



# U.S. Terminal Procedures Publication

South Central (SC) Vol 2 of 5

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**10 NOV 2016**

to: 0901Z

**05 JAN 2017**

Consult the Change Notice (CN) effective 08 DEC 2016 for revised Instrument Procedure Charts for this volume



Consult NOTAMs for latest information

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## TABLE OF CONTENTS

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

### CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,  
OR FOR CHANGES, ADDITIONS,  
RECOMMENDATIONS ON  
PROCEDURAL ASPECTS CONTACT:**

FAA, Aeronautical Information Services  
Customer Operations Team  
1305 East-West Highway  
SSMC 4, Suite 4400  
Silver Spring, MD 20910-3281  
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Email [9-AMC-Aerochart@faa.gov](mailto:9-AMC-Aerochart@faa.gov)

**FOR PROCUREMENT:**

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visit our website at [http://www.faa.gov/  
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[http://www.faa.gov/air\\_traffic/flight\\_info/  
aeronav/digital\\_products/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

Frequently asked questions (FAQ) are answered on our website at <http://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

## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

## (1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

## (2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

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

## (3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

## (4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

## INOP COMPONENTS

# TERMS/LANDING MINIMA DATA

## IFR LANDING MINIMA

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

### LANDING MINIMA FORMAT

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

CATEGORY	A		B	C	D
	S-ILS 27	1352/24			200
S-LOC 27	1440/24		288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)	

DA: Visibility (RVR 100's of feet)  
 Aircraft Approach Category: HAT/HATH  
 MDA: Minimum Descent Altitude  
 HAA: Height Above Airports  
 Visibility in Statute Miles

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

### COPTER MINIMA ONLY

CATEGORY	COPTER	
H-176°	680-½	363 (400-½)

Copter Approach Direction      Height of MDA/DA Above Landing Area (HAL)      No circling minimums are provided

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 RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. [www.faa.gov/air\\_traffic/publications/notices](http://www.faa.gov/air_traffic/publications/notices)

### 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. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. 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

# TERMS/LANDING MINIMA DATA

# TERMS/LANDING MINIMA DATA

## 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 tables below. The resultant arcs are then connected tangentially to define the protected area.

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

### **C** EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

### 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 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	3/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

## RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1 1/2	463	(500-1 1/2)
	28		AB	600-1 1/4	503	(600-1 1/4)	CDE	600-1 1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

↘ All minima 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 500-1 1/2.

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".

⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.

⚠ Takeoff Minima not standard and/or Departure Procedures are published. Refer to tabulation.

# TERMS/LANDING MINIMA DATA

## GENERAL INFO

## 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 under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. 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 contains information on civil operations at military airports.

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 via teletype and are required for users filing flight plans via computer interface. 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 (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

**RNAV DP and STAR.** Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

**Standard RNAV 1 Procedure Chart Notes**

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

**RNAV 1 Procedure Characteristics and Operations**

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

## GENERAL INFO

## GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,  $\ominus$ ,  $\ominus$ ,  $\ominus$ .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (\*) indicates non-standard PCL, consult Chart Supplement, e.g.,  $\ominus^*$ .

To activate lights, use frequency indicated in the communication section of the chart with a  $\ominus$  or the appropriate lighting system identification e.g., UNICOM 122.8  $\ominus$ ,  $\ominus$ ,  $\ominus$ .

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)

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.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

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 in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings 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.

## GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

AAUP.....	Attention All Users Page	HAA.....	Height above Airport
ADF.....	Automatic Direction Finder	HAL.....	Height above Landing
ADIZ.....	Air Defense Identification Zone	HAT.....	Height above Touchdown
AFIS.....	Automatic Flight Information Service	HATH.....	Height Above Threshold
ALS.....	Approach Light System	HGS.....	Head-up Guidance System
ALSF.....	Approach Light System with Sequenced Flashing Lights	HIRL.....	High Intensity Runway Lights
AP.....	Autopilot System	HUD.....	Head-up Display
APCH.....	Approach	IAF.....	Initial Approach Fix
APP CON.....	Approach Control	ICAO.....	International Civil Aviation Organization
ARR.....	Arrival	IF.....	Intermediate Fix
ASOS.....	Automated Surface Observing System	IM.....	Inner Marker
ASR/PAR.....	Published Radar Minimums at this Airport	INOP.....	Inoperative
ASSC.....	Airport Surface Surveillance Systems	INT.....	Intersection
ATIS.....	Automatic Terminal Information Service	K.....	Knots
AUNICOM.....	Automated UNICOM	KLAS.....	Knots Indicated Airspeed
AWOS.....	Automated Weather Observing System	LAAS.....	Local Area Augmentation System
AZ.....	Azimuth	LDA.....	Localizer Type Directional Aid
BC.....	Back Course	Ldg.....	Landing
BND.....	Bound	LRL.....	Low Intensity Runway Lights
C.....	Circling	LNAV.....	Lateral Navigation
CAT.....	Category	LOC.....	Localizer
CCW.....	Counter Clockwise	LP.....	Localizer Performance
CDI.....	Course Deviation Indicator	LPV.....	Localizer Performance with Vertical Guidance
Chan.....	Channel	LR.....	Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
CIFP.....	Coded Instrument Flight Procedures	MAA.....	Maximum Authorized Altitude
CIR.....	Circling	MALS.....	Medium Intensity Approach Light System
CLNC DEL.....	Clearance Delivery	MALSR.....	Medium Intensity Approach Light System with RAIL
CNF.....	Computer Navigation Fix	MAP.....	Missed Approach Point
CTAF.....	Common Traffic Advisory Frequency	MDA.....	Minimum Descent Altitude
CW.....	Clockwise	MIRL.....	Medium Intensity Runway Lights
DA.....	Decision Altitude	MM.....	Middle Marker
DER.....	Departure End of Runway	MRA.....	Minimum Reception Altitude
DH.....	Decision Height	N/A.....	Not Applicable
DME.....	Distance Measuring Equipment	NA.....	Not Authorized
DTHR.....	Displaced Threshold	NDB.....	Non-directional Radio Beacon
DVA.....	Diverse Vector Area	NFD.....	National Flight Database
ELEV.....	Elevation	NM.....	Nautical Mile
EMAS.....	Engineered Material Arresting System	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
FAF.....	Final Approach Fix	ODALS.....	Omnidirectional Approach Light System
FD.....	Flight Director System	ODP.....	Obstacle Departure Procedure
FM.....	Fan Marker	OM.....	Outer Marker
FMS.....	Flight Management System	PRM.....	Precision Runway Monitor
GBAS.....	Ground Based Augmentation System		
GCO.....	Ground Communications Outlet		
GLS.....	Ground Based Augmentation System Landing System		
GP.....	Glidepath		
GPI.....	Ground Point of Interception		
GPS.....	Global Positioning System		
GS.....	Glide Slope		

## GENERAL INFO



## GENERAL INFO

## ABBREVIATIONS

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
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation Performance
RPI.....	Runway Point of Intercept(ion)
RRL.....	Runway Remaining Lights
Rwy.....	Runway
RVR.....	Runway Visual Range
S.....	Straight-in
SALS.....	Short Approach Light System
SSALR.....	Simplified Short Approach Light System with RAIL
SDF.....	Simplified Directional Facility
SM.....	Statute Mile
SOIA.....	Simultaneous Offset Instrument Approach
TAA.....	Terminal Arrival Area
TAC.....	TACAN
TCH.....	Threshold Crossing Height (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
TDZL.....	Touchdown Zone Lights
THR.....	Threshold
THRE.....	Threshold Elevation
TODA.....	Takeoff Distance Available
TORA.....	Takeoff Run Available
TR.....	Track
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDP.....	Visual Descent Point
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

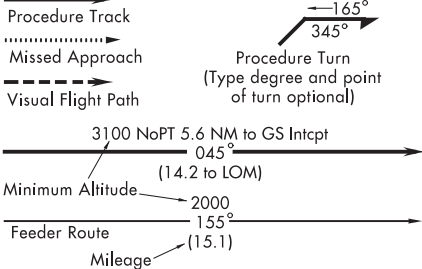
## GENERAL INFO

# LEGEND

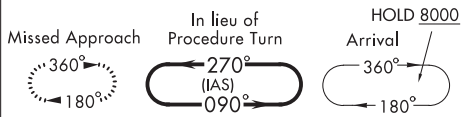
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### PLANVIEW SYMBOLS

#### TERMINAL ROUTES

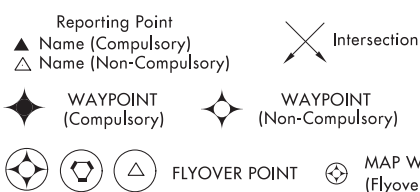


#### HOLDING PATTERNS



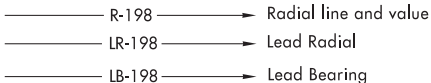
Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

#### FIXES/ATC REPORTING REQUIREMENTS



#### Computer Navigation Fix (CNF)

x (NAME) ("x" omitted when it conflicts with runway pattern)



#### ALTITUDES

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

#### INDICATED AIRSPEED

<u>175K</u>	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

#### Compulsory:



#### Non-Compulsory:



LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

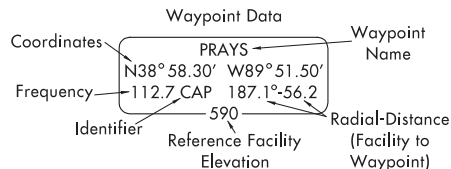
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.



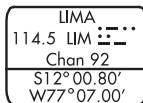
LOC/DME

LOC/LDA/SDF Transmitter

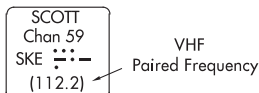
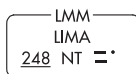
(shown when installation is offset from its normal position off the end of the runway.)



#### Primary Navaid with Coordinate Values



#### Secondary Navaid



# LEGEND

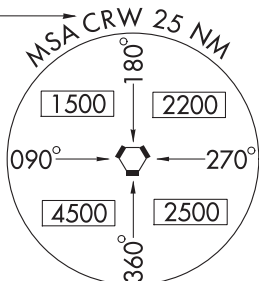
# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

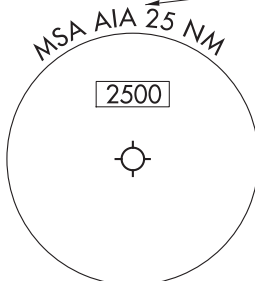
### PLANVIEW SYMBOLS

#### MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

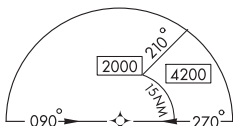


Airport Identifier

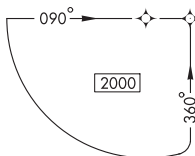


(arrows on distance circle identify sectors)

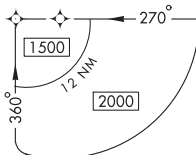
#### TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

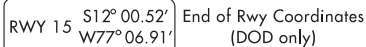


Right Base Area



Left Base Area

#### MISCELLANEOUS



Distance not to scale

International Boundary

Air Defense Identification Zone

#### AIRPORTS



#### SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

#### OBSTACLES



# LEGEND

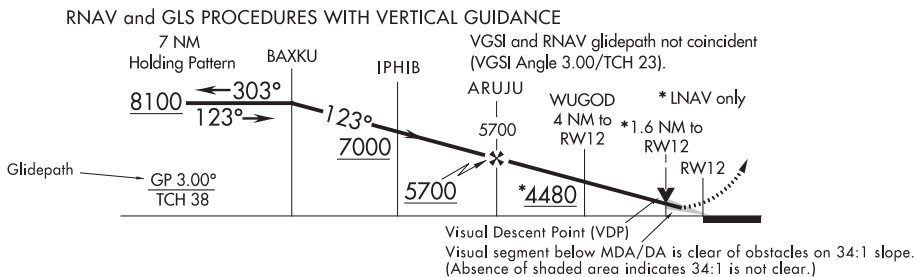
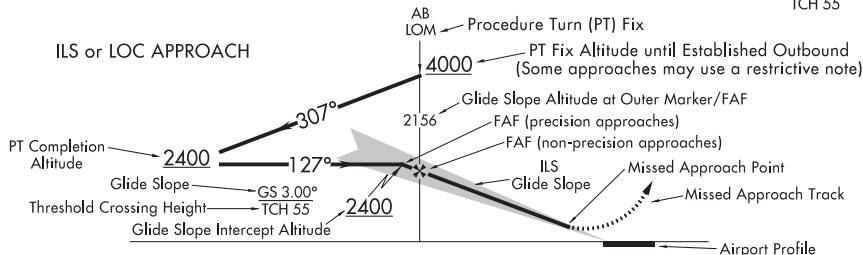
**PROFILE VIEW**

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

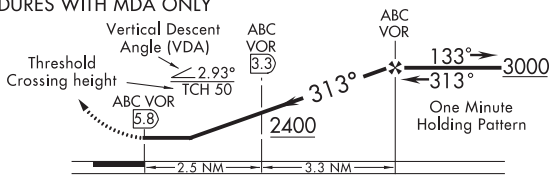
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: **GS 3.00°**, TCH 55

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

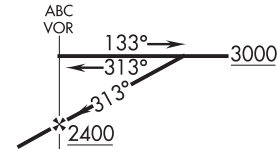
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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



**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**



**DESCENT FROM HOLDING PATTERN**



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

**PROFILE SYMBOLS**

- 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# LEGEND

## LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

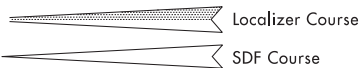
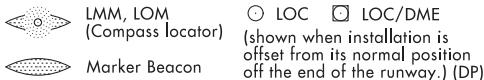
Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

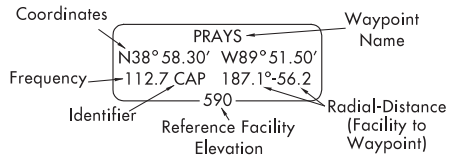
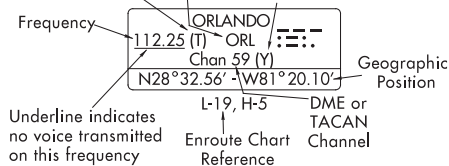
Compulsory:



Non-Compulsory:



(T) indicates frequency protection range (STAR)  
 Identifier  
 Frequency  
 (Y) TACAN must be placed in "Y" mode to receive distance information  
 Geographic Position  
 L-19, H-5  
 Enroute Chart Reference  
 DME or TACAN Channel



### FIXES/ATC REPORTING REQUIREMENTS

Reporting Points  
 N00°00.00'  
 W00°00.00'

(75) → DME Mileage (when not obvious)

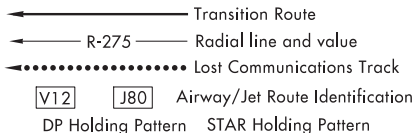
▲ Fix-Compulsory and  
 △ Non-Compulsory Position Report



X Computer Navigation Fix (CNF)  
 N00°00.00'  
 W00°00.00'

### ROUTES

4500 MEA-Minimum Enroute Altitude  
 \*3500 MOCA-Minimum Obstruction Clearance Altitude  
 270° → Departure Route - Arrival Route  
 (65) Mileage between Radio Aids, Reporting Points, and Route Breaks



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

### SPECIAL USE AIRSPACE



### ALTITUDES

5500 Mandatory Altitude (Cross at)  
 2300 Minimum Altitude (Cross at or above)  
 4800 Maximum Altitude (Cross at or below)

15000 Block Altitude  
 12000 Altitude change at other than Radio Aids (STAR)

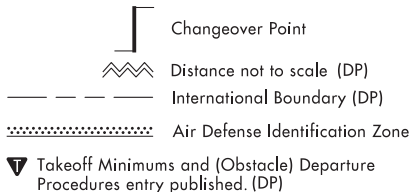
### INDICATED AIRSPEED

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

### AIRPORTS



### MISCELLANEOUS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

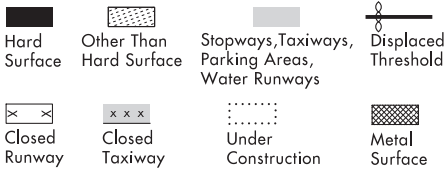
# LEGEND

# LEGEND

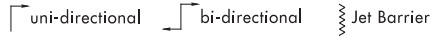
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

**Runways**

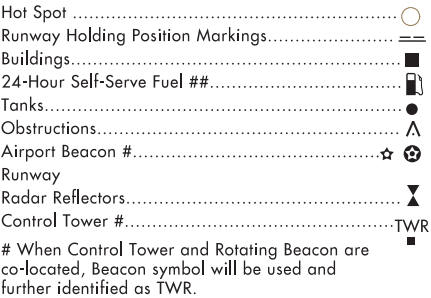


**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



**ARRESTING SYSTEM** (EMAS)

**REFERENCE FEATURES**



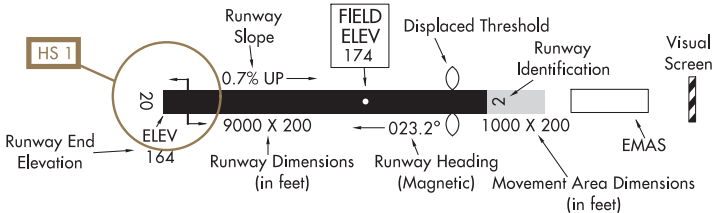
## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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 symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



**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.

Helicopter Alighting Areas Negative Symbols used to identify Copter Procedures landing point.....

Runway Threshold elevation.....THRE 123  
Runway TDZ elevation.....TDZE 123  
Runway Slope.....0.8% UP (shown when runway slope is greater than or equal to 0.3%)  
0.3% DOWN

**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 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

**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 FLIP. (Foreign Only)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# LEGEND

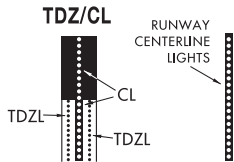
**LEGEND**

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).

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**



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

**SHORT APPROACH LIGHTING SYSTEM**



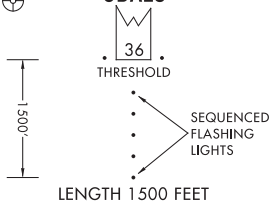
**SALS/SALSF**  
 (High Intensity)

SAME AS INNER 1500' OF ALSF-1

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**



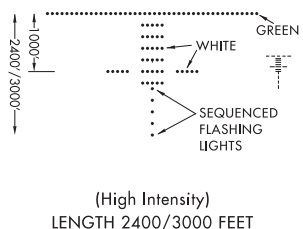
**ODALS**



**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**  
 with Runway Alignment Indicator Lights



**SSALR**



**VISUAL APPROACH SLOPE INDICATOR**

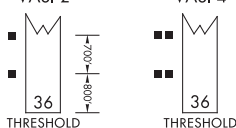
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

VASI 2

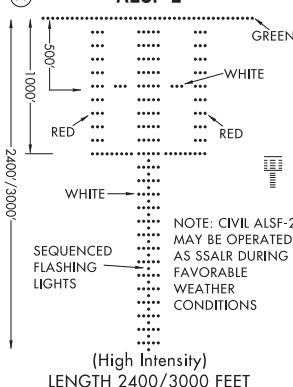
VASI 4



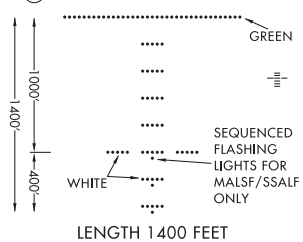
**APPROACH LIGHTING SYSTEM**



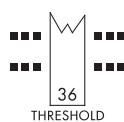
**ALSF-2**



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



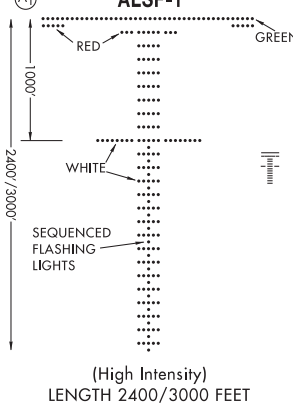
VASI 12



**APPROACH LIGHTING SYSTEM**



**ALSF-1**



**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**  
 with Runway Alignment Indicator Lights



**MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

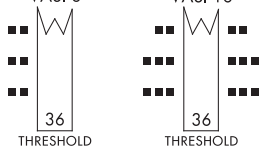
**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

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

VASI 6

VASI 16



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**LEGEND**

04330  
**LEGEND**

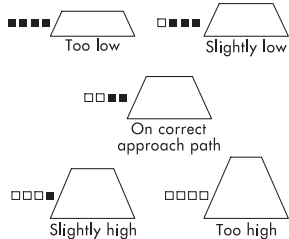
INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

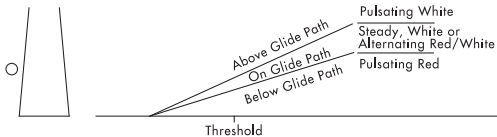
**PAPI**



Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**



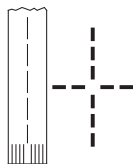
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V<sub>1</sub>) **"T"-VISUAL APPROACH SLOPE INDICATOR**

**"T"-VASI**

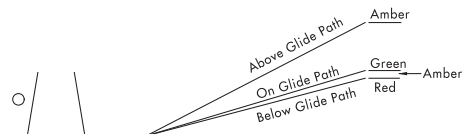


"T" ON BOTH SIDES OF RWY  
ALL LIGHTS VARIABLE WHITE.  
CORRECT APPROACH SLOPE-  
ONLY CROSS BAR VISIBLE.  
UPRIGHT "T"- FLY UP.  
INVERTED "T"- FLY DOWN.  
RED "T"- GROSS  
UNDERSHOOT.



(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

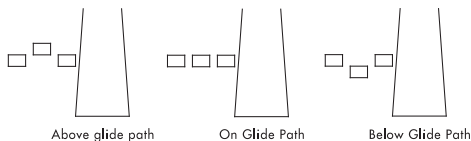
**TRCV**



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

(V<sub>5</sub>) **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**LEGEND**



## FREQ PAIRING

## 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		

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

## FREQ PAIRING

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**ABILENE, TX**

<b>ABILENE RGNL(ABI)</b>		
TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
RADAR MINIMUMS .....	N	
IAPS .....		1
ILS OR LOC RWY 35R .....		1
RNAV (GPS) RWY 17L .....		2
RNAV (GPS) RWY 22 .....		3
RNAV (GPS) RWY 35R .....		4
LOC RWY 17R .....		5
VOR OR GPS-A .....		6
AIRPORT DIAGRAM .....		7

**ABILENE, TX**

---SEE DYESS AFB

**ADDISON**

---SEE DALLAS, TX

**ALBANY, TX**

<b>ALBANY MUNI(T23)</b>		
IAPS .....		8
RNAV (GPS) RWY 17 .....		8
RNAV (GPS) RWY 35 .....		9

**AMARILLO, TX**

<b>RICK HUSBAND AMARILLO INTL(AMA)</b>		
TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
RADAR MINIMUMS .....	N	
IAPS .....		10
ILS OR LOC RWY 04 .....		10
RNAV (RNP) Z RWY 04 .....		11
RNAV (RNP) Z RWY 13 .....		12
RNAV (RNP) Z RWY 22 .....		13
RNAV (RNP) Z RWY 31 .....		14
RNAV (GPS) Y RWY 04 .....		15
RNAV (GPS) Y RWY 13 .....		16
RNAV (GPS) Y RWY 22 .....		17
RNAV (GPS) Y RWY 31 .....		18
LDA/DME RWY 22 .....		19
VOR/DME RWY 13 .....		20
VOR/DME RWY 22 .....		21
VOR/DME RWY 31 .....		22
VOR/DME-A .....		23
NDB RWY 04 .....		24
AIRPORT DIAGRAM .....		25

**TRADEWIND(TDW)**

TAKEOFF MINIMUMS .....	L	
IAPS .....		26
RNAV (GPS) RWY 35 .....		26
NDB-A .....		27

**ANDREWS, TX**

<b>ANDREWS COUNTY(E11)</b>		
TAKEOFF MINIMUMS .....	L	
IAPS .....		28
RNAV (GPS) RWY 16 .....		28

**ARLEDGE FIELD**

---SEE STAMFORD, TX

**ARLINGTON, TX**

<b>ARLINGTON MUNI(GKY)</b>		
TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
STARS .....		218
DODJE FIVE .....		Z18
KNEAD SEVEN .....		Z34
MOTZA EIGHT .....		Z39
REEKO THREE (RNAV) .....		Z44
SASIE FIVE .....		Z45
SWVAY FOUR (RNAV) .....		Z54
TRUUK TWO (RNAV) .....		Z56
WESAT TWO (RNAV) .....		Z59
IAPS .....		29
ILS OR LOC/DME RWY 34 .....		29
RNAV (GPS) RWY 34 .....		30
VOR/DME RWY 34 .....		31
AIRPORT DIAGRAM .....		32
DPS .....		33
DALLAS FOUR .....		33
GARLAND SIX .....		35
HUBBARD NINE .....		37
JOE POOL NINE .....		39
KINGDOM TWO .....		41
KUSSO THREE (RNAV) .....		43
SWABR FOUR (RNAV) .....		45
TEXOMA FIVE .....		47
WORTH ONE .....		49

**ATHENS, TX**

<b>ATHENS MUNI(F44)</b>		
TAKEOFF MINIMUMS .....	L	
IAPS .....		51
RNAV (GPS) RWY 17 .....		51
RNAV (GPS) RWY 35 .....		52
NDB RWY 35 .....		53

**ATLANTA, TX**

<b>HALL-MILLER MUNI(ATA)</b>		
TAKEOFF MINIMUMS .....	L	
IAPS .....		54
RNAV (GPS) RWY 05 .....		54
NDB RWY 05 .....		55

**AVENGER FIELD**

---SEE SWEETWATER, TX

**BIG SPRING, TX**

<b>BIG SPRING MCMAHON-WRINKLE(BPG)</b>		
TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
IAPS .....		56
RNAV (GPS) RWY 06 .....		56
RNAV (GPS) RWY 17 .....		57
RNAV (GPS) RWY 24 .....		58
RNAV (GPS) RWY 35 .....		59
VOR/DME RWY 17 .....		60
VOR/DME RWY 35 .....		61

**BONHAM, TX**

<b>JONES FIELD(F00)</b>		
TAKEOFF MINIMUMS .....	L	
IAPS .....		62
RNAV (GPS) RWY 17 .....		62
RNAV (GPS) RWY 35 .....		63
VOR/DME RWY 17 .....		64

**INDEX**

16315

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>BORGER, TX</b>			<b>CHILDRESS, TX</b>		
<b>HUTCHINSON COUNTY(BGD)</b>			<b>CHILDRESS MUNI(CDS)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	65	IAPS	RNAV (GPS) RWY 36	84
	RNAV (GPS) RWY 35	66		VOR RWY 36	85
	VOR/DME RWY 35	67			
	VOR RWY 17	68			
<b>BOURLAND FIELD</b>			<b>CLEBURNE, TX</b>		
<b>---SEE FORT WORTH, TX</b>			<b>CLEBURNE RGNL(CPT)</b>		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			STARS	KNEAD SEVEN	Z34
				MOTZA EIGHT	Z39
				REEKO THREE (RNAV)	Z44
				SASIE FIVE	Z45
				SWVAY FOUR (RNAV)	Z54
				TRUUK TWO (RNAV)	Z56
				WESAT TWO (RNAV)	Z59
			IAPS	RNAV (GPS) RWY 15	86
				RNAV (GPS) RWY 33	87
				LOC/DME RWY 15	88
			DPS	GARLAND SIX	89
				HUBBARD NINE	91
				KINGDOM TWO	93
				KUSSO THREE (RNAV)	95
				SWABR FOUR (RNAV)	97
<b>BOWIE, TX</b>			<b>COMMERCE, TX</b>		
<b>BOWIE MUNI(0F2)</b>			<b>COMMERCE MUNI(2F7)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 17	69	IAPS	RNAV (GPS) RWY 18	99
	RNAV (GPS) RWY 35	70		RNAV (GPS) RWY 36	100
	NDB RWY 17	71		VOR/DME-A	101
<b>BRECKENRIDGE, TX</b>			<b>CORSICANA, TX</b>		
<b>STEPHENS COUNTY(BKD)</b>			<b>C. DAVID CAMPBELL FIELD-CORSICANA MUNI</b>		
TAKEOFF MINIMUMS		L	<b>(CRS)</b>		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 17	72	IAPS	RNAV (GPS) RWY 14	102
	RNAV (GPS) RWY 35	73		RNAV (GPS) RWY 32	103
				VOR/DME-A	104
				NDB RWY 14	105
				NDB RWY 32	106
<b>BRIDGEPORT, TX</b>			<b>COX FIELD</b>		
<b>BRIDGEPORT MUNI(XBP)</b>			<b>---SEE PARIS, TX</b>		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	74			
	VOR/DME RWY 18	75			
<b>BROWNFIELD, TX</b>			<b>CROSBYTON, TX</b>		
<b>TERRY COUNTY(BFE)</b>			<b>CROSBYTON MUNI(8F3)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	76	IAPS	RNAV (GPS) RWY 17	107
	RNAV (GPS) RWY 20	77		RNAV (GPS) RWY 35	108
				NDB RWY 35	109
<b>C. DAVID CAMPBELL FIELD-CORSICANA MUNI</b>					
<b>---SEE CORSICANA, TX</b>					
<b>CADDO MILLS, TX</b>					
<b>CADDO MILLS MUNI(7F3)</b>					
IAPS	RNAV (GPS) RWY 36	78			
<b>CANADIAN, TX</b>					
<b>HEMPHILL COUNTY(HHF)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 04	79			
	RNAV (GPS) RWY 22	80			
<b>CARTHAGE, TX</b>					
<b>PANOLA COUNTY-SHARPE FIELD(4F2)</b>					
IAPS	RNAV (GPS) RWY 17	81			
	RNAV (GPS) RWY 35	82			
	NDB RWY 35	83			

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>DALHART, TX</b>			<b>DALLAS, TX (CON'T)</b>		
<b>DALHART MUNI(DHT)</b>			<b>DALLAS-LOVE FIELD(DAL)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	110	HOT SPOT		P
	RNAV (GPS) RWY 35	111	STARS	BACHR FOUR (RNAV)	Z1
	VOR/DME RWY 35	112		CRIKT ONE (RNAV)	Z16
	VOR RWY 17	113		DRYYE ONE (RNAV)	Z20
				FINGR FIVE	Z22
<b>DALLAS, TX</b>				GREGS EIGHT	Z28
<b>ADDISON(ADS)</b>				HIBIL THREE (RNAV)	Z30
TAKEOFF MINIMUMS		L		JFRYE THREE (RNAV)	Z31
ALTERNATE MINIMUMS		M		KNEAD SEVEN	Z34
HOT SPOT		P		MNNDQ FOUR (RNAV)	Z38
STARS	EESAT THREE (RNAV)	Z21		NANDR THREE (RNAV)	Z41
	FINGR FIVE	Z22		REDDN FOUR (RNAV)	Z43
	GREGS EIGHT	Z28		SWVAY FOUR (RNAV)	Z54
	JFRYE THREE (RNAV)	Z31		YEAGR THREE	Z65
	KNEAD SEVEN	Z34	IAPS	ILS OR LOC RWY 31L	161
	LOADS THREE (RNAV)	Z37		ILS OR LOC RWY 31R	162
	SASIE FIVE	Z45		ILS Y OR LOC Y RWY 13L	163
	SLANT THREE (RNAV)	Z50		ILS Y OR LOC Y RWY 13R	164
	SWVAY FOUR (RNAV)	Z54		ILS RWY 31R (SA CAT I)	165
	YEAGR THREE	Z65		RNAV (RNP) W RWY 13L	166
IAPS	ILS OR LOC RWY 15	114		RNAV (RNP) W RWY 13R	167
	ILS OR LOC RWY 33	115		RNAV (RNP) X RWY 13L	168
	RNAV (GPS) RWY 15	116		RNAV (RNP) X RWY 13R	169
	RNAV (GPS) RWY 33	117		RNAV (RNP) Z RWY 31L	170
AIRPORT DIAGRAM		118		RNAV (RNP) Z RWY 31R	171
DPS	DALLAS FOUR	119		RNAV (GPS) Y RWY 13L	172
	GARLAND SIX	121		RNAV (GPS) Y RWY 13R	173
	HUBBARD NINE	123		RNAV (GPS) Y RWY 31L	174
	JOE POOL NINE	125		RNAV (GPS) Y RWY 31R	175
	KINGDOM TWO	127		RNAV (GPS) Z RWY 13L	176
	KUSSO THREE (RNAV)	129		RNAV (GPS) Z RWY 13R	177
	SWABR FOUR (RNAV)	131		LOVE WEST VISUAL APPROACH RWY 13R	178
	TEXOMA FIVE	133	AIRPORT DIAGRAM		179
	WORTH ONE	135	DPS	BACHMAN SIX (OBSTACLE)	180
<b>DALLAS EXECUTIVE(RBD)</b>				COYOTE EIGHT	182
TAKEOFF MINIMUMS		L		CURLO FOUR (RNAV)	184
ALTERNATE MINIMUMS		M		DALLAS FOUR	186
STARS	DODJE FIVE	Z18		EMMTT FOUR (RNAV)	188
	FINGR FIVE	Z22		ESNYE FOUR (RNAV)	190
	GREGS EIGHT	Z28		GARLAND SIX	192
	JFRYE THREE (RNAV)	Z31		HUBBARD NINE	194
	KNEAD SEVEN	Z34		JOE POOL NINE	196
	REEKO THREE (RNAV)	Z44		KINGDOM TWO	199
	SLANT THREE (RNAV)	Z50		KKITY FOUR (RNAV)	201
	SWVAY FOUR (RNAV)	Z54		KRUMM FIVE	203
IAPS	ILS OR LOC RWY 31	137		KUSSO THREE (RNAV)	205
	RNAV (GPS) RWY 17	138		LNDRE FOUR (RNAV)	207
	RNAV (GPS) RWY 31	139		LOVE THREE	209
	RNAV (GPS) RWY 35	140		RAMBL FIVE (RNAV)	211
	VOR/DME RWY 17	141		SNSET FOUR (RNAV)	213
AIRPORT DIAGRAM		142		SWABR FOUR (RNAV)	215
DPS	DALLAS FOUR	143		SWTSR THREE (RNAV)	217
	GARLAND SIX	145		TEXOMA FIVE	219
	HUBBARD NINE	147		TRINITY SEVEN	221
	JOE POOL NINE	149		VENUS ONE	222
	KINGDOM TWO	151		WORTH ONE	224
	KUSSO THREE (RNAV)	153		WYLLIE NINE	226
	SWABR FOUR (RNAV)	155			
	TEXOMA FIVE	157			
	WORTH ONE	159			

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME PROC SECT PG NAME PROC SECT PG

**DALLAS, TX (CON'T)**

**MCKINNEY NATIONAL(TKI)**  
 TAKEOFF MINIMUMS .....L  
 ALTERNATE MINIMUMS .....M  
 HOT SPOT .....P  
 STARS ..... EESAT THREE (RNAV) .....Z21  
                   FINGR FIVE .....Z22  
                   GREGS EIGHT .....Z28  
                   JFRYE THREE (RNAV) .....Z31  
                   KNEAD SEVEN .....Z34  
                   LOADS THREE (RNAV) .....Z37  
                   SLANT THREE (RNAV) .....Z50  
                   SWVAY FOUR (RNAV) .....Z54  
                   YEAGR THREE .....Z65  
 IAPS ..... ILS OR LOC RWY 18 .....228  
                   RNAV (GPS) RWY 18 .....229  
                   RNAV (GPS) RWY 36 .....230  
                   VOR/DME-A .....231  
 AIRPORT DIAGRAM .....232  
 DPS ..... DALLAS FOUR .....233  
                   GARLAND SIX .....235  
                   HUBBARD NINE .....237  
                   JOE POOL NINE .....239  
                   KINGDOM TWO .....241  
                   KUSSO THREE (RNAV) .....243  
                   SWABR FOUR (RNAV) .....245  
                   TEXOMA FIVE .....247  
                   WORTH ONE .....249

**DALLAS-FORT WORTH, TX**

**DALLAS-FORT WORTH INTL(DFW)**  
 TAKEOFF MINIMUMS .....L  
 ALTERNATE MINIMUMS .....M  
 LAHSO .....O  
 STARS ..... BERE E ONE (RNAV) .....Z3  
                   BOOVE FOUR (RNAV) .....Z4  
                   BOWIE FOUR .....Z6  
                   BRDJE THREE (RNAV) .....Z9  
                   CABBY TWO (RNAV) .....Z11  
                   CAINE TWO (RNAV) .....Z12  
                   CEDAR CREEK EIGHT .....Z13  
                   DAWGZ TWO (RNAV) .....Z17  
                   FINGR FIVE .....Z22  
                   FORNY TWO (RNAV) .....Z24  
                   GIBBI TWO (RNAV) .....Z25  
                   GLEN ROSE ONE .....Z26  
                   JOVEM FOUR (RNAV) .....Z32  
                   PAWLZ THREE (RNAV) .....Z42  
                   SEEVR THREE (RNAV) .....Z47  
                   SHAAM TWO (RNAV) .....Z49  
                   SOCKK THREE (RNAV) .....Z53  
                   TILLA THREE (RNAV) .....Z55  
                   VKTRY TWO (RNAV) .....Z57  
                   WHINY FOUR (RNAV) .....Z60  
                   WILBR FOUR .....Z62  
                   YEAGR THREE .....Z65

**DALLAS-FORT WORTH, TX(CON'T)**

**DALLAS-FORT WORTH INTL(DFW)(CON'T)**  
 IAPS ..... ILS OR LOC RWY 13R .....251  
                   ILS OR LOC RWY 17C .....252  
                   ILS OR LOC RWY 17L .....253  
                   ILS OR LOC RWY 17R .....254  
                   ILS OR LOC RWY 18L .....255  
                   ILS OR LOC RWY 18R .....256  
                   ILS OR LOC RWY 31R .....257  
                   ILS OR LOC RWY 35C .....258  
                   ILS OR LOC RWY 35L .....259  
                   ILS OR LOC RWY 35R .....260  
                   ILS OR LOC RWY 36L .....261  
                   ILS OR LOC RWY 36R .....262  
                   ILS RWY 17C (SA CAT I) .....263  
                   ILS RWY 17L (SA CAT I) .....264  
                   ILS RWY 18R (SA CAT I) .....265  
                   ILS RWY 35C (SA CAT I) .....266  
                   ILS RWY 35R (SA CAT I) .....267  
                   ILS RWY 13R (SA CAT I - II) .....268  
                   ILS RWY 17R (SA CAT I - II) .....269  
                   ILS RWY 17C (CAT II - III) .....270  
                   ILS RWY 17L (CAT II - III) .....271  
                   ILS RWY 18R (CAT II - III) .....272  
                   ILS RWY 35C (CAT II - III) .....273  
                   ILS RWY 35R (CAT II - III) .....274  
                   ILS RWY 36L (SA CAT II) .....275  
                   CONVERGING ILS RWY 13R .....276  
                   CONVERGING ILS RWY 17C .....277  
                   CONVERGING ILS RWY 17R .....278  
                   CONVERGING ILS RWY 18L .....279  
                   CONVERGING ILS RWY 18R .....280  
                   CONVERGING ILS RWY 31R .....281  
                   CONVERGING ILS RWY 35C .....282  
                   CONVERGING ILS RWY 35L .....283  
                   CONVERGING ILS RWY 36L .....284  
                   CONVERGING ILS RWY 36R .....285  
                   RNAV (RNP) Z RWY 13R .....286  
                   RNAV (RNP) Z RWY 31R .....287  
                   RNAV (RNP) Z RWY 31R .....288  
                   RNAV (GPS) RWY 17C .....289  
                   RNAV (GPS) RWY 17L .....290  
                   RNAV (GPS) RWY 17R .....291  
                   RNAV (GPS) RWY 18L .....292  
                   RNAV (GPS) RWY 18R .....293  
                   RNAV (GPS) RWY 35C .....294  
                   RNAV (GPS) RWY 35L .....295  
                   RNAV (GPS) RWY 35R .....296  
                   RNAV (GPS) RWY 36L .....297  
                   RNAV (GPS) RWY 36R .....298  
                   RNAV (GPS) Y RWY 13R .....299  
                   RNAV (GPS) Y RWY 31L .....300  
                   RNAV (GPS) Y RWY 31R .....301  
 AIRPORT DIAGRAM .....302

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**DALLAS-FORT WORTH, TX(CON'T)**

**DALLAS-FORT WORTH INTL(DFW)(CON'T)**

DPS	.....	AKUNA SIX (RNAV)	.....	303
		ALIAN TWO (RNAV)	.....	305
		ARDIA SIX (RNAV)	.....	307
		BLECO SEVEN (RNAV)	.....	309
		COYOTE EIGHT	.....	311
		DALLAS FOUR	.....	313
		DARTZ SEVEN (RNAV)	.....	315
		FORCK TWO (RNAV)	.....	317
		GARLAND SIX	.....	319
		GRABE SEVEN (RNAV)	.....	321
		HRPER THREE (RNAV)	.....	323
		HUBBARD NINE	.....	325
		HUDAD TWO (RNAV)	.....	327
		JACKY SEVEN	.....	329
		JASPA FIVE (RNAV)	.....	330
		JOE POOL NINE	.....	332
		KATZZ TWO (RNAV)	.....	334
		KEENE NINE	.....	336
		KINGDOM TWO	.....	337
		KUSSO THREE (RNAV)	.....	339
		LOWGN SEVEN (RNAV)	.....	341
		MRSSH TWO (RNAV)	.....	343
		NELYN FIVE (RNAV)	.....	345
		SWABR FOUR (RNAV)	.....	347
		TEXOMA FIVE	.....	349
		TRI-GATE NINE	.....	351
		TRYTN TWO (RNAV)	.....	352
		WORTH ONE	.....	354
		WSTEX TWO (RNAV)	.....	356
		WYLIE NINE	.....	358
		ZACHH TWO (RNAV)	.....	360

