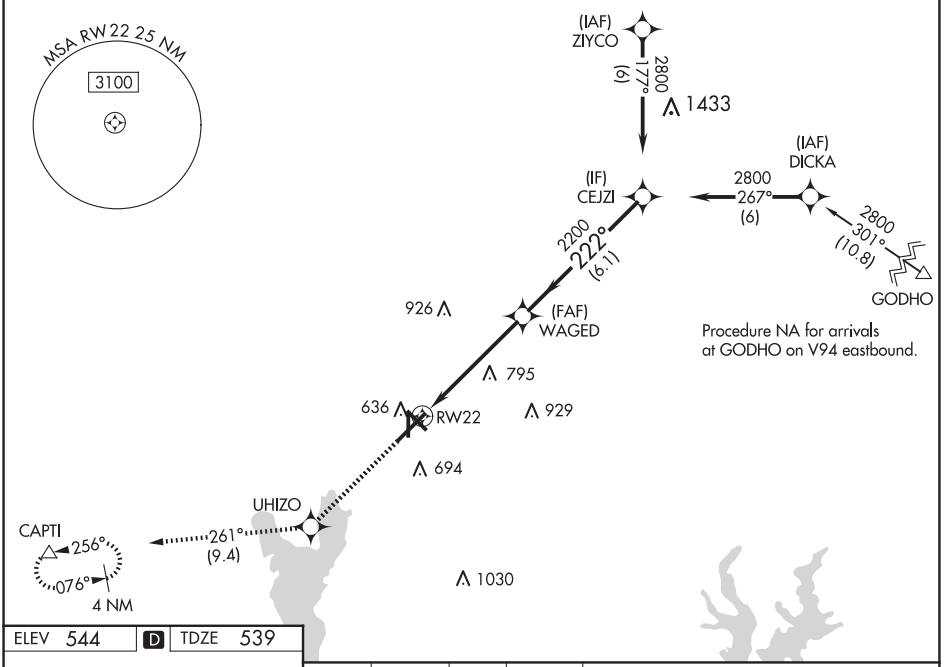
WAAS	APP CRS	Rwy Idg	7734
CH **45514**	**222°**	TDZE	**539**
W22A		Apt Elev	**544**

RNP APCH.

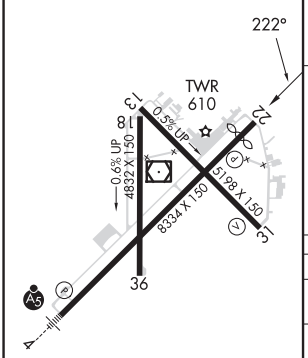
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct UHIZO and on track 261° to CAPTI and hold.

ATIS	LONGVIEW APP CON★	POUNDS TOWER★	GND CON	UNICOM
126.25	**128.75 379.15**	**120.1**(CTAF)(L) **257.8**	**121.9**	**122.95**



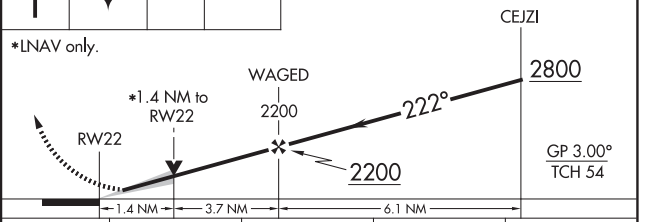
ELEV 544	D	TDZE 539



REIL Rwy 22(L)
MIRL Rwy 18-36(L)
HIRL Rwys 4-22 and 13-31(L)

2500	UHIZO	tr 261°	CAPTI

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	739-¾ 200 (200-¾)			
LNAV/VNAV DA	807-⅞ 268 (300-⅞)			
LNAV MDA	1040-1 501 (500-1)		1040-1⅜ 501 (500-1⅜)	
(C) CIRCLING	1040-1 496 (500-1)		1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)

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RNAV (GPS) RWY 31

TYLER POUNDS RGNL (TYR)

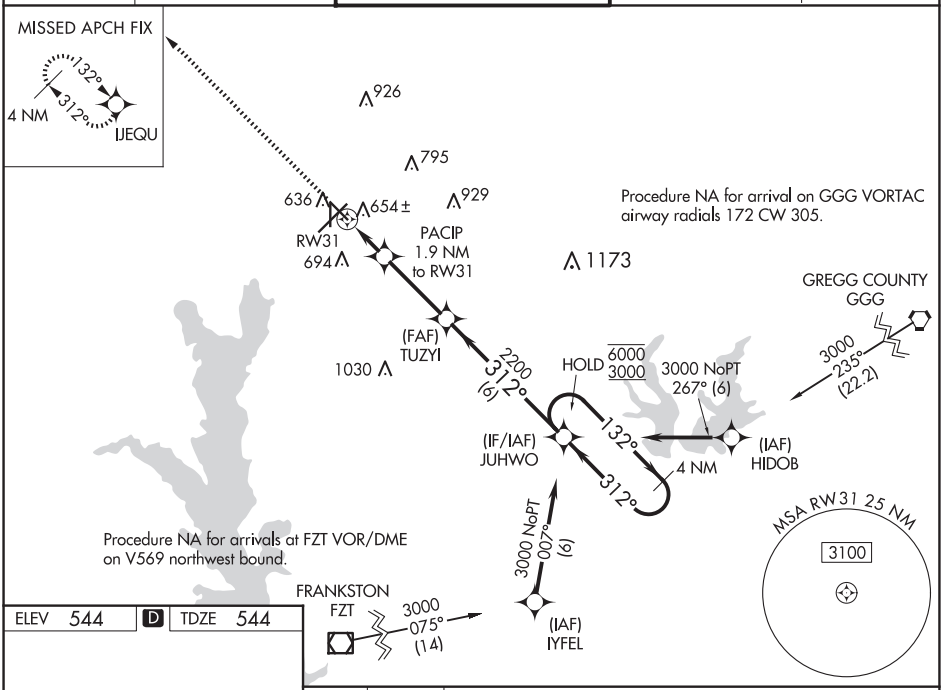
WAAS	APP CRS		
CH **61101**	**312°**	Rwy Idg	**5198**
W31A		TDZE	**544**
		Apt Elev	**544**

RNP APCH - GPS.

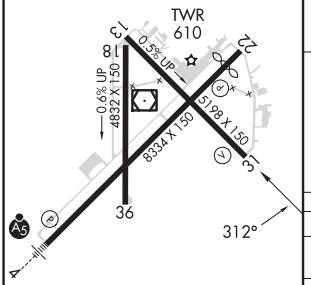
Rwy 31 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

MISSED APPROACH: Climb to 2200 direct IJEQU and hold.

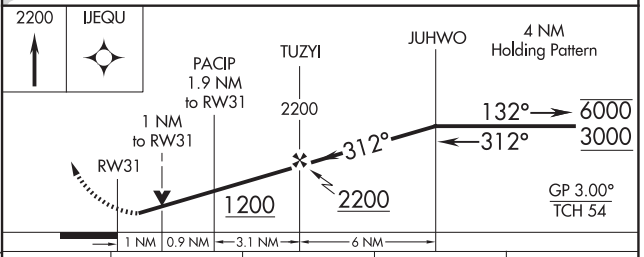
ATIS	LONGVIEW APP CON★	POUNDS TOWER★	GND CON	UNICOM
126.25	**128.75 379.15**	**120.1** (CTAF) **257.8**	**121.9**	**122.95**



ELEV 544 | D | TDZE 544



REIL Rwy 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA		794-1	250 (300-1)	
LNAV/VNAV DA		821-1	277 (300-1)	
LNAV MDA		920-1	356 (400-1)	
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)

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RNAV (GPS) RWY 36

TYLER POUNDS RGNL (TYR)