**DAN E. RICHARDS MUNI**

---SEE PADUCAH, TX

**DECATUR, TX**

**DECATUR MUNI(LUD)**

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
STARS	.....	DODJE FIVE Z18
		LIKES THREE (RNAV) Z36
		MOTZA EIGHT Z39
		REEKO THREE (RNAV) Z44
		SASIE FIVE Z45
		TRUUK TWO (RNAV) Z56
		WESAT TWO (RNAV) Z59
IAPS	.....	RNAV (GPS) RWY 17 362
		RNAV (GPS) RWY 35 363
		VOR/DME RWY 17 364
DPS	.....	GARLAND SIX 365
		HUBBARD NINE 367
		KINGDOM TWO 369
		KUSSO THREE (RNAV) 371
		SWABR FOUR (RNAV) 373

**DENTON, TX**

**DENTON ENTERPRISE(DTO)**

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
HOT SPOT	.....	P
STARS	.....	DODJE FIVE Z18
		GREGS EIGHT Z28
		JFRYE THREE (RNAV) Z31
		LIKES THREE (RNAV) Z36
		REEKO THREE (RNAV) Z44
		SASIE FIVE Z45
		SLUGG SEVEN Z51
		TRUUK TWO (RNAV) Z56
IAPS	.....	ILS OR LOC RWY 18 375
		RNAV (GPS) RWY 18 376
		RNAV (GPS) RWY 36 377
		NDB RWY 18 378
AIRPORT DIAGRAM	.....	379
DPS	.....	DALLAS FOUR 380
		GARLAND SIX 382
		HUBBARD NINE 384
		JOE POOL NINE 386
		KINGDOM TWO 388
		KUSSO THREE (RNAV) 390
		SWABR FOUR (RNAV) 392
		TEXOMA FIVE 394
		WORTH ONE 396

**DUMAS, TX**

**MOORE COUNTY(DUX)**

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
IAPS	.....	RNAV (GPS) RWY 01 398
		RNAV (GPS) RWY 19 399
		VOR/DME-A 400

**DYESS AFB(KDYS)**

**ABILENE, TX**

RADAR MINIMUMS	.....	N
IAPS	.....	ILS OR LOC W RWY 16 401
		ILS OR LOC W RWY 34 402
		VOR/DME RWY 16 403
		VOR/DME RWY 34 404
		TACAN W RWY 16 405
		TACAN W RWY 34 406
AIRPORT DIAGRAM	.....	407

**EAST TEXAS RGNL**

---SEE LONGVIEW, TX

**EASTLAND, TX**

**EASTLAND MUNI(ETN)**

TAKEOFF MINIMUMS	.....	L
IAPS	.....	RNAV (GPS) RWY 17 408
		RNAV (GPS) RWY 35 409

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

ENNIS, TX

ENNIS MUNI(F41) TAKEOFF MINIMUMS L STARS FINGR FIVE Z22 GREGS EIGHT Z28 JFRYE THREE (RNAV) Z31 SLANT THREE (RNAV) Z50 SWVAY FOUR (RNAV) Z54 IAPS VOR/DME-A 410 DPS GARLAND SIX 411 HUBBARD NINE 413 KINGDOM TWO 415 KUSSO THREE (RNAV) 417 SWABR FOUR (RNAV) 419

FLOYDADA, TX

FLOYDADA MUNI(41F) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 17 421 RNAV (GPS) RWY 35 422

FOLLETT, TX

FOLLETT-LIPSCOMB COUNTY(T93) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 35 423 VOR/DME-A 424

FORT WORTH, TX

BOURLAND FIELD(50F) TAKEOFF MINIMUMS L STARS LIKES THREE (RNAV) Z36 MOTZA EIGHT Z39 REEKO THREE (RNAV) Z44 SASIE FIVE Z45 TRUUK TWO (RNAV) Z56 WESAT TWO (RNAV) Z59 IAPS RNAV (GPS) RWY 17 425 RNAV (GPS) RWY 35 426 VOR/DME-A 427 DPS GARLAND SIX 428 HUBBARD NINE 430 KINGDOM TWO 432 KUSSO THREE (RNAV) 434 SWABR FOUR (RNAV) 436

FORT WORTH, TX (CON'T)

FORT WORTH ALLIANCE(AFW) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M HOT SPOT P STARS DODJE FIVE Z18 LIKES THREE (RNAV) Z36 MOTZA EIGHT Z39 REEKO THREE (RNAV) Z44 SASIE FIVE Z45 SLUGG SEVEN Z51 TRUUK TWO (RNAV) Z56 WESAT TWO (RNAV) Z59 IAPS ILS OR LOC RWY 16L 438 ILS OR LOC RWY 34R 439 ILS RWY 16L (CAT II - III) 440 RNAV (GPS) RWY 16L 441 RNAV (GPS) RWY 34R 442 RNAV (GPS) RWY 16R 443 AIRPORT DIAGRAM 444 DPS DALLAS FOUR 445 GARLAND SIX 447 HUBBARD NINE 449 JOE POOL NINE 451 KINGDOM TWO 453 KUSSO THREE (RNAV) 455 SWABR FOUR (RNAV) 457 TEXOMA FIVE 459 WORTH ONE 461

FORT WORTH MEACHAM INTL(FTW)

TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M HOT SPOT P STARS DODJE FIVE Z18 LIKES THREE (RNAV) Z36 MOTZA EIGHT Z39 REEKO THREE (RNAV) Z44 SASIE FIVE Z45 SLUGG SEVEN Z51 TRUUK TWO (RNAV) Z56 WESAT TWO (RNAV) Z59 IAPS ILS OR LOC RWY 16 463 ILS OR LOC RWY 34 464 RNAV (GPS) RWY 16 465 RNAV (GPS) RWY 34 466 AIRPORT DIAGRAM 467 DPS DALLAS FOUR 468 GARLAND SIX 470 HUBBARD NINE 472 JOE POOL NINE 474 KINGDOM TWO 477 KUSSO THREE (RNAV) 479 SWABR FOUR (RNAV) 481 TEXOMA FIVE 483 WORTH ONE 485

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**FORT WORTH, TX(CON'T)**

<b>FORT WORTH NAS JRB/CARSWELL FIELD(NFW)</b>					
TAKEOFF MINIMUMS		L			
RADAR MINIMUMS		N			
STARS	DODJE FIVE	Z18			
	LIKES THREE (RNAV)	Z36			
	MOTZA EIGHT	Z39			
	REEKO THREE (RNAV)	Z44			
	SASIE FIVE	Z45			
	SLUGG SEVEN	Z51			
	TRUUK TWO (RNAV)	Z56			
	WESAT TWO (RNAV)	Z59			
IAPS	ILS OR LOC RWY 18	487			
	ILS OR LOC RWY 36	488			
	RNAV (GPS) RWY 18	489			
	RNAV (GPS) RWY 36	490			
	TACAN RWY 18	491			
	TACAN RWY 36	492			
AIRPORT DIAGRAM		493			
DPS	DALLAS FOUR	494			
	GARLAND SIX	496			
	HUBBARD NINE	498			
	JOE POOL NINE	500			
	KINGDOM TWO	502			
	KUSSO THREE (RNAV)	504			
	SWABR FOUR (RNAV)	506			
	TEXOMA FIVE	508			
	WORTH ONE	510			

**FORT WORTH SPINKS(FWS)**

TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
STARS	DODJE FIVE	Z18			
	KNEAD SEVEN	Z34			
	MOTZA EIGHT	Z39			
	REEKO THREE (RNAV)	Z44			
	SASIE FIVE	Z45			
	SWVAY FOUR (RNAV)	Z54			
	TRUUK TWO (RNAV)	Z56			
	WESAT TWO (RNAV)	Z59			
IAPS	ILS OR LOC RWY 35L	512			
	RNAV (GPS) RWY 17R	513			
	RNAV (GPS) RWY 35L	514			
AIRPORT DIAGRAM		515			
DPS	DALLAS FOUR	516			
	GARLAND SIX	518			
	HUBBARD NINE	520			
	JOE POOL NINE	522			
	KINGDOM TWO	524			
	KUSSO THREE (RNAV)	526			
	SWABR FOUR (RNAV)	528			
	TEXOMA FIVE	530			
	WORTH ONE	532			

**FOX STEPHENS FIELD-GILMER MUNI**

---SEE GILMER, TX

**FRANKLIN COUNTY**

---SEE MOUNT VERNON, TX

**GAINES COUNTY**

---SEE SEMINOLE, TX

**GAINESVILLE, TX**

<b>GAINESVILLE MUNI(GLE)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 17	534			
AIRPORT DIAGRAM		535			

**GILMER, TX**

**FOX STEPHENS FIELD-GILMER MUNI(JXI)**

TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	536			
	RNAV (GPS) RWY 36	537			
	VOR/DME-A	538			

**GLADEWATER, TX**

**GLADEWATER MUNI(07F)**

TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 14	539			
	RNAV (GPS) RWY 32	540			
	VOR/DME RWY 14	541			

**GRAFORD, TX**

**POSSUM KINGDOM(F35)**

TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 02	542			
	RNAV (GPS) RWY 20	543			

**GRAHAM, TX**

**GRAHAM MUNI(RPH)**

TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 03	544			
	RNAV (GPS) RWY 21	545			

**GRANBURY, TX**

**GRANBURY RGNL(GDJ)**

TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 14	546			
	VOR/DME RWY 14	547			

**GRAND PRAIRIE, TX**

**GRAND PRAIRIE MUNI(GPM)**

TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
STARS	DODJE FIVE	Z18			
	KNEAD SEVEN	Z34			
	MOTZA EIGHT	Z39			
	REEKO THREE (RNAV)	Z44			
	SASIE FIVE	Z45			
	SWVAY FOUR (RNAV)	Z54			
	TRUUK TWO (RNAV)	Z56			
	WESAT TWO (RNAV)	Z59			
IAPS	RNAV (GPS) RWY 35	548			
	VOR/DME RWY 35	549			
AIRPORT DIAGRAM		550			
DPS	DALLAS FOUR	551			
	GARLAND SIX	553			
	HUBBARD NINE	555			
	JOE POOL NINE	557			
	KINGDOM TWO	559			
	KUSSO THREE (RNAV)	561			
	SWABR FOUR (RNAV)	563			
	TEXOMA FIVE	565			
	WORTH ONE	567			

**INDEX**

16315



**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>GREENVILLE, TX</b>			<b>HUTCHINSON COUNTY</b>		
<b>MAJORS(GVT)</b>			<b>---SEE BORGER, TX</b>		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS Y OR LOC/DME Y RWY 17	569			
	ILS Z OR LOC/DME Z RWY 17	570			
	RNAV (GPS) RWY 17	571			
	RNAV (GPS) RWY 35	572			
	VOR/DME RWY 17	573			
	TACAN RWY 17	574			
	TACAN RWY 35	575			
AIRPORT DIAGRAM		576			
<b>GRUVER, TX</b>			<b>JONES FIELD</b>		
<b>GRUVER MUNI(E19)</b>			<b>---SEE BONHAM, TX</b>		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 02	577			
	RNAV (GPS) RWY 20	578			
<b>HALE COUNTY</b>			<b>KICKAPOO DOWNTOWN</b>		
<b>---SEE PLAINVIEW, TX</b>			<b>---SEE WICHITA FALLS, TX</b>		
<b>HALL-MILLER MUNI</b>			<b>LAMESA, TX</b>		
<b>---SEE ATLANTA, TX</b>			<b>LAMESA MUNI(2F5)</b>		
<b>HARRISON COUNTY</b>			IAPS	RNAV (GPS) RWY 16	588
<b>---SEE MARSHALL, TX</b>				RNAV (GPS) RWY 34	589
<b>HASKELL, TX</b>			<b>LANCASTER, TX</b>		
<b>HASKELL MUNI(15F)</b>			<b>LANCASTER RGNL(LNC)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
IAPS	RNAV (GPS)-A	579	ALTERNATE MINIMUMS		
<b>HEMPHILL COUNTY</b>			STARS	DODJ FIVE	Z18
<b>---SEE CANADIAN, TX</b>				FINGR FIVE	Z22
<b>HENDERSON, TX</b>				GREGS EIGHT	Z28
<b>RUSK COUNTY(RFI)</b>				JFRYE THREE (RNAV)	Z31
TAKEOFF MINIMUMS		L		KNEAD SEVEN	Z34
ALTERNATE MINIMUMS		M		REEKO THREE (RNAV)	Z44
IAPS	RNAV (GPS) RWY 17	580		SLANT THREE (RNAV)	Z50
	VOR/DME-A	581	IAPS	SWVAY FOUR (RNAV)	Z54
<b>HEREFORD, TX</b>			DPS	RNAV (GPS) RWY 31	590
<b>HEREFORD MUNI(HRX)</b>				DALLAS FOUR	591
TAKEOFF MINIMUMS		L		GARLAND SIX	593
ALTERNATE MINIMUMS		M		HUBBARD NINE	595
IAPS	RNAV (GPS) RWY 02	582		JOE POOL NINE	597
	RNAV (GPS) RWY 20	583		KINGDOM TWO	599
	NDB RWY 20	584		KUSSO THREE (RNAV)	601
<b>HIGGINS, TX</b>				SWABR FOUR (RNAV)	603
<b>HIGGINS-LIPSCOMB COUNTY(1X1)</b>				TEXOMA FIVE	605
TAKEOFF MINIMUMS		L		WORTH ONE	607
IAPS	VOR/DME-A	585	<b>LEVELLAND, TX</b>		
<b>HILLSBORO, TX</b>			<b>LEVELLAND MUNI(LLN)</b>		
<b>HILLSBORO MUNI(INJ)</b>			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	L		
ALTERNATE MINIMUMS		M	IAPS		
IAPS	RNAV (GPS) RWY 16	586	RNAV (GPS) RWY 17		
	RNAV (GPS) RWY 34	587	RNAV (GPS) RWY 35		
<b>INDEX</b>			610		
16315			612		
			613		
			614		
			615		
			616		
			617		
			618		
			619		
			620		
			621		

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**LUBBOCK, TX**

**LUBBOCK PRESTON SMITH INTL(LBB)**

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS .....	ILS OR LOC RWY 17R ..... 622
	ILS OR LOC RWY 26 ..... 623
	RNAV (RNP) Z RWY 17R ..... 624
	RNAV (RNP) Z RWY 35L ..... 625
	RNAV (GPS) RWY 08 ..... 626
	RNAV (GPS) RWY 26 ..... 627
	RNAV (GPS) Y RWY 17R ..... 628
	RNAV (GPS) Y RWY 35L ..... 629
	LOC BC RWY 35L ..... 630
	VOR/DME OR TACAN RWY 26 ..... 631
	VOR-A ..... 632
AIRPORT DIAGRAM .....	633

**MAJOR SAMUEL B CORNELIUS FIELD**

---SEE SPEARMAN, TX

**MAJORS**

---SEE GREENVILLE, TX

**MARSHALL, TX**

**HARRISON COUNTY(ASL)**

TAKEOFF MINIMUMS .....	L
IAPS .....	RNAV (GPS) RWY 15 ..... 634
	RNAV (GPS) RWY 33 ..... 635
	VOR/DME-A ..... 636

**MCKINNEY NATIONAL**

---SEE DALLAS, TX

**MESQUITE, TX**

**MESQUITE METRO(HQZ)**

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
STARS .....	EESAT THREE (RNAV) ..... Z21
	FINGR FIVE ..... Z22
	GREGS EIGHT ..... Z28
	JFRYE THREE (RNAV) ..... Z31
	KNEAD SEVEN ..... Z34
	LOADS THREE (RNAV) ..... Z37
	SLANT THREE (RNAV) ..... Z50
	SWVAY FOUR (RNAV) ..... Z54
	YEAGR THREE ..... Z65
IAPS .....	ILS OR LOC RWY 18 ..... 637
	RNAV (GPS) RWY 18 ..... 638
	RNAV (GPS) RWY 36 ..... 639
	LOC/DME BC RWY 36 ..... 640
AIRPORT DIAGRAM .....	641
DPS .....	DALLAS FOUR ..... 642
	GARLAND SIX ..... 644
	HUBBARD NINE ..... 646
	JOE POOL NINE ..... 648
	KINGDOM TWO ..... 650
	KUSSO THREE (RNAV) ..... 652
	SWABR FOUR (RNAV) ..... 654
	TEXOMA FIVE ..... 656
	WORTH ONE ..... 658

**MIDLOTHIAN/WAXAHACHIE, TX**

**MID-WAY RGNL(JWY)**

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
STARS .....	DODJE FIVE ..... Z18
	FINGR FIVE ..... Z22
	GREGS EIGHT ..... Z28
	JFRYE THREE (RNAV) ..... Z31
	REEKO THREE (RNAV) ..... Z44
	SLANT THREE (RNAV) ..... Z50
	SWVAY FOUR (RNAV) ..... Z54
IAPS .....	RNAV (GPS) RWY 18 ..... 660
	RNAV (GPS) RWY 36 ..... 661
DPS .....	GARLAND SIX ..... 662
	HUBBARD NINE ..... 664
	KINGDOM TWO ..... 666
	KUSSO THREE (RNAV) ..... 668
	SWABR FOUR (RNAV) ..... 670

**MID-WAY RGNL**

---SEE MIDLOTHIAN/WAXAHACHIE, TX

**MINEOLA, TX**

**MINEOLA WISENER FIELD(3F9)**

TAKEOFF MINIMUMS .....	L
IAPS .....	VOR-A ..... 672

**MINEOLA/QUITMAN, TX**

**WOOD COUNTY(JDD)**

TAKEOFF MINIMUMS .....	L
IAPS .....	RNAV (GPS) RWY 18 ..... 673
	RNAV (GPS) RWY 36 ..... 674
	VOR/DME-B ..... 675

**MINERAL WELLS, TX**

**MINERAL WELLS(MWL)**

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS .....	ILS OR LOC/DME RWY 31 ..... 676
	RNAV (GPS) RWY 31 ..... 677
	VOR RWY 31 ..... 678

**MOORE COUNTY**

---SEE DUMAS, TX

**MOUNT PLEASANT, TX**

**MOUNT PLEASANT RGNL(OSA)**

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS .....	RNAV (GPS) RWY 17 ..... 679
	RNAV (GPS) RWY 35 ..... 680
	VOR/DME-A ..... 681

**MOUNT VERNON, TX**

**FRANKLIN COUNTY(F53)**

TAKEOFF MINIMUMS .....	L
IAPS .....	RNAV (GPS) RWY 13 ..... 682
	RNAV (GPS) RWY 31 ..... 683

**MULESHOE, TX**

**MULESHOE MUNI(2T1)**

IAPS .....	RNAV (GPS)-B ..... 684
	VOR/DME-A ..... 685

**INDEX**

16315

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>NORTH TEXAS RGNL/PERRIN FIELD</b>			<b>PLAINVIEW, TX</b>		
---SEE SHERMAN/DENISON, TX			<b>HALE COUNTY(PVW)</b>		
<b>OLNEY, TX</b>			TAKEOFF MINIMUMS .....L		
<b>OLNEY MUNI(ONY)</b>			ALTERNATE MINIMUMS .....M		
TAKEOFF MINIMUMS .....L			IAPS ..... RNAV (GPS) RWY 04 .....703		
IAPS ..... RNAV (GPS) RWY 17 .....686			RNAV (GPS) RWY 22 .....704		
RNAV (GPS) RWY 35 .....687			VOR RWY 04 .....705		
<b>PADUCAH, TX</b>			<b>POSSUM KINGDOM</b>		
<b>DAN E. RICHARDS MUNI(3F6)</b>			---SEE GRAFORD, TX		
TAKEOFF MINIMUMS .....L			<b>RALPH M HALL/ROCKWALL MUNI</b>		
IAPS ..... VOR/DME OR GPS RWY 35 .....688			---SEE ROCKWALL, TX		
<b>PAMPA, TX</b>			<b>RICK HUSBAND AMARILLO INTL</b>		
<b>PERRY LEFORS FIELD(PPA)</b>			---SEE AMARILLO, TX		
TAKEOFF MINIMUMS .....L			<b>ROCKWALL, TX</b>		
ALTERNATE MINIMUMS .....M			<b>RALPH M HALL/ROCKWALL MUNI(F46)</b>		
IAPS ..... RNAV (GPS) RWY 17 .....689			TAKEOFF MINIMUMS .....L		
VOR/DME-A .....690			ALTERNATE MINIMUMS .....M		
NDB RWY 17 .....691			STARS ..... EESAT THREE (RNAV) .....Z21		
<b>PANHANDLE, TX</b>			FINGR FIVE .....Z22		
<b>PANHANDLE-CARSON COUNTY(T45)</b>			GREGS EIGHT .....Z28		
TAKEOFF MINIMUMS .....L			JFRYE THREE (RNAV) .....Z31		
IAPS ..... RNAV (GPS) RWY 17 .....692			LOADS THREE (RNAV) .....Z37		
RNAV (GPS) RWY 35 .....693			SLANT THREE (RNAV) .....Z50		
VOR-A .....694			SWVAY FOUR (RNAV) .....Z54		
<b>PANOLA COUNTY-SHARPE FIELD</b>			YEAGR THREE .....Z65		
---SEE CARTHAGE, TX			IAPS ..... RNAV (GPS) RWY 17 .....706		
<b>PARIS, TX</b>			RNAV (GPS) RWY 35 .....707		
<b>COX FIELD(PRX)</b>			NDB-A .....708		
TAKEOFF MINIMUMS .....L			DPS ..... GARLAND SIX .....709		
ALTERNATE MINIMUMS .....M			HUBBARD NINE .....711		
IAPS ..... RNAV (GPS) RWY 17 .....695			KINGDOM TWO .....713		
RNAV (GPS) RWY 35 .....696			KUSSO THREE (RNAV) .....715		
VOR RWY 35 .....697			SWABR FOUR (RNAV) .....717		
<b>PARKER COUNTY</b>			<b>RUSK COUNTY</b>		
---SEE WEATHERFORD, TX			---SEE HENDERSON, TX		
<b>PERRY LEFORS FIELD</b>			<b>SEMINOLE, TX</b>		
---SEE PAMPA, TX			<b>GAINES COUNTY(GNC)</b>		
<b>PERRYTON, TX</b>			TAKEOFF MINIMUMS .....L		
<b>PERRYTON OCHILTREE COUNTY(PYX)</b>			ALTERNATE MINIMUMS .....M		
TAKEOFF MINIMUMS .....L			IAPS ..... RNAV (GPS) RWY 35 .....719		
ALTERNATE MINIMUMS .....M			NDB RWY 35 .....720		
IAPS ..... RNAV (GPS) RWY 17 .....698			<b>SEYMOUR, TX</b>		
RNAV (GPS) RWY 35 .....699			<b>SEYMOUR MUNI(60F)</b>		
NDB-A .....700			TAKEOFF MINIMUMS .....L		
<b>PLAINS, TX</b>			IAPS ..... GPS RWY 17 .....721		
<b>YOAKUM COUNTY(F98)</b>					
TAKEOFF MINIMUMS .....L					
IAPS ..... RNAV (GPS) RWY 03 .....701					
RNAV (GPS) RWY 21 .....702					

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

**INDEX**

16315

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>SHEPPARD AFB/WICHITA FALLS MUNI(SPS)</b>			<b>STRATFORD, TX</b>		
<b>WICHITA FALLS, TX</b>			<b>STRATFORD FIELD(H70)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M			
RADAR MINIMUMS		N			
IAPS	ILS OR LOC/DME RWY 15C	722	<b>SULPHUR SPRINGS, TX</b>		
	ILS OR LOC/DME RWY 33L	723	<b>SULPHUR SPRINGS MUNI(SLR)</b>		
	RNAV (GPS) RWY 15L	724	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 15R	725	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 33L	726	IAPS	RNAV (GPS) RWY 01	748
	RNAV (GPS) RWY 33R	727		RNAV (GPS) RWY 19	749
	VOR/DME-E	728		VOR/DME-B	750
AIRPORT DIAGRAM		729	<b>SWEETWATER, TX</b>		
<b>SHERMAN, TX</b>			<b>AVENGER FIELD(SWW)</b>		
<b>SHERMAN MUNI(SWI)</b>			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 16	730	IAPS	RNAV (GPS) RWY 04	751
	RNAV (GPS) RWY 34	731		RNAV (GPS) RWY 17	752
	VOR/DME-A	732		RNAV (GPS) RWY 22	753
				RNAV (GPS) RWY 35	754
				NDB RWY 17	755
<b>SHERMAN/DENISON, TX</b>			<b>TERRELL, TX</b>		
<b>NORTH TEXAS RGNL/PERRIN FIELD(GYI)</b>			<b>TERRELL MUNI(TRL)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 17L	733	IAPS	RNAV (GPS) RWY 17	756
	RNAV (GPS) RWY 17L	734		RNAV (GPS) RWY 35	757
	RNAV (GPS) RWY 35R	735			
	VOR/DME-A	736	<b>TERRY COUNTY</b>		
AIRPORT DIAGRAM		737	<b>---SEE BROWNFIELD, TX</b>		
<b>SNYDER, TX</b>			<b>TRADEWIND</b>		
<b>WINSTON FIELD(SNK)</b>			<b>---SEE AMARILLO, TX</b>		
TAKEOFF MINIMUMS		L	<b>TYLER, TX</b>		
ALTERNATE MINIMUMS		M	<b>TYLER POUNDS RGNL(TYR)</b>		
IAPS	RNAV (GPS) RWY 35	738	TAKEOFF MINIMUMS		L
	NDB RWY 35	739	ALTERNATE MINIMUMS		M
			HOT SPOT		P
			IAPS	ILS OR LOC RWY 13	758
				RNAV (GPS) RWY 04	759
				RNAV (GPS) RWY 13	760
				RNAV (GPS) RWY 17	761
				RNAV (GPS) RWY 22	762
				RNAV (GPS) RWY 31	763
				RNAV (GPS) RWY 35	764
				VOR/DME RWY 04	765
				VOR/DME RWY 22	766
				VOR RWY 31	767
			AIRPORT DIAGRAM		768
<b>SPEARMAN, TX</b>			<b>VERNON, TX</b>		
<b>MAJOR SAMUEL B CORNELIUS FIELD(E42)</b>			<b>WILBARGER COUNTY(F05)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	740	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 20	741	IAPS	RNAV (GPS) RWY 02	769
	VOR/DME RWY 02	742		RNAV (GPS) RWY 20	770
<b>STAMFORD, TX</b>					
<b>ARLEDGE FIELD(F56)</b>					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 17	743			
	RNAV (GPS) RWY 35	744			
<b>STEPHENS COUNTY</b>					
<b>---SEE BRECKENRIDGE, TX</b>					
<b>STEPHENVILLE, TX</b>					
<b>STEPHENVILLE CLARK RGNL(SEP)</b>					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 14	745			
	RNAV (GPS) RWY 32	746			
	VOR/DME-A	747			

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**INDEX**

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

**WEATHERFORD, TX**

**PARKER COUNTY(WEA)**

TAKEOFF MINIMUMS	.....L
STARS .... LIKES THREE (RNAV)	.....Z36
MOTZA EIGHT	.....Z39
REEKO THREE (RNAV)	.....Z44
SASIE FIVE	.....Z45
TRUUK TWO (RNAV)	.....Z56
WESAT TWO (RNAV)	.....Z59
IAPS	.....VOR/DME-A .....771
DPS	.....GARLAND SIX .....772
HUBBARD NINE	.....774
KINGDOM TWO	.....776
KUSSO THREE (RNAV)	.....778
SWABR FOUR (RNAV)	.....780

**WHEELER, TX**

**WHEELER MUNI(T59)**

TAKEOFF MINIMUMS	.....L
IAPS	.....RNAV (GPS) RWY 17 .....782
	.....RNAV (GPS) RWY 35 .....783
	.....VOR/DME-A .....784

**WICHITA FALLS, TX**

**KICKAPOO DOWNTOWN(CWC)**

TAKEOFF MINIMUMS	.....L
ALTERNATE MINIMUMS	.....M
IAPS	.....RNAV (GPS) RWY 35 .....785
	.....NDB RWY 35 .....786

**WICHITA VALLEY(F14)**

TAKEOFF MINIMUMS	.....L
IAPS	.....VOR-B .....787

**WICHITA FALLS, TX**

---SEE SHEPPARD AFB/WICHITA FALLS MUNI

**WILBARGER COUNTY**

---SEE VERNON, TX

**WINNSBORO, TX**

**WINNSBORO MUNI(F51)**

TAKEOFF MINIMUMS	.....L
IAPS	.....VOR-A .....788

**WINSTON FIELD**

---SEE SNYDER, TX

**WOOD COUNTY**

---SEE MINEOLA/QUITMAN, TX

**YOAKUM COUNTY**

---SEE PLAINS, TX

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



6315

## 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. 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 VCOA 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.

NAME TAKEOFF MINIMUMS

NAME TAKEOFF MINIMUMS

### ABILENE, TX

#### ABILENE RGNL (ABI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDТ 2 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 300-2½ or std. w/ min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 17L**, climb heading 180° to 3200 before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL.

**Rwy 17L**, tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. **Rwy 22**, tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Multiple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on tower 1.9 NM from DER, 252' left of centerline, up to 306' AGL/2050' MSL.

#### ABILENE RGNL (ABI) (CON'T)

**Rwy 35L**, tower 194' from DER, 516' right of centerline 100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. **Rwy 35R**, antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. **Rwy 17R**, multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

6315



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## DIVERSE VECTOR AREA (RADAR VECTORS)

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16315

## AMARILLO, TX

RICK HUSBAND AMARILLO INTL (AMA)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 07242 (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.

NOTE: **Rwy 31**, sign 23' from DER, 257' right of centerline, 6' AGL/3605' MSL.

## TRADEWIND (TDW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11321 (FAA)

TAKEOFF MINIMUMS: **Rwys 5, 23, N** -

Environmental. **Rwy 35**, 300-1¼ or std. w/min. climb of 248' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 004° to 5500 before turning left.

NOTE: **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 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.

NOTE: **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 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.

NOTE: **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 10154 (FAA)

NOTE: **Rwy 17**, trees beginning 209' from DER, 5' right of centerline, up to 89' AGL/561' MSL. Trees beginning 86' from DER, 4' left of centerline, up to 94' AGL/538' MSL. Catenary 864' from DER, left to right of centerline, 37' AGL/524' MSL. Buildings beginning 280' from DER, 343' right of centerline, up to 24' AGL/469' MSL. Fence beginning 209' from DER, 299' right of centerline, up to 6' AGL/446' MSL. Poles beginning 397' from DER, 6' right of centerline, up to 42' AGL/524' MSL. **Rwy 35**, trees beginning 112' from DER, 33' right of centerline, up to 81' AGL/511' MSL. Trees beginning 574' from DER, 26' left of centerline, up to 75' AGL/510' MSL. Catenary 889' from DER, 603' left of centerline, 34' AGL/475' MSL. Pole 892' from DER, 571' left of centerline, 35' AGL/475' MSL. Pole 692' from DER, 416' left of centerline, 32' AGL/470' MSL. Pole 549' from DER, 309' right of centerline, 28' AGL/455' MSL. Vehicle on road 199' from DER, 249' right of centerline, 16' AGL/451' MSL. Vehicle on road 574' from DER, 556' left of centerline, 16' AGL/456' MSL. Vehicle on road 619' from DER, 543' left of centerline, 16' AGL/455' MSL. Vehicle on road 336' from DER, 251' right of centerline, 16' AGL/449' MSL. Buildings beginning 198' from DER, 338' right of centerline, 14' AGL/450' MSL. Ground 208' from DER, 412' right of centerline, 443' MSL.

## ATLANTA, TX

HALL-MILLER MUNI (ATA)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 12040 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 200-1¼ or std. w/min. climb of 229' per NM to 500. **Rwy 23**, 300-1½.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 048° to 800 before turn left.

NOTE: **Rwy 5**, tower 4143' from DER, 677' left of centerline, up to 125' AGL/398' MSL. **Rwy 23**, trees beginning 1042' from DER, left and right of centerline, up to 100' AGL/489' MSL.

16315

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



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

## DIVERSE VECTOR AREA (RADAR VECTORS)



16315

**BIG SPRING, TX**

BIG SPRING MC MAHON-WRINKLE  
(BPG)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 12068 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 400-1½ w/min. climb of 254' per NM to 3400, or std. w/min. climb of 399' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 3300 before turning right. **Rwy 17**, climb heading 175° to 3100 before turning left.

NOTE: **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 FIELD (F00)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 11237 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 176° to 1100 before turning right.

NOTE: **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 1 08157 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 200-1½ or std. w/ min. climb of 421' per NM to 3400.

NOTE: **Rwy 3**, tree 3200' from DER, 851' left of centerline, 100' AGL/3129' MSL. **Rwy 17**, pole 683' from DER, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from DER, 279' right of centerline, up to 34' AGL/3093' MSL. Vehicle on road 219' from DER, 513' right to left of centerline, 15' AGL/3074' MSL. Vehicle on road 1141' from DER, 772' right to left of centerline, 17' AGL/3086' MSL. Trees beginning 1628' from DER, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from DER, 15' left of centerline, 46' AGL/3105' MSL. **Rwy 21**, bush 138' from DER, 109' right of centerline, 31' AGL/3040' MSL.

**BOWIE, TX**

BOWIE MUNI (0F2)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09071 (FAA)

NOTE: **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 12208 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22, 13, 31 NA** - ATC.

NOTE: **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 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.

NOTE: **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 09295 (FAA)

NOTE: **Rwy 2**, aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL. Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL. Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL. Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. **Rwy 13**, vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL. **Rwy 20**, tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL. **Rwy 31**, vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/3284' MSL. Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL. Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315



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16315

## CANADIAN, TX

### HEMPHILL COUNTY(HHF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 200-1¼ 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 climb in visual conditions.  
DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 3100 before turning left.

VCOA: **Rwy 18**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Hemphill airport at or above 3500 before proceeding on course.

NOTE: **Rwy 36**, vehicle on road 174' from DER, 170' left of centerline, up to 15' AGL/2379' MSL. Trees beginning 1172' from DER, 652' left of centerline, up to 55' AGL/2426' MSL. **Rwy 4**, trees beginning at DER, 462' right of centerline, up to 55' AGL/2428' MSL. Trees 1034' from DER, 50' left of centerline, 55' AGL/2419' MSL. Trees 3028' from DER, 770' right of centerline, 55' AGL/2503' MSL. Elevator 5708' from DER, 1440' left of centerline, 229' AGL/2581' MSL. Tower 6532' from DER, 3' right of centerline, 123' AGL/2548' MSL. **Rwy 18**, pole 123' from DER, 521' right of centerline, 36' AGL/2427' MSL. Trees 791' from DER, 246' left of centerline, 55' AGL/2454' MSL. Tower 8010' from DER, 203' left of centerline, 60' AGL/2615' MSL. **Rwy 22**, fence and terrain beginning 12' from DER, left and right of centerline, 8' AGL/2396' MSL. Trees beginning 403' from DER, 487' left of centerline, 49' AGL/2457' MSL.

## CHILDRESS, TX

### CHILDRESS MUNI (CDS)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT1 11069 (FAA)

NOTE: **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.

## CLEBURNE, TX

### CLEBURNE RGNL (CPT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 13178 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 300-1½ or std. w/ min. climb of 422' per NM to 1200.

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 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.

NOTE: **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 11265 (FAA)

TAKEOFF MINIMUMS: **Rwys 2,20**, NA - Turf.

NOTE: **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 11237 (FAA)

NOTE: **Rwy 17**, trees beginning 421' from DER, 207' left of centerline, up to 55' AGL/3064' MSL. Tree 838' from DER, 704' right of centerline, 55' AGL/3069' MSL. **Rwy 35**, tree 2044' from DER, 1004' right of centerline, 55' AGL/3074' MSL.

## DALHART, TX

### DALHART MUNI (DHT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 87155 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 600-2 or std. with a min. climb of 250' per NM to 4400.

16315



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



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16315

## DALLAS, TX

ADDISON (ADS)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 6 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, 400-2½ or std. w/min.  
climb of 325' per NM to 1100.

NOTE: **Rwy 15**, vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL. Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL. Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL. Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL. Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL. Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL. Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL. **Rwy 33**, service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL. Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL. Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL. Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL. Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

## MCKINNEY NATIONAL (TKI)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2A 16175 (FAA)

NOTE: **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, TX (CON'T)

DALLAS EXECUTIVE (RBD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 7 14261 (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.

NOTE: **Rwy 13**, REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL. REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL. **Rwy 17**, REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL. REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL. Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL. Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL. Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL. **Rwy 31**, REIL 29' from DER 152' left of centerline, 5' AGL/656' MSL. REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL. Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL. Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL. Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL. Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL. **Rwy 35**, terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL. REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL. Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL. Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

## DALLAS, TX (CON'T)

DALLAS-LOVE FIELD (DAL)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 16A 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 13L**, std. w/min. climb of 290' per NM to 1700. **Rwy 13R**, std. w/min. climb of 315' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy18**, climb heading 183° to 1300 before turning left. **Rwy 31L**, climb heading 313° to 1200 before turning left. **Rwy 31R**, climb heading 313° to 1200 before turning left.

NOTE: **Rwy 18**, building 303' from DER, 354' right of centerline, 47' AGL/507' MSL. Trees beginning 775' from DER, 138' right of centerline, up to 50' AGL/536' MSL. Tree 1254' from DER, 399' left of centerline, 50' AGL/ 531' MSL. **Rwy 36**, tree 52' from DER, 390' left of centerline, 50' AGL/523' MSL. Building 898' from DER, 233' left of centerline 45' AGL/505' MSL. Trees beginning 433' from DER, 240' right of centerline up to 75' AGL/ 559' MSL. Trees 661' from DER, 95' left of centerline, up to 50' AGL/505' MSL. Transmission towers beginning 1025' from DER, left and right of centerline, up to 68' AGL/572' MSL. **Rwy 31L**, trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/ 501' MSL. **Rwy 31R**, pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL. Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL. Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL. **Rwy 13L**, trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL. **Rwy 13R**, poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/ 501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/ 503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/ 516' MSL. Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/ 537' MSL.

## DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL (DFW)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 35R**, 300 - 1/2 or std. w/ min. climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

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

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

## DECATUR, TX

DECATUR MUNI (LUD)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, std. w/min. climb of 320' per NM to 3500, or 1600-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 17**, climb heading 163° to 1700 before proceeding North. **Rwy 35**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Decatur Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 17**, trees and poles beginning 120' from DER, 372' left of centerline, up to 51' AGL/1071' MSL. Terrain and trees beginning 327' from DER, 452' right of centerline, up to 18' AGL/1067' MSL. Poles 766' from DER, 45' right of centerline, up to 33' AGL/1065' MSL. Poles 2287' from DER, 662' left of centerline, up to 54' AGL/1095' MSL. Stacks and buildings beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL. Tower 5149' from DER, 895' right of centerline, 117' AGL/1173' MSL. **Rwy 35**, trees beginning 378' from DER, 276' right of centerline, up to 31' AGL/1050' MSL.

## DENTON, TX

DENTON ENTERPRISE (DTO)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3A 16175 (FAA)

NOTE: **Rwy 18**, vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL. Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL. **Rwy 36**, trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL. Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL. Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL. Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

## DUMAS, TX

MOORE COUNTY (DUX)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10042 (FAA)

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

## EASTLAND, TX

EASTLAND MUNI (ETN)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 215' per NM to 2300 or alternatively, with standard 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.

NOTE: **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 11125 (FAA)

NOTE: **Rwy 15**, vehicle on road 362' from DER, 561' right of centerline, 15' AGL/ 494' MSL. Trees beginning 870' from DER, left and right of centerline, up to 100' AGL/ 579' MSL. **Rwy 33**, vehicles on road beginning 423' from DER, left and right of centerline, up to 15' AGL/534' MSL. Trees beginning 40' from DER, left and right of centerline, up to 100' AGL/609' MSL.

## FLOYDADA, TX

FLOYDADA MUNI (41F)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09295 (FAA)

NOTE: **Rwy 17**, silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL. Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. **Rwy 35**, road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

## FOLLETT, TX

FOLLETT-LIPSCOMB COUNTY (T93)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10154 (FAA)

NOTE: **Rwy 17**, tree 3005' from DER, 346' right of centerline, 50' AGL/2689' MSL. Tree 444' from DER, 595' left of centerline, 50' AGL/2639' MSL. Vehicle 546' from DER, 350' left of centerline, 15' AGL/2624' MSL. **Rwy 35**, tree 643' from DER, 624' right of centerline, 50' AGL/2579' MSL.

## FORT WORTH, TX

BOURLAND FIELD (50F)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-2 or std. w/min. climb of 512' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 165° to 1400 before turning right.

NOTE: **Rwy 17**, trees beginning 9' from DER, 87' right of centerline, up to 60' AGL/886' MSL. Trees beginning 17' from DER, 113' left of centerline, up to 57' AGL/886' MSL. Trees 188' from DER, 28' left of centerline, up to 15' AGL/844' MSL. Terrain, pole, vehicles on road, and trees beginning 680' from DER, 15' right of centerline, up to 38' AGL/988' MSL... Terrain, vehicles on road, and trees beginning 871' from DER, 10' left of centerline, up to 47' AGL/987' MSL. Trees 2723' from DER, 533' right of centerline, up to 32' AGL/1011' MSL. Transmission tower 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL. Transmission tower 1.5 NM from DER, 2849' right of centerline, 93' AGL/1092' MSL. **Rwy 35**, terrain, fences, vehicles in parking lot, vehicles on road, signs, poles, and trees beginning 22' from DER, 30' left of centerline, up to 26' AGL/935' MSL. Terrain, fences, vehicles on road, poles, trees, and signs beginning 165' from DER, 42' right of centerline, up to 42' AGL/925' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 1013' from DER, 29' right of centerline, up to 15' AGL/956' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2606' from DER, 328' right of centerline, up to 16' AGL/995' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2433' from DER, 663' left of centerline, up to 17' AGL/1006' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

## FORT WORTH, TX (CON'T)

FORT WORTH ALLIANCE (AFW)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 16L**, 300-2¼ or std. w/ min. climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER. **Rwy 16R**, 300-2¼ or std. w/min. climb of 210' per NM to 1100, or alternatively, w/standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 16R**, climb heading 166° to 1100 before turning right.

NOTE: **Rwy 16L**, light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL. Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL. **Rwy 16R**, fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL. Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL. **Rwy 34L**, fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL. Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL. **Rwy 34R**, pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

## FORT WORTH MEACHAM INTL (FTW)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 7A 15204 (FAA)

TAKEOFF MINIMUMS: **Rwy 34**, 300-2 or std. w/min. climb of 220' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER. **Rwy 35**, 300-1¼ or std. w/min. climb of 205' per NM to 900, or alternatively, w/standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

**Rwys 16, 17**, climb heading 164° to 1600 before proceeding on course.

NOTE: **Rwy 17**, bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL. **Rwy 34**, vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL. **Rwy 35**, vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

## FORT WORTH, TX (CON'T)

FORT WORTH SPINKS (FWS)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 07298 (FAA)

TAKEOFF MINIMUMS: **Rwys 17L, 35R**, NA. (Environmental)

DEPARTURE PROCEDURE: **Rwy 17R** climb heading 173° to 1200 before turning right.

NOTE: **Rwy 17R**, tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

## FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

FORT WORTH, TX  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
14149

**Rwy 18**, Cross DER at or above 6' AGL/656' MSL.

TAKEOFF OBSTACLES: **Rwy 18**, rising terrain up to 670' MSL, 200'-600' from DER, 500'-560' right of centerline.

## GAINESVILLE, TX

GAINESVILLE MUNI (GLE)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees and poles beginning 1' from DER, 472' right and left of centerline, up to 25' AGL/819' MSL.

**Rwy 30**, taxiways beginning 651' from DER, crossing centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline, up to 64' AGL/890' MSL. **Rwy 35**, terrain, trees, poles, road, and vehicle beginning 149' from DER, 51' left of centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGL/882' MSL.

## GILMER, TX

FOX STEPHENS FIELD-GILMER MUNI (JXI)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 13262 (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.

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

## GLADEWATER, TX

GLADEWATER MUNI (07F)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11153 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/min. climb of 285' per NM to 600. **Rwy 32**, 300-1. **Rwy 35**, Std. w/min. climb of 280' per NM to 1300 or 1100-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 320° to 1100 before turning right. **Rwy 35**, for climb in visual conditions cross Gladewater Municipal Airport at or above 1200 before proceeding on course.

NOTE: **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**, trees beginning 47' from DER, left and right of centerline, up to 100' AGL/429' MSL. Power lines 1.4 NM from DER, 844' right of centerline, 75' AGL/520' MSL.

## GRAFORD, TX

POSSUM KINGDOM (F35)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 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.

NOTE: **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 2A 01235 (FAA)

DEPARTURE PROCEDURE: **Rwys 17, 21**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 17**, light pole 21' from DER, 195' left of centerline, 30' AGL/1141' MSL. Light pole 86' from DER, 381' left of centerline, 50' AGL/1168' MSL.

## GRANBURY, TX

GRANBURY RGNL (GDJ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 144° to 1700 before turning right.

NOTE: **Rwy 14**, vehicles on road beginning 1020' from DER, on centerline, 15' AGL/814' MSL. Trees and power poles beginning at DER, 75' right of centerline, up to 100' AGL/879' MSL. Trees, power poles, light poles and vehicles on road beginning at DER, 251' left of centerline, up to 100' AGL/899' MSL. **Rwy 32**, train on railroad tracks, transmission poles and tree beginning 339' from DER, 107' right of centerline, 76' AGL/845' MSL. Trees, vehicles on road and bush beginning 14' from DER, 198' left of centerline, up to 46' AGL/815' MSL.

## GRAND PRAIRIE, TX

GRAND PRAIRIE MUNI (GPM)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 5 14261 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 189° to 2500 before proceeding on course. **Rwy 35**, climb heading 354° to 1400 before turning southbound.

NOTE: **Rwy 17**, antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL. **Rwy 35**, pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

## GREENVILLE, TX

MAJORS (GVT)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 08269 (FAA)

NOTE: **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 11293 (FAA)

NOTE: **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.

16315

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

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

16315

## HASKELL, TX

HASKELL MUNI (15F)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 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 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, 300-1. **Rwy 30**, 300-  
1½ or std. w/ min. climb of 282' per NM to 700.DEPARTURE PROCEDURE: **Rwy 12**, climb heading  
123° to 1100 before turning northbound. **Rwy 30**,  
climb heading 303° to 2100 before turning northbound.  
**Rwy 35**, climb heading 347° to 1900 before turning  
westbound.NOTE: **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. 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 10042 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 32**, NA-  
Environmental.NOTE: **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 10154 (FAA)

NOTE: **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 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.

## LANCASTER, TX

LANCASTER RGNL (LNC)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/min.  
climb of 205' per NM to 800, or alternatively, with  
standard takeoff minimums and a normal 200' per NM  
climb gradient, takeoff must occur no later than 1200'  
prior to DER.DEPARTURE PROCEDURE: **Rwy 31**, climb heading  
314° to 1800 before turning left.NOTE: **Rwy 31**, trees 888' from DER, 637' right of  
centerline, up to 35' AGL/536' MSL. Trees beginning  
1133' from DER, 479' left of centerline, up to 45'  
AGL/541' MSL. Transmission tower 1 NM from DER,  
1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

## LEVELLAND, TX

LEVELLAND MUNI (LLN)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, std. w/ min. climb of 255' per NM to 4300 or 900-3 for climb in visual conditions. **Rwy 35**, 400-2 or std. w/ min. climb of 250' 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.

NOTE: **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 13178 (FAA)

NOTE: **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 08325 (FAA)

NOTE: **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.

## LUBBOCK, TX

LUBBOCK PRESTON SMITH INTL (LBB)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 12208 (FAA)

NOTE: **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 12040 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1 or std w/min. climb of 440' per NM to 600. **Rwy 33**, 300-1 $\frac{1}{2}$ .

NOTE: **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.

## MESQUITE, TX

MESQUITE METRO (HQZ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4A 15176 (FAA)

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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



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

16315

## MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY RGNL (JWY)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 14261 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding northbound. **Rwy 36**, climb heading 013° to 2700 before turning left.

NOTE: **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, TX

MINEOLA WISENER FIELD (3F9)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 11069 (FAA)

TAKEOFF MINIMUMS: **Rwys 17, 35**, NA-Obstacles.

## MINEOLA/QUITMAN, TX

WOOD COUNTY (JDD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 15092 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-2 or std. w/min. climb gradient of 270' per NM to 700.

NOTE: **Rwy 18**, tree line, crossing centerline, 2027' from DER, up to 100' AGL/534' MSL. Tree, 4573' from DER, 1195' right of centerline, 585' MSL. Tree, 5454' from DER, 1462' left of centerline, 589' MSL. Tree, 5107' from DER, 1073' left of centerline, 92' AGL/597' MSL. Terrain 12' from DER, 17' left of centerline, 433' MSL. Terrain 22' from DER, 239' right of centerline, 436' MSL. **Rwy 36**, tree line, crossing centerline, 1657' from DER, up to 100' AGL/570' MSL. Terrain 952' from DER, 719' left of centerline, 510' MSL.

## MINERAL WELLS, TX

MINERAL WELLS (MWL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 13178 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 500-3, or std. w/ min. climb of 265' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 305° to 2000 before turning right.

NOTE: **Rwy 13**, trees beginning 91' from DER, 200' left of centerline, up to 87' AGL/986' MSL. Tree 362' from DER, 222' right of centerline, 86' AGL/985' MSL. Tree 366' from DER, 252' right of centerline, 87' AGL/986' MSL. Ground 73' from DER, 214' right of centerline, 975' 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**, Trees beginning 187' from DER, 130' left of centerline, up to 51' AGL/964' MSL. Trees beginning 793' from DER, on centerline, up to 49' AGL/948' MSL. Tree 338' from DER, 491' right of centerline, 30' AGL/946' 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 09015 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1½ 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.

NOTE: **Rwy 17**, trees 1231' from DER, 679' right of centerline, 100' AGL/399' MSL. **Rwy 35**, tower 1.04 NM from DER, 1261' left 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 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 400-2½ or std. w/ min. climb of 238' per NM to 900.

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315

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



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



16315

## OLNEY, TX

### OLNEY MUNI (ONY)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 13010 (FAA)

NOTE: **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  
ORIG 11349 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-2 or std. w/min. climb of 238' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 350° to 2400 before turning left.

NOTE: **Rwy 17**, fence line beginning abeam DER, 100' right of centerline, 4' AGL/1853' MSL. Vehicles on road beginning 90' from DER, 379' left of centerline. up to 15' AGL/1864' MSL. Power poles beginning 184' from DER, 295' left of centerline, up to 50' AGL/1899' MSL. Tree 717' from DER, 46' right of centerline, 21' AGL/1870' MSL. Trees beginning 1072' from DER, 779' left of centerline, up to 100' AGL/1949' MSL.

**Rwy 35**, berm abeam DER, 90' left of centerline, 1864' MSL. Fence line beginning abeam DER, 105' left of centerline, 5' AGL/1864' MSL. Power poles beginning 114' from DER, left and right of centerline, up to 50' AGL/1909' MSL. Vehicles on road beginning 773' from DER, 690' left of centerline, up to 17' AGL/1886' MSL. Trees beginning 4572' from DER, 346' left of centerline, up to 100' AGL/1989' MSL.

## PAMPA, TX

### PERRY LEFORS FIELD (PPA)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 13010 (FAA)

NOTE: **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 11181 (FAA)

NOTE: **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 FIELD (PRX)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 06327 (FAA)

NOTE: **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  
ORIG 10154 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. DEPARTURE PROCEDURE: **Rwy 17**, climb heading 173° to 3400 before turning right.

NOTE: **Rwy 17**, vehicles on road and poles, 500' from DER, crossing left to right, up to 50' AGL/2964' MSL.

**Rwy 35**, train and poles, beginning 720' from DER, crossing left to right, up to 50' AGL/2964' MSL.

## PLAINS, TX

### YOAKUM COUNTY (F98)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08269 (FAA)

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315



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





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



16315

## PLAINVIEW, TX

HALE COUNTY (PVW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 12096 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1½ or std. w/min. climb of 420' per NM to 3700.

NOTE: **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 14261 (FAA)

NOTE: **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/699' 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 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.

NOTE: **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 12040 (FAA)

NOTE: **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 1 13290

DEPARTURE PROCEDURE: **Rwy 15R/15C/15L**, Climb on heading 153° to 2500' before turning Westbound. **Rwy 17**, Climb heading 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 35**, Climb heading 355° to 1500' then proceed on course.

TAKE-OFF OBSTACLES: **Rwy 17**, Light pole 31' AGL/1040' MSL, 837' from DER, 726' left of centerline. **Rwy 35**, Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline. Large frame aircraft parking, 56' AGL/1053' MSL, 451' from DER, 573' left of centerline.

## SHERMAN, TX

SHERMAN MUNI (SWI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 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.

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315



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





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



16315

## SHERMAN/DENISON, TX

NORTH TEXAS RGNL/PERRIN FIELD  
(GYI)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11125 (FAA)

DEPARTURE PROCEDURE: **Rwy 17L**, Climb heading 176° to 1800 before turning right.

NOTE: **Rwy 13**, rising terrain beginning 48' from DER. 202' left of centerline, 745' MSL. Plane on taxiway 521' from DER, 48' left of centerline, up to 55' AGL/804' MSL. Trees beginning 3299' from DER, 519' right of centerline, up to 100' AGL/859' MSL. **Rwy 17L**, vehicle on road 123' from DER 446' right of centerline, up to 15' AGL/784' MSL. Pole 1088' from DER, 740' left of centerline, 10' AGL/779' MSL. Rig 3711' from DER, 821' left of centerline, 96' AGL/861' MSL. **Rwy 31**, plane on taxiway 605' from DER, 620' right of centerline, up to 25' AGL/854' MSL. Trees beginning 1791' from DER, 445' left of centerline, up to 100' AGL/819' MSL. **Rwy 35R**, plane on taxiway 242' from DER, 440' right of centerline, up to 25' AGL/764' MSL.

## SNYDER, TX

WINSTON FIELD (SNK)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 03191 (FAA)

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

## SPEARMAN, TX

MAJOR SAMUEL B CORNELIUS FIELD  
(E42)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09015 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 286' per NM to 3500.

NOTE: **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 FIELD (F56)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10042 (FAA)

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

NOTE: **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 05300 (FAA)

NOTE: **Rwy 32**, trees beginning 1687' from DER, 124' right of centerline, 80' AGL/1389' MSL.

## STRATFORD, TX

STRATFORD FIELD (H70)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 98085 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 400-2 or std. with a min. climb of 290' per NM to 4100.

## SULPHUR SPRINGS, TX

SULPHUR SPRINGS MUNI (SLR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11237 (FAA)

NOTE: **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.

## SWEETWATER, TX

AVENGER FIELD (SWW)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11293 (FAA)

NOTE: **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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315



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



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

16315

## TERRELL, TX

TERRELL MUNI (TRL)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 16147 (FAA)

NOTE: **Rwy 17**, 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 35**, 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 2 15288 (FAA)

NOTE: **Rwy 4**, trees beginning 306' from DER, 648' right of centerline, up to 67' AGL/576' MSL. **Rwy 13**, bush 12' from DER, 290' right of centerline, 8' AGL/547' MSL. Trees beginning 173' from DER, 414' right of centerline, up to 62' AGL/581' MSL. Trees beginning 643' from DER, 514' left of centerline, up to 69' AGL/608' MSL. **Rwy 17**, tree 970' from DER, 363' left of centerline, 47' AGL/586' MSL. Tree 1340' from DER, 207' right of centerline, 69' AGL/578' MSL. **Rwy 22**, trees beginning 97' from DER, 375' right of centerline, up to 87' AGL/626' MSL. **Rwy 31**, trees beginning 504' from DER, 534' right of centerline, up to 75' AGL/564' MSL. Trees beginning 908' from DER, 666' left of centerline, up to 37' AGL/556' MSL. **Rwy 35**, trees beginning 1104' from DER, 26' right of centerline, up to 58' AGL/567' MSL.

## VERNON, TX

WILBARGER COUNTY (F05)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10210 (FAA)

NOTE: **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.

16315

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

L16

## WEATHERFORD, TX

PARKER COUNTY (WEA)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11321 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 355° to 1600 before turning left.

NOTE: **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 10210 (FAA)

NOTE: **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 2 10294 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 1700 before proceeding on course. **Rwy 35**, climb heading 352° to 2100 before proceeding on course.

NOTE: **Rwy 17**, numerous light poles, signs, and trees beginning 309' from DER, 473' right of centerline, up to 60' AGL/1056' MSL. Pole 2290' from DER, 397' left of centerline, 58' AGL/1062' MSL. Numerous vehicles on roads beginning 334' from DER, on centerline, up to 17' AGL/1019' MSL. **Rwy 35**, building 123' from DER, 495' right of centerline, 80' AGL/1060' MSL. Vehicles on road, 354' from DER, on centerline, up to 15' AGL/994' MSL. Pole 177' from DER, 313' left of centerline, 33' AGL/1008' MSL.

## WICHITA VALLEY (F14)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 10266 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 16, 22, 34**, NA-Environmental. **Rwy 13**, Std. w/ min. climb of 334' per NM to 2400.

NOTE: **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**, building 43' from DER, 242' right of centerline, 15' AGL/1019' MSL. Building 165' from DER, 511' left of centerline, 15' AGL/1019' MSL. Vehicle on road 273' from DER, 14' left of centerline, 15' AGL/1015' MSL. Tree 5553' from DER, 651' right of centerline, up to 100' AGL/1149' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2



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



16315

**WINNSBORO, TX**

WINNSBORO MUNI (F51)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 83216 (FAA)

DEPARTURE PROCEDURE: **Rwys 1,19**, climb runway  
heading to 1000 prior to turn.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16315



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





INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ABILENE, TX

ABILENE  
RGNL (ABI) ..... ILS or LOC Rwy 35R<sup>12</sup>  
LOC Rwy 17R<sup>12</sup>  
RNAV (GPS) Rwy 17L<sup>13</sup>  
RNAV (GPS) Rwy 22<sup>3</sup>  
RNAV (GPS) Rwy 35R<sup>13</sup>

<sup>1</sup>Category E, 800-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

AMARILLO, TX

RICK HUSBAND  
AMARILLO INTL (AMA) ..... ILS or LOC Rwy 4<sup>13</sup>  
LDA/DME Rwy 22<sup>23</sup>  
NDB Rwy 4<sup>3</sup>  
RADAR-1<sup>34</sup>  
RNAV (GPS) Y Rwy 4<sup>45</sup>  
RNAV (GPS) Y Rwy 13<sup>5</sup>  
RNAV (GPS) Y Rwy 22<sup>45</sup>  
RNAV (GPS) Y Rwy 31<sup>56</sup>  
VOR/DME Rwy 13<sup>4</sup>  
VOR/DME Rwy 22<sup>4</sup>  
VOR/DME Rwy 31<sup>4</sup>  
VOR/DME A<sup>4</sup>

<sup>1</sup>ILS, Category D, 700-2; Category E, 900-3.

LOC, Category E, 900-3.

<sup>2</sup>LDA/GS, Category D, 700-2; Category E, 900-

3. LDA, Category E, 900-3.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>Category E, 900-3.

<sup>5</sup>NA when local weather not available.

<sup>6</sup>Category D, 800-2½

ARLINGTON, TX

ARLINGTON  
MUNI (GKY) ..... ILS or LOC/DME Rwy 34<sup>1</sup>  
RNAV (GPS) Rwy 34  
VOR/DME Rwy 34

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

NAME ALTERNATE MINIMUMS

BIG SPRING, TX

BIG SPRING MC MAHON-  
WRINKLE (BPG)..... RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 35  
VOR/DME Rwy 17  
VOR/DME Rwy 35

NA when local weather not available.

<sup>1</sup>Categories, A, B, 900-2.

BORGER, TX

HUTCHINSON  
COUNTY (BGD)..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR Rwy 17  
VOR/DME Rwy 35

NA when local weather not available.

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, 900-2½; Category D, 1000-3.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





**ALTERNATE MINS**

16315

M2



NAME ALTERNATE MINIMUMS  
**CHILDRESS, TX**  
CHILDRESS  
MUNI (CDS) ..... **RNAV (GPS) Rwy 36**  
**VOR Rwy 36**  
NA when local weather not available.

**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, 900-2¼.

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

**DALLAS, TX**  
ADDISON (ADS) ..... **ILS or LOC Rwy 15<sup>12</sup>**  
**ILS or LOC Rwy 33<sup>12</sup>**  
**RNAV (GPS) Rwy 15<sup>3</sup>**  
**RNAV (GPS) Rwy 33<sup>34</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category D, 800-2½.

**DALLAS**  
EXECUTIVE (RBD) ..... **ILS or LOC Rwy 31<sup>12</sup>**  
**RNAV (GPS) Rwy 17<sup>34</sup>**  
**RNAV (GPS) Rwy 31<sup>34</sup>**  
**RNAV (GPS) Rwy 35<sup>34</sup>**  
**VOR/DME Rwy 17<sup>34</sup>**  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2¼. LOC, Category D,  
800-2¼.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category D, 800-2¼.

NAME ALTERNATE MINIMUMS  
**DALLAS, TX (CON'T)**  
DALLAS-LOVE  
FIELD (DAL) ..... **ILS Y or LOC Y Rwy 13L<sup>1</sup>**  
**ILS Y or LOC Y Rwy 13R<sup>1</sup>**  
**ILS or LOC Rwy 31L<sup>2</sup>**  
**ILS or LOC Rwy 31R<sup>3</sup>**  
**RNAV (GPS) Y Rwy 13L<sup>5</sup>**  
**RNAV (GPS) Y Rwy 13R<sup>5</sup>**  
**RNAV (GPS) Y Rwy 31L<sup>4</sup>**  
**RNAV (GPS) Y Rwy 31R<sup>5</sup>**  
**RNAV (GPS) Z Rwy 13L<sup>5</sup>**  
**RNAV (GPS) Z Rwy 13R<sup>5</sup>**

<sup>1</sup>ILS, Category B, 700-2; Category C, 800-2;  
Category D, 1100-3; LOC, Category D, 1100-3.  
<sup>2</sup>ILS, LOC, Categories A, B, 1100-2; Categories  
C, D, 1100-3.  
<sup>3</sup>ILS, LOC, Categories A, B, 900-2; Category C,  
900-2½; Category D, 1100-3.  
<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 1100-3.  
<sup>5</sup>Category D, 1100-3.

**MCKINNEY**  
NATIONAL (TKI) ..... **ILS or LOC Rwy 18<sup>12</sup>**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36<sup>4</sup>**  
**VOR/DME-A<sup>3</sup>**

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, LOC Categories A, B, 900-2; Category C,  
900-2½; Category D, 900-2¼.  
<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.  
<sup>4</sup>Category D, 800-2½.

**DALLAS-FORT WORTH, TX**  
DALLAS-FORT WORTH  
INTL (DFW) ..... **CONVERGING ILS Rwy 13R<sup>1</sup>**  
**CONVERGING ILS Rwy 31R<sup>3</sup>**  
**ILS or LOC Rwy 18L<sup>2</sup>**  
**ILS or LOC Rwy 18R<sup>2</sup>**  
<sup>1</sup>Categories A, B, C, 900-2½.  
<sup>2</sup>ILS, 700-2.  
<sup>3</sup>ILS, 1100-4.

**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 18**  
**RNAV (GPS) Rwy 36**  
NA when local weather not available.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



**ALTERNATE MINS**

16315

M2

SC-2









ALTERNATE MINS

16315

M4



NAME ALTERNATE MINIMUMS

**LUBBOCK, TX**  
 LUBBOCK PRESTON SMITH  
 INTL (LBB) ..... ILS or LOC Rwy 17R<sup>1</sup>  
    ILS or LOC Rwy 26<sup>1</sup>  
    RNAV (GPS) Rwy 8<sup>2</sup>  
    RNAV (GPS) Y Rwy 17R<sup>2</sup>  
    RNAV (GPS) Rwy 26<sup>2</sup>  
    RNAV (GPS) Y Rwy 35L<sup>2</sup>  
    VOR/DME or TACAN Rwy 26<sup>2</sup>

<sup>1</sup>ILS, Category E, 700-2½. LOC, Category E, 800-2½.  
<sup>2</sup>Category E, 800-2½.

**MESQUITE, TX**  
 MESQUITE METRO (HQZ) . ILS or LOC Rwy 18<sup>1</sup>  
    LOC/DME BC Rwy 36  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36

NA when local weather not available.  
<sup>1</sup>ILS, Category C, 800-2.

**MIDLOTHIAN/WAXAHACHIE, TX**  
 MID-WAY  
 RGNL (JWY) ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36

NA when local weather not available.

**MINERAL WELLS, TX**  
 MINERAL WELLS (MWL).... ILS or LOC Rwy 31<sup>1</sup>  
    RNAV (GPS) Rwy 31<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>ILS, Category C, 800-2; Category D, 800-2½.  
 LOC, Category D, 800-2½.  
<sup>2</sup>Category C, 800-2½; Category D, 800-2½ .

**MOUNT PLEASANT, TX**  
 MOUNT PLEASANT  
 RGNL (OSA) ..... RNAV (GPS) Rwy 17<sup>1</sup>  
    RNAV (GPS) Rwy 35

NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

**PAMPA, TX**  
 PERRY LEFORS  
 FIELD (PPA)..... RNAV (GPS) Rwy 17  
    VOR/DME-A

NA when local weather not available.

**PARIS, TX**  
 COX FIELD (PRX)..... RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 35  
    VOR Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**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.

**ROCKWALL, TX**  
 RAPLH M HALL/ROCKWALL  
 MUNI (F46)..... NDB-A<sup>1</sup>  
    RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 35

NA when local weather not available.  
<sup>1</sup>Category A,B, 900-2.

**SEMINOLE, TX**  
 GAINES  
 COUNTY (GNC) ..... RNAV (GPS) Rwy 35

NA when local weather not available.

**SHERMAN/DENSON, TX**  
 NORTH TEXAS REGIONAL/PERRIN  
 FIELD (GYI) ..... RNAV (GPS) Rwy 17L  
    RNAV (GPS) Rwy 35R  
    VOR/DME-A

NA when local weather not available.

**SNYDER, TX**  
 WINSTON  
 FIELD (SNK) ..... RNAV (GPS) Rwy 35

NA when local weather not available.

**SULPHUR SPRINGS, TX**  
 SULPHUR SPRINGS  
 MUNI (SLR) ..... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 19

NA when local weather not available.

**SWEETWATER, TX**  
 AVENGER FIELD (SWW) ..... NDB Rwy 17  
    RNAV (GPS) Rwy 4  
    RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 22  
    RNAV (GPS) Rwy 35

NA when local weather not available.

**TERRELL, TX**  
 TERRELL MUNI (TRL)..... RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 35

NA when local weather not available.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ALTERNATE MINS

16315

M4

SC-2





**ALTERNATE MINS**

M5



16315

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
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**TYLER, TX**

TYLER POUNDS

RGNL (TYR)..... ILS or LOC Rwy 13<sup>1</sup>  
 RNAV (GPS) Rwy 4<sup>2</sup>  
 RNAV (GPS) Rwy 13<sup>2</sup>  
 RNAV (GPS) Rwy 17<sup>23</sup>  
 RNAV (GPS) Rwy 22<sup>2</sup>  
 RNAV (GPS) Rwy 31<sup>2</sup>  
 RNAV (GPS) Rwy 35<sup>23</sup>  
 VOR/DME Rwy 4<sup>2</sup>  
 VOR/DME Rwy 22<sup>2</sup>  
 VOR Rwy 31<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

**VERNON, TX**

WILBARGER

COUNTY (F05)..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20

NA when local weather not available.

**WICHITA FALLS, TX**

KICKAPOO

DOWNTOWN (CWC) ..... RNAV (GPS) Rwy 35  
 NA when local weather not available.

SHEPPARD AFB/

WICHITA FALLS MUNI (KSPS) ..... RADAR-1  
 NA when Sheppard approach control closed.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



**ALTERNATE MINS**

M5

SC-2



16315

# RADAR MINS

N1

16035

## RADAR INSTRUMENT APPROACH MINIMUMS

### ABILENE, TX

Amdt 9, 22MAR01 (01081) (FAA)

ELEV 1791

### ABILENE RGNL (ABI)

RADAR-1 125.0 338.3 (EAST), 127.2 282.3 (WEST)

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>HAT/</u>		<u>CEIL-VIS</u>	<u>CAT</u>	<u>HAT/</u>		<u>CEIL-VIS</u>
				<u>DA/</u>	<u>HATH/</u>			<u>DA/</u>	<u>HATH/</u>	
				<u>MDA-VIS</u>	<u>HAA</u>			<u>MDA-VIS</u>	<u>HAA</u>	
ASR	35R		AB	2260-½	484	(500-½)	C	2260-¾	484	(500-¾)
			D	2260-1	484	(500-1)				
	17R		AB	2240-1	469	(500-1)	C	2240-1¼	469	(500-1¼)
			D	2240-1½	469	(500-1½)				
	35L		AB	2260-1	474	(500-1)	C	2260-1¼	474	(500-1¼)
			D	2260-1½	474	(500-1½)				
CIRCLING ALL RWY			AB	2260-1	469	(500-1)	C	2360-1½	569	(600-1½)
			D	2360-2	569	(600-2)				

### AMARILLO, TX

Amdt 16, 25MAR99 (99084) (FAA)

ELEV 3605

### RICK HUSBAND AMARILLO INTL (AMA)

RADAR-1 119.5 307.0

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>HAT/</u>		<u>CEIL-VIS</u>	<u>CAT</u>	<u>HAT/</u>		<u>CEIL-VIS</u>
				<u>DA/</u>	<u>HATH/</u>			<u>DA/</u>	<u>HATH/</u>	
				<u>MDA-VIS</u>	<u>HAA</u>			<u>MDA-VIS</u>	<u>HAA</u>	
ASR	22		ABC	3960-¾	357	(400-¾)	DE	3960-1¼	357	(400-1¼)
			E	NA						
	31		ABC	3960-1	362	(400-1)	D	3960-1¼	362	(400-1¼)
			E	NA						
	13		ABC	3980-1	380	(400-1)	D	3980-1¼	380	(400-1¼)
			E	NA						
4		AB	4160/24	555	(600-½)	C	4160/50	555	(600-1)	
		D	4160/60	555	(600-1¼)					
CIRCLING ALL RWY			AB	4160-1	555	(600-1)	C	4160-1½	555	(600-1½)
			D	4240-2	635	(700-2)				
			E	4460-3	855	(900-3)				

When control tower closed, procedure not authorized.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

16035

N1

# RADAR MINS

N2

16035

## RADAR INSTRUMENT APPROACH MINIMUMS

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

ELEV 1790

RADAR - (E) 121.3 127.2 270.3 282.3

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HAT<sub>h</sub></u>	<u>CEIL-VIS</u>
ASR	34 <sup>1</sup>		AB	2260/24	472	(500-½)
			CDE	2260/50	472	(500-1)
	16 <sup>1</sup>		AB	2300/24	510	(600-½)
			CDE	2300/55	510	(600-1)
CIR	16 <sup>2</sup>		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 <sup>3</sup>		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)

<sup>1</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.

<sup>2</sup>Circling to other than Rwy 34 NA.

<sup>3</sup>Circling to other than Rwy 16 NA.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

16035

N2

# RADAR MINS

16035

## RADAR INSTRUMENT APPROACH MINIMUMS

### FORT WORTH NAS JRB (CARSWELL FLD) (KNFW), TX (15288 USN)

RADAR - (E)<sup>1</sup> 128.775 371.875

ELEV 650

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT<sub>h</sub></u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	36 <sup>4</sup> 18 <sup>3</sup>	3.0°/59/1201 3.0°/62/1062	ABCDE ABCDE	850-½ 821-¾	200 200	(200-½) (200-¾)
PAR W/O GS <sup>2</sup>	18 36 <sup>5</sup>		ABCDE AB CDE	1040-1¼ 1200-¾ 1200-1½	419 550 550	(400-1¼) (600-¾) (600-1½)
ASR <sup>2</sup>	18 36 <sup>5</sup>		AB CDE AB CDE	1120-1¼ 1120-1½ 1220-¾ 1220-1¼	499 499 570 570	(500-1¼) (500-1½) (600-¾) (600-1¼)
CIRCLING	18-36 <sup>6</sup>		A B C D E	1240-1¼ 1280-1¼ 1320-1¼ 1320-2 1320-2¼	590 630 670 670 670	(600-1¼) (700-1¼) (700-1¾) (700-2) (700-2¼)

<sup>1</sup>Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afd hr subject to chg by NOTAM. Base OPS/ATC not manned outside of publ hrs.

<sup>2</sup>No-NOTAM MP: PAR 1330-1530Z++ Tue, Thu; ASR 1330-1530Z++ Mon, Wed.

<sup>3</sup>CAUTION: PAR TCH exceeds 60'.

<sup>4</sup>When ALS inop, increase vis to ¾ mile.

<sup>5</sup>When ALS inop, increase CAT AB vis to 1¼ miles, CAT CDE vis to 1½ miles.

<sup>6</sup>Circling not authorized E of Rwy 18-36.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

16035

# RADAR MINS

N4

16035



## RADAR INSTRUMENT APPROACH MINIMUMS


### WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

RADAR<sup>1,2</sup> - (E) Ctc SHEPPARD APP CON 118.2 269.025

(14009 USAF)

ELEV 1019

  NA when Sheppard Approach Control closed.

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR <sup>3</sup>	15C <sup>4</sup>		ABCDE	1420-¾	417	(500-¾)
	15R <sup>4</sup>		ABCDE	1420-¾	422	(500-¾)
	33L <sup>4</sup>		ABCDE	1440-¾	440	(500-¾)
	33C <sup>5</sup>		AB	1440-¾	451	(500-¾)
			CDE	1440-¾	451	(500-¾)
 CIR <sup>6</sup>	ALL RWY		A	1440-1¼	421	(500-1¼)
			B	1480-1¼	461	(500-1¼)
			C	1480-1½	461	(500-1½)
			D	2020-3	1001	(1100-3)
			E	2080-3	1061	(1100-3)

<sup>1</sup>Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5.

<sup>2</sup>MP ASR 0600-1200Z++ Mon-Fri.

<sup>3</sup>ASR not avbl when Sheppard APP CON is clsd.

<sup>4</sup>When ALS inop, increase CAT ABCDE vis to 1¼ miles.

<sup>5</sup>When ALS inop, increase CAT AB vis to 1¼ miles, CAT CDE vis to 1½ miles.

<sup>6</sup>Circling not authorized West of Rwy 15R-33L.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

16035

N4

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

12264



16203

## 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 polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

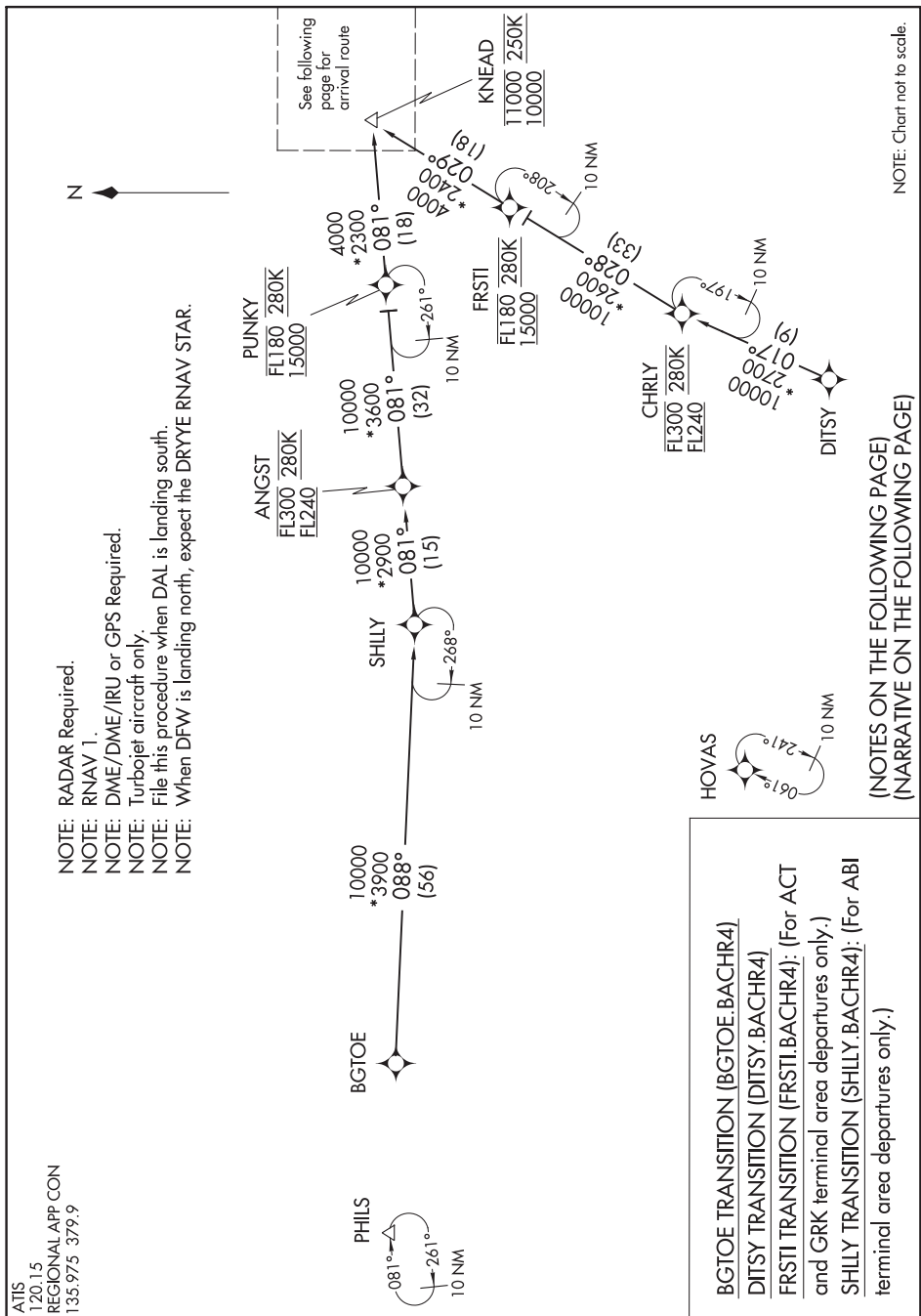
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DALLAS, TX ADDISON (ADS)	HS 1	Twy A and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	Twy A and Rwy End 33. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy.
DALLAS LOVE FIELD (DAL)	HS 1	Rwy 13L hold short line at Twy A.
MCKINNEY NATIONAL (TKI)	HS 1	Maint vigilance pilots incorrectly align to Twy B for ldg/dep.
DENTON, TX DENTON ENTERPRISE (DTO)	HS 1	Twy B at Twy A4.
FORT WORTH, TX FORT WORTH ALLIANCE (AFW)	HS 1	Rwy 16L-34R and Twy E.
FORT WORTH, TX FORT WORTH MEACHAM INTL (FTW)	HS1	Twy A2 northwest bound merges with Rwy 16-34.
TYLER, TX TYLER POUNDS RGNL (TYR)	HS 1	Complex int , Twy K and Twy K2 at Rwy 17-35 and Rwy 13-31.

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

16203

BACHR FOUR ARRIVAL (RNAV) Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017



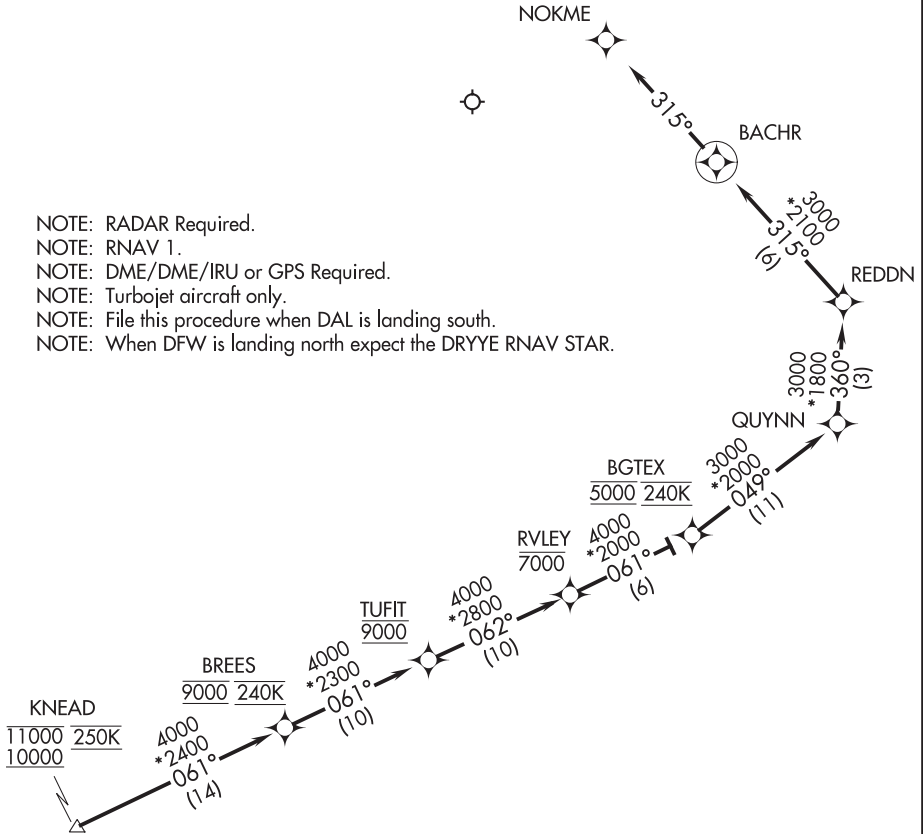
BACHR FOUR ARRIVAL (RNAV) Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017

BACHR FOUR ARRIVAL (RNAV) Arrival Route

ATIS 120.15  
REGIONAL APP CON  
135.975 379.9

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet aircraft only.
- NOTE: File this procedure when DAL is landing south.
- NOTE: When DFW is landing north expect the DRYYE RNAV STAR.



NOTE: Chart not to scale.

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.