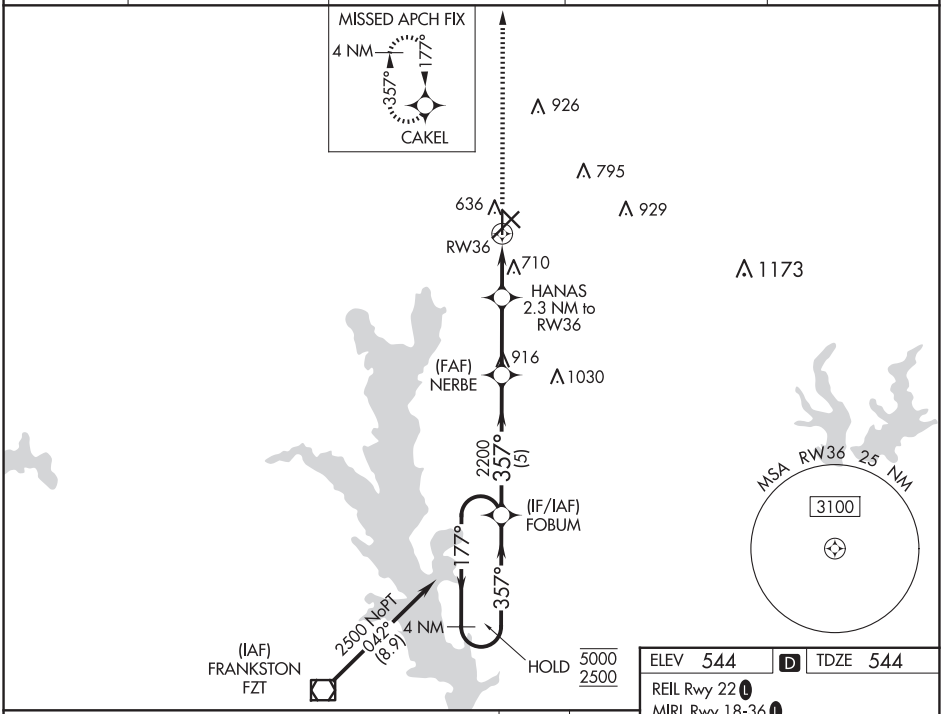
WAAS	APP CRS	Rwy Idg	4832
CH 73037	357°	TDZE	544
W36A		Apt Elev	544

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C

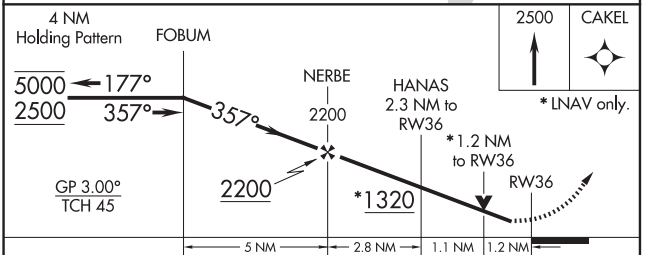
MISSED APPROACH: Climb to 2500 direct CAKEL and hold.

ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95

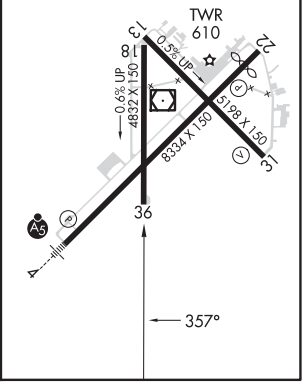


ELEV 544	D	TDZE 544

REIL Rwy 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	794-1	250 (300-1)		
LNAV/VNAV DA	799-1	255 (300-1)		
LNAV MDA	960-1	416 (500-1)	960-1⅛	416 (500-1⅛)
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)



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SC-2, 07 AUG 2025 to 02 OCT 2025

TYLER, TEXAS

AL-622 (FAA)

23278

VOR RWY 4

TYLER POUNDS RGNL (TYR)

VOR/DME TYR	APP CRS	Rwy Idg	7734
114.2	032°	TDZE	542
Chan 89		Apt Elev	544

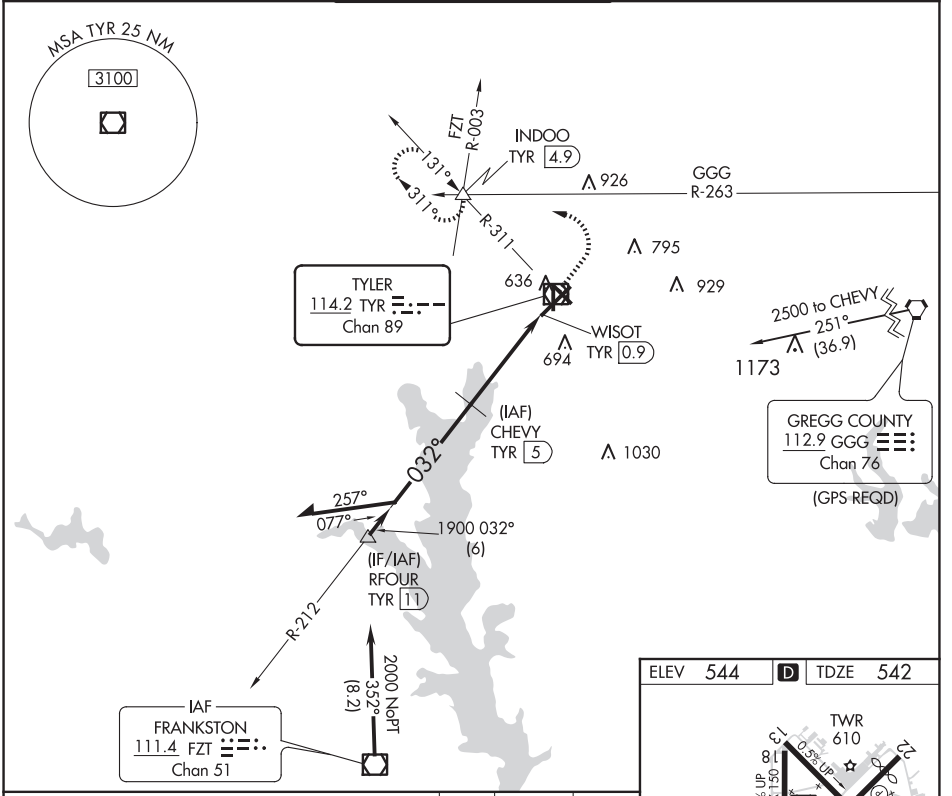
DME required.

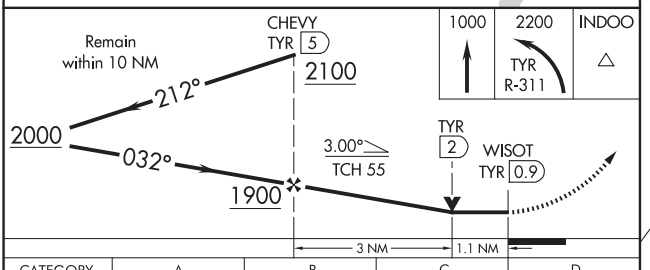
For inop ALS, increase Cat C/D visibility to 1⅛ SM.

MALSR

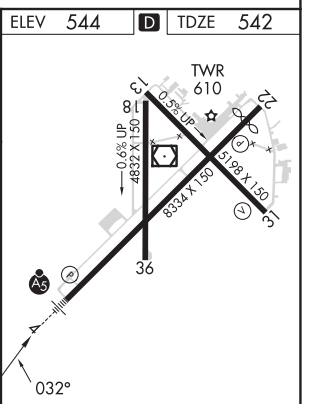
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on TYR VOR/DME R-311 to INDOO INT/TYR 4.9 DME and hold.

ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-4	940-½ 398 (400-½)		940-¾ 398 (400-¾)	
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)



REIL Rwy 22 L

MIRL Rwy 18-36 L

HIRL Rwys 4-22 and 13-31 L

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

VOR RWY 31

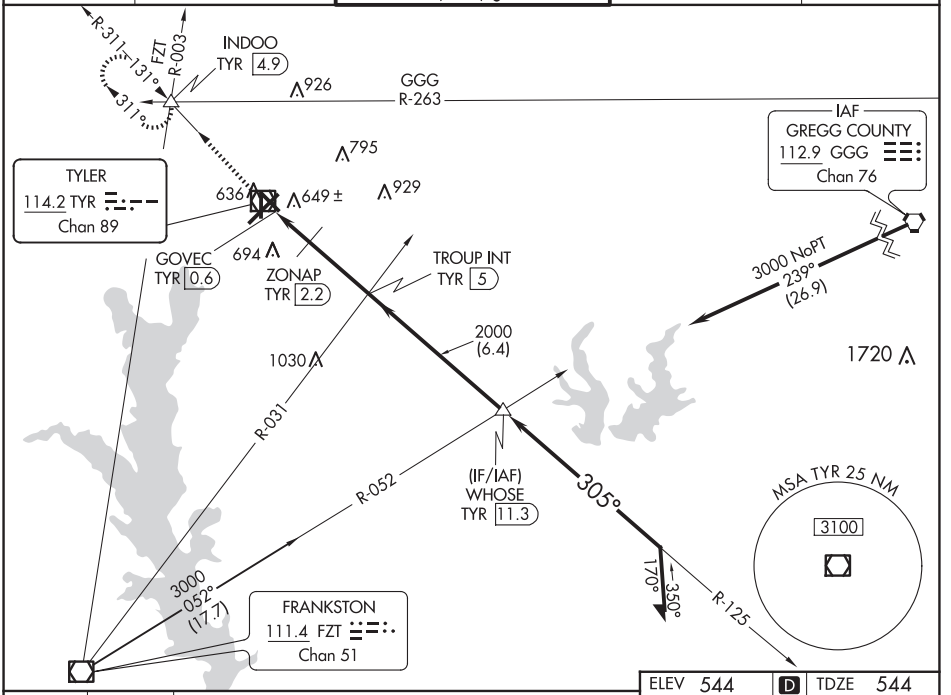
TYLER POUNDS RGNL (TYR)