BOOVE FOUR ARRIVAL (RNAV) Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS  
123.775  
REGIONAL APP CON  
119.875 133.625 284.65

See following page  
for Arrival Route.  
BOOVE  
FL190 280K  
FL17000

DARRB  
FL230 290K  
FL200

GIBLT  
FL300 290K  
FL240

FL300 290K  
FL240

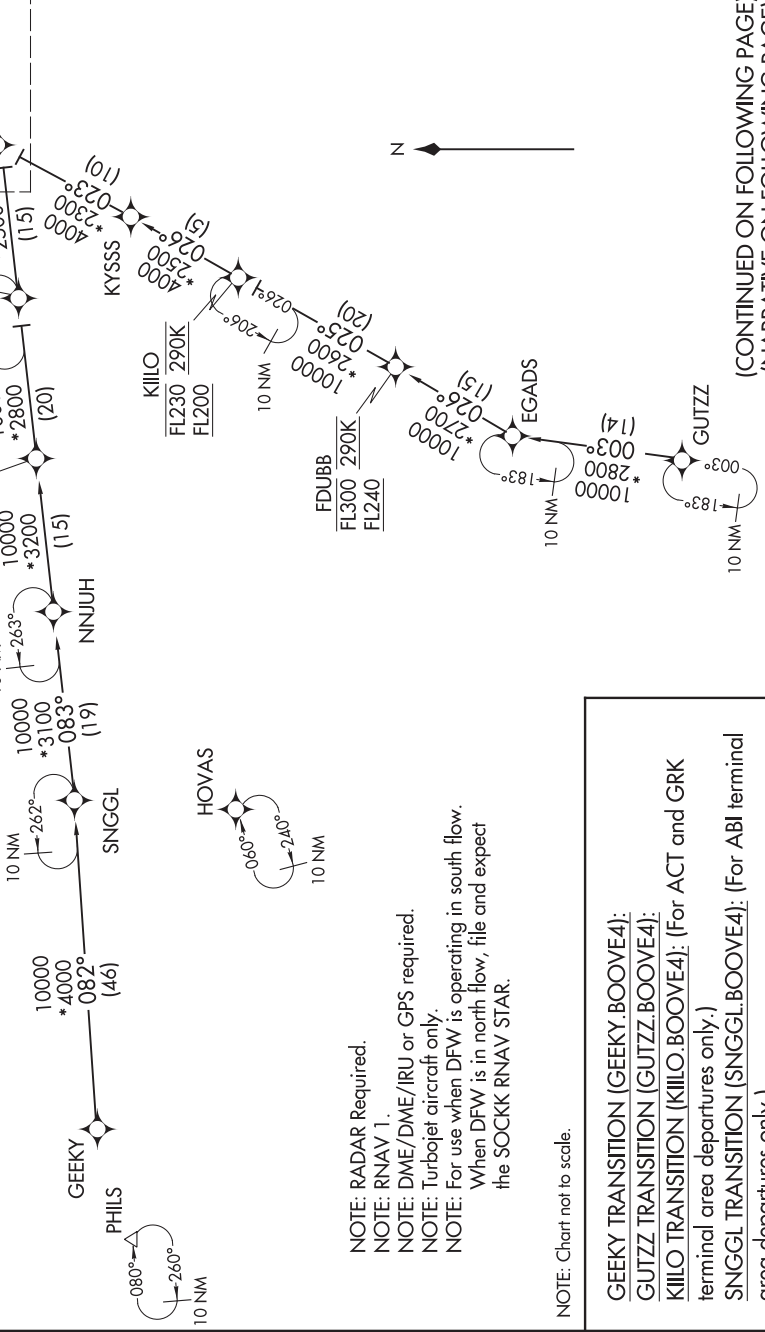
FL300 290K  
FL240

FL300 290K  
FL240

FL300 290K  
FL240

FL300 290K  
FL240

FL300 290K  
FL240



NOTE: RADAR Required.  
 NOTE: RNAV 1.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: Turboprop 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: Chart not to scale.

GEEKY TRANSITION (GEEKY.BOOVE4):  
GUTZZ TRANSITION (GUTZZ.BOOVE4):  
KILLO TRANSITION (KILLO.BOOVE4): (For ACT and GRK terminal area departures only)  
SNGGL TRANSITION (SNGGL.BOOVE4): (For ABI terminal area departures only.)

(CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

BOOVE FOUR ARRIVAL (RNAV) Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017

(BOOVE.BOOVE4) 16147

Z5

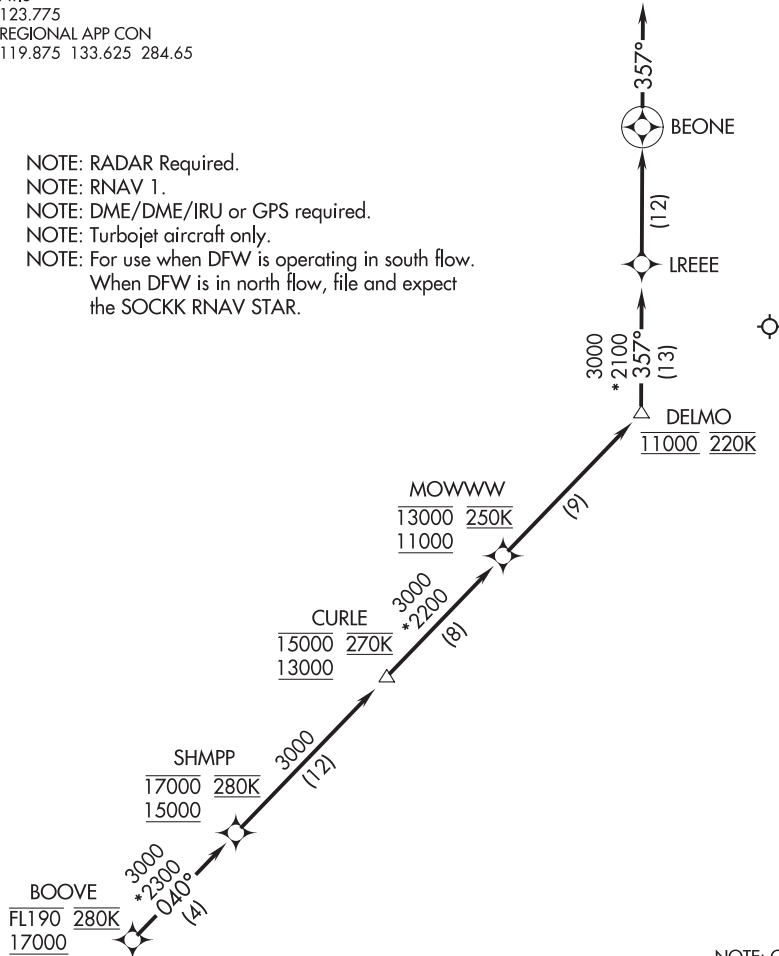
ST-6039 (FAA)

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

# BOOVE FOUR ARRIVAL (RNAV) Arrival Route

ATIS  
123.775  
REGIONAL APP CON  
119.875 133.625 284.65

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: For use when DFW is operating in south flow.  
When DFW is in north flow, file and expect the SOCKK RNAV STAR.



NOTE: Chart not to scale.

## 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 11000 and 13000 and at 250K, then on track 040° to cross DELMO at 11000 and at 220K, then on track 357° to LREEE, then on track 357° to BEONE, then on track 357°. Expect RADAR vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

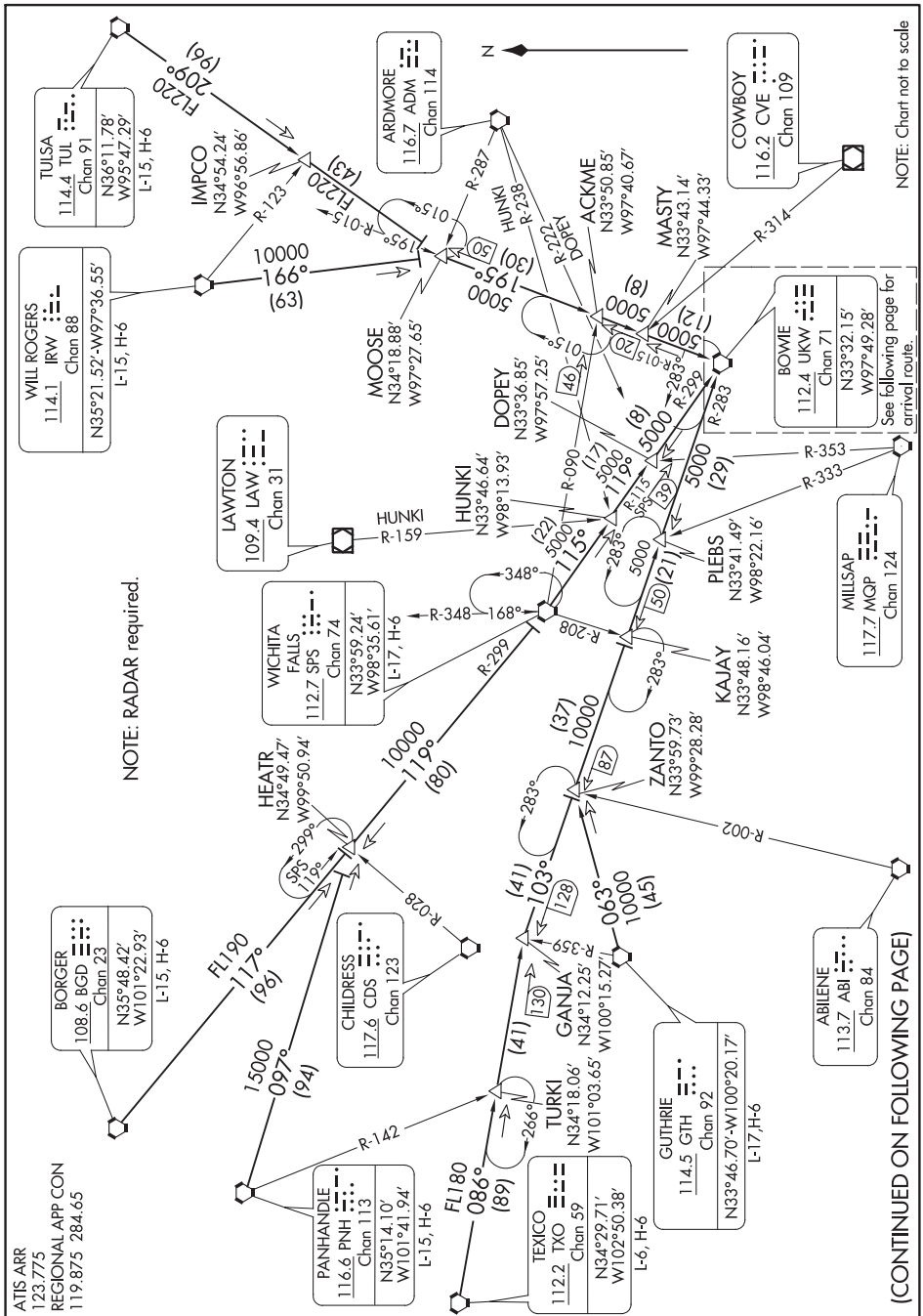
BOOVE FOUR ARRIVAL (RNAV) Arrival Route

(BOOVE.BOOVE4) 26MAY16

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

# BOWIE FOUR ARRIVAL

## Transition Routes



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# BOWIE FOUR ARRIVAL

## Transition Routes

(CONTINUED ON FOLLOWING PAGE)

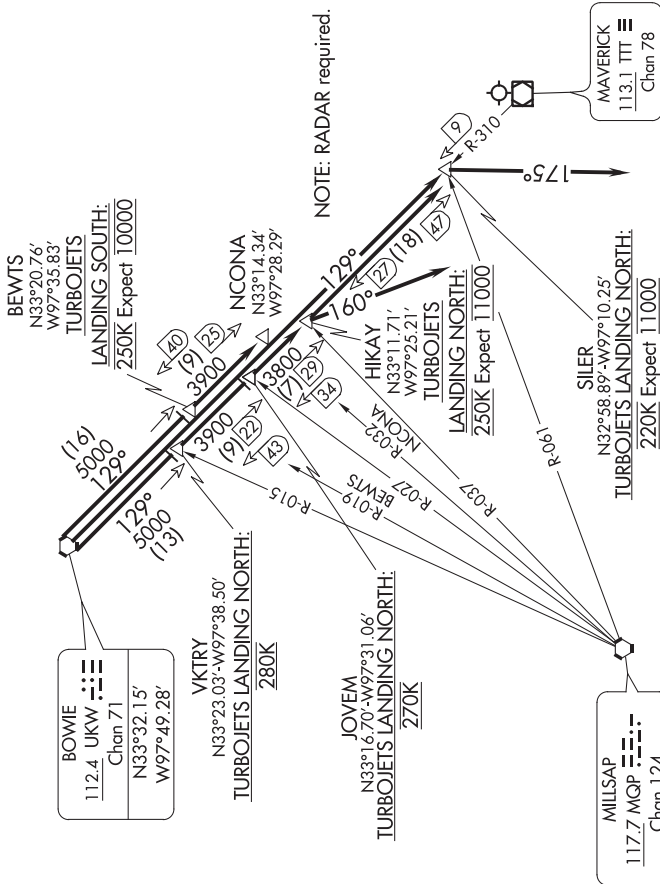
# BOWIE FOUR ARRIVAL

## Arrival Routes

ATIS ARR  
123.775  
REGIONAL APP CON  
119.875 284.65



NOTE: Chart not to scale



SC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# BOWIE FOUR ARRIVAL

## Arrival Routes



# BOWIE FOUR ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.UKW4): From over BGD VORTAC on BGD R-117 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 . . . .

GUTHRIE TRANSITION (GTH.UKW4): From over GTH VORTAC on GTH R-063 to ZANTO, then on UKW R-283 to UKW VORTAC. Thence . . . .

PANHANDLE TRANSITION (PNH.UKW4): 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.UKW4): From over TXO VORTAC on TXO R-086 to GANJA, then on UKW R-283 to UKW VORTAC. Thence . . . .

TULSA TRANSITION (TUL.UKW4): From over TUL VORTAC on TUL R-209 to MOOSE, then on UKW R-015 to UKW VORTAC. Thence . . . .

WICHITA FALLS TRANSITION (SPS.UKW4): From over SPS VORTAC on SPS R-115 to HUNKI, then on UKW R-299 to UKW VORTAC. Thence . . . .

WILL ROGERS TRANSITION (IRW.UKW4): 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 . . . .

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

. . . . TURBOJETS 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, 10 NOV 2016 to 05 JAN 2017

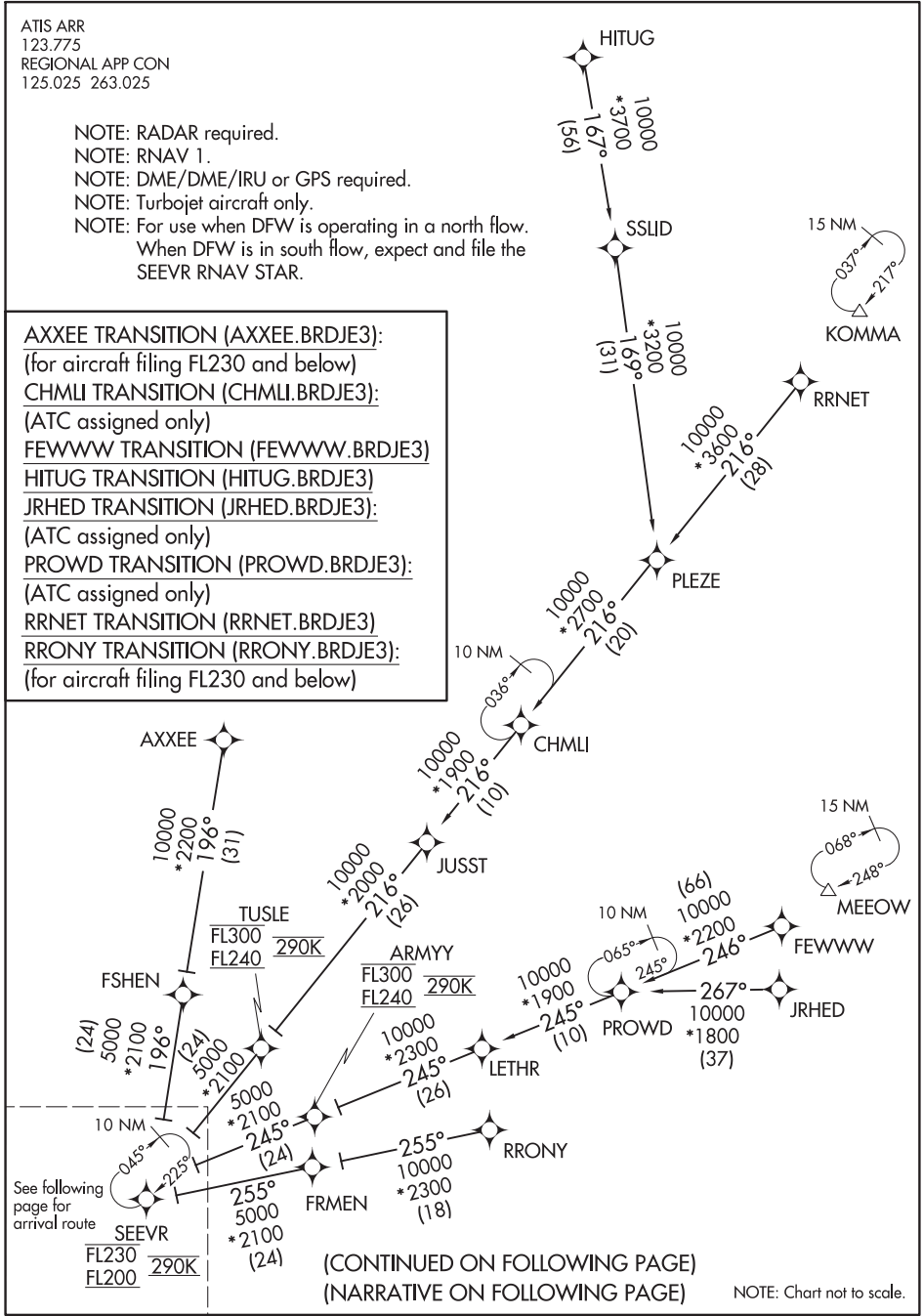
SC-2, 10 NOV 2016 to 05 JAN 2017

# BRDJE THREE ARRIVAL (RNAV) Transition Routes

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 263.025

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: For use when DFW is operating in a north flow.  
When DFW is in south flow, expect and file the SEEV RNAV STAR.

- AXXEE TRANSITION (AXXEE.BRDJE3):  
(for aircraft filing FL230 and below)
- CHMLI TRANSITION (CHMLI.BRDJE3):  
(ATC assigned only)
- FEWWWW TRANSITION (FEWWWW.BRDJE3)
- HITUG TRANSITION (HITUG.BRDJE3)
- JRHED TRANSITION (JRHED.BRDJE3):  
(ATC assigned only)
- PROWD TRANSITION (PROWD.BRDJE3):  
(ATC assigned only)
- RRNET TRANSITION (RRNET.BRDJE3)
- RRONY TRANSITION (RRONY.BRDJE3):  
(for aircraft filing FL230 and below)



SC-2, 10 NOV 2016 to 05 JAN 2017

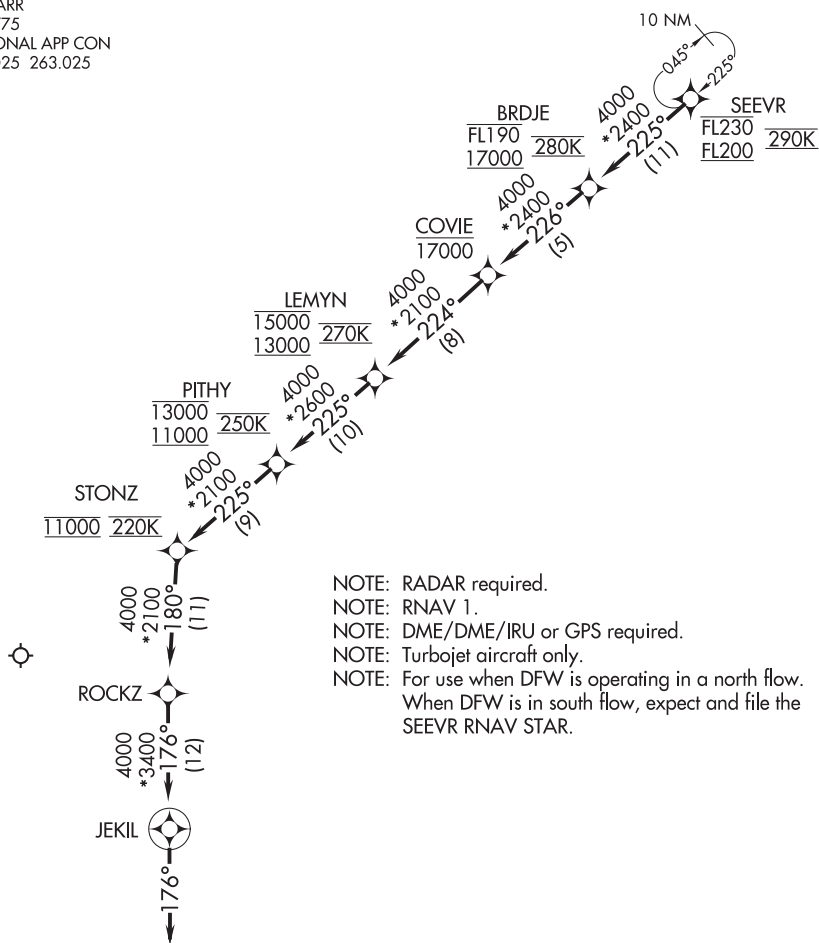
SC-2, 10 NOV 2016 to 05 JAN 2017

(CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BRDJE THREE ARRIVAL (RNAV) Arrival Route

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 263.025



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: For use when DFW is operating in a north flow. When DFW is in south flow, expect and file the SEEVR RNAV STAR.

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/below 17000, then on track 224° to cross LEMYN between 13000 and 15000 and at 270K, then on track 225° to cross PITHY between 11000 and 13000 and at 250K, then on track 225° to cross STONZ at 11000 and at 220K, then on track 180° to ROCKZ, then on track 176° to JEKIL, then on track 176°. Expect RADAR vectors to final approach course.

(DODJE.CABBY2) 15176

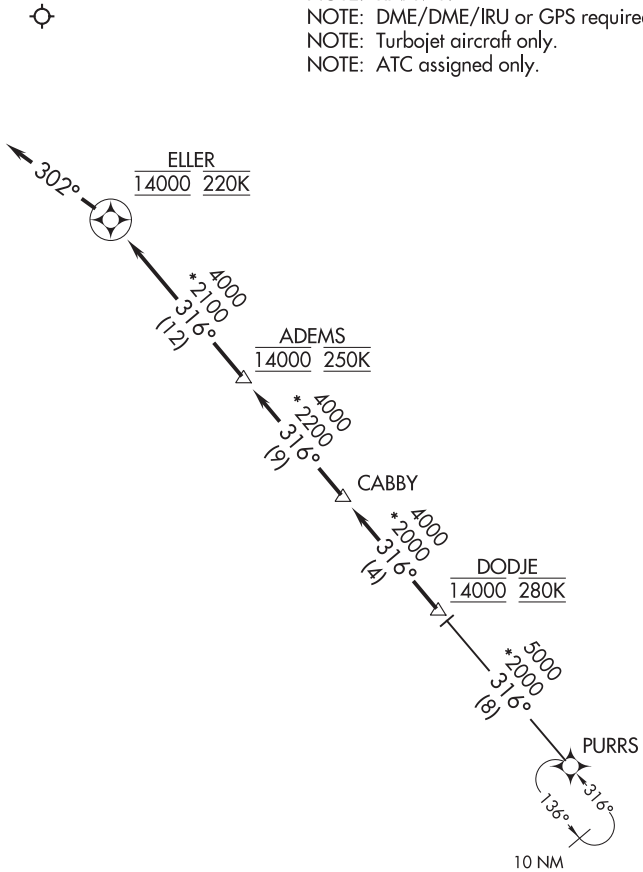
Z11  
ST-6039 (FAA)

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

# CABBY TWO ARRIVAL (RNAV)

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 263.025

- 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.

CABBY TWO ARRIVAL (RNAV)

(DODJE.CABBY2) 15176

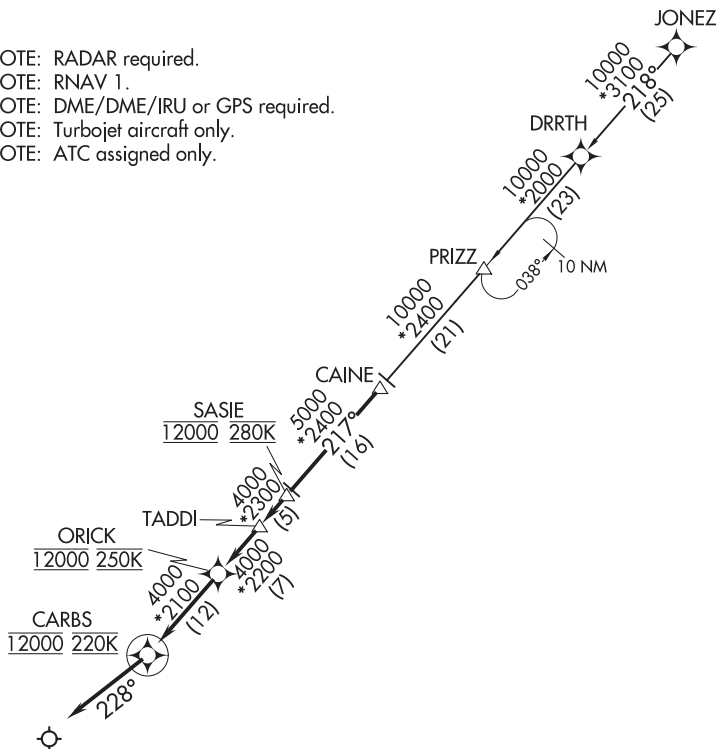
DALLAS-FORT WORTH, TEXAS  
DALLAS/FORT WORTH INTL (DFW)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 263.025

- 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.

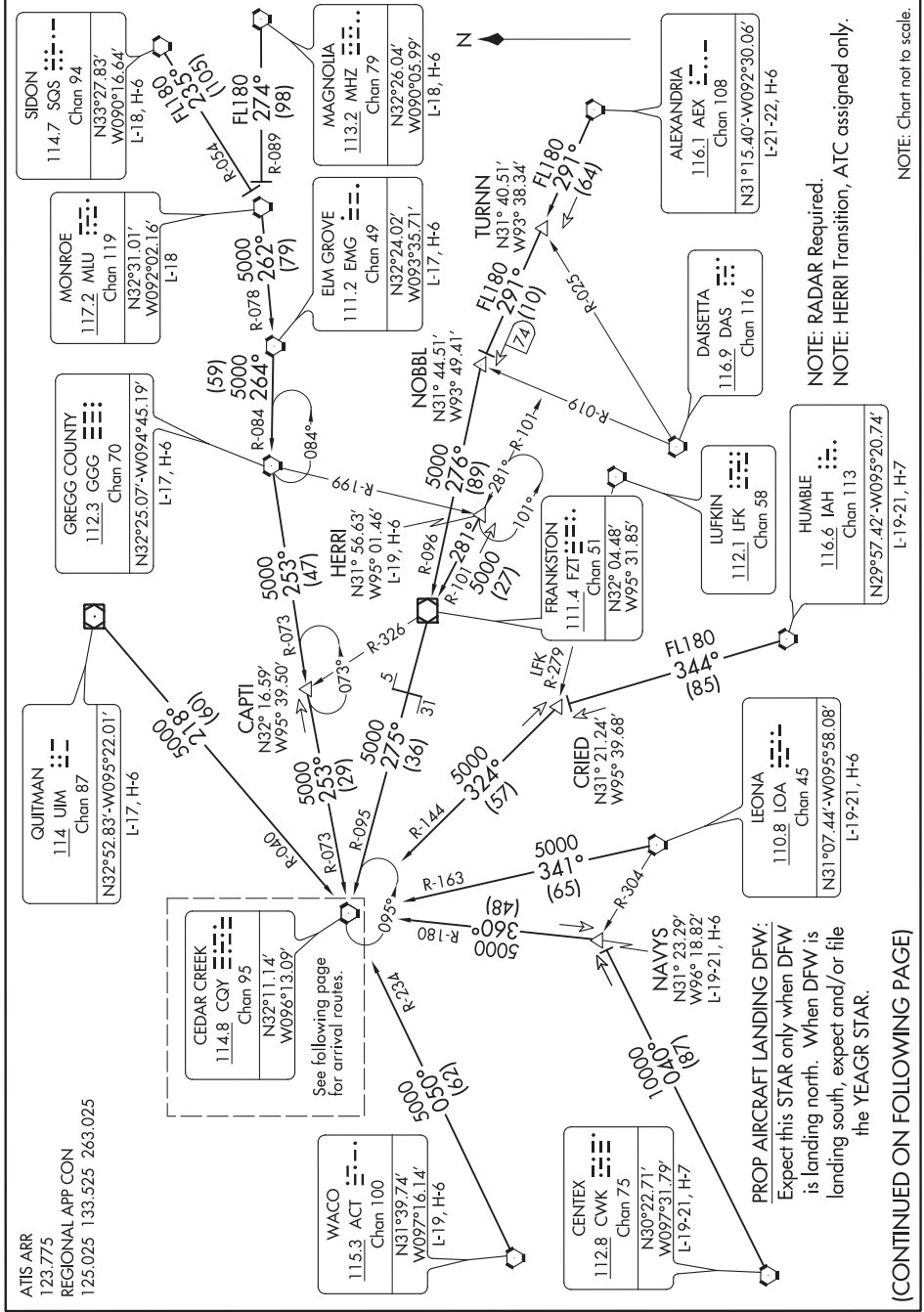
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# CEDAR CREEK EIGHT ARRIVAL Transition Routes

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017

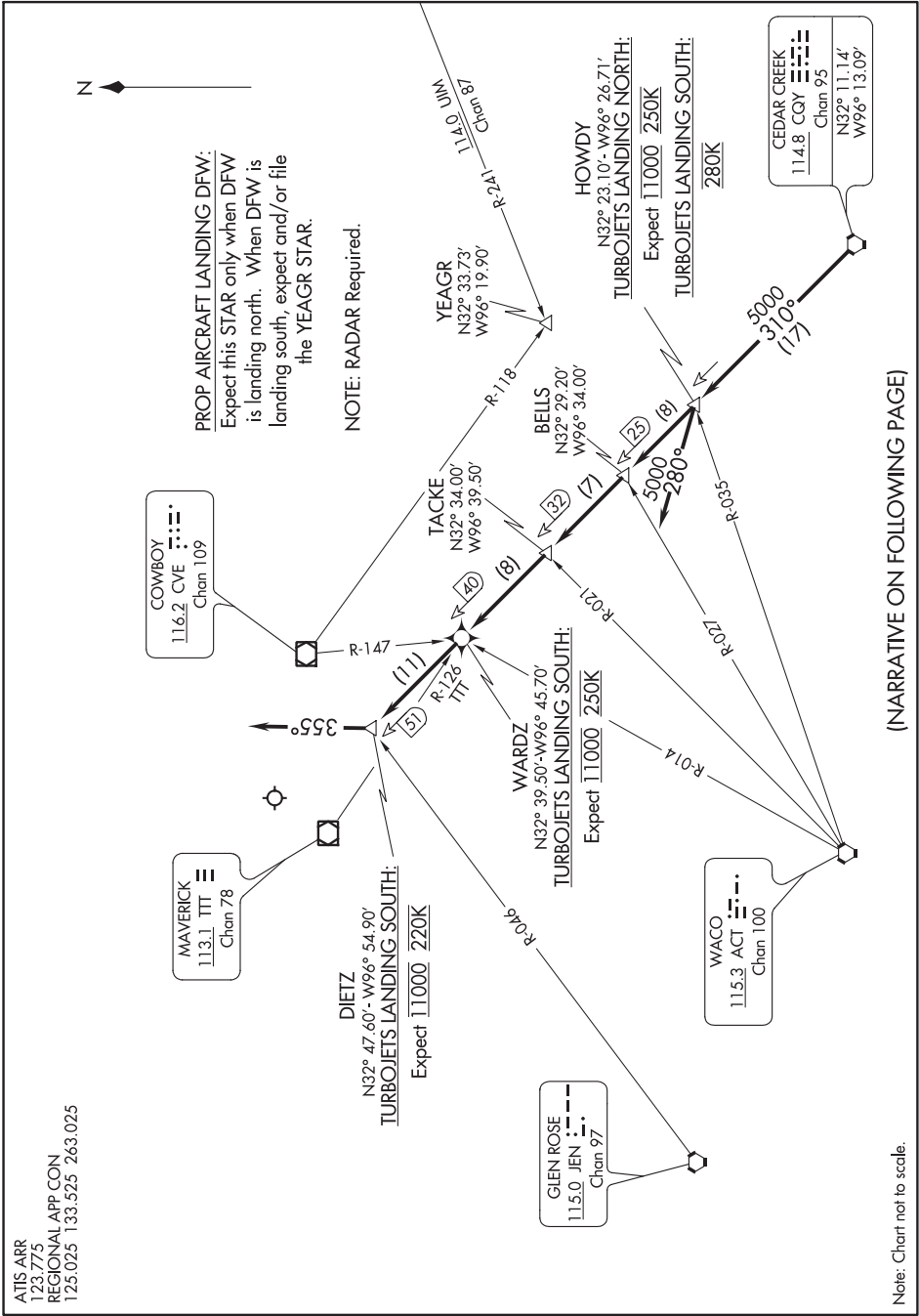
# CEDAR CREEK EIGHT ARRIVAL Transition Routes

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

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# CEDAR CREEK EIGHT ARRIVAL Arrival Routes

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

Note: Chart not to scale.

# CEDAR CREEK EIGHT ARRIVAL Arrival Routes

# CEDAR CREEK EIGHT ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AEX.CQY8): From over AEX VORTAC on AEX R-291 to NOBBL INT, then on FZT R-096 to FZT VOR/DME, then on CQY R-095 to CQY VORTAC. Thence . . .

CENTEX TRANSITION (CWK.CQY8): From over CWK VORTAC on CKW R-040 to NAVYS INT, then on CQY R-180 to CQY VORTAC. Thence . . .

ELM GROVE TRANSITION (EMG.CQY8): 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 INT, then on CQY R-073 to CQY VORTAC. Thence . . .

GREGG COUNTY TRANSITION (GGG.CQY8): From over GGG VORTAC on GGG R-253 and CQY R-073 to CAPTI INT, then on CQY R-073 to CQY VORTAC. Thence . . .

HERRI TRANSITION (HERRI.CQY8): (Assigned by ATC) From over HERRI INT on FZT R-101 to FZT VOR/DME, then on CQY R-095 to CQY VORTAC. Thence . . .

HUMBLE TRANSITION (IAH.CQY8): From over IAH VORTAC on IAH R-344 to CRIED INT, then on CQY R-144 to CQY VORTAC. Thence . . .

LEONA TRANSITION (LOA.CQY8): From over LOA VORTAC on LOA R-341 and CQY R-163 to CQY VORTAC. Thence . . .

MAGNOLIA TRANSITION (MHZ.CQY8): 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 INT, then on CQY R-073 to CQY VORTAC. Thence . . .

MONROE TRANSITION (MLU.CQY8): 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 INT, then on CQY R-073 to CQY VORTAC. Thence . . .

NAVYS TRANSITION (NAVYS.CQY8): From over NAVYS INT on CQY R-180 to CQY VORTAC. Thence . . .

QUITMAN TRANSITION (UIM.CQY8): From over UIM VOR/DME on UIM R-218 and CQY R-040 to CQY VORTAC. Thence . . .

SIDON TRANSITION (SQS.CQY8): 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 INT, then on CQY R-073 to CQY VORTAC. Thence . . .

WACO TRANSITION (ACT.CQY8): From over ACT VORTAC on ACT R-050 and CQY R-234 to CQY VORTAC. Thence . . .

. . . ALL AIRCRAFT: From over CQY VORTAC on CQY R-310. Thence:

TURBOJETS LANDING NORTH: To HOWDY INT depart heading 280°. Expect Radar vectors to final.

TURBOJETS LANDING SOUTH: To HOWDY INT to BELLS INT to WARDZ INT to DIETZ INT. Depart DIETZ INT heading 355°, expect Radar vectors to final.

PROP AIRCRAFT LANDING NORTH: To HOWDY INT to TACKE INT. Expect vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

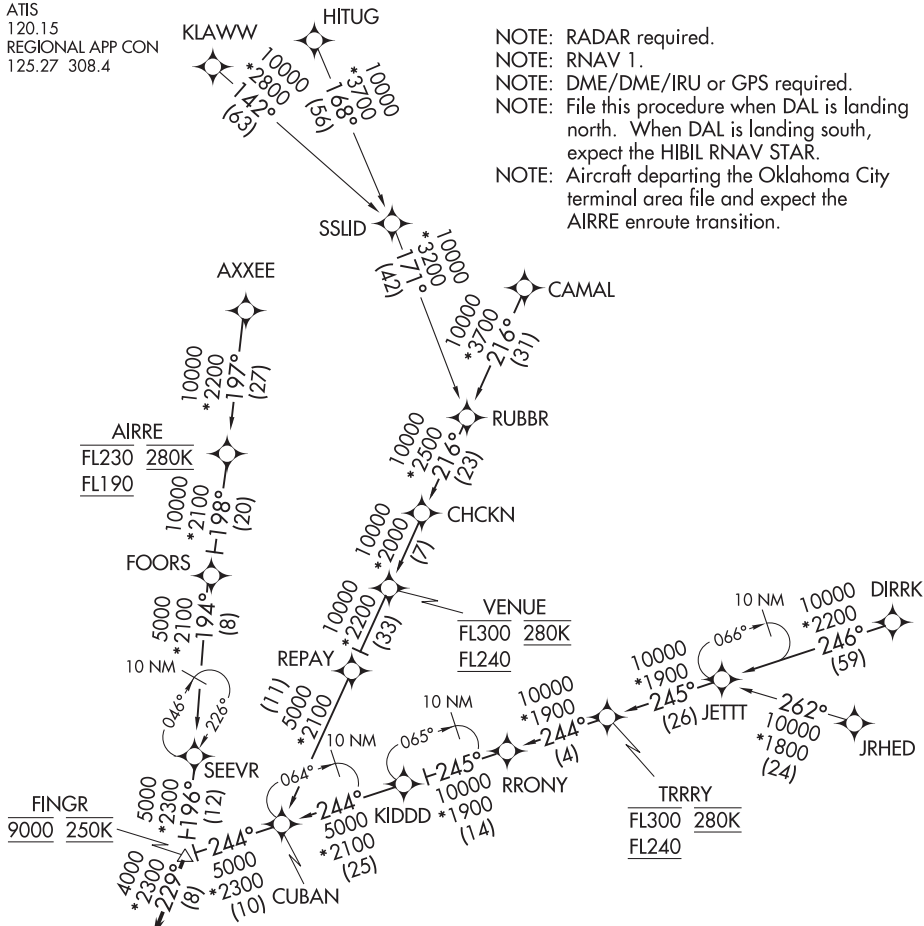
SC-2, 10 NOV 2016 to 05 JAN 2017



# CR1KT ONE ARRIVAL (RNAV)

ATIS  
120.15  
REGIONAL APP CON  
125.27 308.4

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: File this procedure when DAL is landing north. When DAL is landing south, expect the HIBIL RNAV STAR.
- NOTE: Aircraft departing the Oklahoma City terminal area file and expect the AIRRE enroute transition.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

### ARRIVAL ROUTE DESCRIPTION

- AIRRE TRANSITION (AIRRE.CR1KT1): (For traffic below FL190 only)
- AXXEE TRANSITION (AXXEE.CR1KT1): (For aircraft filing FL230 and below)
- CAMAL TRANSITION (CAMAL.CR1KT1)
- DIRRK TRANSITION (DIRRK.CR1KT1)
- HITUG TRANSITION (HITUG.CR1KT1)
- JETT TRANSITION (JETT.CR1KT1): (ATC assigned only)
- JRHED TRANSITION (JRHED.CR1KT1): (ATC assigned only)
- KLAWWW TRANSITION (KLAWWW.CR1KT1)
- RRONY TRANSITION (RRONY.CR1KT1): (For aircraft filing FL230 and below)
- RUBBR TRANSITION (RUBBR.CR1KT1): (ATC assigned only)

From FINGR on track 229° to SLANT, then on track 193° to CR1KT, then on track 193°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

# CR1KT ONE ARRIVAL (RNAV)

(FINGR.CR1KT1) 31MAR16

DALLAS, TEXAS  
DALLAS-LOVE FIELD (DAL)

(CAINE.DAWGZ2) 15176

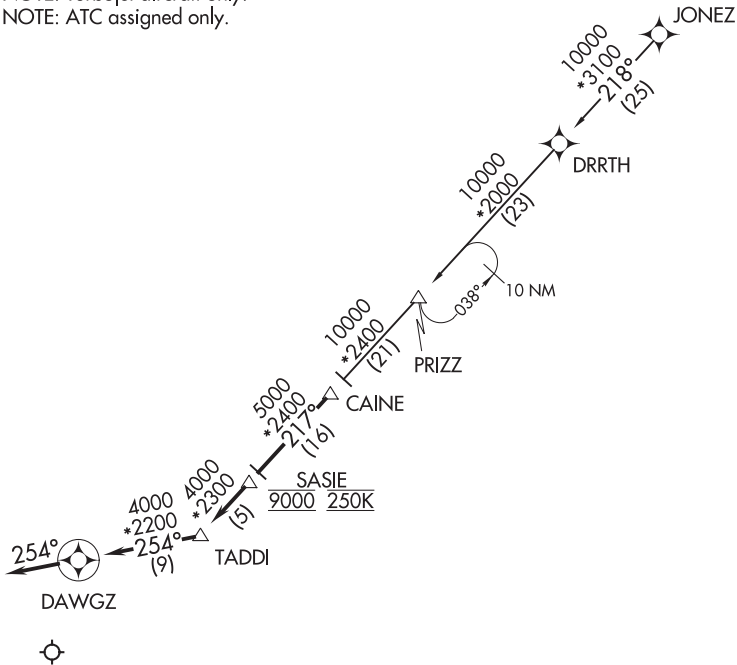
Z17  
ST-6039 (FAA)

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

# DAWGZ TWO ARRIVAL (RNAV)

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 263.025

- 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.

DAWGZ TWO ARRIVAL (RNAV)  
(CAINE.DAWGZ2) 15176

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

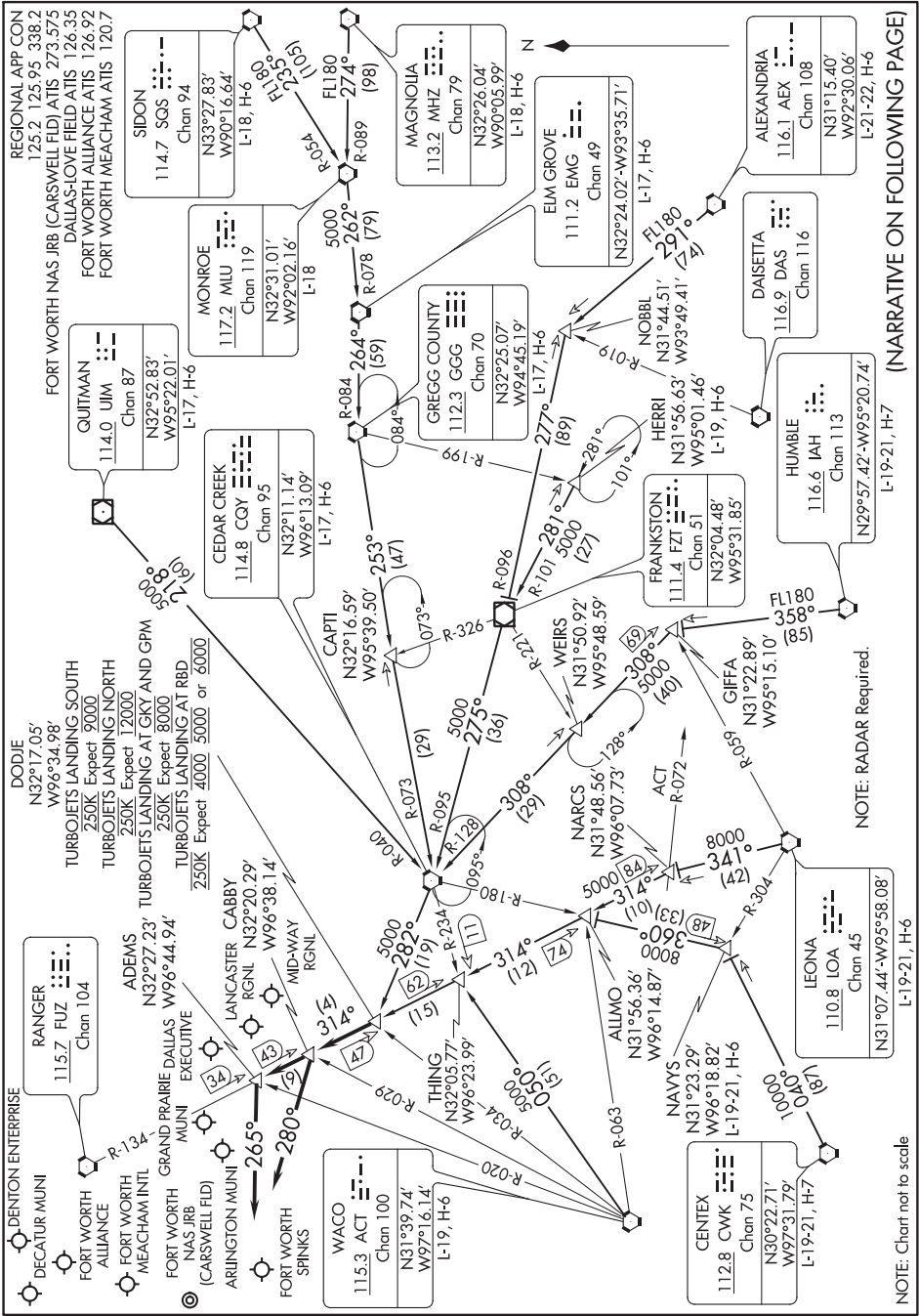
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# DODJE FIVE ARRIVAL

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

# DODJE FIVE ARRIVAL

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE5): From over AEX VORTAC on AEX R-291 to NOBBL INT, then on FZT R-096 to FZT VOR/DME, then on CQY R-095 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

CEDAR CREEK TRANSITION (CGY.DODJE5): From over CQY VORTAC on CQY R-282 to DODJE INT. Thence . . . .

CENTEX TRANSITION (CWK.DODJE5): From over CWK VORTAC on CWK R-040 to NAVYS INT, then on CQY R-180 to ALLMO INT, then on FUZ R-134 to DODJE INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DODJE5): 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 CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DODJE5): From over GGG VORTAC on GGG R-253 and CQY R-073 to CAPTI INT, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

HERRI TRANSITION (HERRI.DODJE5): From over HERRI INT 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 INT. Thence . . . .

HUMBLE TRANSITION (IAH.DODJE5): From over IAH VORTAC on IAH R-358 to GIFFA INT, then on CQY R-128 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

LEONA TRANSITION (LOA.DODJE5): From over LOA VORTAC on LOA R-341 to NARCS INT, then on FUZ R-134 to DODJE INT. Thence . . . .

MAGNOLIA TRANSITION (MHZ.DODJE5): 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 INT, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

MONROE TRANSITION (MLU.DODJE5): 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 INT, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DODJE5): From over NAVYS INT on CQY R-180 to ALLMO INT, then on FUZ R-134 to DODJE INT. Thence . . . .

QUITMAN TRANSITION (UIM.DODJE5): From over UIM VOR/DME on UIM R-218 and CQY R-040 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

SIDON TRANSITION (SQS.DODJE5): 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 INT, then on CQY R-073 to CQY VORTAC, then on CQY R-282 to DODJE INT. Thence . . . .

WACO TRANSITION (ACT.DODJE5): From over ACT VORTAC on ACT R-050 and CQY R-234 to THING INT, then on FUZ R-134 to DODJE INT. Thence . . . .

. . . . from over DODJE via 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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# DRYYE ONE ARRIVAL (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

BGTOE TRANSITION (BGTOE.DRYE1)

DITSY TRANSITION (DITSY.DRYE1)

FRSTI TRANSITION (FRSTI.DRYE1): (For ACT and GRK terminal area departures only).

SHILLY TRANSITION (SHILLY.DRYE1): (For ABI terminal area departures only).

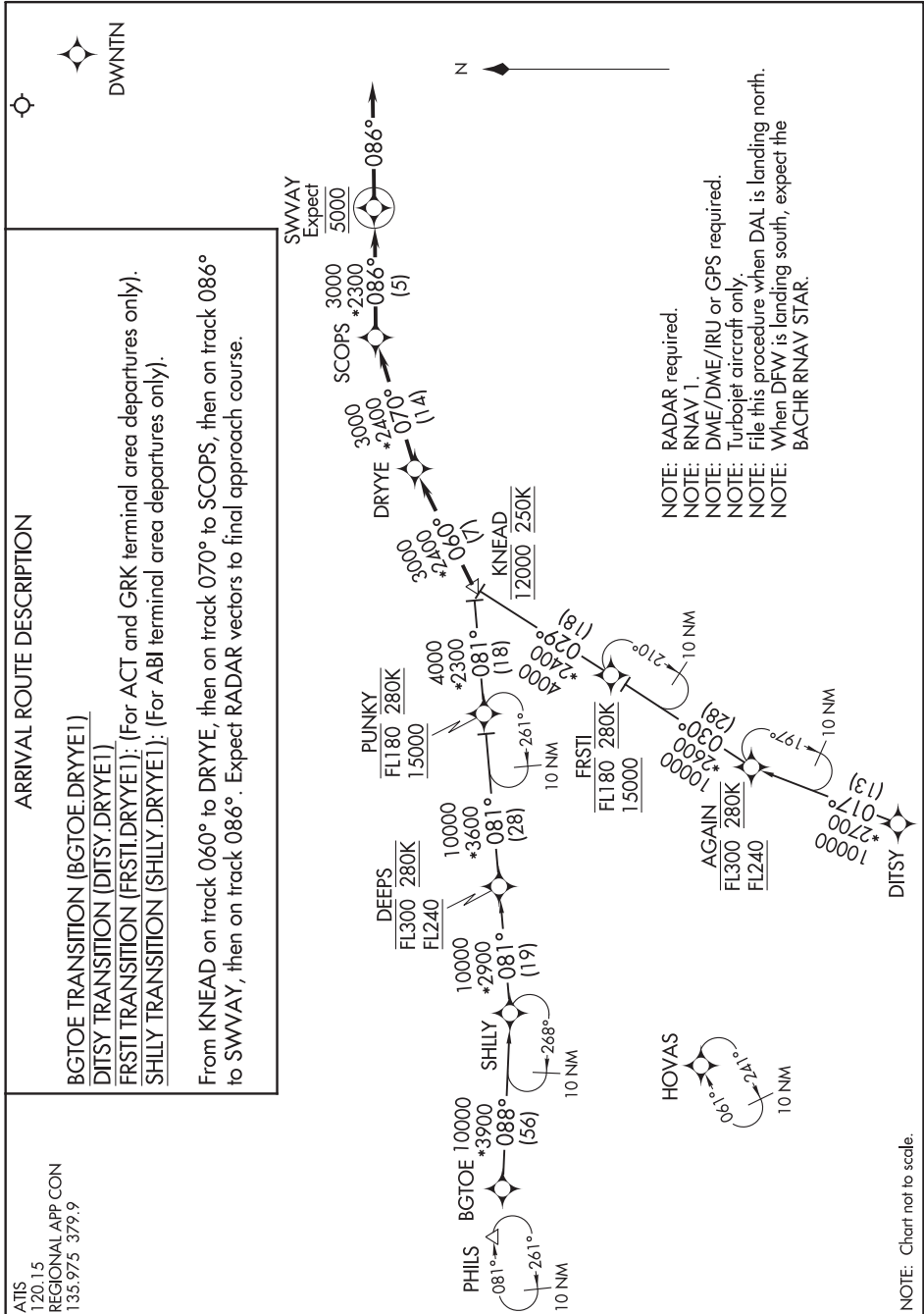
From KNEAD on track 060° to DRYYE, then on track 070° to SCOPES, then on track 086° to SWWAY, then on track 086°. Expect RADAR vectors to final approach course.

ATIS  
120.15  
REGIONAL APP CON  
135.975 379.9

# DRYYE ONE ARRIVAL (RNAV)

(KNEAD.DRYYE1) 26MAY16

DALLAS, TEXAS  
DALLAS-LOVE FIELD (DAL)

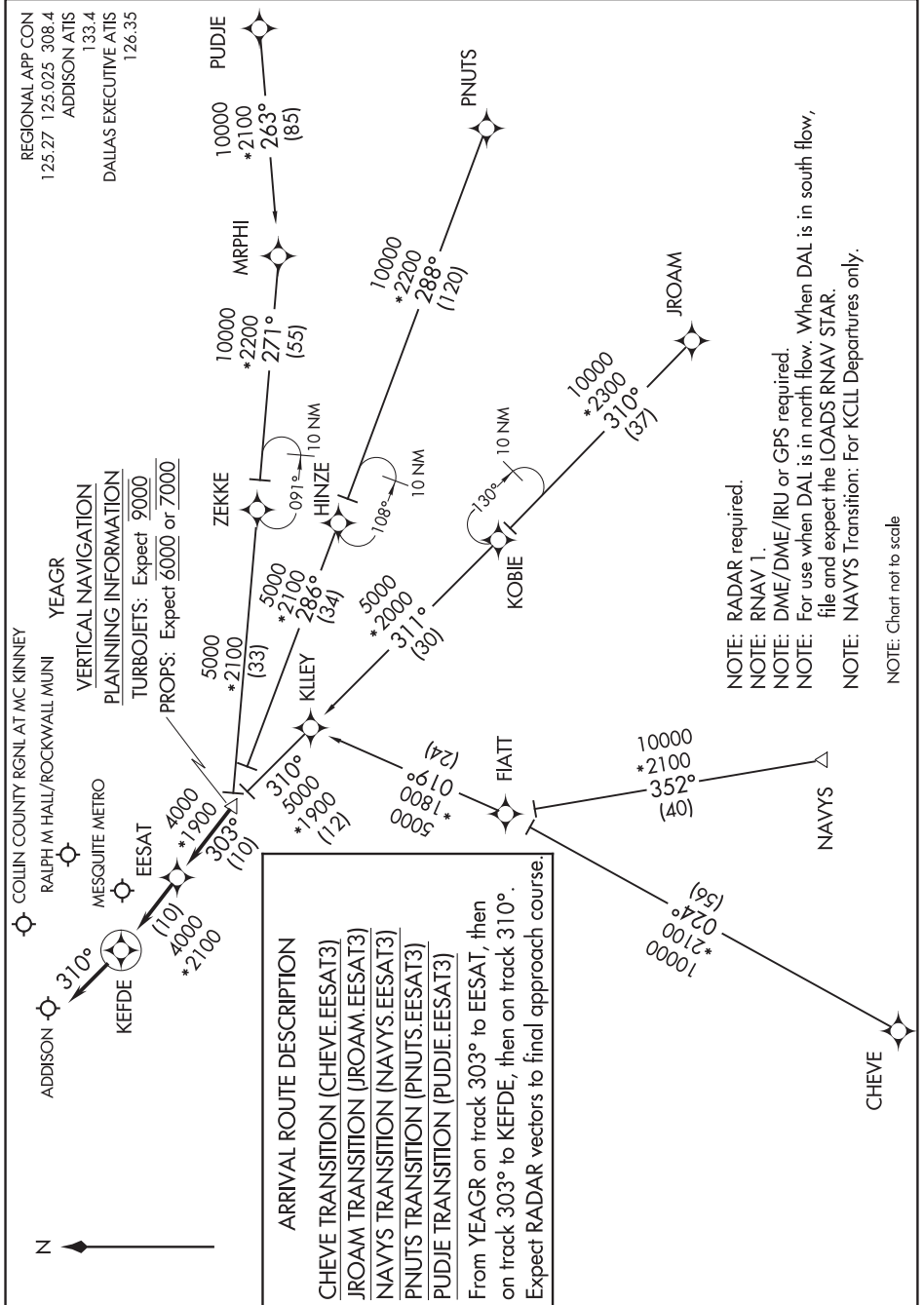


SC-2, 10 NOV 2016 to 05 JAN 2017

# EESAT THREE ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# EESAT THREE ARRIVAL (RNAV)

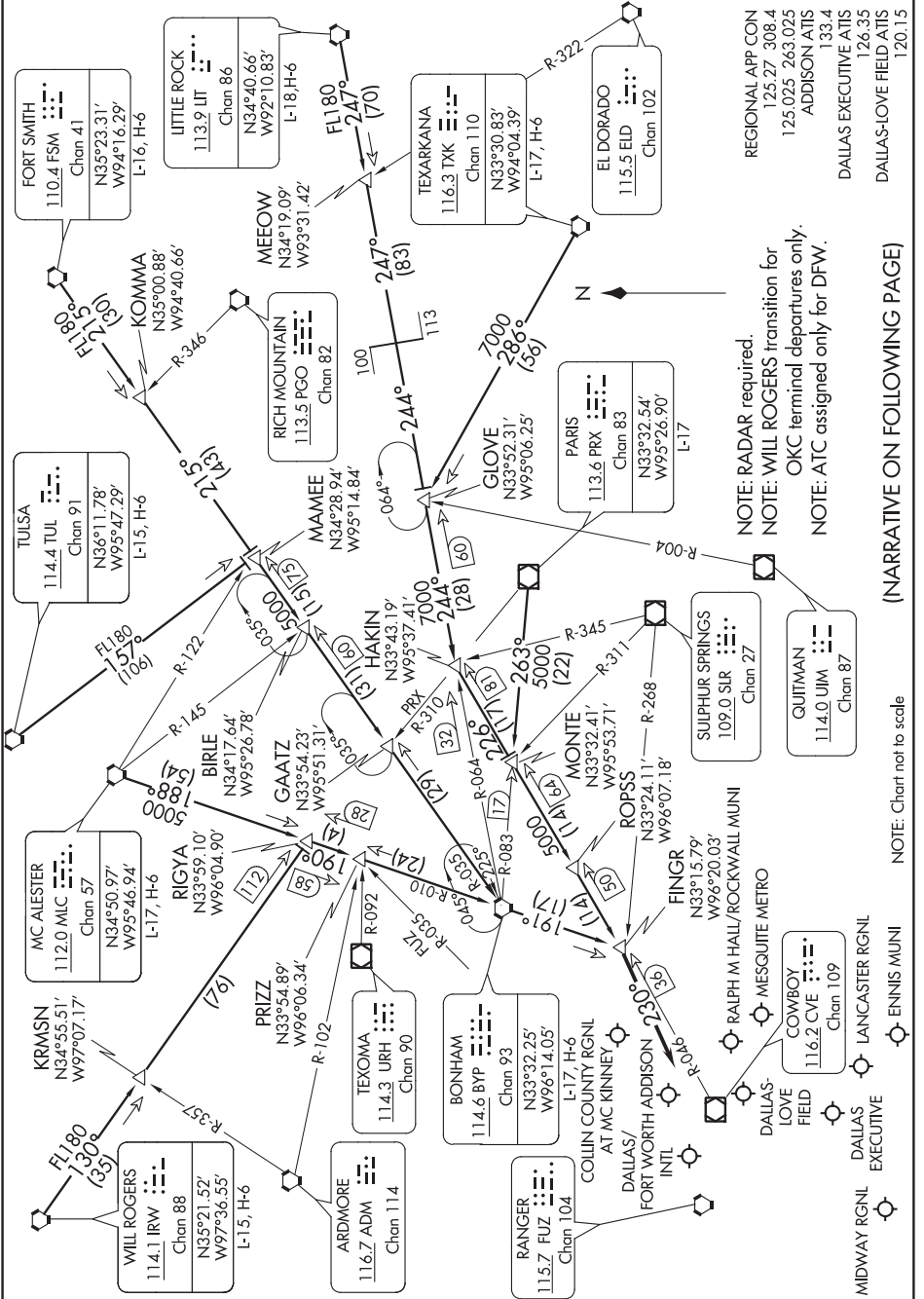
DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

FINGR FIVE ARRIVAL

DALLAS-FT. WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



REGIONAL APP CON  
125.27 308.4  
125.025 263.025  
ADDITION ATIS  
133.4  
DALLAS EXECUTIVE ATIS  
126.35  
DALLAS-LOVE FIELD ATIS  
120.15

NOTE: RADAR required.  
NOTE: WILL ROGERS transition for OKC terminal departures only.  
NOTE: ATC assigned only for DFW.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

FINGR FIVE ARRIVAL

DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

BONHAM TRANSITION (BYP.FINGR5): From over BYP VORTAC on BYP R-191 to FINGR INT. Thence . . . .

FORT SMITH TRANSITION (FSM.FINGR5): From over FSM VORTAC on FSM R-215 to MAMEE INT, then on BYP R-035 to BYP VORTAC, then on BYP R-191 to FINGR INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.FINGR5): From over LIT VORTAC on LIT R-247 and BYP R-064 to HAKIN INT, then on CVE R-046 to FINGR INT. Thence . . . .

MC ALESTER TRANSITION (MLC.FINGR5): From over MLC VORTAC on MLC R-188 and BYP R-010 to BYP VORTAC, then on BYP R-191 to FINGR INT. Thence . . . .

PARIS TRANSITION (PRX.FINGR5): From over PRX VOR/DME on PRX R-263 to MONTE INT, then on CVE R-046 to FINGR INT. Thence . . . .

TEXARKANA TRANSITION (TXK.FINGR5): From over TXK VORTAC on TXK R-286 to GLOVE INT, then on BYP R-064 to HAKIN INT, then on CVE R-046 to FINGR INT. Thence . . . .

TULSA TRANSITION (TUL.FINGR5): From over TUL VORTAC on TUL R-157 to MAMEE INT, then on BYP R-035 to BYP VORTAC, then on BYP R-191 to FINGR INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.FINGR5): From over IRW VORTAC on IRW R-130 to RIGYA INT, then on BYP R-010 to BYP VORTAC, then on BYP R-191 to FINGR INT. Thence . . . .

. . . . from FINGR INT, then on 230° heading or as assigned by ATC. Expect radar vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# FORNY TWO ARRIVAL (RNAV)

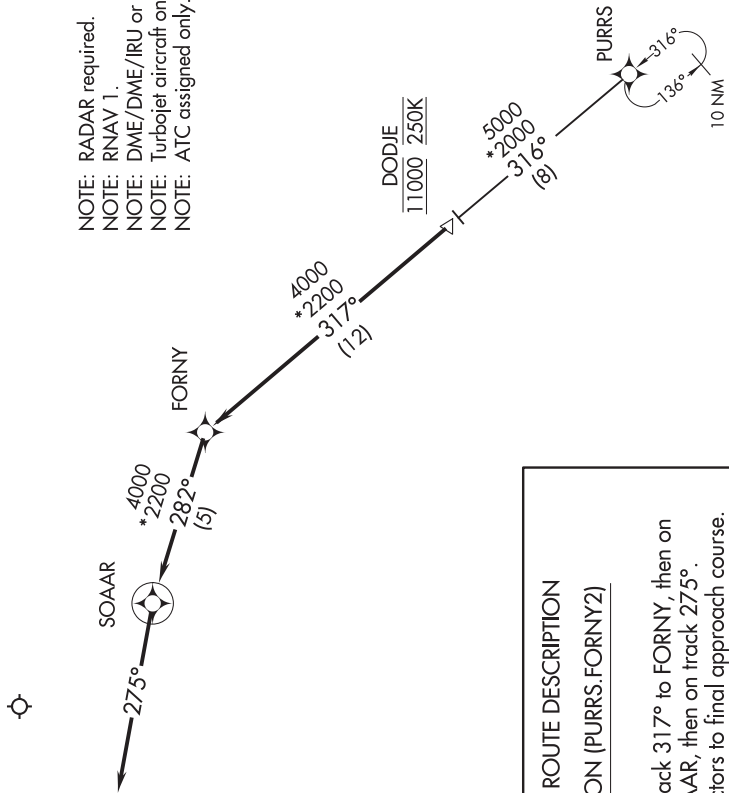
ST-6039 (FAA)

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

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 263.025



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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

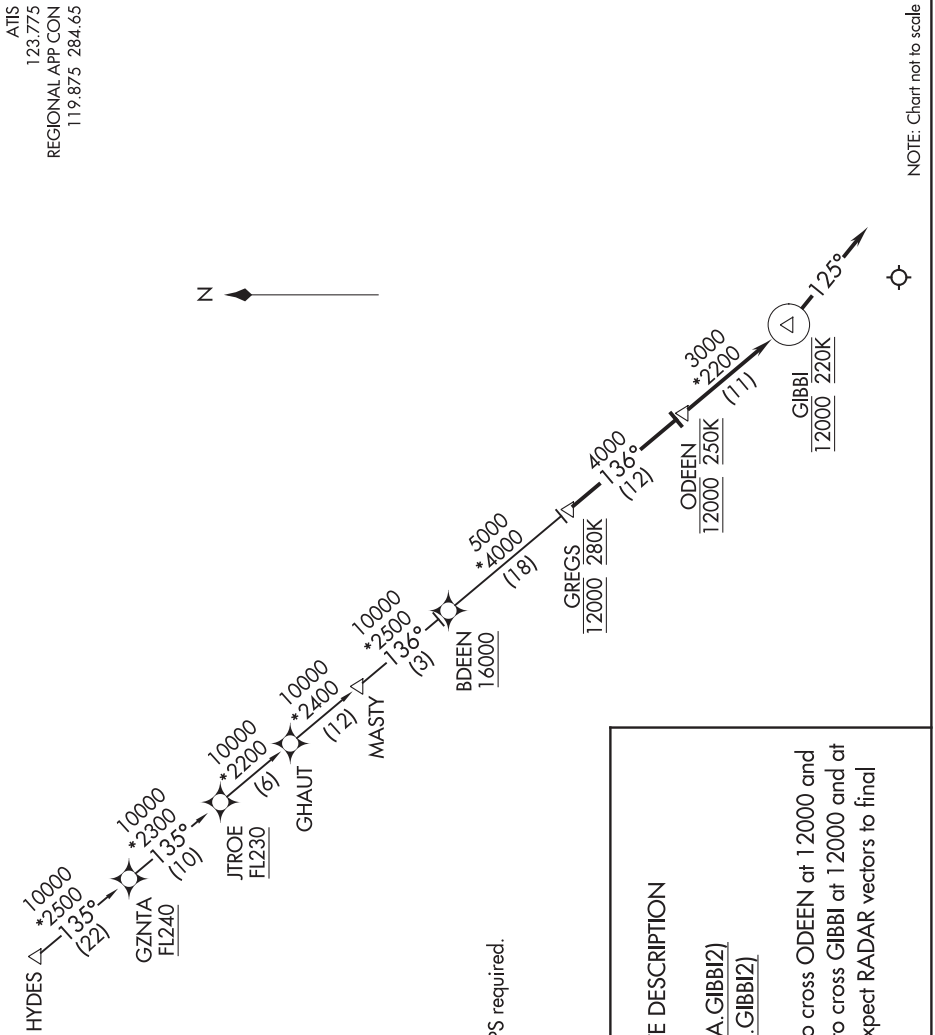
**ARRIVAL ROUTE DESCRIPTION**  
PURRS TRANSITION (PURRS.FORNY2)

From DODJE on track 317° to FORNY, then on track 282° to SOAAR, then on track 275°. Expect RADAR vectors to final approach course.

# FORNY TWO ARRIVAL (RNAV)

# GIBBI TWO ARRIVAL (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



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

### ARRIVAL ROUTE DESCRIPTION

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

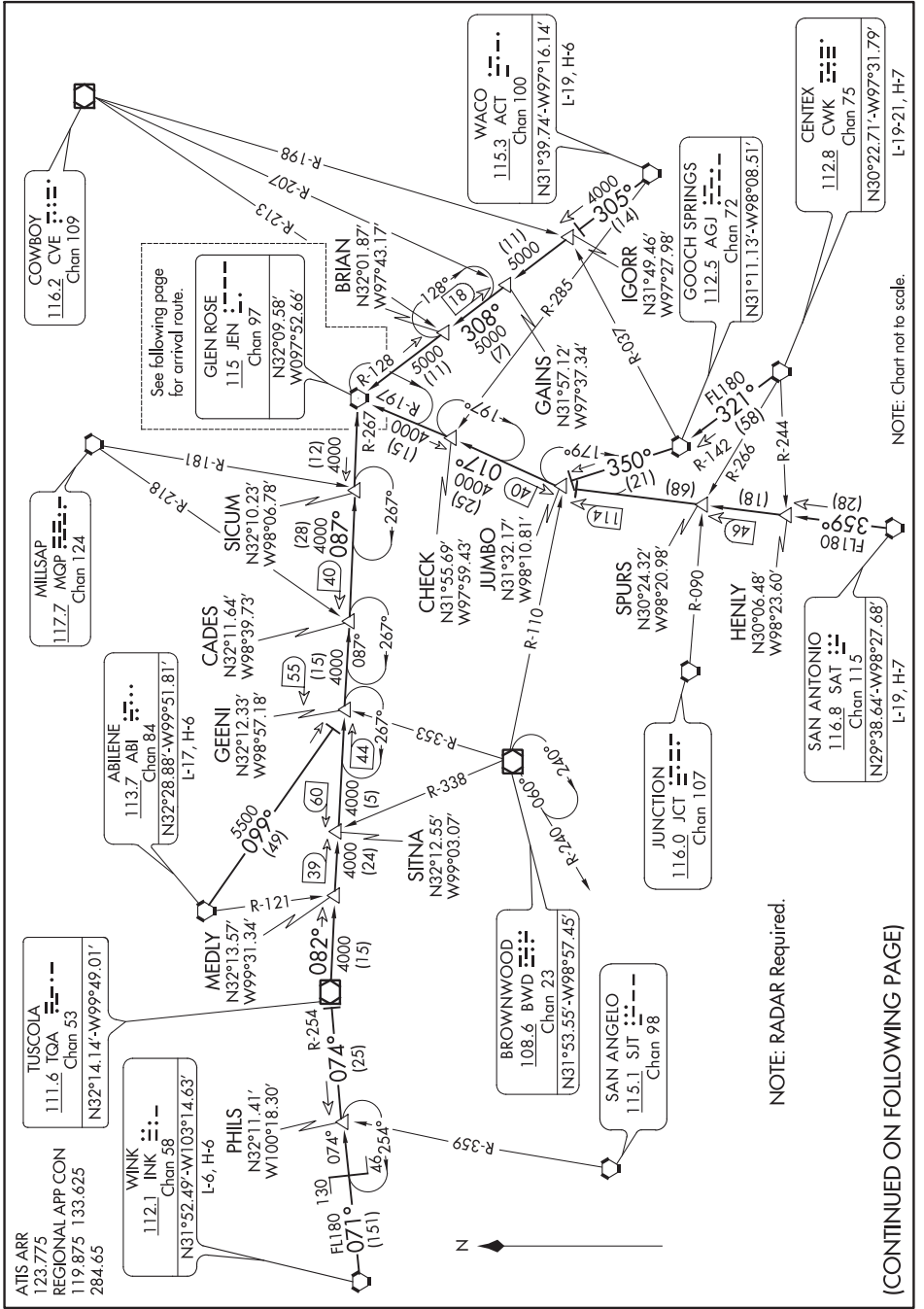
From GREGS on track 136° to cross ODEEN at 12000 and at 250K, then on track 136° to cross GIBBI at 12000 and at 220K, then on track 125°. Expect RADAR vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

# GIBBI TWO ARRIVAL (RNAV)

# GLEN ROSE ONE ARRIVAL Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# GLEN ROSE ONE ARRIVAL Transition Routes

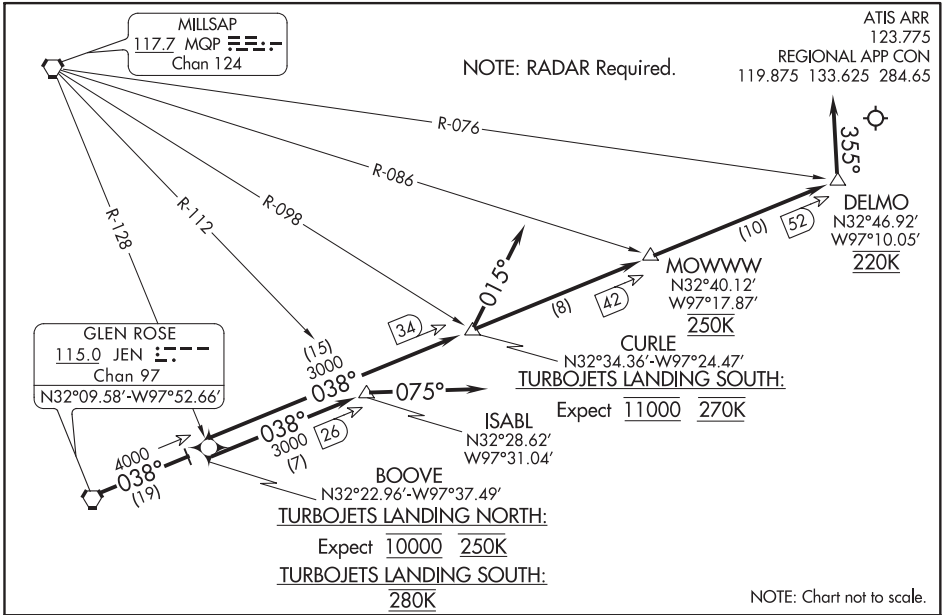
(CONTINUED ON FOLLOWING PAGE)

(JEN.JEN1) 15008

Z27  
ST-6039 (FAA)

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

# GLEN ROSE ONE ARRIVAL Arrival Routes



## ARRIVAL ROUTE DESCRIPTION

**ABILENE TRANSITION (ABI.JEN1):** From over ABI VORTAC on ABI R-099 to GEENI INT, then on JEN R-267 to JEN VORTAC. Thence . . .

**CENTEX TRANSITION (CWK.JEN1):** From over CWK VORTAC on CWK R-321 and AGJ R-142 to AGJ VORTAC, then on AGJ R-350 to JUMBO INT, then on JEN R-197 to JEN VORTAC. Thence . . .

**SAN ANTONIO TRANSITION (SAT.JEN1):** From over SAT VORTAC on SAT R-359 to JUMBO INT, then on JEN R-197 to JEN VORTAC. Thence . . .

**WACO TRANSITION (ACT.JEN1):** From over ACT VORTAC on ACT R-305 to IGORR INT, then on ACT R-305 and JEN R-128 to GAINS INT, then on JEN R-128 to JEN VORTAC. Thence . . .

**WINK TRANSITION (INK.JEN1):** From over INK VORTAC on INK R-071 and TQA R-254 to PHILS INT, then on TQA R-254 to TQA VOR/DME, then on TQA R-082 to GEENI INT, then on TQA R-082 and JEN R-267 to CADES INT, then on JEN R-267 to JEN VORTAC. Thence . . .

. . . **ALL AIRCRAFT:** From JEN VORTAC on JEN R-038. Thence:

**AIRCRAFT LANDING NORTH:** To BOOVE INT, to ISABL INT, depart heading 075°, expect Radar vectors.

**TURBOJETS LANDING SOUTH:** To BOOVE INT, to CURLE INT, then to cross MOWWW INT at 250K, then to cross DELMO INT at 220K, depart heading 355°, expect Radar vectors.

**PROPS LANDING SOUTH:** To BOOVE INT, to CURLE INT, depart heading 015°, expect Radar vectors.

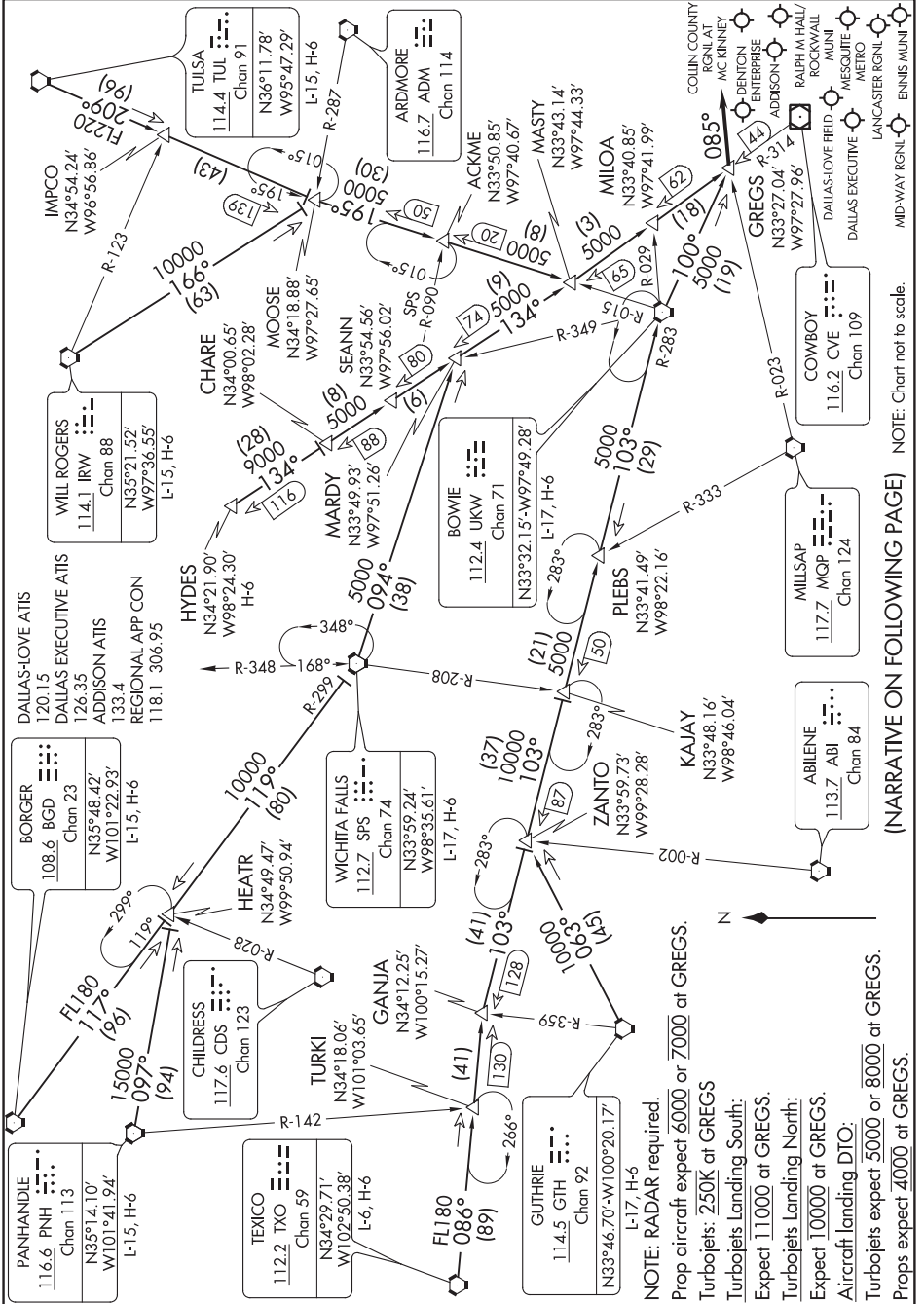
# GLEN ROSE ONE ARRIVAL Arrival Routes

(JEN.JEN1) 15008

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS8): From over BGD VORTAC on BGD R-117 to HEATR INT, then on SPS R-299 to SPS VORTAC, then on SPS R-094 to MARDY INT, then on CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS8): From over UKW VORTAC on UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS8): From over GTH VORTAC on GTH R-063 to ZANTO INT, then on UKW R-283 to UKW VORTAC, then on UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS8): From over HYDES INT on CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS8): From over PNH VORTAC on PNH R-097 to HEATR INT, then on SPS R-299 to SPS VORTAC, then on SPS R-094 to MARDY INT, then on CVE R-314 to GREGS INT. Thence . . . .

TEXICO TRANSITION (TXO.GREGS8): From over TXO VORTAC on TXO R-086 to GANJA INT, then on UKW R-283 to UKW VORTAC, then on UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS8): From over TUL VORTAC on TUL R-209 to MOOSE INT, then on UKW R-015 to MASTY INT, then on CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS8): From over SPS VORTAC on SPS R-094 to MARDY INT, then on CVE R-314 to GREGS INT. Thence . . . .

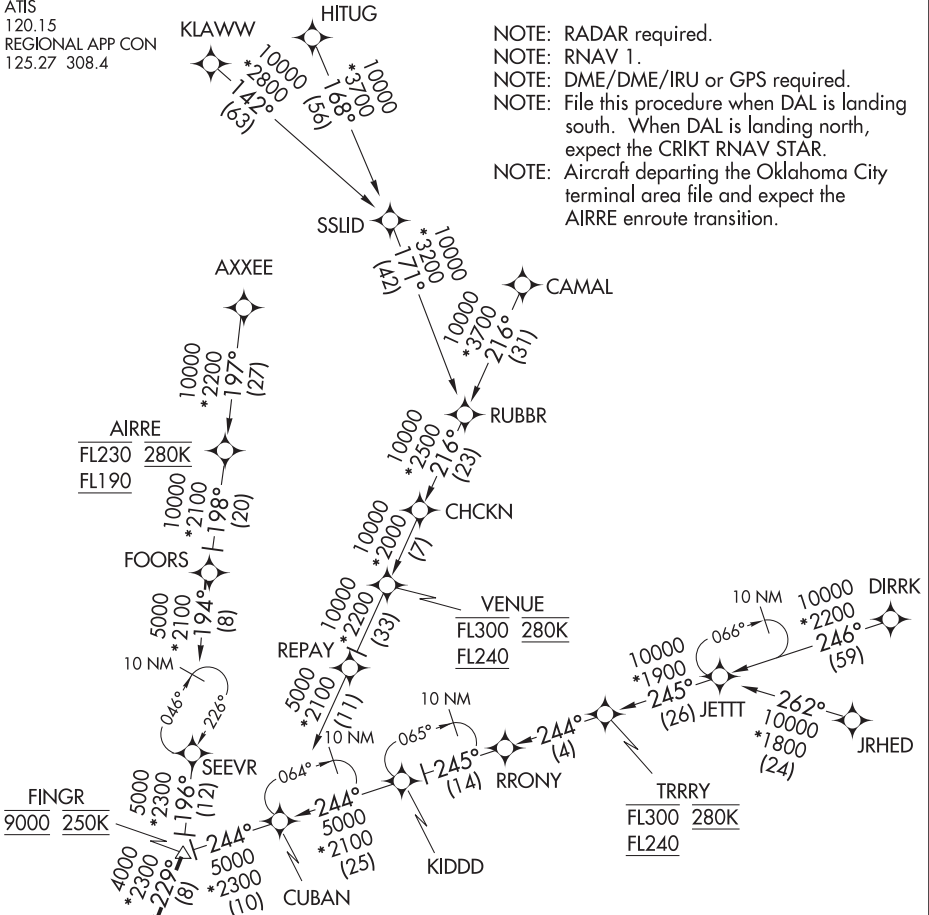
WILL ROGERS TRANSITION (IRW.GREGS8): From over IRW VORTAC on IRW R-166 to MOOSE INT, then on UKW R-015 to MASTY INT, then on CVE R-314 to GREGS INT. Thence . . . .

. . . . from over GREGS INT, depart GREGS heading 085°. Expect radar vectors to final approach control.

# HIBIL THREE ARRIVAL (RNAV)

ATIS  
120.15  
REGIONAL APP CON  
125.27 308.4

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: File this procedure when DAL is landing south. When DAL is landing north, expect the CRIKT RNAV STAR.
- NOTE: Aircraft departing the Oklahoma City terminal area file and expect the AIRRE enroute transition.



**ARRIVAL ROUTE DESCRIPTION**

AIRRE TRANSITION (AIRRE.HIBL3): (For traffic at or below FL190 only).

AXXEE TRANSITION (AXXEE.HIBL3): (For aircraft filing FL230 and below).

CAMAL TRANSITION (CAMAL.HIBL3)

DIRRK TRANSITION (DIRRK.HIBL3)

HITUG TRANSITION (HITUG.HIBL3)

JETTT TRANSITION (JETTT.HIBL3): (ATC assigned only).

JRHED TRANSITION (JRHED.HIBL3): (ATC assigned only).

KLAWWW TRANSITION (KLAWWW.HIBL3)

RRONY TRANSITION (RRONY.HIBL3): (For aircraft filing FL230 and below).

RUBBR TRANSITION (RUBBR.HIBL3): (ATC assigned only).