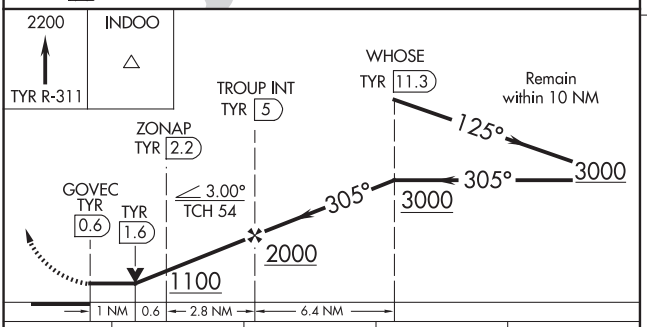
VOR/DME TYR	APP CRS	Rwy Idg	5198
114.2	305°	TDZE	544
Chan 89		Apt Elev	544

Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 on TYR VOR/DME R-311 to INDOO INT/4.9 DME and hold.

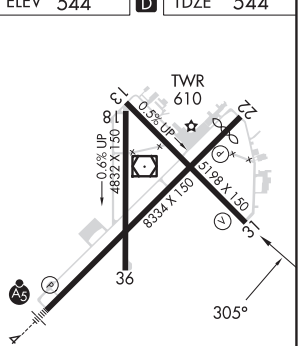
ATIS	LONGVIEW APP CON ★	POUNDS TOWER ★	GND CON	UNICOM
126.25	128.75 379.15	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-31	1100-1	556 (600-1)	1100-1⅝	556 (600-1⅝)
C CIRCLING	1100-1	556 (600-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)
ZONAP FIX MINIMUMS (DME REQUIRED)				
S-31	920-1 376 (400-1)			
C CIRCLING	980-1 436 (500-1)	1020-1 476 (500-1)	1160-1¾ 616 (700-1¾)	1280-2¼ 736 (800-2¼)

ELEV 544 D TDZE 544



REIL Rwy 22 L
MIRL Rwy 18-36 L
HIRL Rwys 4-22 and 13-31 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

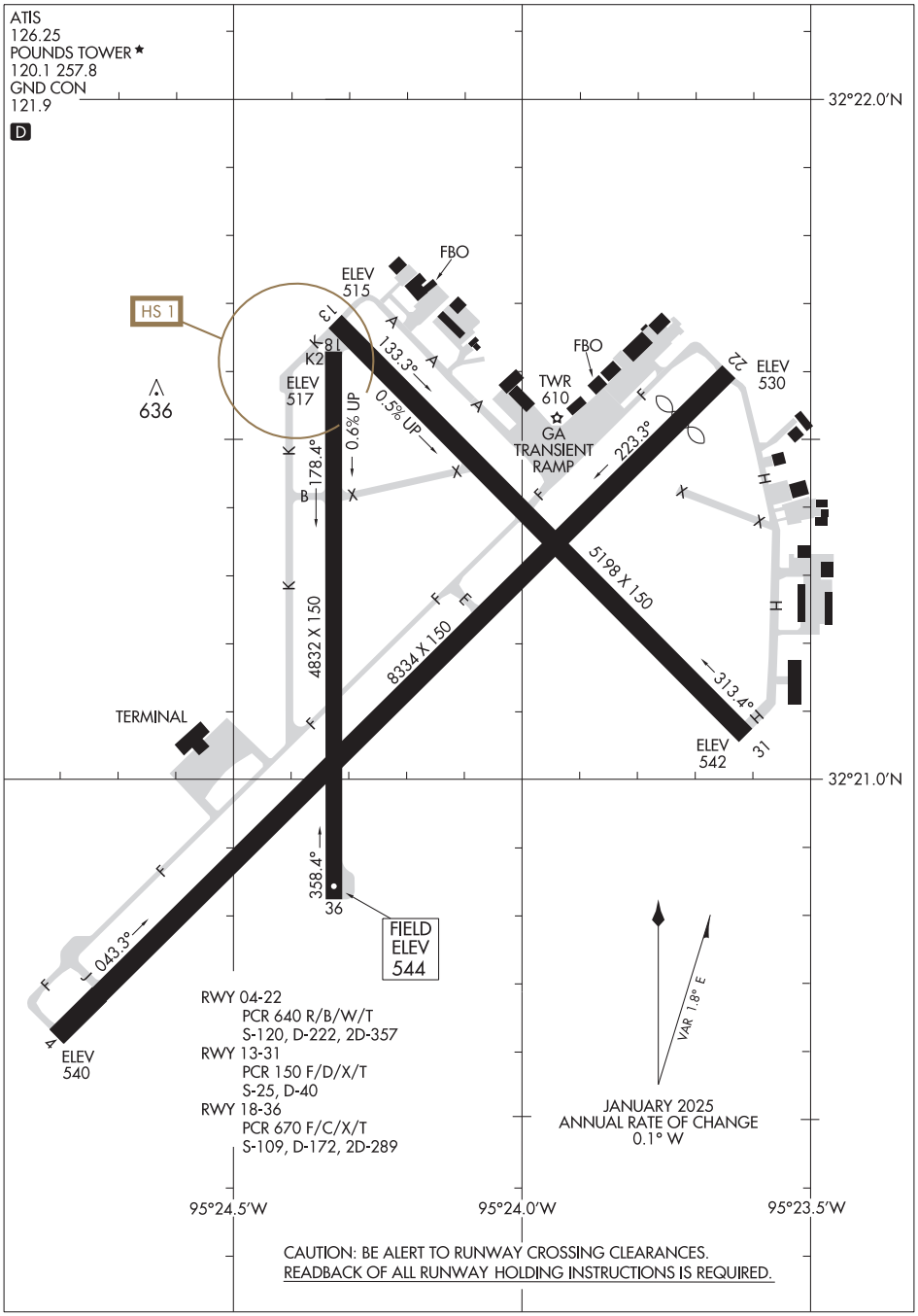
25107

AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)

TYLER, TEXAS

AL-622 (FAA)



AIRPORT DIAGRAM

25107

TYLER, TEXAS

TYLER POUNDS RGNL (TYR)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	5099
024°	TDZE	1265
	Apt Elev	1265

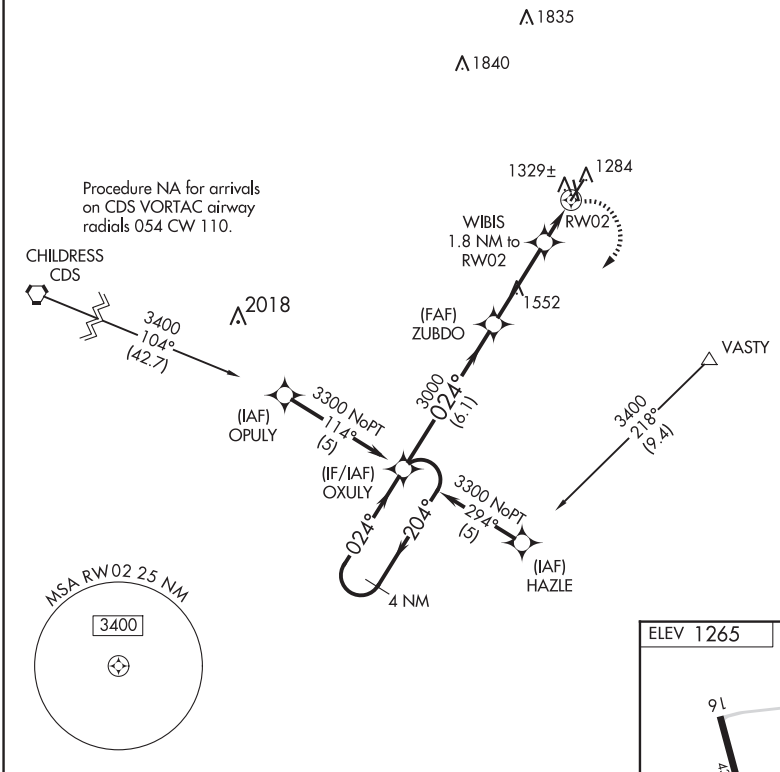
RNAV (GPS) RWY 2
WILBARGER COUNTY (FØ5)

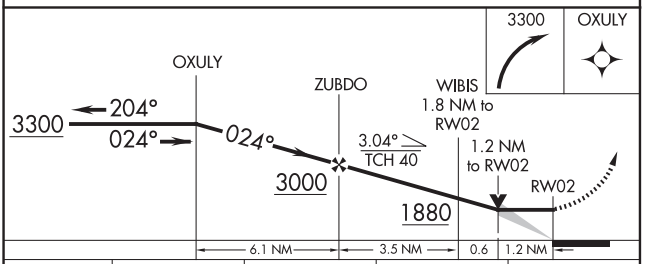
RNP APCH.