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

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

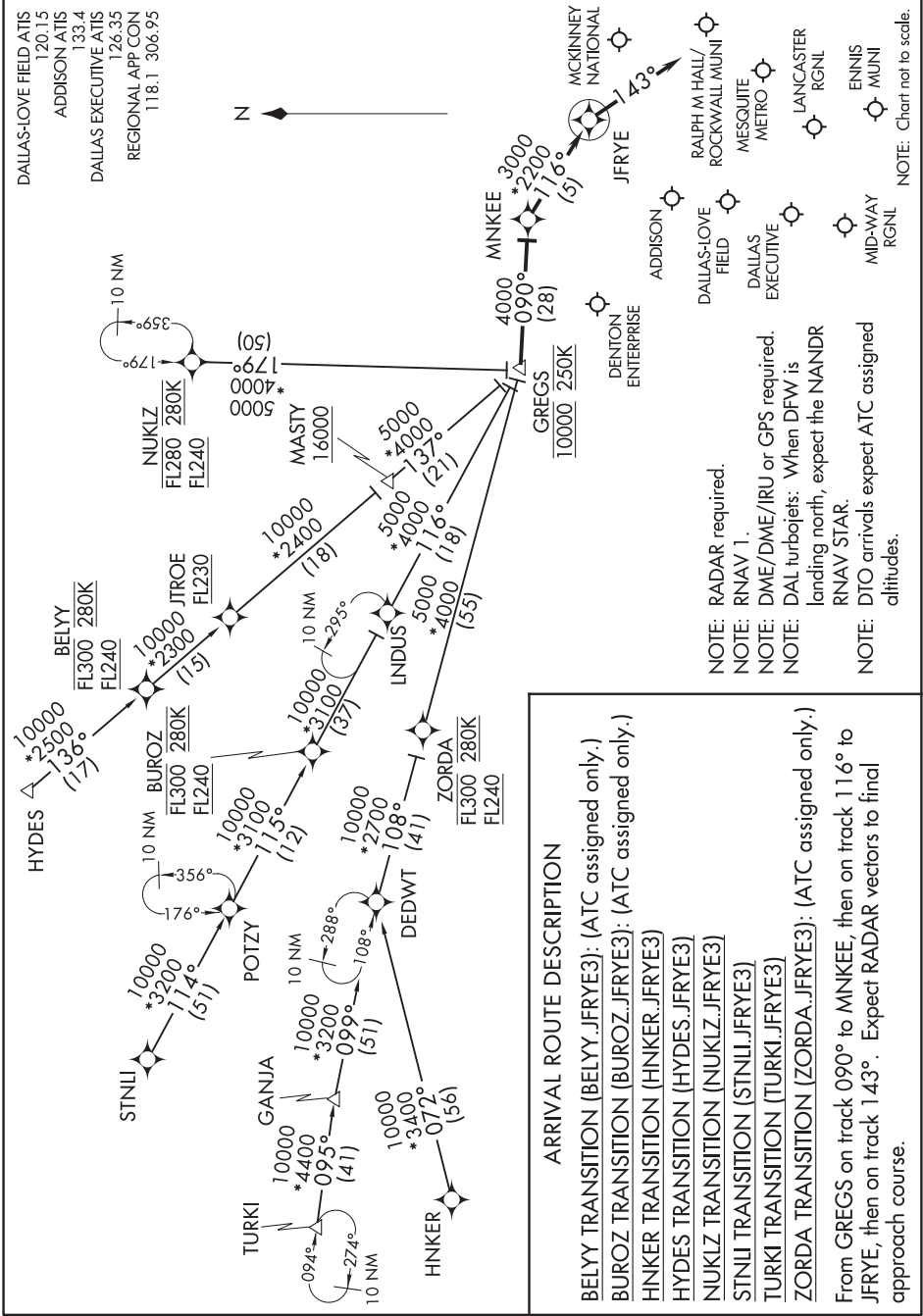
SC-2, 10 NOV 2016 to 05 JAN 2017

# HIBIL THREE ARRIVAL (RNAV)

# JFRYE THREE ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# JFRYE THREE ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.



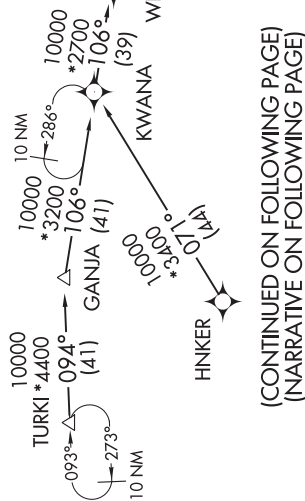
# JOVEM FOUR ARRIVAL (RNAV) Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017

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: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet aircraft only.

ATIS 123.775 REGIONAL APP CON 119.875 284.65	<u>BELFR TRANSITION (BELFR.JOVEM4):</u> (ATC assigned only.)
	<u>FAWNT TRANSITION (FAWNT.JOVEM4):</u> (ATC assigned only.)
	<u>HNKER TRANSITION (HNKER.JOVEM4):</u> (ATC assigned only.)
	<u>HOFF TRANSITION (HOFF.JOVEM4):</u> (ATC assigned only.)
	<u>IBAKE TRANSITION (IBAKE.JOVEM4):</u> (ATC assigned only.)
	<u>KLAWW TRANSITION (KLAWW.JOVEM4):</u> (ATC assigned only.)
	<u>MDANO TRANSITION (MDANO.JOVEM4):</u> (ATC assigned only.)
	<u>RBUKL TRANSITION (RBUKL.JOVEM4):</u> (For OKC Terminal Area Departures only.)
	<u>TURKI TRANSITION (TURKI.JOVEM4):</u> (ATC assigned only.)
	<u>TYPTN TRANSITION (TYPTN.JOVEM4):</u> (ATC assigned only.)
	<u>WILTR TRANSITION (WILTR.JOVEM4):</u> (ATC assigned only.)



(CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

# JOVEM FOUR ARRIVAL (RNAV) Transition Routes (VKTRY.JOVEM4) 26MAY16

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

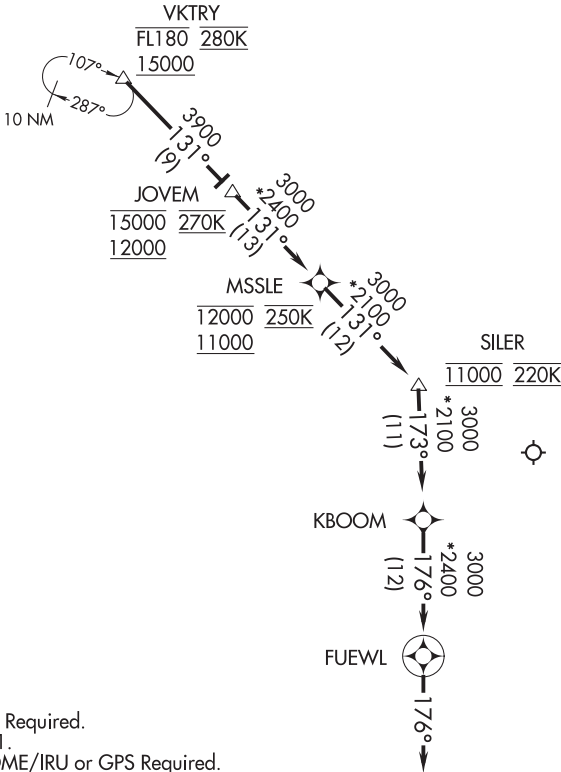
(VKTRY.JOVEM4) 16147

Z33  
ST-6039 (FAA)

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

# JOVEM FOUR ARRIVAL (RNAV) Arrival Route

ATIS  
123.775  
REGIONAL APP CON  
119.875 284.65



- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet aircraft only.
- NOTE: For use when DFW is operating in a north flow.  
When DFW is operating in a south flow, file and expect the VKTRY RNAV STAR.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From VKTRY on track 131° to cross JOVEM between 12000 and 15000 and at 270K, then on track 131° to cross MSSLE between 11000 and 12000 and at 250K, then on track 131° to cross SILER at 11000 and at 220K, then on track 173° to KBOOM, then on track 176° to FUEWL, then on track 176°.  
Expect RADAR vectors to final approach course.

# JOVEM FOUR ARRIVAL (RNAV) Arrival Route

(VKTRY.JOVEM4) 26MAY16

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD7): From over ABI VORTAC on ABI R-099 to GEENI INT, then on JEN R-267 to JEN VORTAC, then on JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD7): From over CWK VORTAC on CWK R-321 and AGJ R-142 to AGJ VORTAC, then on AGJ R-350 to JUMBO INT, then on CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD7): From over JEN VORTAC on JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD7): From over JUMBO INT on CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD7): From over SAT VORTAC on SAT R-359 to JUMBO INT, then on CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD7): From over TPL VOR/DME on TPL R-334 to BRIAN INT, then on CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD7): From over ACT VORTAC on ACT R-305 to BRIAN INT, then on CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD7): From over INK VORTAC on INK R-071 and TQA R-254 to TQA VOR/DME, then on TQA R-082 to GEENI INT, then on JEN R-267 to JEN VORTAC, then on JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT on CVE R-213 to TILLA INT, then on heading 075° for vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

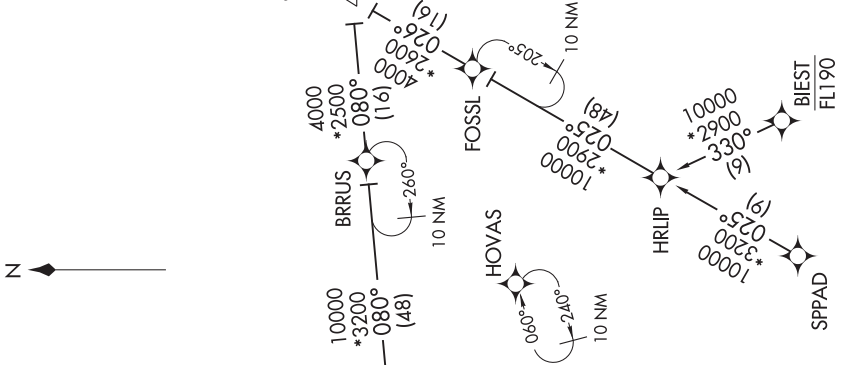
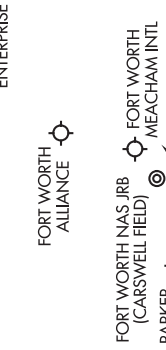
# LIKES THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

REGIONAL APP CON  
 135.975 125.8 257.95  
 FORT WORTH ALLIANCE ATIS  
 126.925  
 FORT WORTH NAS JRB (CARSWELL FIELD) ATIS \*  
 351.675  
 FORT WORTH MEACHAM INTL ATIS  
 120.7

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



**ARRIVAL ROUTE DESCRIPTION**

BIEST TRANSITION (BIEST.LIKES3)  
FOSSL TRANSITION (FOSSL.LIKES3): (For ACT and GRK terminal area departures only.)  
GEEKY TRANSITION (GEEKY.LIKES3)  
LYMPY TRANSITION (LYMPY.LIKES3): (For ABI terminal area departures only.)  
SPPAD TRANSITION (SPPAD.LIKES3)

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

**VERTICAL NAVIGATION PLANNING INFORMATION**  
**TURBOJET:**  
 When DFW is in south flow Expect 8000  
 When DFW is in north flow Expect 6000  
**PROPS:**  
 Expect 5000

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# LIKES THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

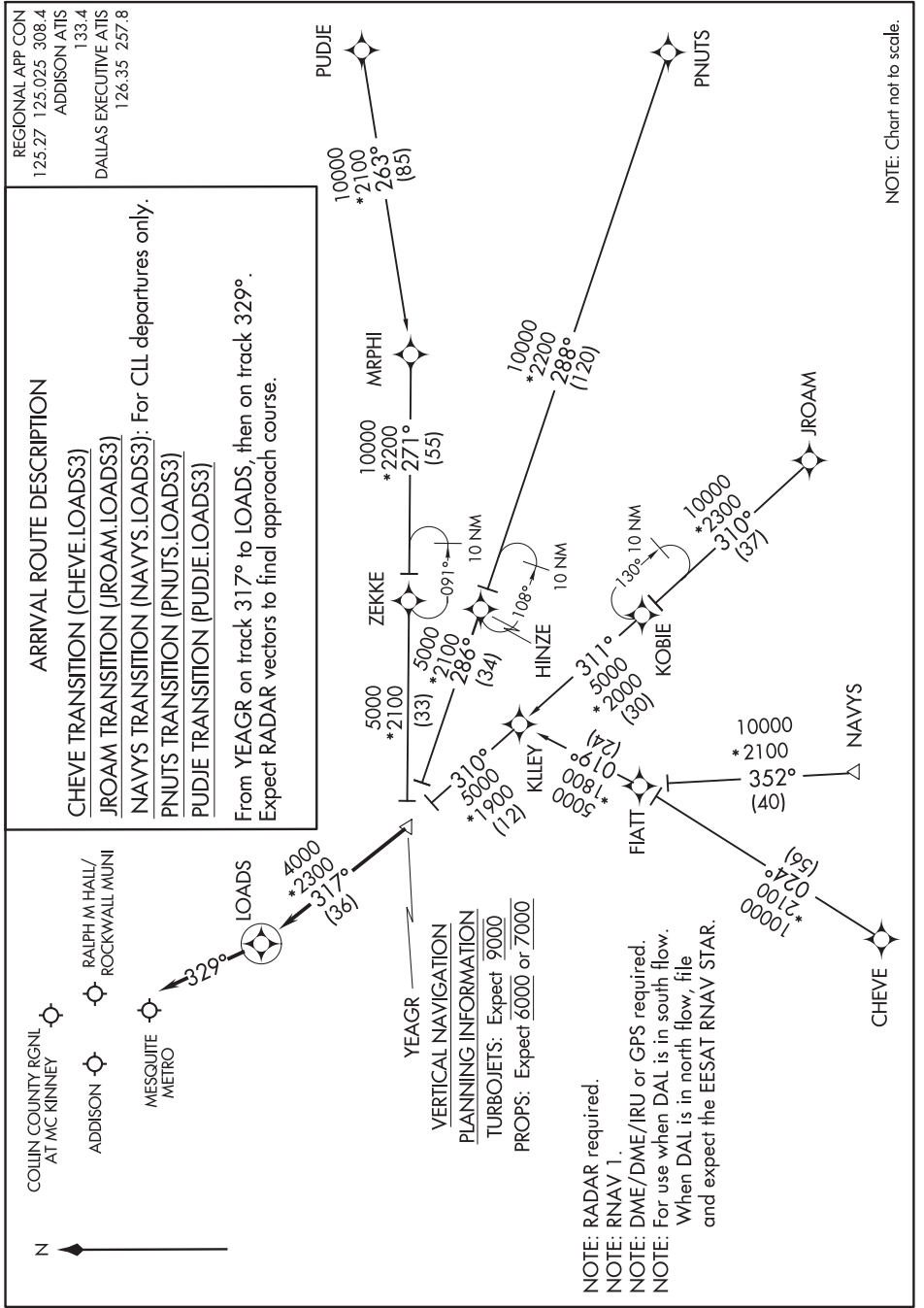
(YEAGR.LOADS3) 16147

ST-768 (FAA)

# LOADS THREE ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# LOADS THREE ARRIVAL (RNAV)

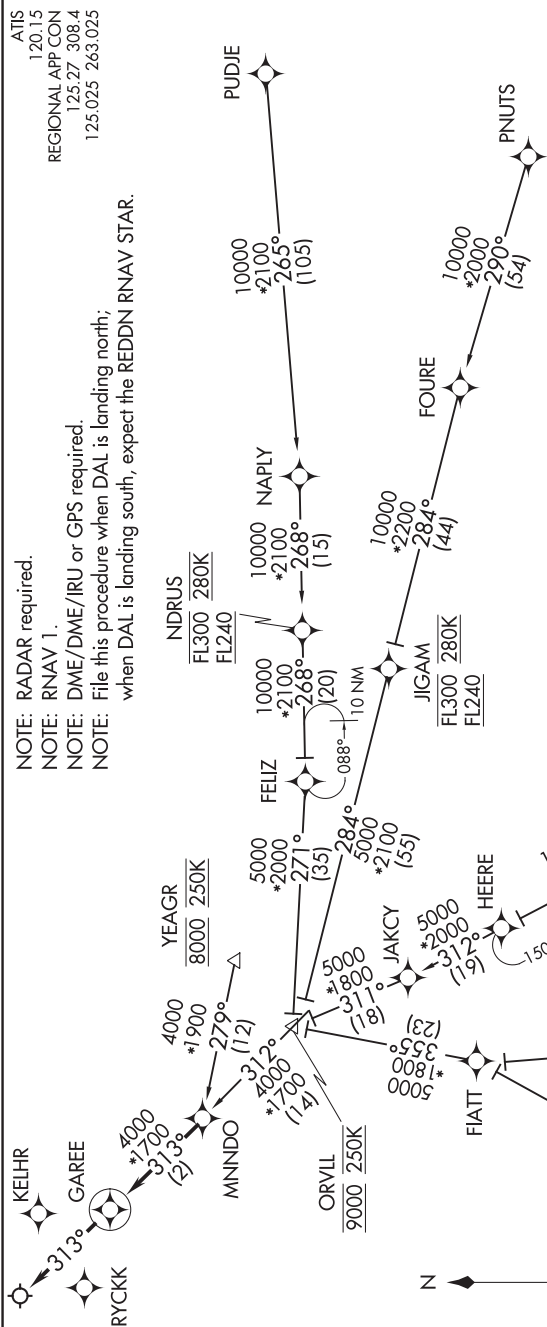
(YEAGR.LOADS3) 26MAY16

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

# MNND0 FOUR ARRIVAL (RNAV)

210Z NAT 20Z VON 10. 10. 'Z-CS



**ARRIVAL ROUTE DESCRIPTION**

CHEVE TRANSITION (CHEVE.MNND04)  
 FELIZ TRANSITION (FELIZ.MNND04): (ATC assigned only)  
 HEERE TRANSITION (HEERE.MNND04): (ATC assigned only)  
 JIGAM TRANSITION (JIGAM.MNND04): (ATC assigned only)  
 MAJJK TRANSITION (MAJJK.MNND04)  
 NAVYS TRANSITION (NAVYS.MNND04): (For KCLL departures only)  
 PNUTS TRANSITION (PNUTS.MNND04)  
 PUJJE TRANSITION (PUJJE.MNND04)  
 YEAGR TRANSITION (YEAGR.MNND04): (ATC assigned only)

From MNND0 on track 313° to GAREE, then on track 313°. Expect RADAR vectors to final approach course.

# MNND0 FOUR ARRIVAL (RNAV)

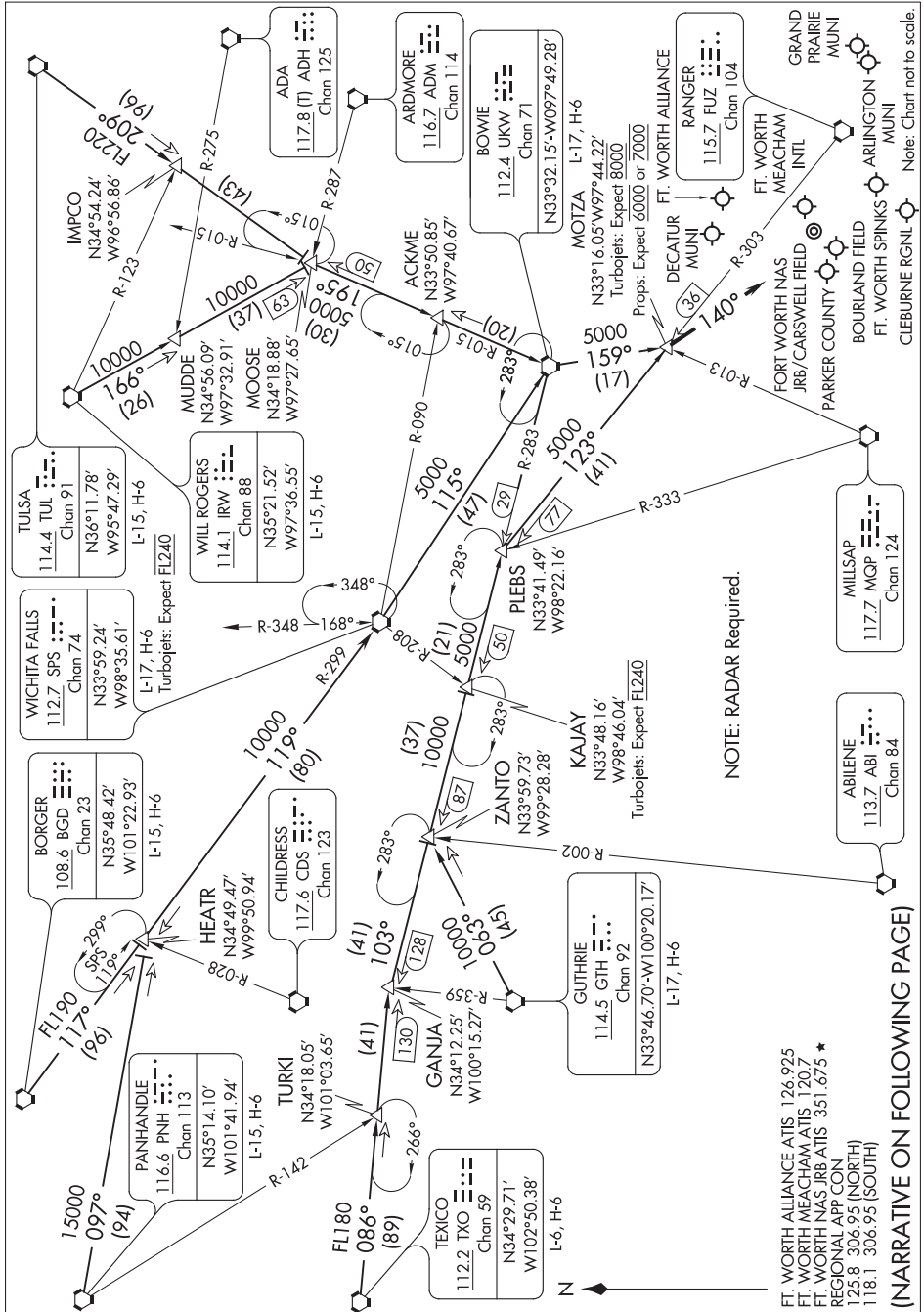
SC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

# MOTZA EIGHT ARRIVAL

DALLAS-FT. WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS-FT. WORTH, TEXAS



MOTZA EIGHT ARRIVAL

DALLAS-FT. WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

BORGER TRANSITION (BGD.MOTZA8): From over BGD VORTAC on BGD R-117 to HEATR INT, 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 INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA8): From over UKW VORTAC on UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA8): From over GTH VORTAC on GTH R-063 to ZANTO INT, then on UKW R-283 to PLEBS INT, then on FUZ R-303 to MOTZA INT. Thence . . . .

MUDDE TRANSITION (MUDDE.MOTZA8): From over MUDDE INT on IRW R-166 to MOOSE INT, then on UKW R-015 to UKW VORTAC, then on UKW R-159 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA8): From over PNH VORTAC on PNH R-097 to HEATR INT, 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 INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA8): From over TXO VORTAC on TXO R-086 to GANJA INT, then on UKW R-283 to PLEBS INT, then on FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA8): From over TUL VORTAC on TUL R-209 to MOOSE INT, then on UKW R-015 to UKW VORTAC, then on UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA8): From over SPS VORTAC on SPS R-115 and UKW R-299 to UKW VORTAC, then on UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA8): From over IRW VORTAC on IRW R-166 to MOOSE INT, then on UKW R-015 to UKW VORTAC, then on UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT heading 140° for vectors to final approach course.

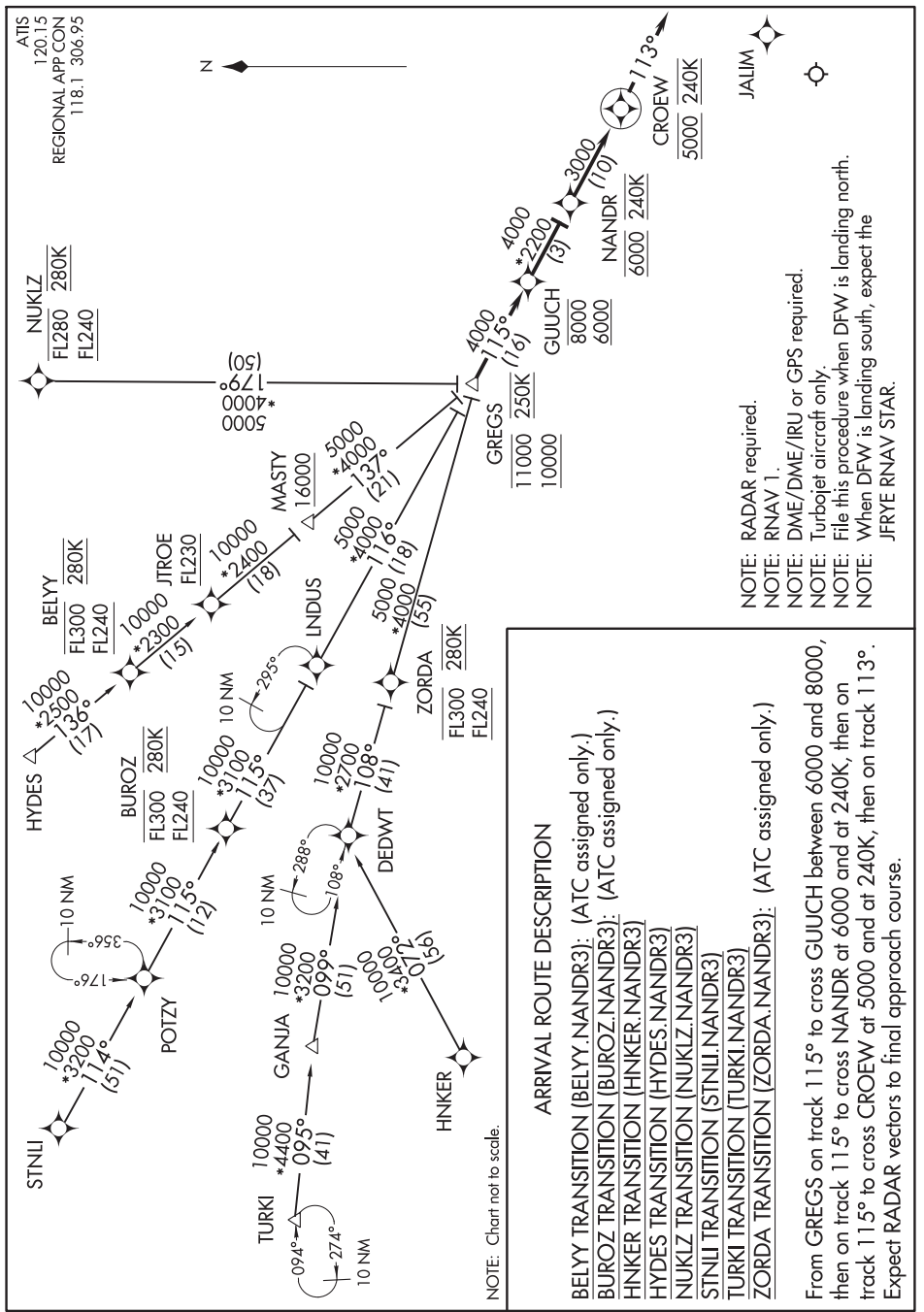
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# NANDR THREE ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# NANDR THREE ARRIVAL (RNAV)

DALLAS, TEXAS

DALLAS LOVE FIELD (DAL)

SC-2, 10 NOV 2016 to 05 JAN 2017

(KNEAD.PAWLZ3) 16091

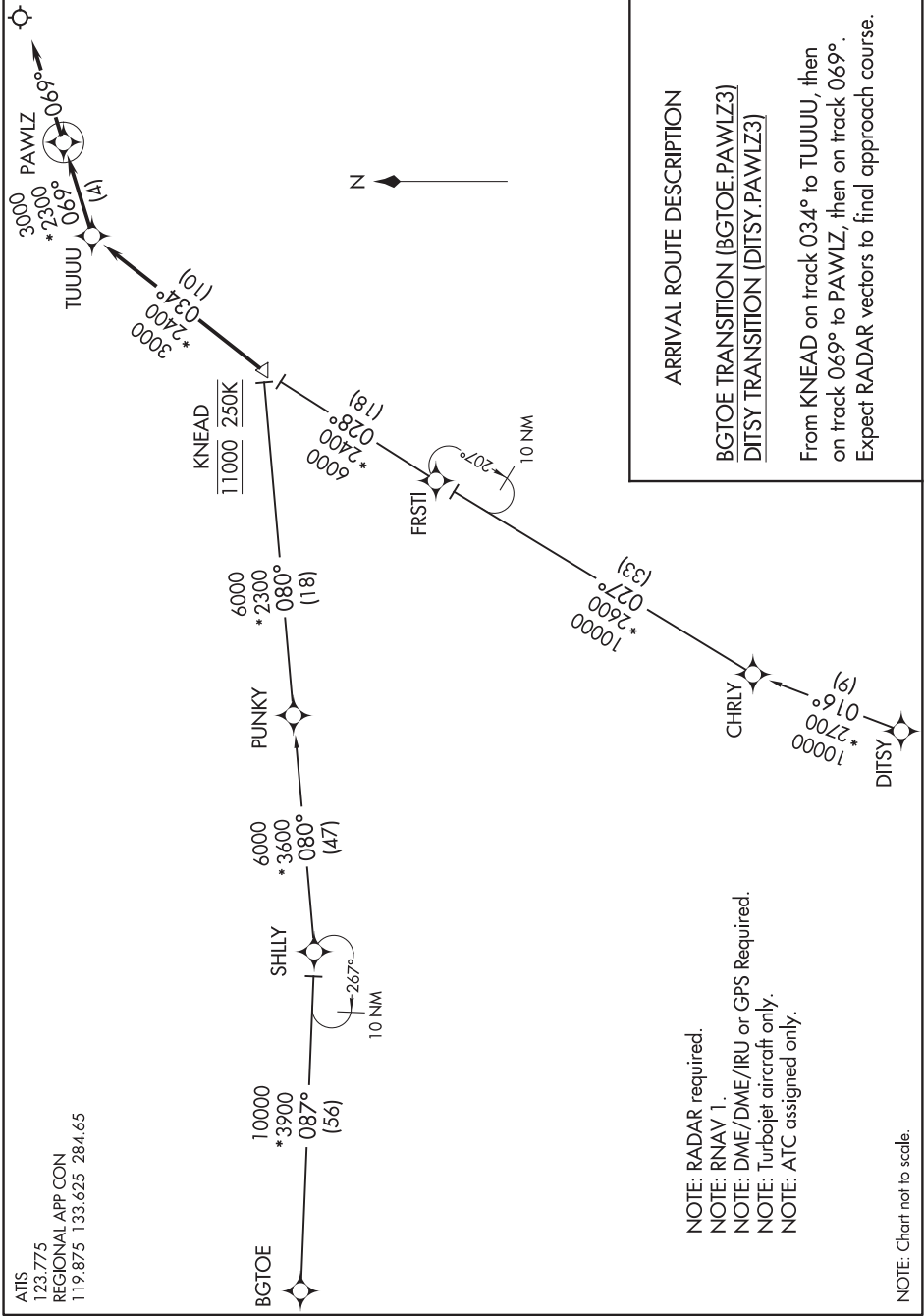
# PAWLZ THREE ARRIVAL (RNAV)

ST-6039 (FAA)

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

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS  
123.775  
REGIONAL APP CON  
119.875 133.625 284.65



### ARRIVAL ROUTE DESCRIPTION

**BGTOE TRANSITION (BGTOE.PAWLZ3)**  
**DITSY TRANSITION (DITSY.PAWLZ3)**

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

- NOTE: 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.

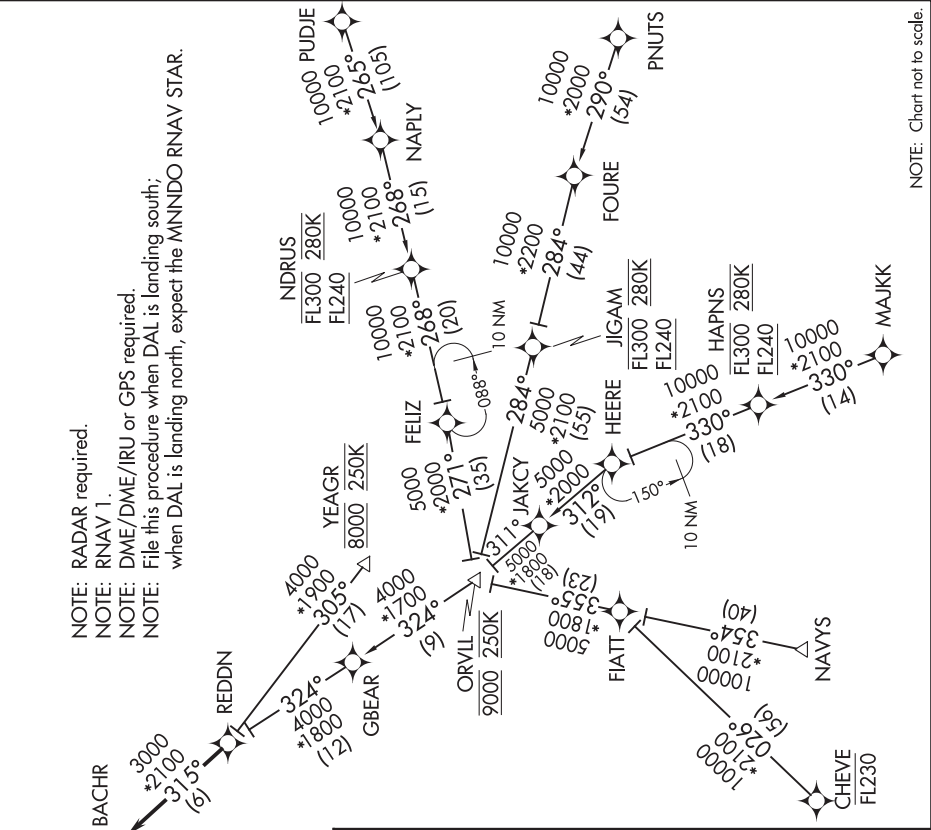
SC-2, 10 NOV 2016 to 05 JAN 2017

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

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

# REDDN FOUR ARRIVAL (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION
CHEVE TRANSITION (CHEVE.REDDN4)
FELIZ TRANSITION (FELIZ.REDDN4): (ATC assigned only).
HEERE TRANSITION (HEERE.REDDN4): (ATC assigned only).
JIGAM TRANSITION (JIGAM.REDDN4): (ATC assigned only).
MAJJK TRANSITION (MAJJK.REDDN4)
NAVYS TRANSITION (NAVYS.REDDN4): (For KCLL departures only).
PNUITS TRANSITION (PNUITS.REDDN4)
PUDIE TRANSITION (PUDIE.REDDN4)
YEAGR TRANSITION (YEAGR.REDDN4): (ATC assigned only).

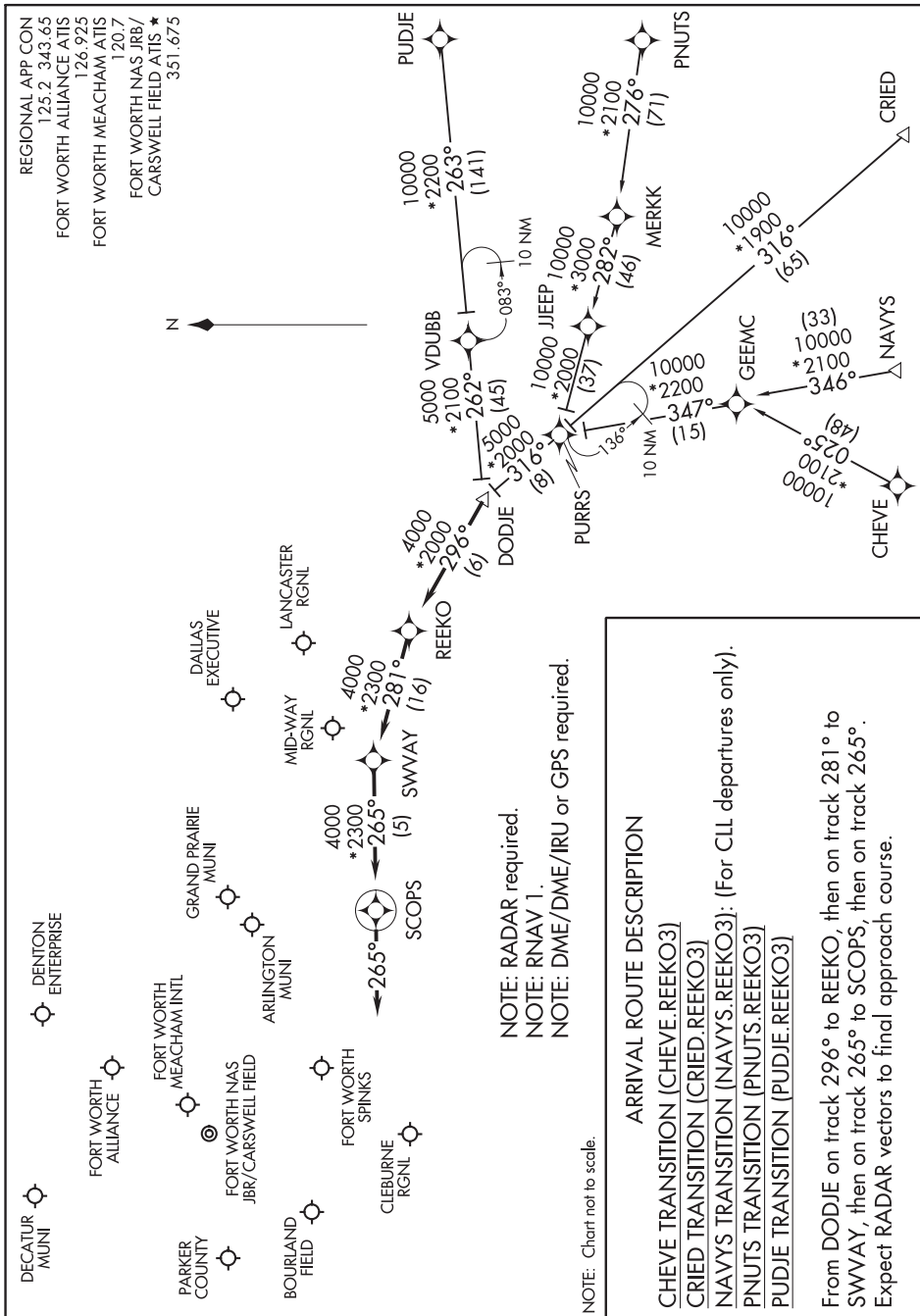
From REDDN on track 31.5° to BACHR, then on track 31.5°. Expect RADAR vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

# REEKO THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

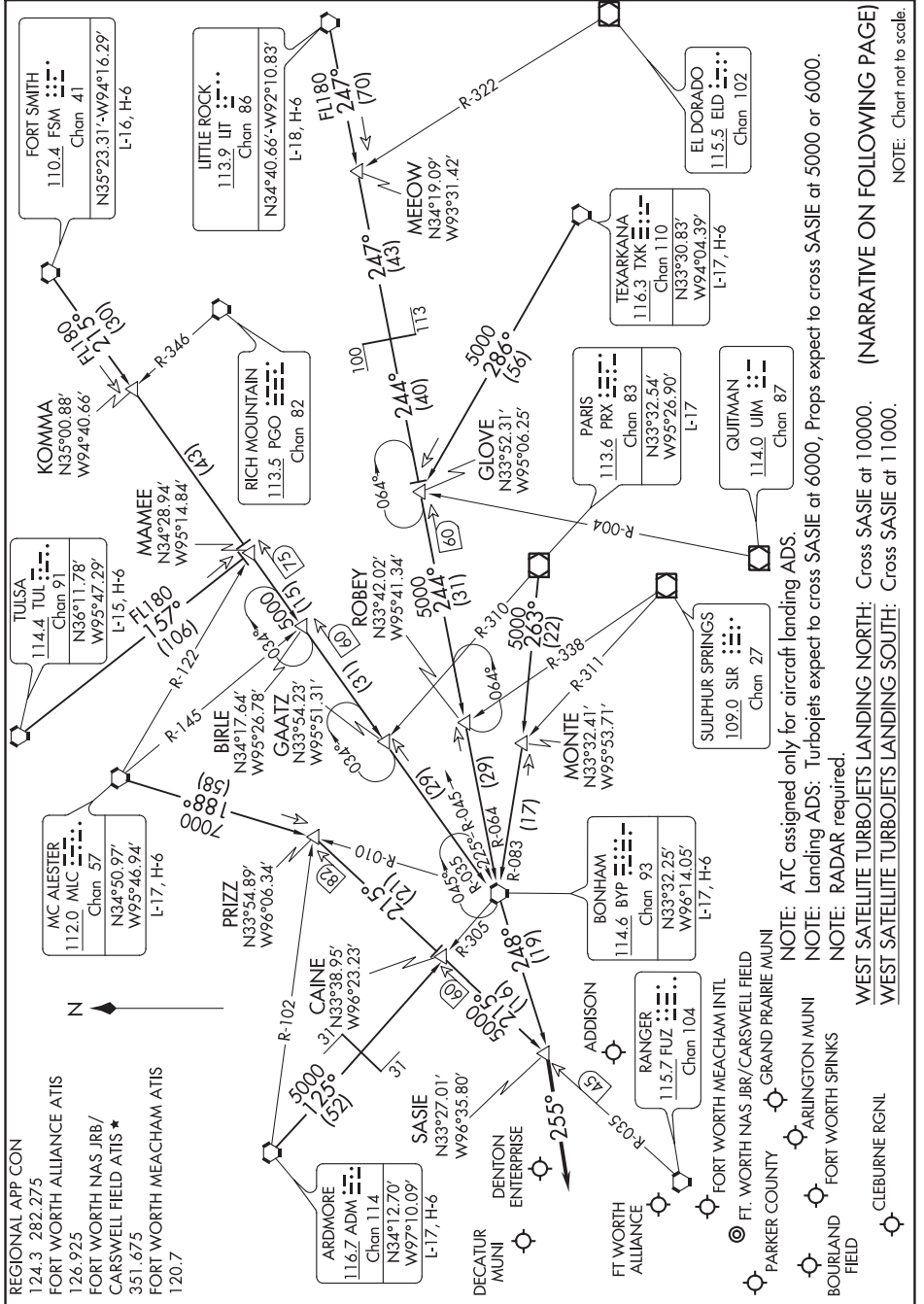


SC-2, 10 NOV 2016 to 05 JAN 2017

# REEKO THREE ARRIVAL (RNAV)

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: ATC assigned only for aircraft landing ADS.  
 NOTE: Landing ADS: Turbojets expect to cross SASIE at 6000, Props expect to cross SASIE at 5000 or 6000.  
 NOTE: RADAR required.  
 WEST SATELLITE TURBOJET LANDING NORTH: Cross SASIE at 10000.  
 WEST SATELLITE TURBOJET LANDING SOUTH: Cross SASIE at 11000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE5): From over ADM VORTAC on ADM R-125 and BYP R-305 to CAINE INT, then on FUZ R-035 to SASIE INT. Thence . . . .