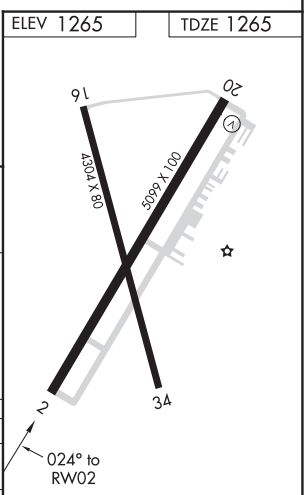
When local altimeter setting not received, use Frederick altimeter setting: increase all MDA 40 feet. VDP NA when using Frederick altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct OXULY and hold.

AWOS-3	ALTUS APP CON★	UNICOM
118.525	125.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1 415 (500-1)		1680-1¼ 415 (500-1¼)	NA
CIRCLING	1680-1 415 (500-1)	1720-1 455 (500-1)	1800-1½ 535 (600-1½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VERNON, TEXAS

AL-6490 (FAA)

22251

RNAV (GPS) RWY 20

WILBARGER COUNTY (FØ5)

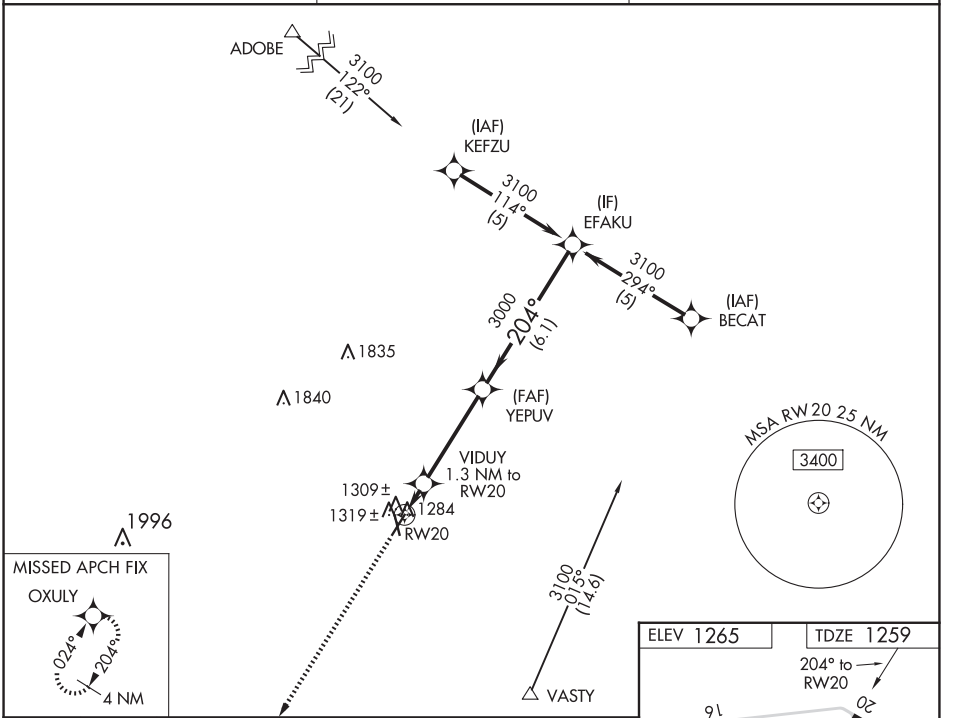
WAAS	APP CRS	Rwy Idg	5099
CH 63018	204°	TDZE	1259
W20A		Apt Elev	1265

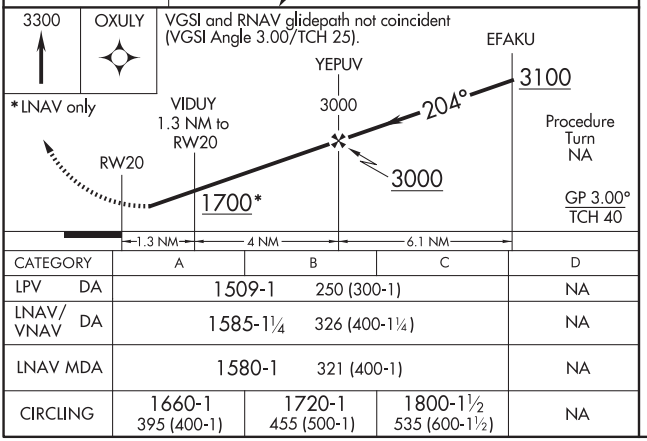
RNP APCH.

T A 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.

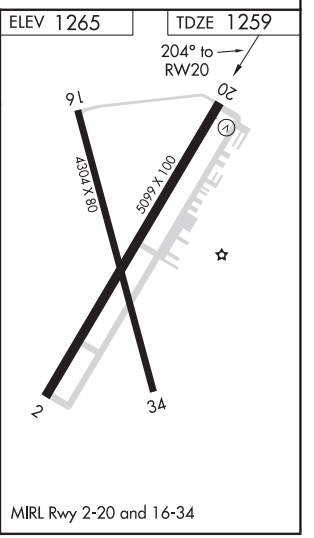
MISSED APPROACH: Climb to 3300 direct OXULY and hold.

AWOS-3	ALTUS APP CON *	UNICOM
118.525	125.1 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1509-1	250 (300-1)		NA
LNAV/VNAV DA	1585-1¼	326 (400-1¼)		NA
LNAV MDA	1580-1	321 (400-1)		NA
CIRCLING	1660-1 395 (400-1)	1720-1 455 (500-1)	1800-1½ 535 (600-1½)	NA



SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC MQP 117.7 Chan 124	APP CRS 077°	Rwy Idg N/A TDZE N/A Apt Elev 991

VOR/DME-A

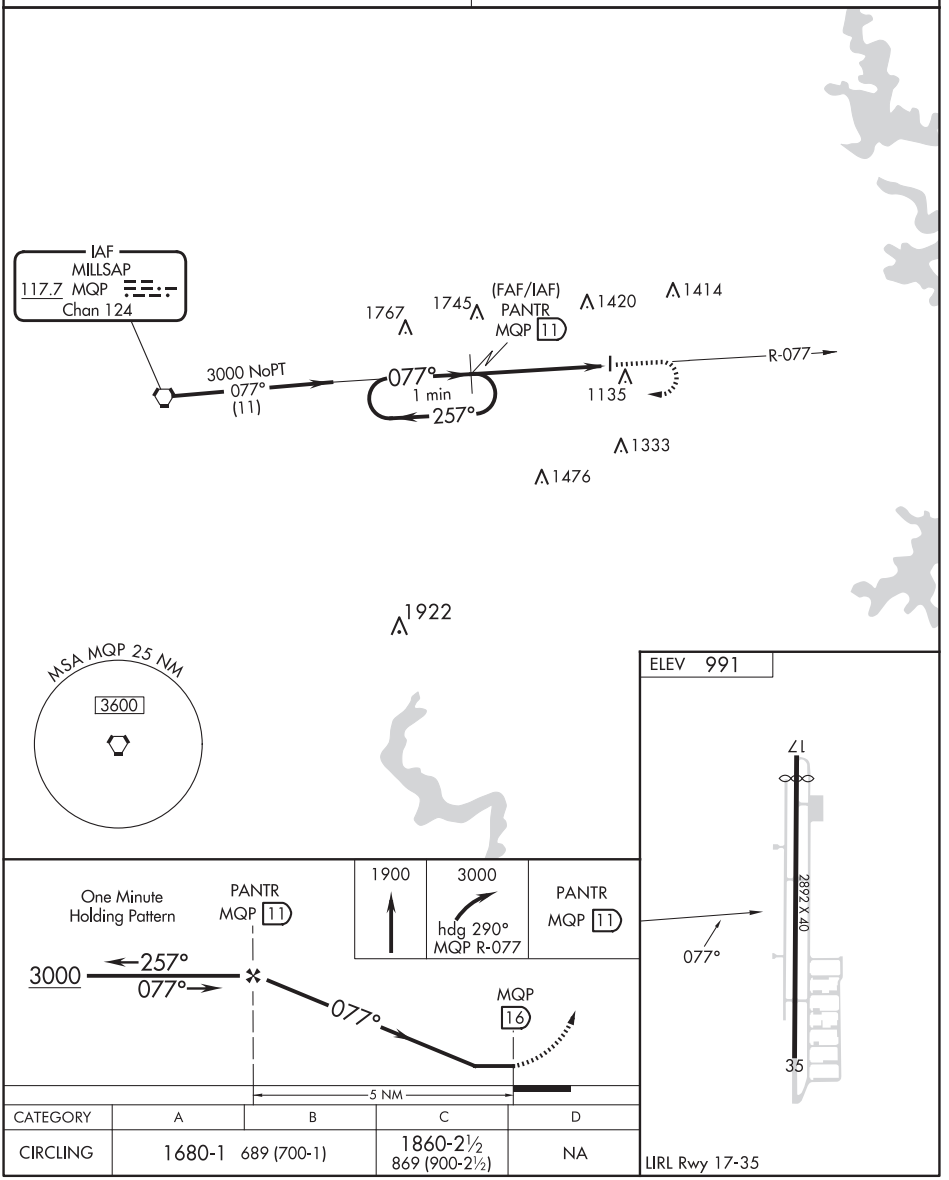
PARKER COUNTY (WEA)

NA

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.