BONHAM TRANSITION (BYP.SASIE5): From over BYP VORTAC on BYP R-248 to SASIE INT. Thence . . . .

FORT SMITH TRANSITION (FSM.SASIE5): From over FSM VORTAC on FSM R-215 to MAMEE INT, then on BYP R-035 to BYP VORTAC, then on BYP R-248 to SASIE INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.SASIE5): From over LIT VORTAC on LIT R-247 and BYP R-064 to GLOVE INT, then on BYP R-064 to BYP VORTAC, then on BYP R-248 to SASIE INT. Thence . . . .

MC ALESTER TRANSITION (MLC.SASIE5): From over MLC VORTAC on MLC R-188 to PRIZZ INT, then on FUZ R-035 to SASIE INT. Thence . . . .

PARIS TRANSITION (PRX.SASIE5): From over PRX VOR/DME on PXR R-263 and BYP R-083 to MONTE INT then on BYP R-083 to BYP VORTAC, then on BYP R-248 to SASIE INT. Thence . . . .

TEXARKANA TRANSITION (TXK.SASIE5): From over TXK VORTAC on TXK R-286 to GLOVE INT, then on BYP R-064 to BYP VORTAC, then on BYP R-248 to SASIE INT. Thence . . . .

TULSA TRANSITION (TUL.SASIE5): From over TUL VORTAC on TUL R-157 to MAMEE INT, then on BYP R-035 to BYP VORTAC, then on BYP R-248 to SASIE INT. Thence . . . .

. . . . from SASIE INT, then on 255° heading or as assigned by ATC. Expect RADAR vectors to final approach course.

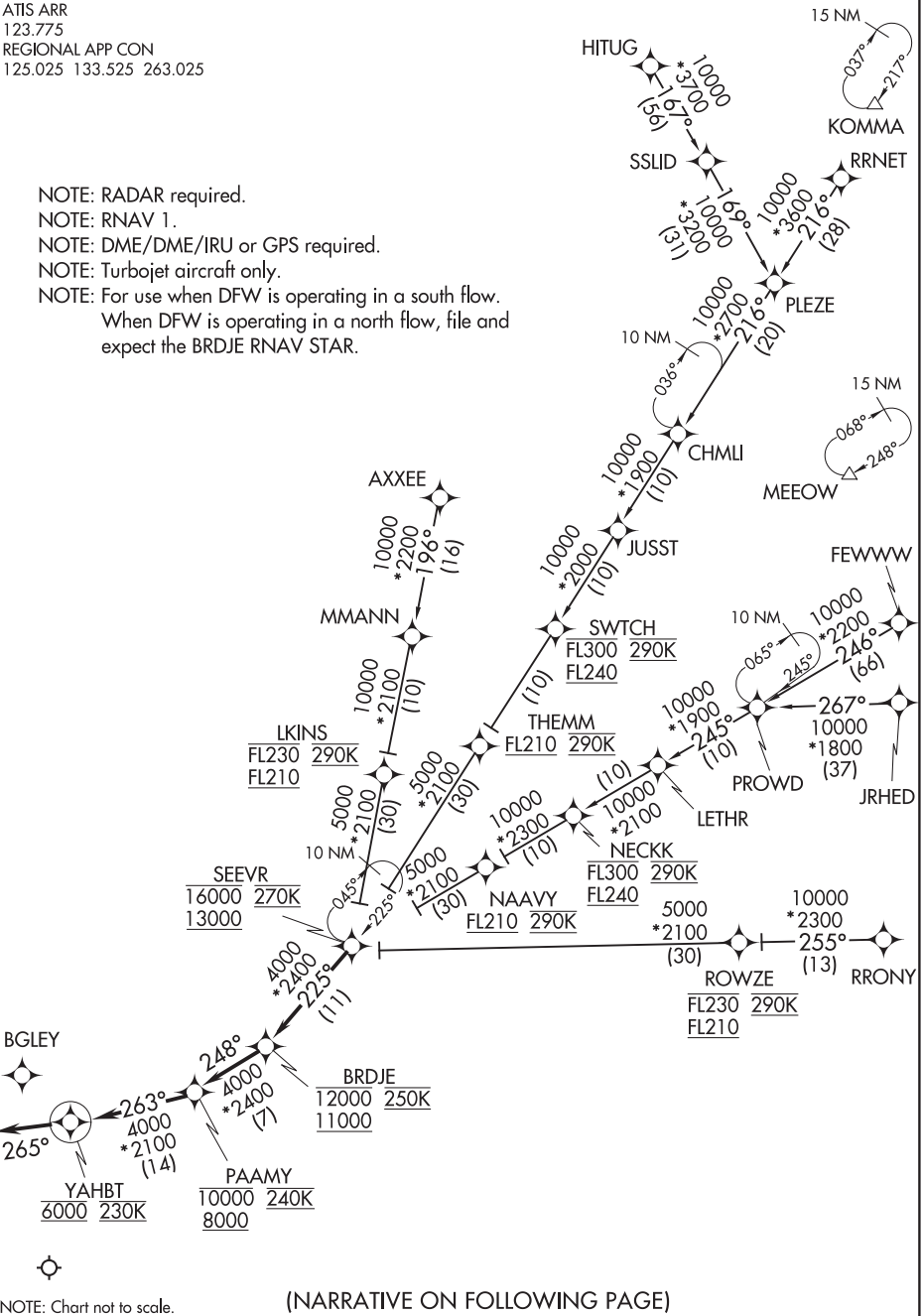
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SEEVR THREE ARRIVAL (RNAV)

ATIS ARR  
123.775  
REGIONAL APP CON  
125.025 133.525 263.025

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: For use when DFW is operating in a south flow.  
When DFW is operating in a north flow, file and expect the BRDJE RNAV STAR.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# SEEVR THREE ARRIVAL (RNAV)



# SEEVR THREE ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

AXXEE TRANSITION (AXXEE.SEEVR3): (For aircraft filing FL230 and below only)

CHMLI TRANSITION (CHMLI.SEEVR3): (ATC assigned only)

FEWWW TRANSITION (FEWWW.SEEVR3)

HITUG TRANSITION (HITUG.SEEVR3)

JRHED TRANSITION (JRHED.SEEVR3): (ATC assigned only)

PROWD TRANSITION (PROWD.SEEVR3): (ATC assigned only)

RRNET TRANSITION (RRNET.SEEVR3)

RRONY TRANSITION (RRONY.SEEVR3): (For aircraft filing FL230 and below only)

From SEEVR on track 225° to cross BRDJE between 11000 and 12000 and at 250K, then on track 248° to cross PAAMY 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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(GREGS.SHAAM2) 15288

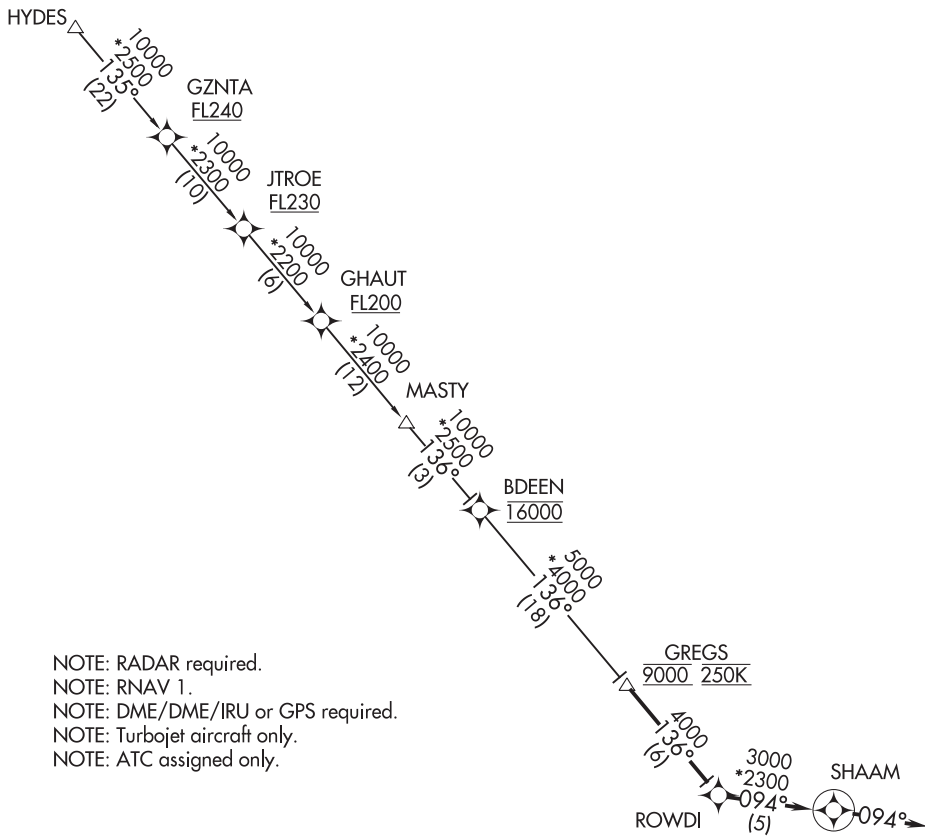
# SHAAM TWO ARRIVAL(RNAV)

ST-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

ATIS  
123.775  
REGIONAL APP CON  
119.875 284.65



- 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

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.

**SHAAM TWO ARRIVAL (RNAV)**  
(GREGS.SHAAM2) 15288

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

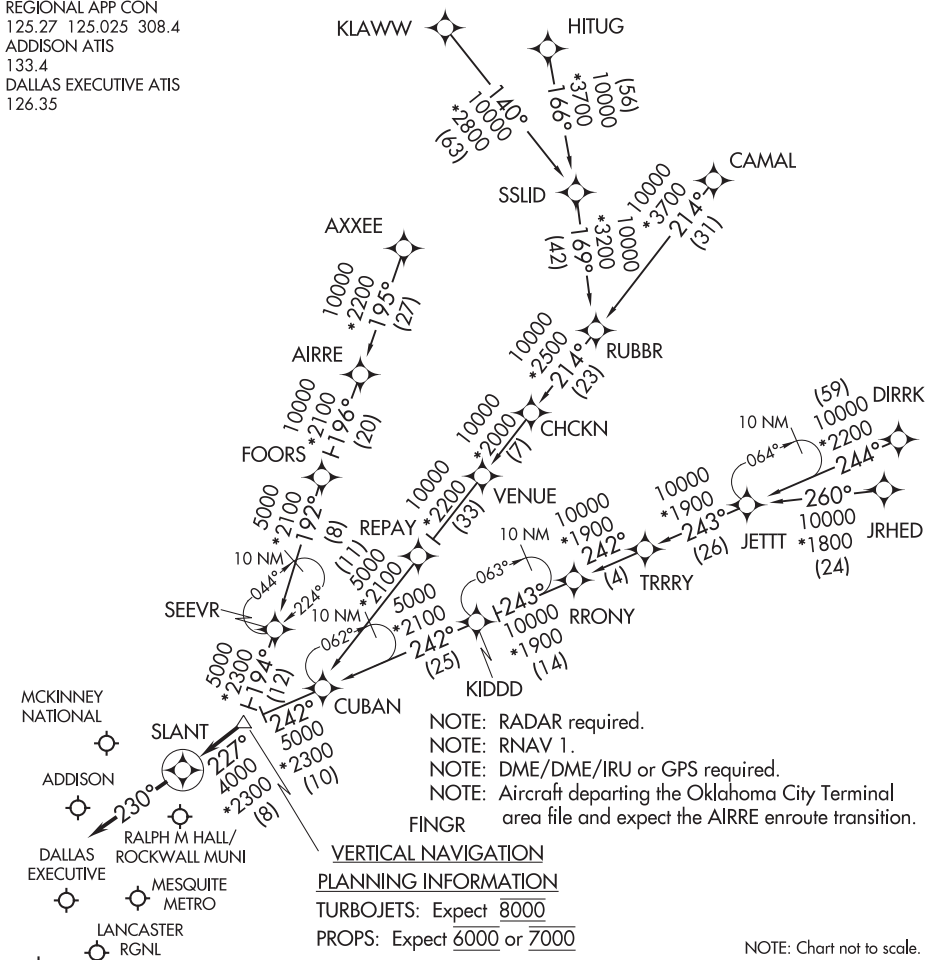
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SLANT THREE ARRIVAL (RNAV)

DALLAS, TEXAS

REGIONAL APP CON  
125.27 125.025 308.4  
ADDISON ATIS  
133.4  
DALLAS EXECUTIVE ATIS  
126.35



**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 (JRHE.SLANT3): (ATC assigned only.)  
KLAWWW TRANSITION (KLAWWW.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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(SLUGG.SLUGG7) 15344  
SLUGG SEVEN ARRIVAL

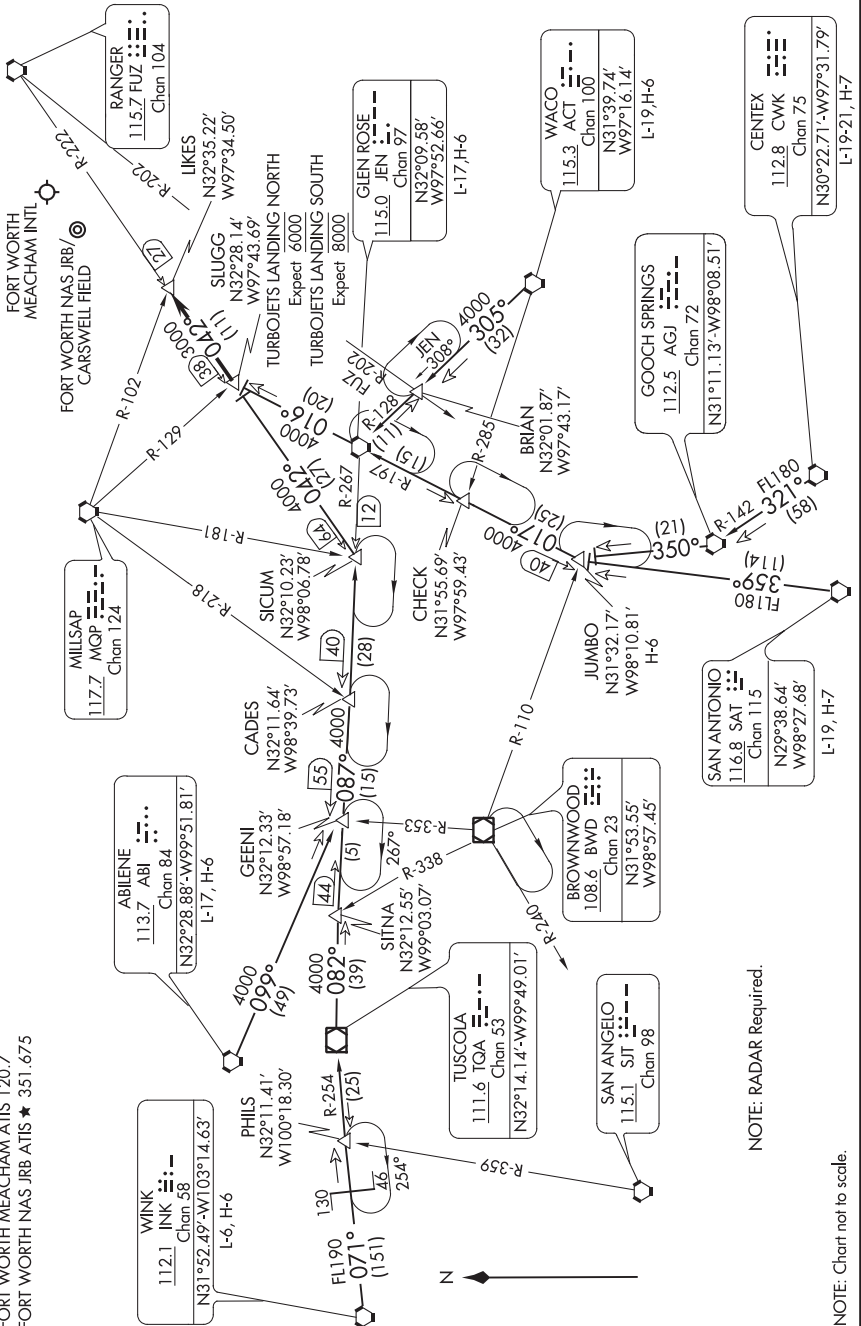
ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

REGIONAL APP CON  
135.975 (North) 125.8 (South) 257.95  
FORT WORTH ALLIANCE ATIS 126.925  
FORT WORTH MEACHAM ATIS 120.7  
FORT WORTH NAS JRB ATIS 351.675

(NARRATIVE ON FOLLOWING PAGE)



NOTE: RADAR Required.

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SLUGG SEVEN ARRIVAL  
(SLUGG.SLUGG7) 15344

DALLAS-FORT WORTH, TEXAS

ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG7): From over ABI VORTAC on ABI R-099 to GEENI INT, then on JEN R-267 to SICUM INT, then on FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG7): From over CWK VORTAC on CWK R-321 and AGJ R-142 to AGJ VORTAC, then on AGJ R-350 to JUMBO INT, then on JEN R-197 to JEN VORTAC, then on JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG7): From over JEN VORTAC on JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG7): From over JUMBO INT on JEN R-197 to JEN VORTAC, then on JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG7): From over SAT VORTAC on SAT R-359 to JUMBO INT, then on JEN R-197 to JEN VORTAC, then on JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG7): From over ACT VORTAC on ACT R-305 and JEN R-128 to JEN VORTAC, then on JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG7): From over INK VORTAC on INK R-071 and TQA R-254 to TQA VOR/DME, then on TQA R-082 to GEENI INT, then on JEN R-267 to SICUM INT, then on FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, on FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(BOOVE.SOCKK3) 16147

# SOCKK THREE ARRIVAL (RNAV)

ST-6039 (FAA)

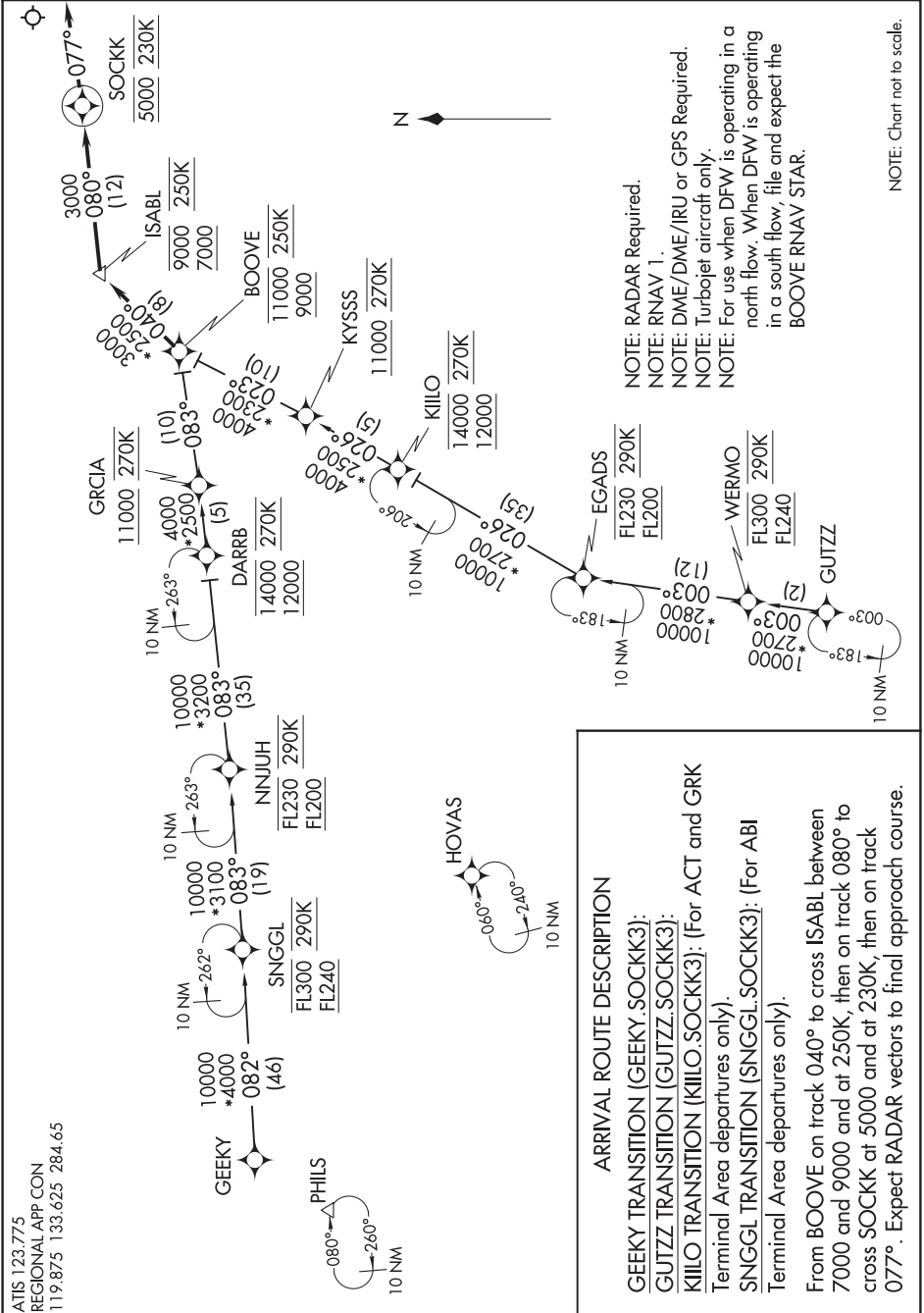
DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS 123.775  
REGIONAL APP CON  
119.875 133.625 284.65

# SOCKK THREE ARRIVAL (RNAV)

(BOOVE.SOCKK3) 26MAY16



NOTE: RADAR Required.  
 NOTE: RNAV 1.  
 NOTE: DME/DME/IRU or GPS Required.  
 NOTE: Turbojet aircraft only.  
 NOTE: For use when DFW is operating in a north flow. When DFW is operating in a south flow, file and expect the BOOVE RNAV STAR.

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

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

# SWVAY FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

ADDISON ATIS  
133.4  
DALLAS EXECUTIVE ATIS  
126.35  
DALLAS LOVE FIELD ATIS  
120.15  
REGIONAL APP CON  
135.975 379.9

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

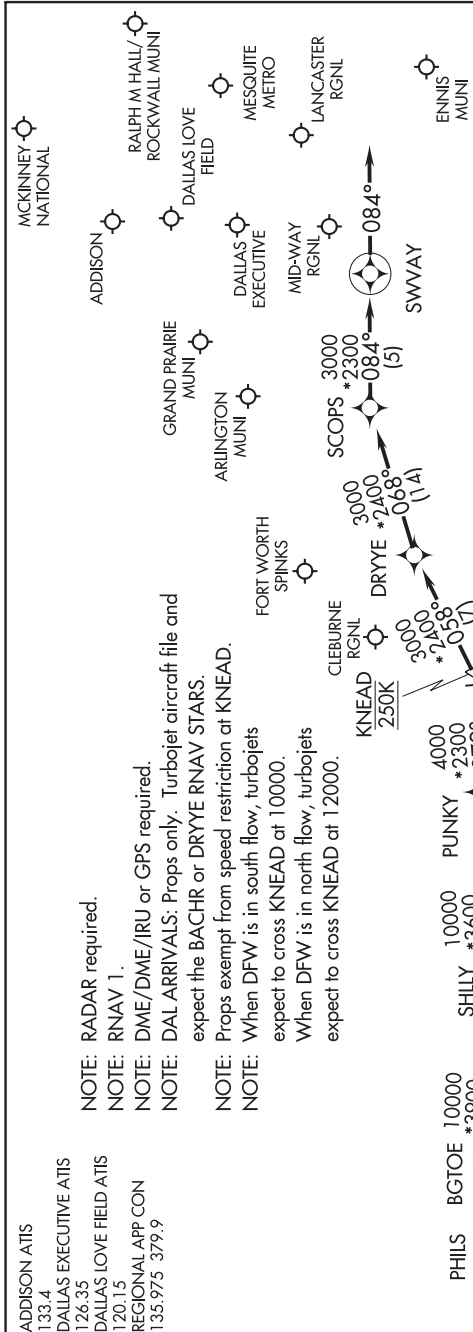
NOTE: DAL ARRIVALS: Props only. Turboprop aircraft file and expect the BACHR or DRYE RNAV STARS.

NOTE: Props exempt from speed restriction at KNEAD.

NOTE: When DFW is in south flow, turboprops expect to cross KNEAD at 10000.

NOTE: When DFW is in north flow, turboprops expect to cross KNEAD at 12000.

NOTE: When DFW is in north flow, turboprops expect to cross KNEAD at 12000.



## ARRIVAL ROUTE DESCRIPTION

BGTOE TRANSITION (BGTOE.SWVAY4)

DITSY TRANSITION (DITSY.SWVAY4)

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

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

From KNEAD on track 058° to DRYE, then on track 068° to SCOPES, then on track 084° to SWVAY, then on track 084°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

# SWVAY FOUR ARRIVAL (RNAV)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

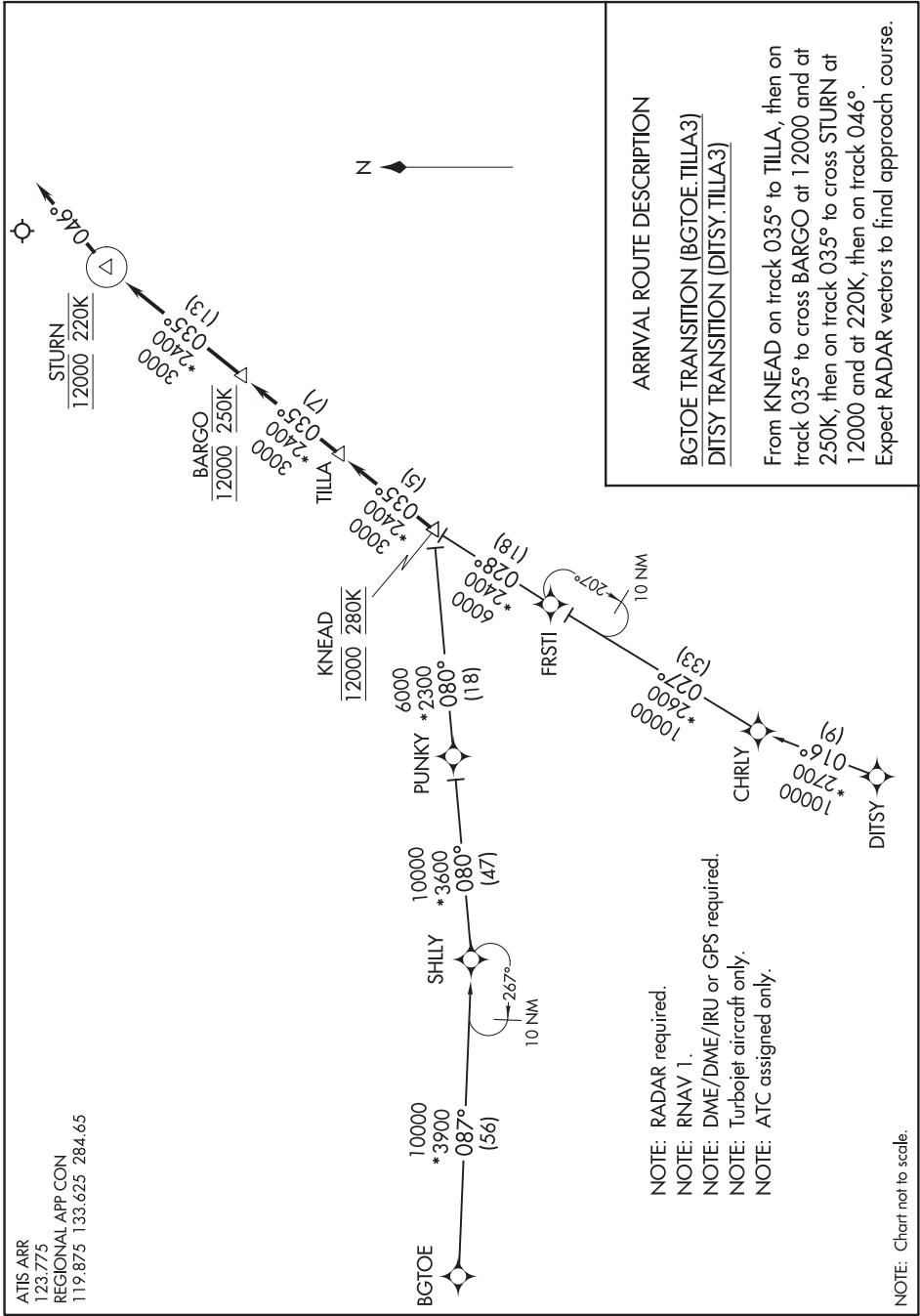
# TILLA THREE ARRIVAL (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS ARR  
123.775  
REGIONAL APP CON  
119.875 133.625 284.65

# TILLA THREE ARRIVAL (RNAV)

(KNEAD.TILLA3) 31MART16



**ARRIVAL ROUTE DESCRIPTION**  
**BGTOE TRANSITION (BGTOE.TILLA3)**  
**DITSY TRANSITION (DITSY.TILLA3)**

From KNEAD on track 035° to TILLA, then on track 035° to cross BARGO at 12000 and at 250K, then on track 035° to cross STURN at 12000 and at 220K, then on track 046°. Expect RADAR vectors to final approach course.

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

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



# TRUUK TWO ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

REGIONAL APP CON

118.1 306.95

FORT WORTH ALLIANCE ATIS

126.925

FORT WORTH NAS JRB/CARSWELL FIELD ATIS \*

351.675

FORT WORTH MEACHAM ATIS

120.7

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

### SASIE VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS NORTH FLOW:

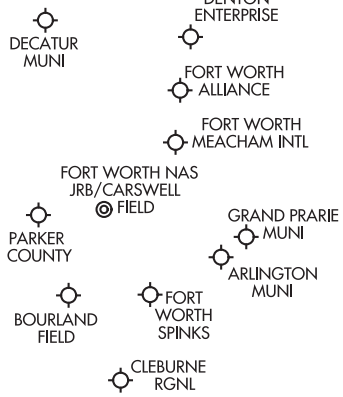
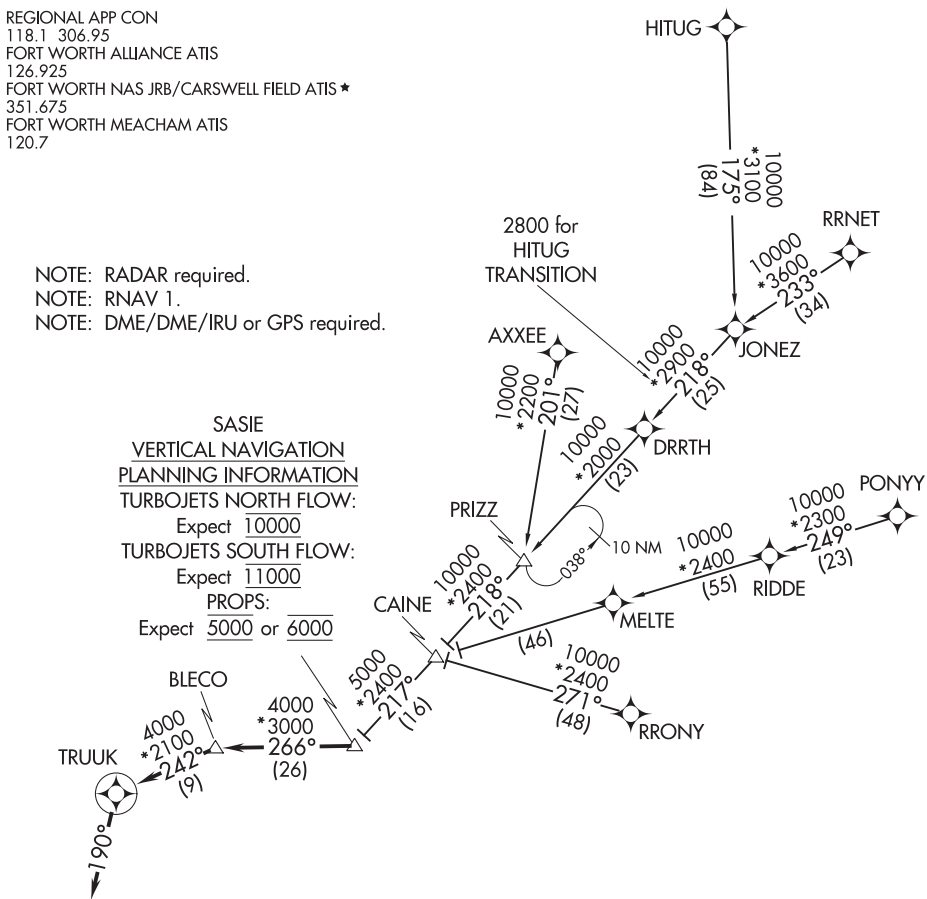
Expect 10000

TURBOJETS SOUTH FLOW:

Expect 11000

PROPS:

Expect 5000 or 6000



NOTE: Chart not to scale.

### ARRIVAL ROUTE DESCRIPTION

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

HITUG TRANSITION (HITUG.TRUUK2)

PONY TRANSITION (PONY.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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# TRUUK TWO ARRIVAL (RNAV)

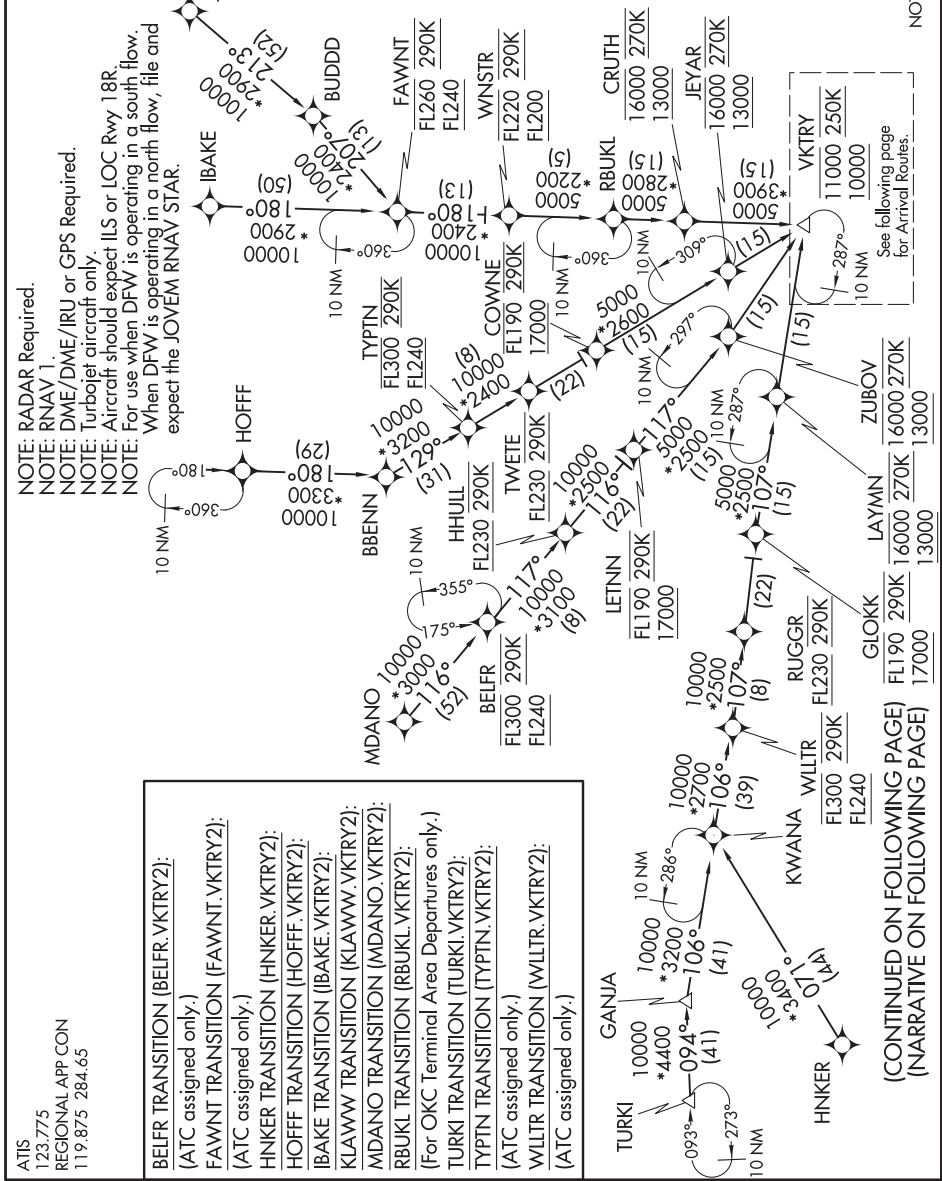
DALLAS-FORT WORTH, TEXAS

# VKTRY TWO ARRIVAL (RNAV) Transition Routes

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS  
123.775  
REGIONAL APP CON  
119.875 284.65

- BELFR TRANSITION (BELFR.VKTRY2):  
(ATC assigned only.)
- FAWNT TRANSITION (FAWNT.VKTRY2):  
(ATC assigned only.)
- HNKER TRANSITION (HNKER.VKTRY2):  
(ATC assigned only.)
- HOFF TRANSITION (HOFF.VKTRY2):  
(ATC assigned only.)
- IBAKE TRANSITION (IBAKE.VKTRY2):  
(ATC assigned only.)
- KLAWW TRANSITION (KLAWW.VKTRY2):  
(ATC assigned only.)
- MDANO TRANSITION (MDANO.VKTRY2):  
(ATC assigned only.)
- RBUKL TRANSITION (RBUKL.VKTRY2):  
(ATC assigned only.)
- WLLTR TRANSITION (WLLTR.VKTRY2):  
(ATC assigned only.)



NOTE: RADAR Required.  
 NOTE: RNAV 1.  
 NOTE: DME/DME/IRU or GPS Required.  
 NOTE: Turboprop aircraft only.  
 NOTE: Aircraft should expect ILS or LOC Rwy 18R.  
 NOTE: For use when DFW is operating in a south flow.  
 NOTE: When DFW is operating in a north flow, file and expect the JOVEV RNAV STAR.

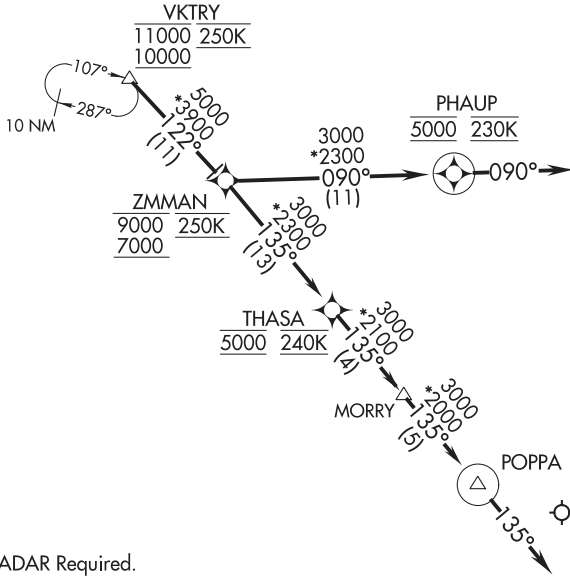
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 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# VKTRY TWO ARRIVAL (RNAV) Arrival Routes

ATIS  
123.775  
REGIONAL APP CON  
119.875 284.65



- 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.