LONE STAR APP CON	UNICOM
135.975 379.9	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1680-1	689 (700-1)	1860-2½ 869 (900-2½)	NA

LIRL Rwy 17-35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 17APR25

PARKER COUNTY (WEA)

WEATHERFORD, TEXAS

TOP ALTITUDE: ASSIGNED BY ATC

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

RADAR required for non-GPS equipped aircraft.

LONE STAR DEP CON
135.975 379.9
CTAF
122.7

NOTE: ALIAN Transition: ATC assigned only.

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

HUDAD
HULZE
HRPER
MUTEE
PGLET
BRHMA
DBLSS
TYGGR
KATZZ
RUFFS
ALIAN
FUMED
ROOOO
BOTCH
13000
DEMII
5000
LYNDE
WSTEX
CIKAN
RBBIT
DOSXX

9000 *3000 291° (66)
9000 *3100 285° (37)
9000 *3600 291° (27)
9000 *3000 288° (69)
9000 *2800 288° (27)
9000 *2600 308° (16)
9000 *4000 282° (75)
9000 *2500 287° (13)
9000 *3400 282° (71)
9000 *2800 283° (26)
9000 *3100 268° (51)
9000 *3100 268° (25)
9000 *3100 262° (56)
9000 *4100 263° (50)
9000 *3700 251° (33)
9000 *3100 262° (25)
9000 *2500 256° (12)
9000 *2500 232° (15)
270° (13)
077°
355°
175°
075°
1600
1491

MSA WEA 25 NM
3600

N

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

BOTCH ONE DEPARTURE (RNAV)

(BOTCH1.BOTCH) 25107

PARKER COUNTY (WEA)

WEATHERFORD, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 175° to 1491, then on heading 075° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 355° to 1600, then on heading 077° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .

. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (BOTCH1.ALIAN)
BRHMA TRANSITION (BOTCH1.BRHMA)
CIKAN TRANSITION (BOTCH1.CIKAN)
DOSXX TRANSITION (BOTCH1.DOSXX)
HUDAD TRANSITION (BOTCH1.HUDAD)
HULZE TRANSITION (BOTCH1.HULZE)
WSTEX TRANSITION (BOTCH1.WSTEX)

SC-2, 07 AUG 2025 to 02 OCT 2025

(GARL6.TTT) 25107

AL-6497 (FAA)

PARKER COUNTY (WEA)

WEATHERFORD, TEXAS

GARLAND SIX DEPARTURE

SC-2, 07 AUG 2025 to 02 OCT 2025

GARLAND SIX DEPARTURE

(GARL6.TTT) 17APR25

WEATHERFORD, TEXAS

PARKER COUNTY (WEA)

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.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK, then on GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY, then on PRX R-221 to PRX VOR/DME.
SOLDO TRANSITION (GARL6.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK, then on TYR R-303 to TYR VOR/DME.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

(JPOOL8.TTT) 25219 AL-6497 (FAA)

JOE POOL EIGHT DEPARTURE

PARKER COUNTY (WEA)
WEATHERFORD, TEXAS

LONE STAR DEP CON
125.8 257.95
CTAF
122.7

RADAR and DME required.

TOP ALTITUDE: ASSIGNED BY ATC

MSA MQP 25 NM
185°
3600 3000
345°

1600
355°

MAVERICK
113.1 TTT
Chan 78

MILLSAP
117.7 MQP
Chan 124

2500 186° (36)
4000 156° (37)
(35) 4000 *3400 176°
(35) 4000 166°
TSA

NELYN
JASPA
ARDIA
DARTZ

3800 *2100 177° (38)
6000 *2400 176° (45)
7000 *2300 166° (35)
6000 *2300 156° (25)
(23) 6000 *2200 156°

BRDEN

R-357
R-074
R-093
R-120
334°
154°

WACO
115.3 ACT
Chan 100

ELLVR

LEONA
110.8 LOA
Chan 45

WINDU

12000 *3100 193° (70)
7000 *2300 154° (69)
6000 *1900 154° (22)

TORNN
BILEE
R-269

HOARY
R-307
R-012
R-334

COLLEGE STATION
113.3 CLL
Chan 80

12000 *2900 204° (66)
6000 *1900 154° (55)

CENTEX
112.8 CWK
Chan 75

R-024

SAN ANTONIO
116.8 SAT
Chan 115

NAVASOTA
115.9 TNV
Chan 106

TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb heading 355° to 1600 before turning left.

Climb on assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

COLLEGE STATION TRANSITION (JPOOL8.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL8.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
HOARY TRANSITION (JPOOL8.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 (JPOOL8.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
SAN ANTONIO TRANSITION (JPOOL8.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 (JPOOL8.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
WACO TRANSITION (JPOOL8.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL8.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.

(KING5.TTT) 25107

KINGDOM FIVE DEPARTURE

PARKER COUNTY (WEA)
WEATHERFORD, TEXAS

SC-2, 07 AUG 2025 to 02 OCT 2025

KINGDOM FIVE DEPARTURE

(KING5.TTT) 17APR25

WEATHERFORD, TEXAS
PARKER COUNTY (WEA)

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 (KING5.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 (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.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.

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

AL-6497 (FAA)

(KUSSO1.KUSSO) 24305

KUSSO ONE DEPARTURE (RNAV)

PARKER COUNTY (WEA)

WEATHERFORD, TEXAS

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

KUSSO ONE DEPARTURE (RNAV)
(KUSSO1.KUSSO) 24MAR22
WEATHERFORD, TEXAS
PARKER COUNTY (WEA)

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)

SC-2, 07 AUG 2025 to 02 OCT 2025

(NANDR3.NANDR) 25107 AL-6497 (FAA)

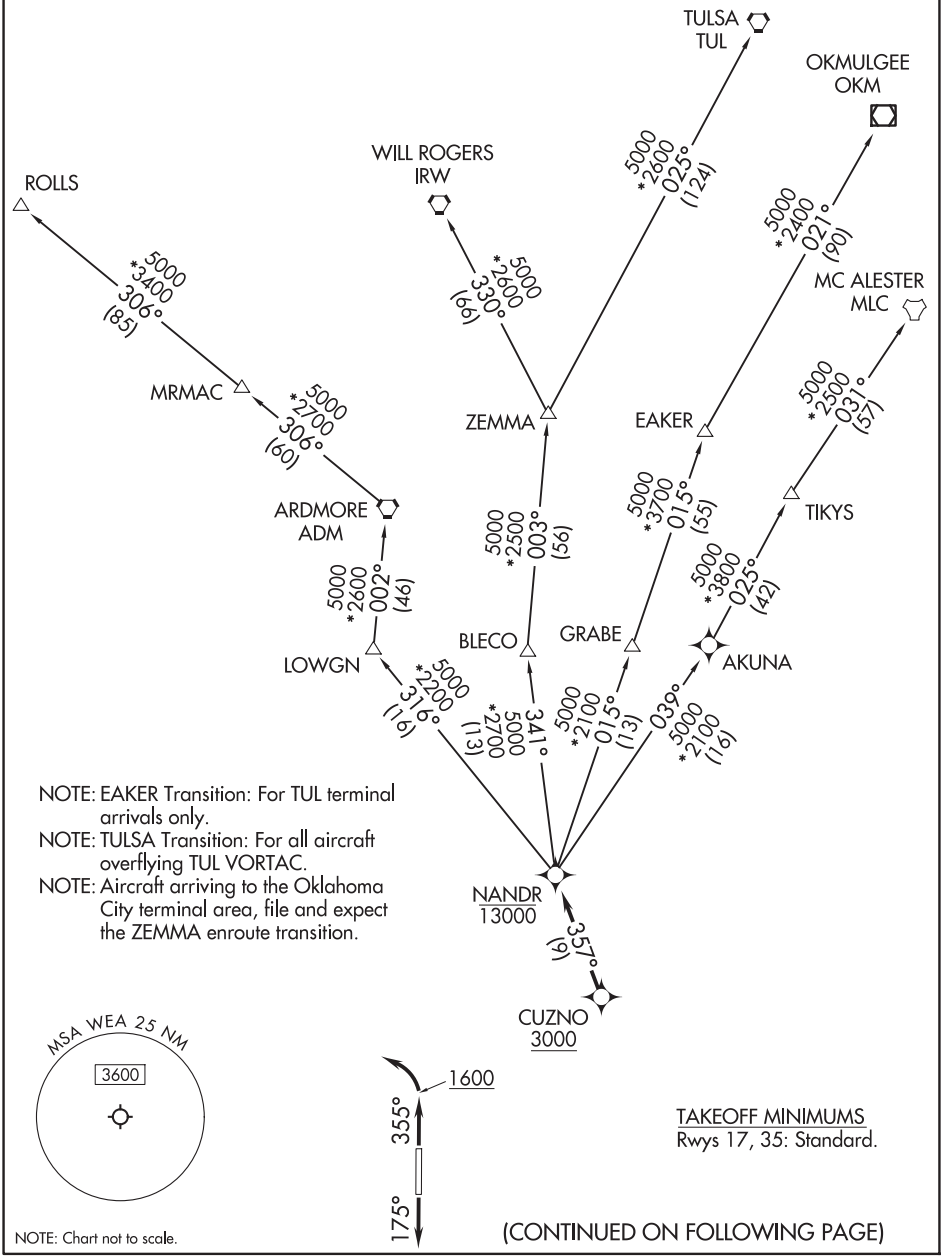
NANDR THREE DEPARTURE (RNAV)

PARKER COUNTY (WEA)
WEATHERFORD, TEXAS

LONE STAR DEP CON
135.975 379.9

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

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 17, 35: Standard.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

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 (NANDR3.EAKER)
MC ALESTER TRANSITION (NANDR3.MLC)
OKMULGEE TRANSITION (NANDR3.OKM)
ROLLS TRANSITION (NANDR3.ROLLS)
TULSA TRANSITION (NANDR3.TUL)
WILL ROGERS TRANSITION (NANDR3.IRW)
ZEMMA TRANSITION (NANDR3.ZEMMA)

SC-2, 07 AUG 2025 to 02 OCT 2025

WHEELER, TEXAS | AL-6912 (FAA) | 23110

APP CRS	Rwy Idg	N/A
175°	TDZE	N/A
	Apt Elev	2470

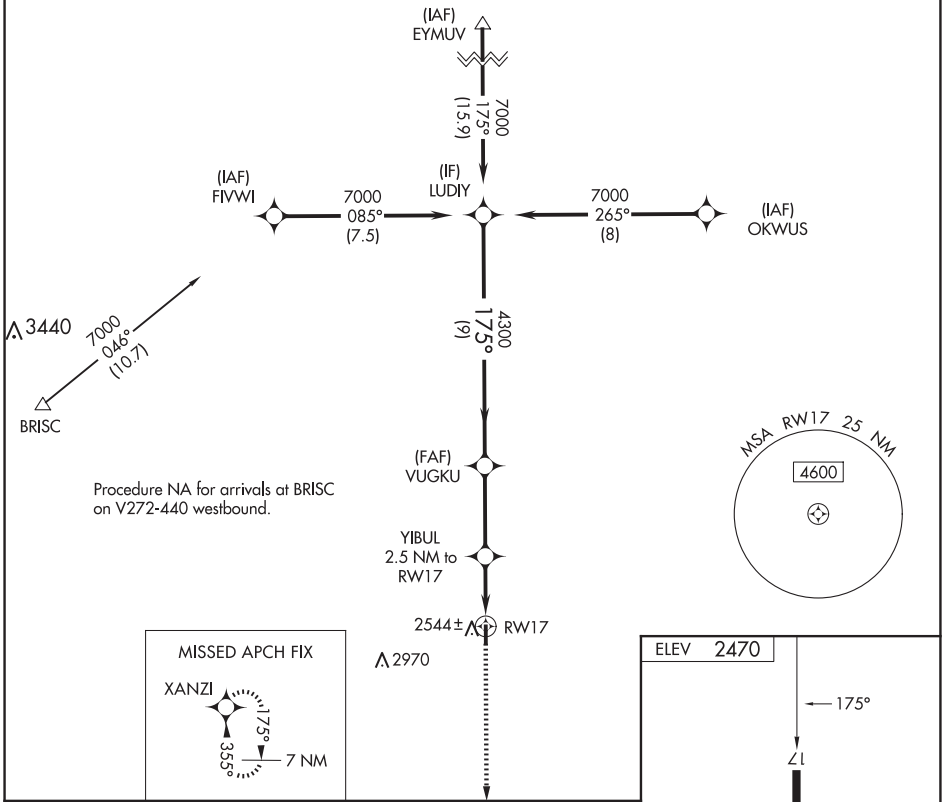
RNAV (GPS)-A

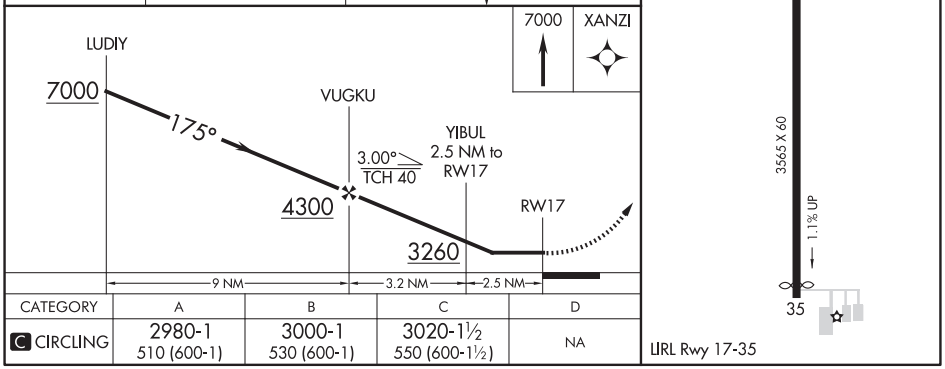
WHEELER MUNI (T59)

Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Hemphill County altimeter setting.

MISSED APPROACH: Climb to 7000 direct XANZI and hold, continue climb-in-hold to 7000.

HHF AWOS-3	ALBUQUERQUE CENTER	CTAF
119.025	127.85 285.475	122.9





CATEGORY	A	B	C	D
C CIRCLING	2980-1 510 (600-1)	3000-1 530 (600-1)	3020-1½ 550 (600-1½)	NA

LIRL Rwy 17-35

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
355°	TDZE	N/A
	Apt Elev	2470

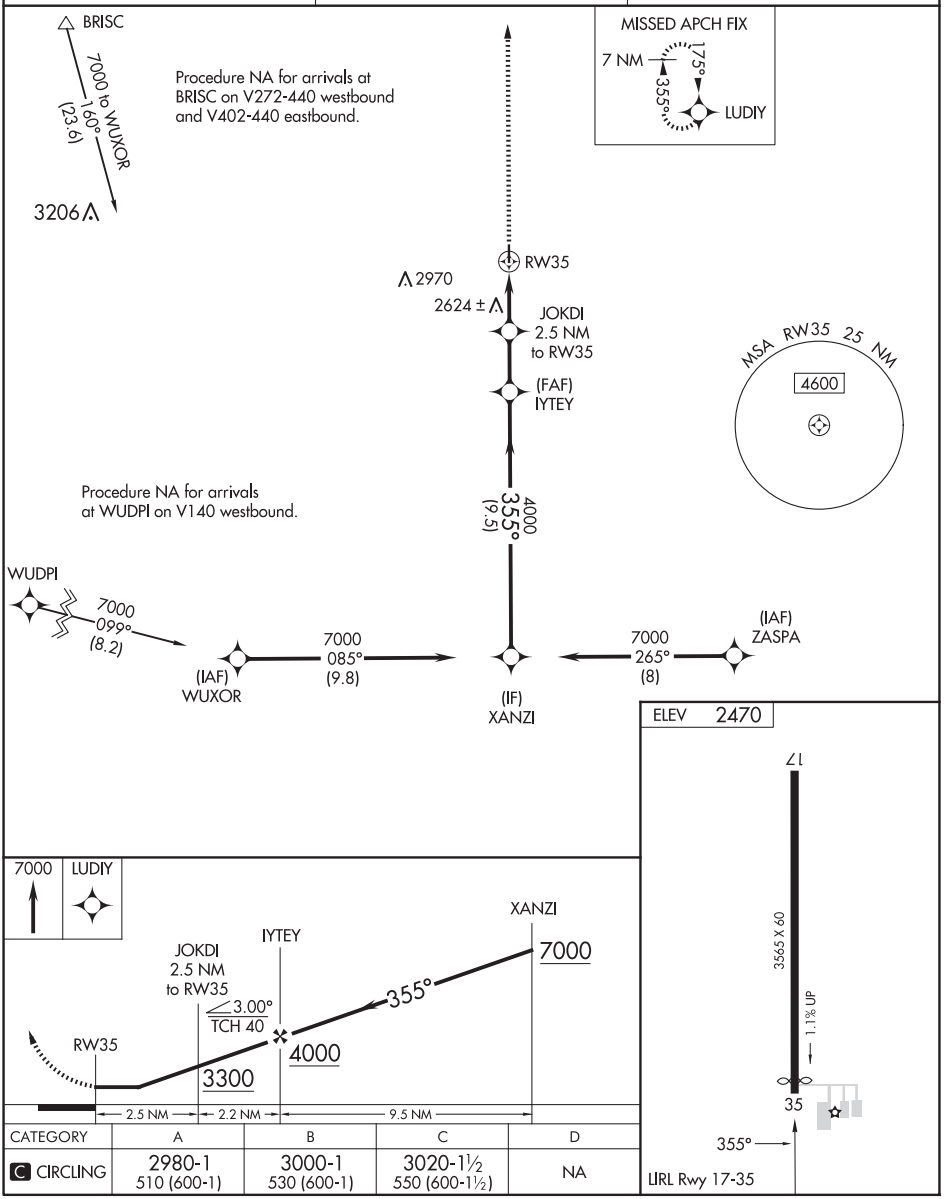
RNAV (GPS)-B

WHEELER MUNI (T59)

Helicopter visibility reduction below ¾ 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.

HHF AWOS-3	ALBUQUERQUE CENTER	CTAF
119.025	127.85 285.475	122.9



CATEGORY	A	B	C	D
C CIRCLING	2980-1 510 (600-1)	3000-1 530 (600-1)	3020-1½ 550 (600-1½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WAAS	APP CRS	Rwy Idg	4200
CH 90438	356°	TDZE	1000
W35A		Apt Elev	1003

RNAV (GPS) RWY 35

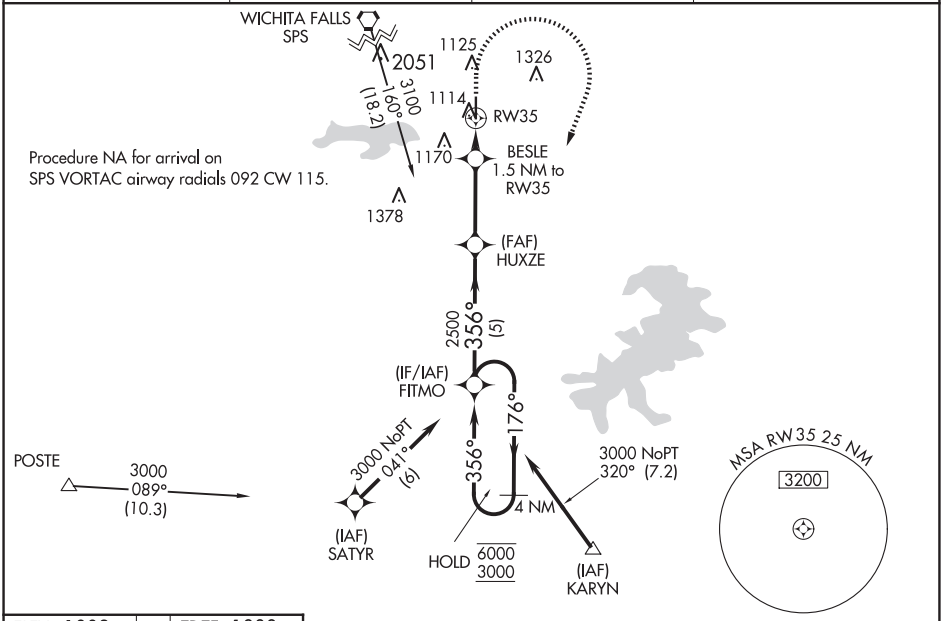
KICKAPOO DOWNTOWN (CWC)

RNP APCH.

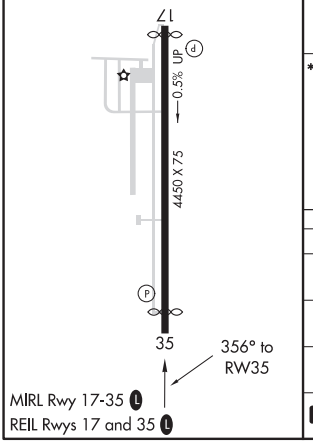
Circling NA east of Rwy 17-35. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

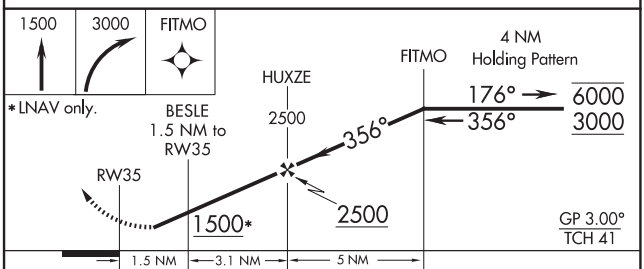
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FITMO and hold.

AWOS-3	SHEPPARD APP CON *	CLNC DEL	UNICOM
119.625	120.4 269.025	121.2	122.7 (CTAF) L



ELEV 1003 | TDZE 1000





CATEGORY	A	B	C	D
LNAV/VNAV DA	1284-1	284 (300-1)		NA
LPV DA	1299-⅞	299 (300-⅞)		NA
LNAV MDA	1380-1	380 (400-1)		NA
C CIRCLING	1440-1 437 (500-1)	1480-1 477 (500-1)	1720-2 717 (800-2)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC SPS	APP CRS	Rwy Idg	N/A
112.7	196°	TDZE	N/A
Chan 74		Apt Elev	1005

VOR-B

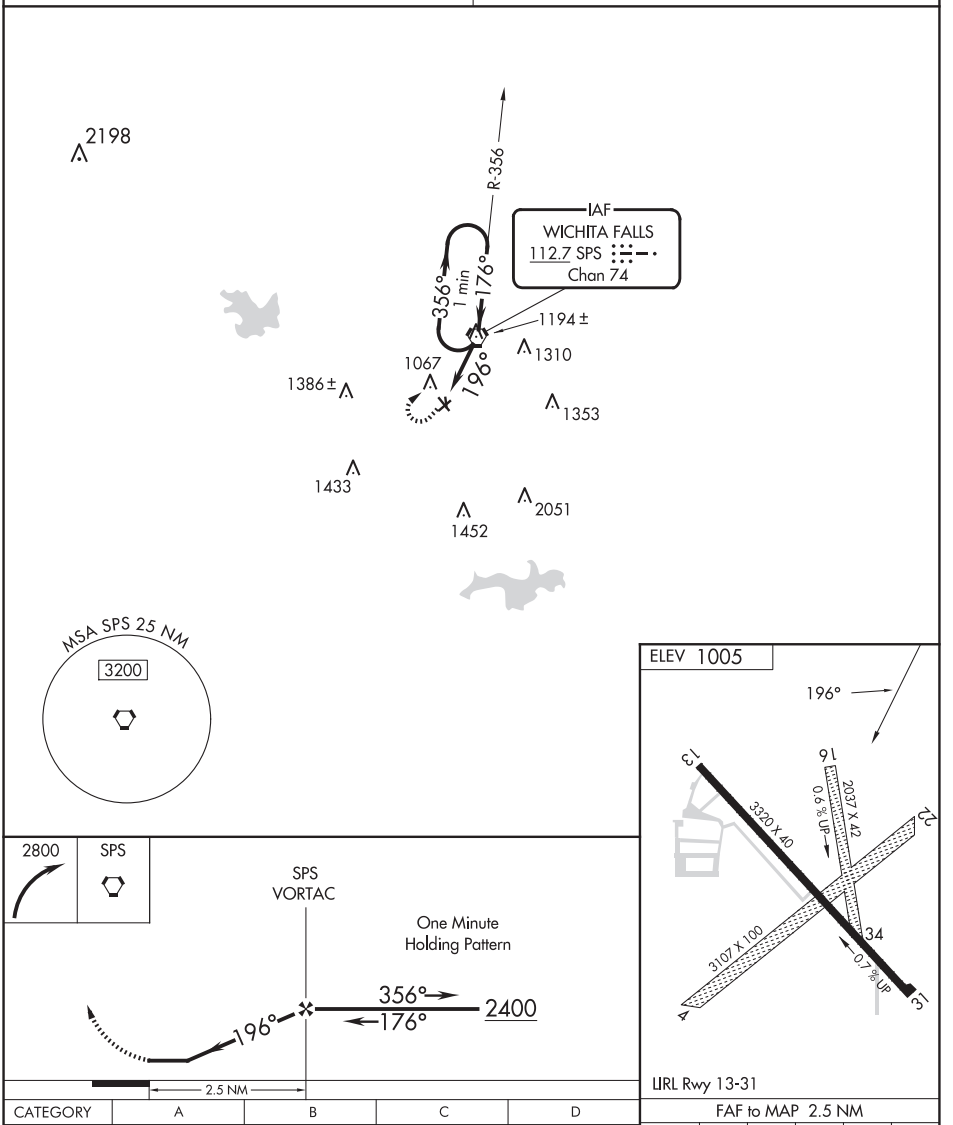
WICHITA FALLS/ WICHITA VALLEY (F14)

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. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 2800 direct SPS VORTAC and hold.

SHEPPARD APP CON ★	UNICOM
118.2 292.3	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1520-1 515 (600-1)	1680-1 675 (700-1)	1700-2 695 (700-2)	NA

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

SC-2, 07 AUG 2025 to 02 OCT 2025
SC-2, 07 AUG 2025 to 02 OCT 2025

WINNSBORO, TEXAS AL-5892 (FAA) 23110

APP CRS		
044°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	513

RNAV (GPS)-A
WINNSBORO MUNI (F51)

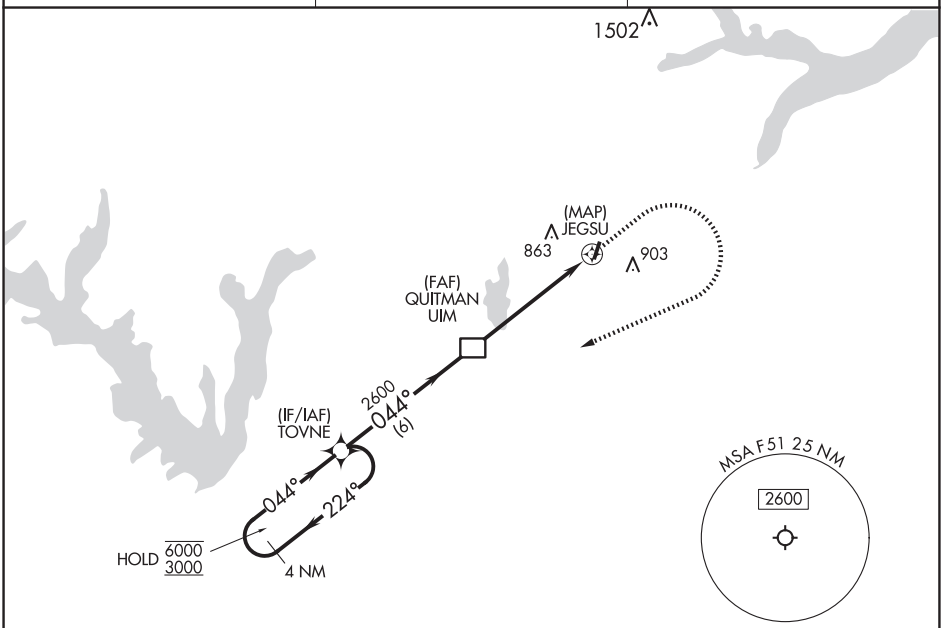
RNP APCH.

Procedure NA at night. Use Tyler altimeter setting; when not received, use Longview altimeter setting and increase all MDA 40 feet.

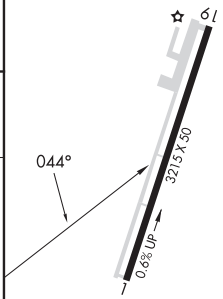
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct TOVNE and hold.

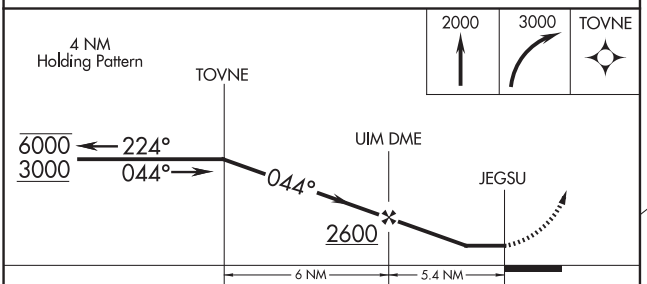
TYR ASOS	LONGVIEW APP CON★	CTAF
126.25	128.75 379.15	122.9 L



ELEV 513



MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
C CIRCLING	1100-1 587 (600-1)	1340-1¼ 827 (900-1¼)	1340-2½ 827 (900-2½)	NA

SC-2, 07 AUG 2025 to 02 OCT 2025

SC-2, 07 AUG 2025 to 02 OCT 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

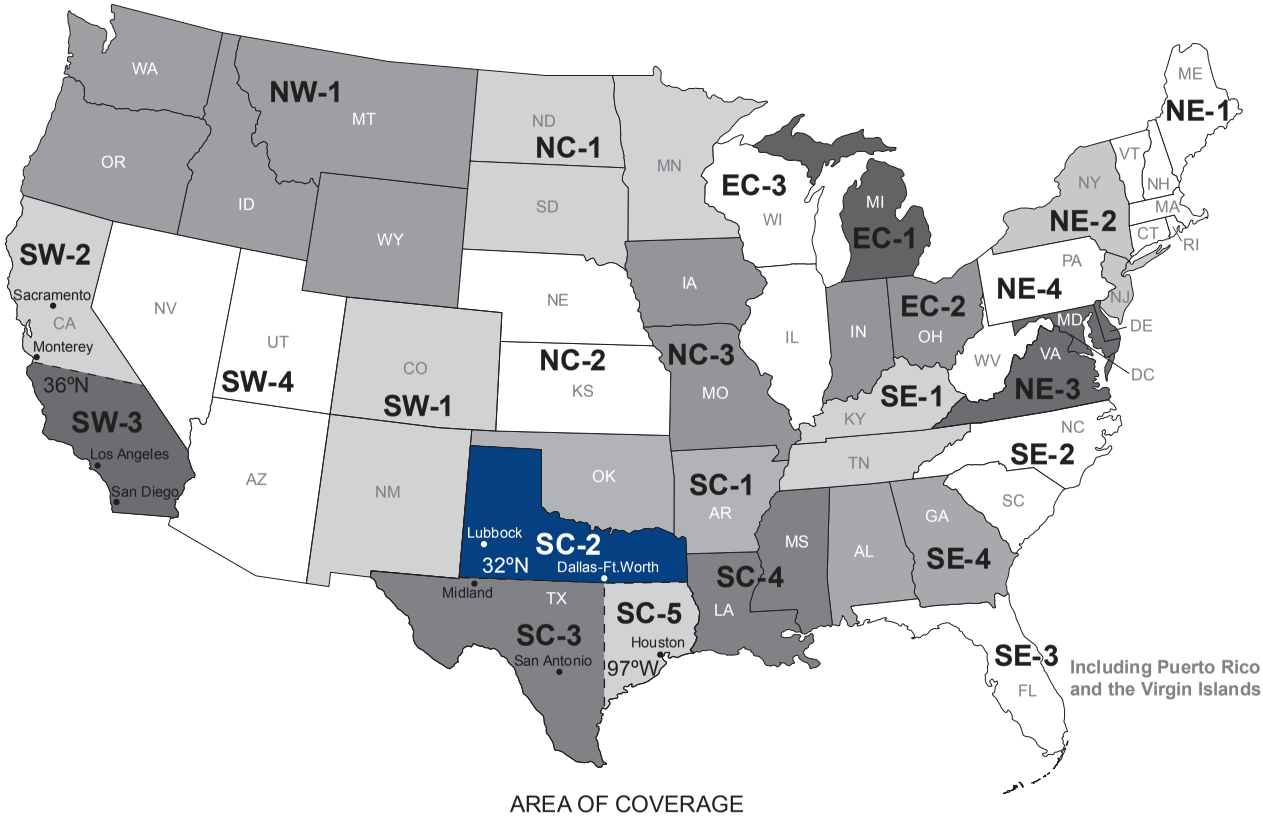
BLANK

FAA Product ID: BTPSC2

NSN 7641015059592

NGA REF. NO. OK-10-2859

TERMXFAABTPPSC2

EFF. DATE 25219

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