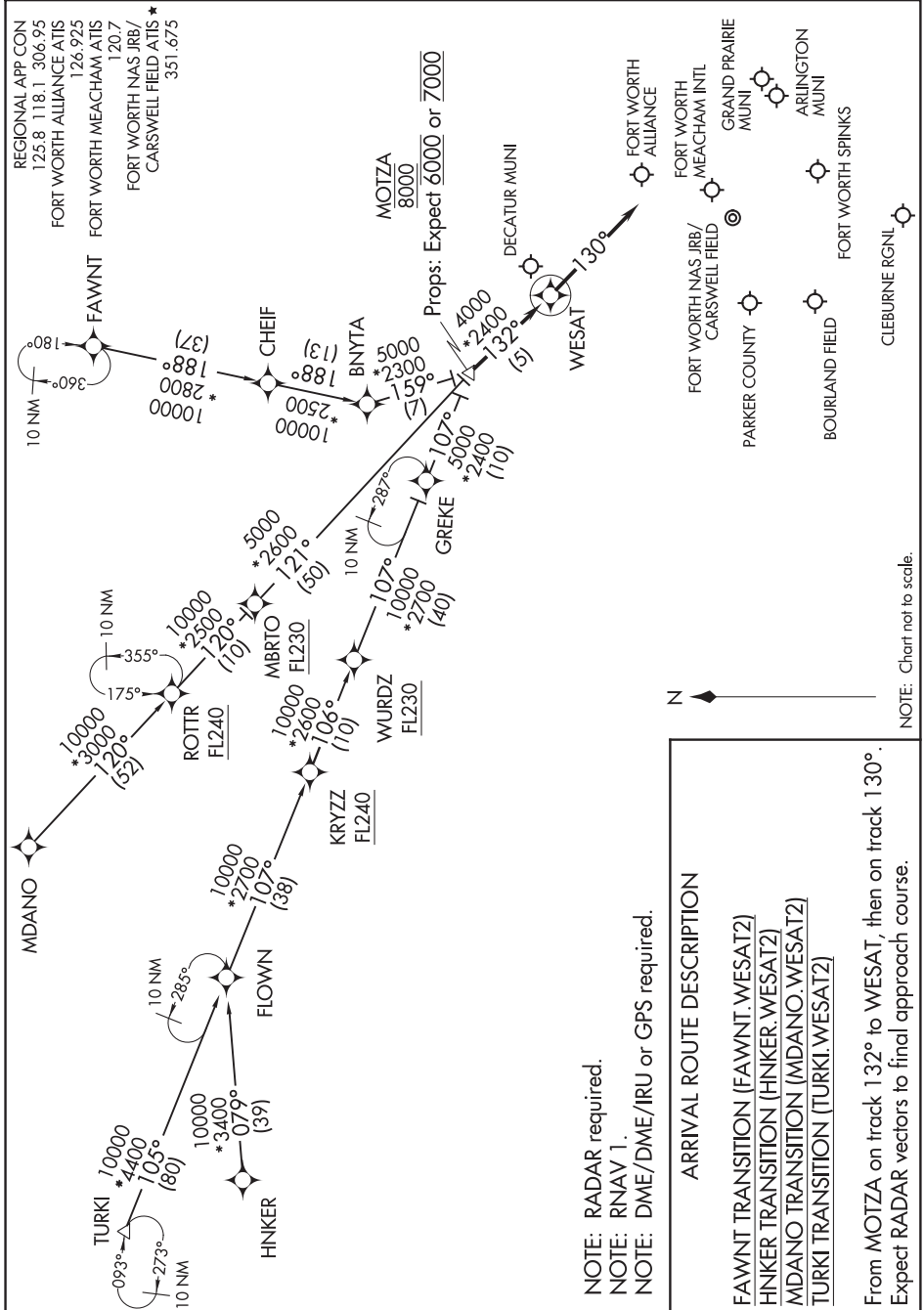
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WESAT TWO ARRIVAL (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017



# WHINY FOUR ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

CRID TRANSITION (CRID.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, 10 NOV 2016 to 05 JAN 2017

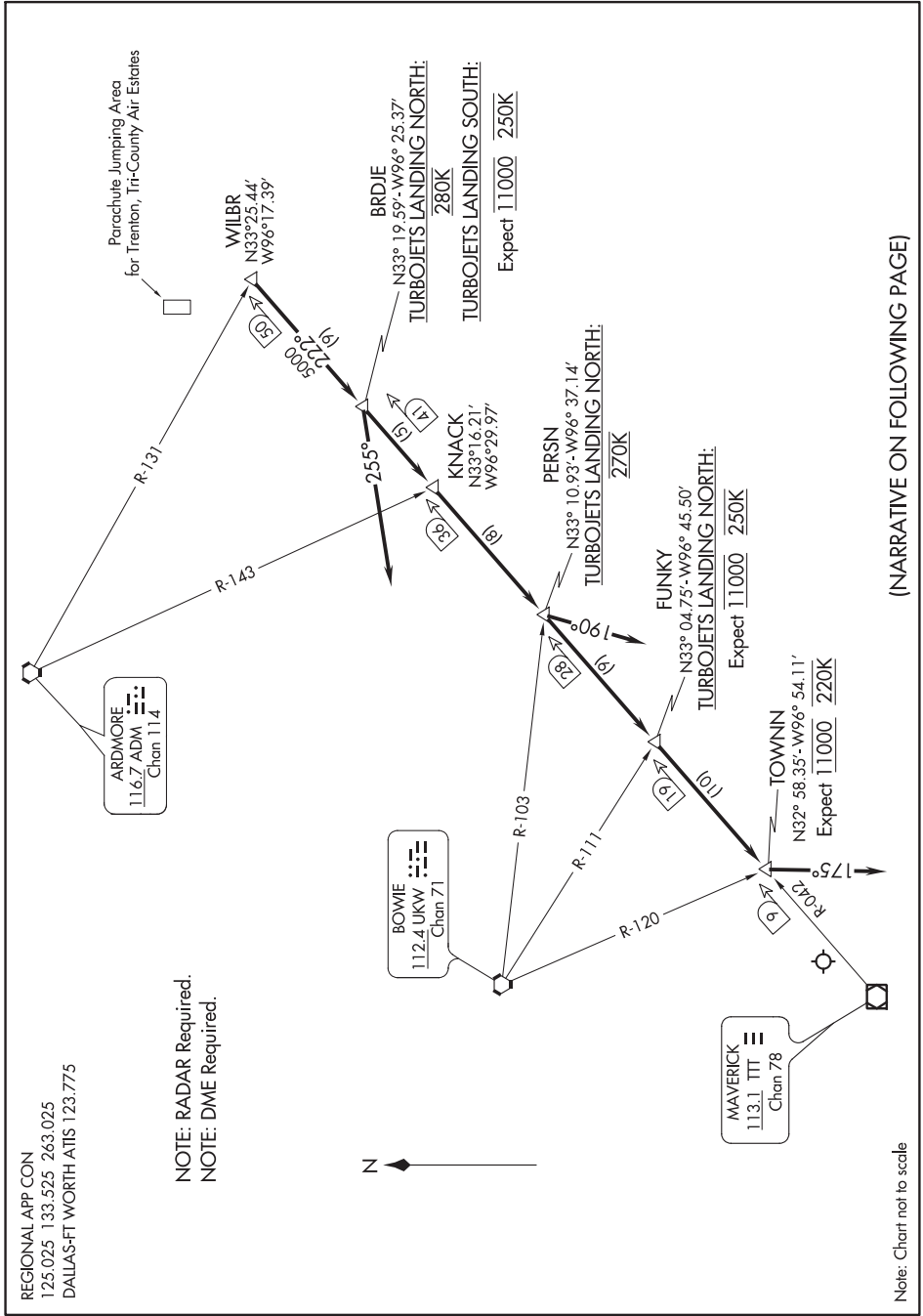
SC-2, 10 NOV 2016 to 05 JAN 2017



# WILBR FOUR ARRIVAL

## Arrival Routes

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



# WILBR FOUR ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR4): From over FSM VORTAC on FSM R-215 to MAMEE INT, then on BYP R-035 to BYP VORTAC, then on BYP R-196 to WILBR INT. Thence . . .

LITTLE ROCK TRANSITION (LIT.WILBR4): From over LIT VORTAC on LIT R-247 to MEEOW INT, then on LIT R-247 and BYP R-064 to GLOVE INT, then on BYP R-064 to DECAP INT, then on TTT R-042 to WILBR INT. Thence . . .

MCALESTER TRANSITION (MLC.WILBR4): From over MLC VORTAC on MLC R-188 and BYP R-010 to PRIZZ INT, then on BYP R-010 to BYP VORTAC, then on BYP R-196 to WILBR INT. Thence . . .

PARIS TRANSITION (PRX.WILBR4): From over PRX VOR/DME on PRX R-263 and BYP R-083 to MONTE INT, then on BYP R-083 to OKUCI INT, then on TTT R-042 to WILBR INT. Thence . . .

TEXARKANA TRANSITION (TXK.WILBR4): From over TXK VORTAC on TXK R-286 to GLOVE INT, then on BYP R-064 to DECAP INT, then on TTT R-042 to WILBR INT. Thence . . .

TULSA TRANSITION (TUL.WILBR4): From over TUL VORTAC on TUL R-157 to MAMEE INT, then on BYP R-035 to BYP VORTAC, then on BYP R-196 to WILBR INT. Thence . . .

. . . From over WILBR INT on TTT R-042. Thence:

. . . ALL AIRCRAFT LANDING SOUTH: To BRDJE INT heading 255°, expect Radar vectors for base leg.

. . . TURBOJETS LANDING NORTH: To BRDJE INT, to KNACK INT, to PERSN INT, to FUNKY INT, to TOWNN INT depart heading 175°, expect Radar vectors.

. . . PROP AIRCRAFT LANDING NORTH: To BRDJE INT, to KNACK INT, to PERSN INT depart heading 190°, expect Radar vectors.

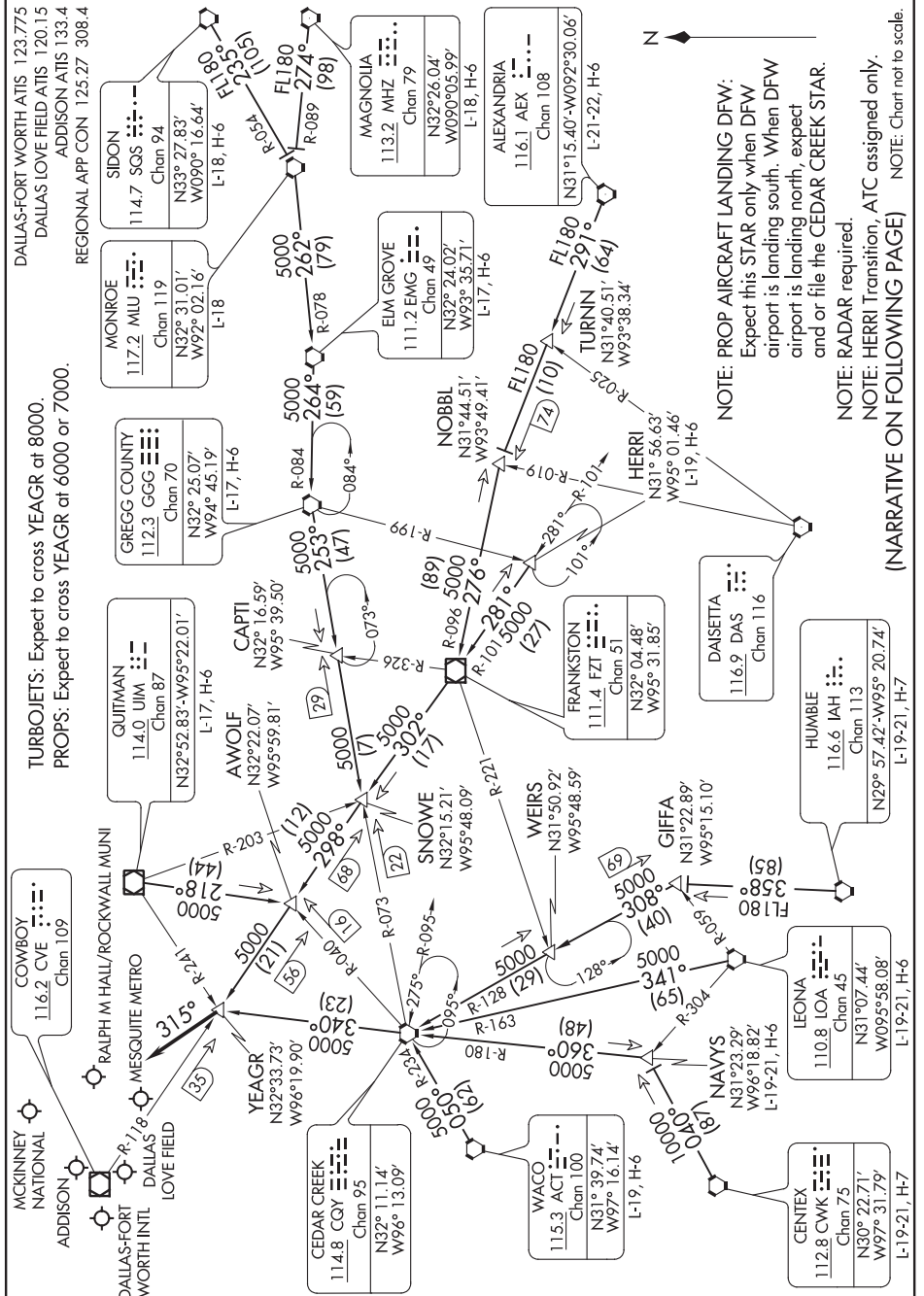
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# YEAGR THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

ZL10Z 2012010210N 101.7Z-CZ



# YEAGR THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

# YEAGR THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

## ARRIVAL ROUTE DESCRIPTION

ALEXANDRIA TRANSITION (AEX.YEAGR3): 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.YEAGR3): 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.YEAGR3): 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.YEAGR3): 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.YEAGR3): From over GIFFA on CQY R-128 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

HERRI TRANSITION (HERRI.YEAGR3): 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.YEAGR3): 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.YEAGR3): 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.YEAGR3): 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.YEAGR3): 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.YEAGR3): From over NAVYS on CQY R-180 to CQY VORTAC, then on CQY R-340 to YEAGR. Thence. . . .

QUITMAN TRANSITION (UIM.YEAGR3): From over UIM VOR/DME on UIM R-218 to AWOLF, then CVE R-118 to YEAGR. Thence. . . .

SIDON TRANSITION (SQS.YEAGR3): 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.YEAGR3): 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# YEAGR THREE ARRIVAL

DALLAS-FORT WORTH, TEXAS

INTENTIONALLY

LEFT

BLANK

LOC/DME I-ABI <b>110.3</b> Chan <b>40</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>7198</b> <b>1776</b> <b>1791</b>
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# ILS or LOC RWY 35R

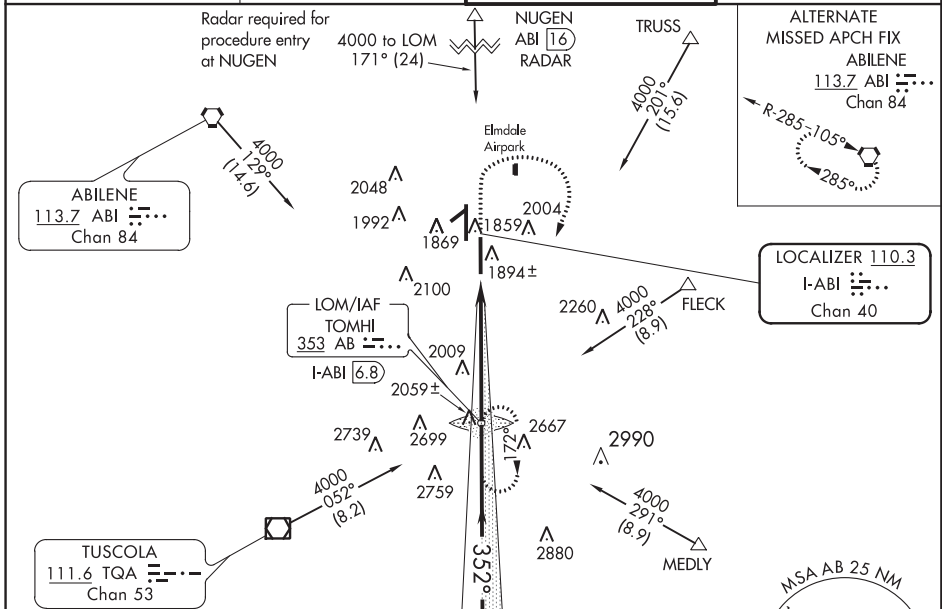
ABILENE RGNL (ABI)

When local altimeter setting not received, use Dyess altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA when using Dyess altimeter setting. For inoperative MALS/R, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cat E visibility to 1 3/4.  
 ASR \*RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF required.

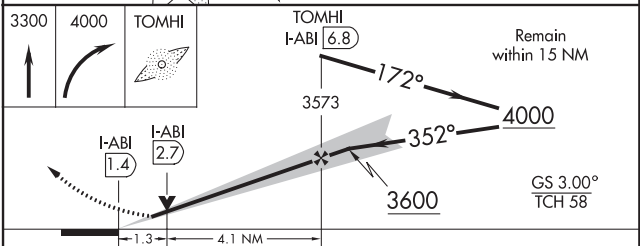
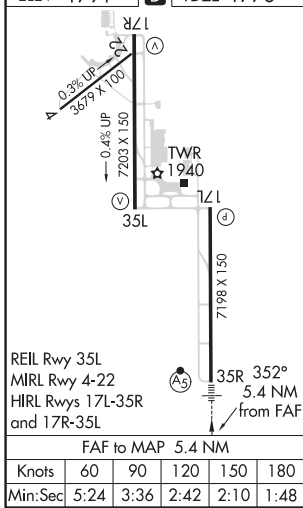


MISSED APPROACH: Climb to 3300 then climbing right turn to 4000 direct to TOMH/L OM and hold.

ATIS <b>118.25</b>	ABILENE APP CON <b>125.0 336.3 (EAST)</b> <b>127.2 282.3 (WEST)</b>	ABILENE TOWER <b>120.1 257.8</b>	GND CON <b>121.7 348.6</b>
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ELEV 1791 D TDZE 1776



	A	B	C	D	E
S-ILS 35R	* 1976/24 200 (200-1/2)				
S-LOC 35R	2260/24	484 (500-1/2)	2260/40 484 (500-3/4)	2260/50 484 (500-1)	2260/60 484 (500-1 1/4)
CIRCLING	2260-1	469 (500-1)	2360-1 1/2 569 (600-1 1/2)	2360-2 569 (600-2)	2520-2 1/2 729 (800-2 1/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ABILENE, TEXAS

AL-1 (FAA)

15120

WAAS CH <b>50317</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE <b>1791</b> Apt Elev <b>1791</b>
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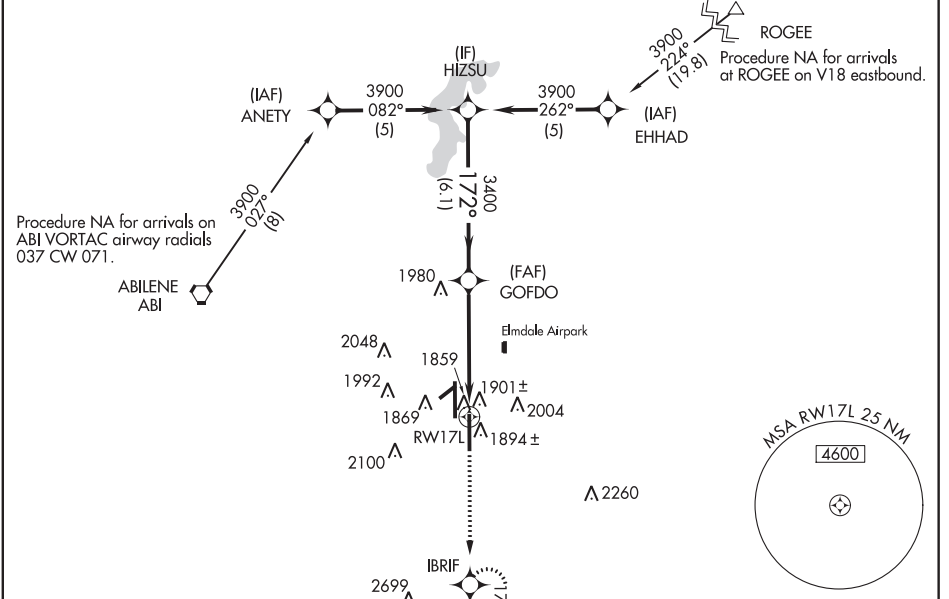
# RNAV (GPS) RWY 17L

ABILENE RGNL (ABI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/E, and Circling Cat C/E visibility ¼ mile. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

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

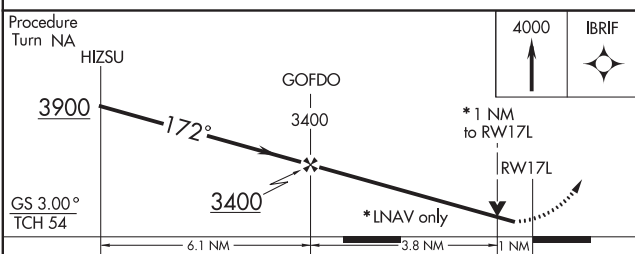
ATIS <b>118.25</b>	ABILENE APP CON <b>125.0 338.3 (EAST)</b> <b>127.2 282.3 (WEST)</b>	ABILENE TOWER <b>120.1 257.8</b>	GND CON <b>121.7 348.6</b>
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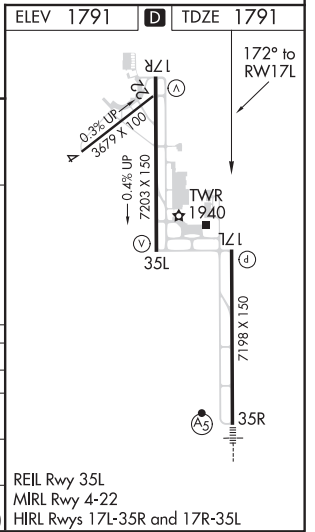
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1791	<b>D</b> TDZE 1791
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CATEGORY	A	B	C	D	E
LPV DA	2041-¾		250 (300-¾)		
LNAV/VNAV DA	2171-1¼		380(400-1¼)		
LNAV MDA	2160-1 369 (400-1)		2160-1¼ 369 (400-1¼)		
CIRCLING	2260-1 469 (500-1)	2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)	



ABILENE, TEXAS  
Amdt 1 08APR10

32°25'N-99°41'W

# RNAV (GPS) RWY 17L

APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>3679</b> <b>1764</b> <b>1791</b>
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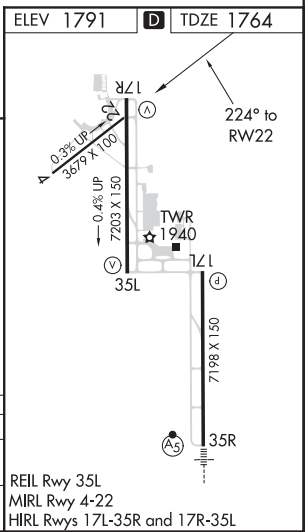
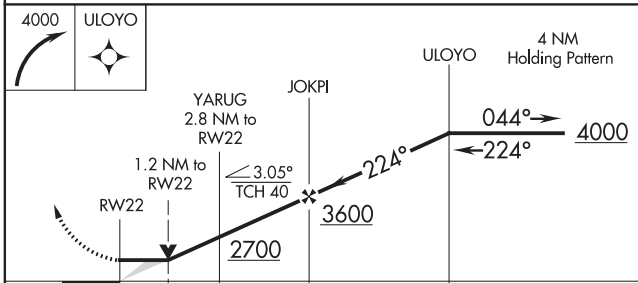
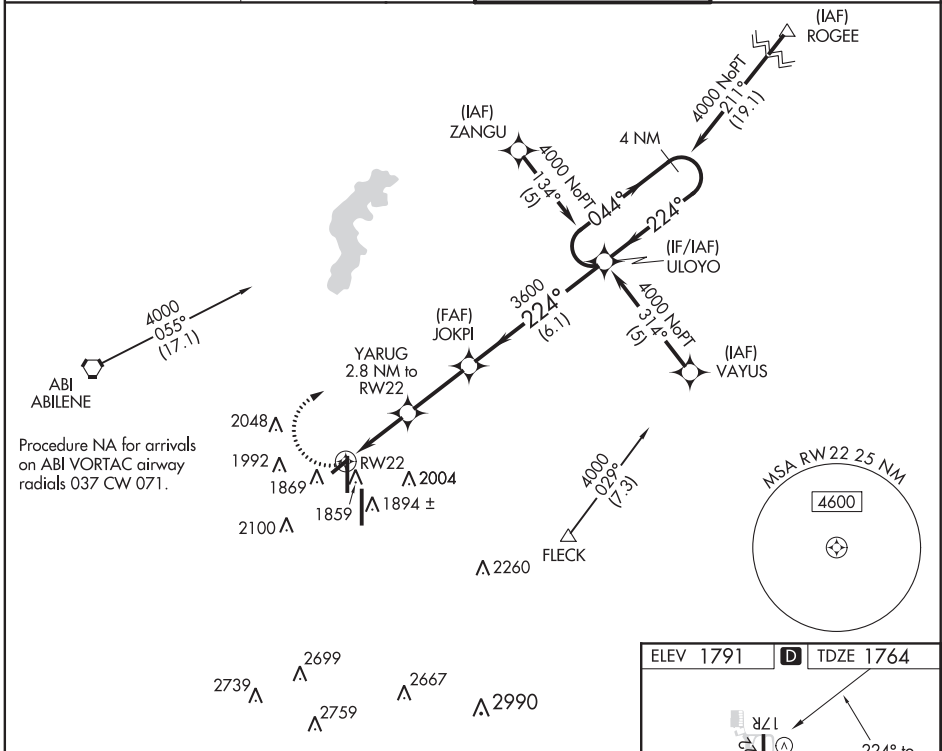
# RNAV (GPS) RWY 22

ABILENE RGNL (ABI)

**ASR** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Dyess AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct ULOYO and hold.

ATIS <b>118.25</b>	ABILENE APP CON <b>125.0 338.3 (EAST)</b> <b>127.2 282.3 (WEST)</b>	ABILENE TOWER <b>120.1 257.8</b>	GND CON <b>121.7 348.6</b>
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CATEGORY	A	B	C	D
LNAV MDA	2180-1	416 (500-1)	2180-1¼	416 (500-1¼)
CIRCLING	2260-1	469 (500-1)	2260-1½	2360-2 569 (600-2)

REIL Rwy 35L  
MIRL Rwy 4-22  
HIRL Rws 17L-35R and 17R-35L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ABILENE, TEXAS

AL-1 (FAA)


15120

WAAS CH <b>97517</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>1718</b> Apt Elev <b>1791</b>
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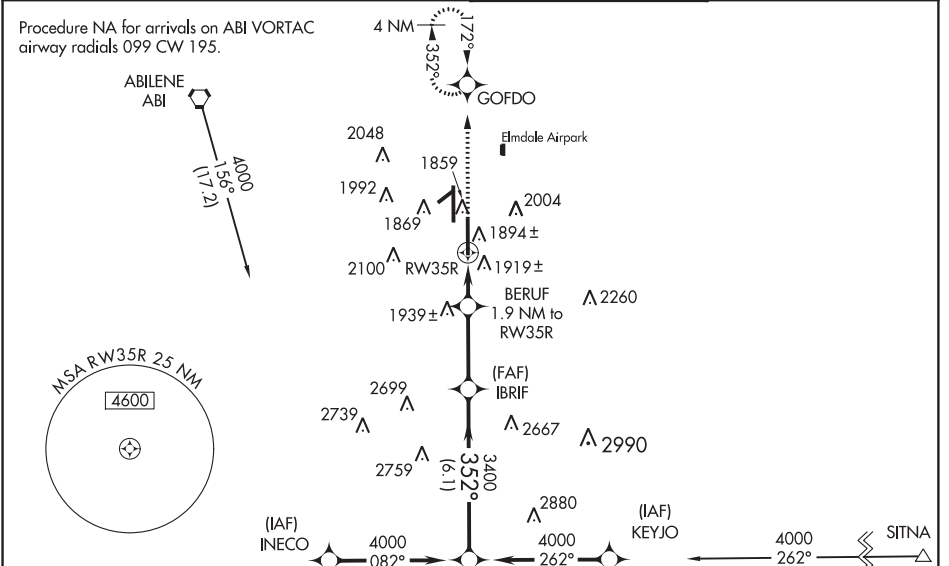
# RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all DA 21 feet and all MDA 40 feet and LNAV Cat C/D and Circling Cat C/E visibility ½ mile. For inoperative MALSRS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ miles, and LNAV Cat E visibility to 1¾ miles. Baro-VNAV NA when using Dyess AFB altimeter setting. VDP NA with Dyess AFB altimeter setting.

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

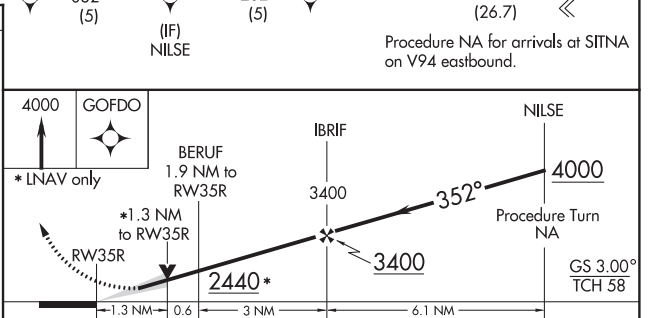
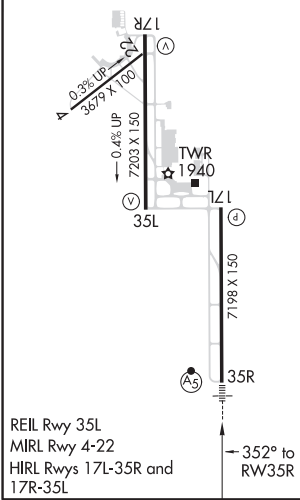
ATIS <b>118.25</b>	ABILENE APP CON <b>125.0 338.3 (EAST)</b> <b>127.2 282.3 (WEST)</b>	ABILENE TOWER <b>120.1 257.8</b>	GND CON <b>121.7 348.6</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1791	<b>D</b>	TDZE 1776
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CATEGORY	A	B	C	D	E
LPV DA	1976/24 200 (200-½)				
LNAV/VNAV DA	2189/50 413 (500-1)				
LNAV MDA	2260/24	484 (500-½)	2260/40 484 (500-¾)	2260/50 484 (500-1)	2260/60 484 (500-1½)
CIRCLING	2260-1	469 (500-1)	2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

ABILENE, TEXAS  
Amdt 1 08APR10

32°25'N-99°41'W

# RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)



LOC/DME I-EMB <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>172°</b>	Rwy Idg <b>7203</b> TDZE <b>1771</b> Apt Elev <b>1791</b>
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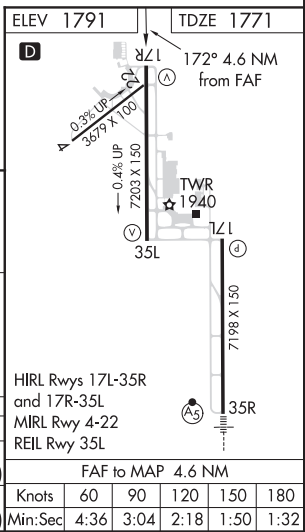
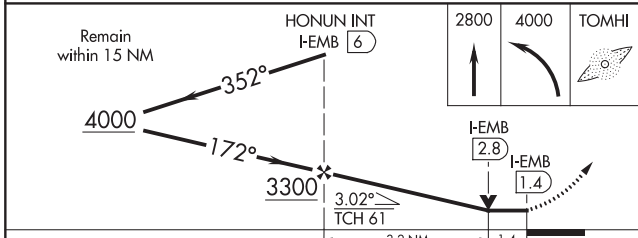
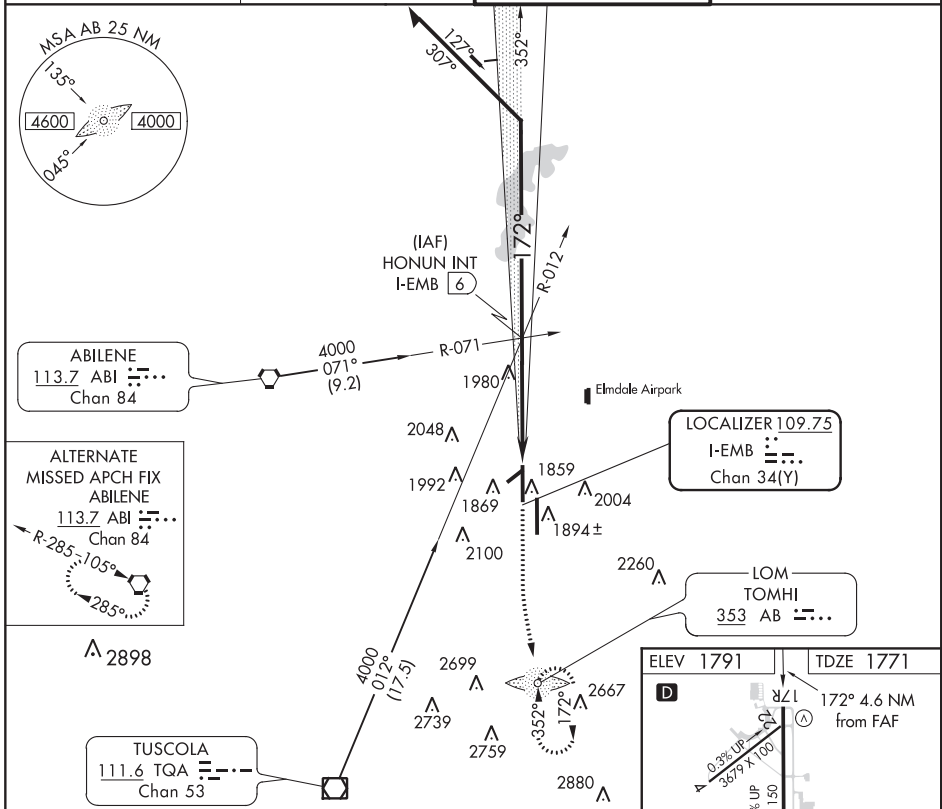
# LOC RWY 17R

ABILENE RGNL (ABI)

**ADF Required.** When local altimeter setting not received, use Dyess altimeter setting and increase all MDA 40 feet and visibility for S-17R Cat D and E, Circling Cat C, D, and E ¼ mile. VDP NA when using Dyess altimeter setting.

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

ATIS <b>118.25</b>	ABILENE APP CON <b>125.0 338.3</b> (EAST) <b>127.2 282.3</b> (WEST)	ABILENE TOWER <b>120.1 257.8</b>	GND CON <b>121.7 348.6</b>
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CATEGORY	A	B	C	D	E
S-17R	2280-1 509 (500-1)		2280-1½ 509 (500-1½)		2280-1¾ 509 (500-1¾)
CIRCLING	2280-1 489 (500-1)		2360-1½ 569 (600-1½)	2360-2 569 (600-2)	2520-2½ 729 (800-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ABILENE, TEXAS

AL-1 (FAA)

15204

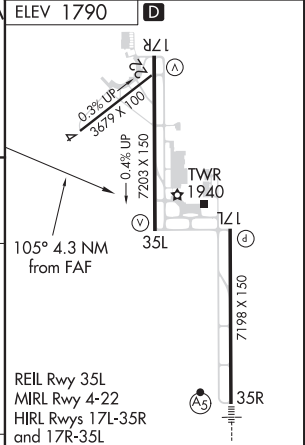
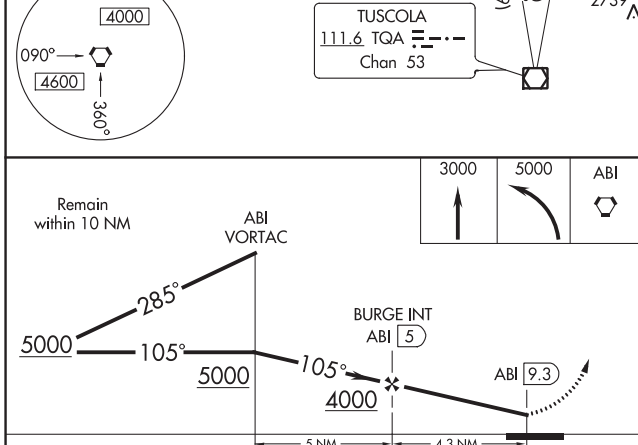
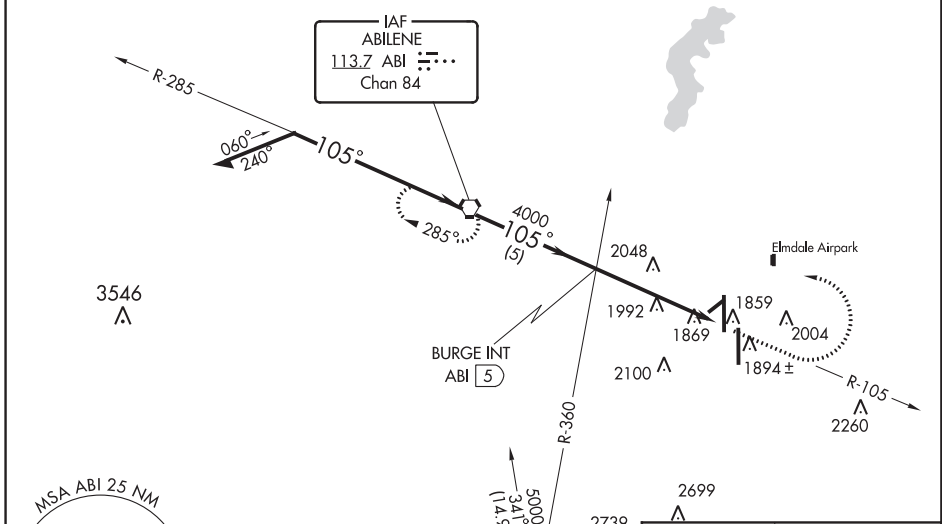
VOR ABI <b>113.7</b> Chan <b>84</b>	APP CRS <b>105°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1790</b>
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# VOR or GPS-A

ABILENE RGNL (ABI)

ASR		MISSED APPROACH: Climb to 3000, then dimbing left turn to 5000 direct ABI VORTAC and hold.	
ATIS <b>118.25</b>	ABILENE APP CON <b>125.0 338.3 (EAST)</b> <b>127.2 282.3 (WEST)</b>	ABILENE TOWER <b>120.1 257.8</b>	GND CON <b>121.7 348.6</b>

NoPT for arrivals on ABI VORTAC  
airways radial 195° CW 318°.



CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	2300-1	510 (600-1)	2360-1½ 570 (600-1½)	2360-2 570 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:18	2:52	2:09	1:43	1:26

ABILENE, TEXAS  
Amdt 8A 16JUL98

32°25'N-99°41'W

# ABILENE RGNL (ABI)

## VOR or GPS-A

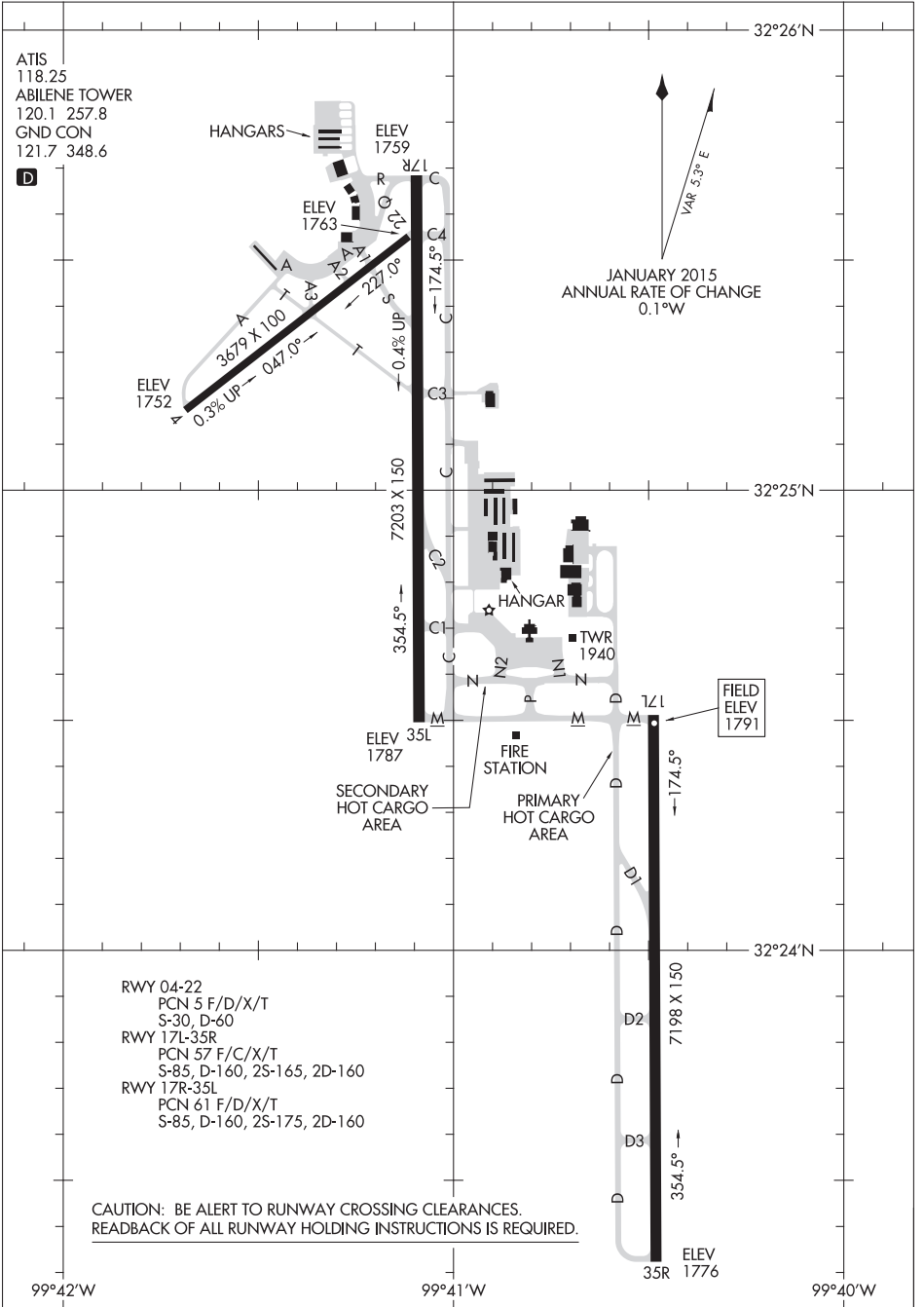
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

ABILENE RGNL (ABI)  
ABILENE, TEXAS

AL-1 (FAA)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

ABILENE, TEXAS  
ABILENE RGNL (ABI)

ALBANY, TEXAS

AL-10392 (FAA)

16175

WAAS CH <b>90435</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1414</b> <b>1415</b>
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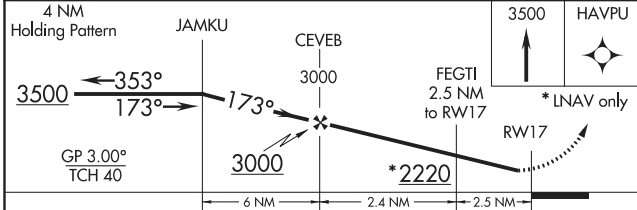
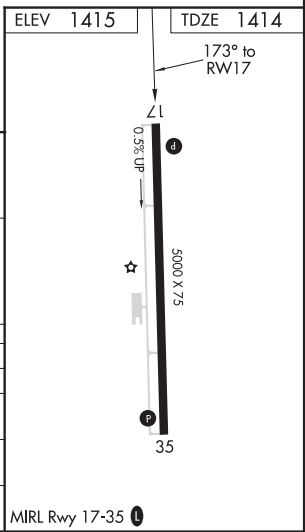
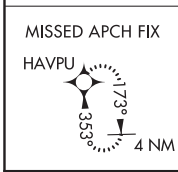
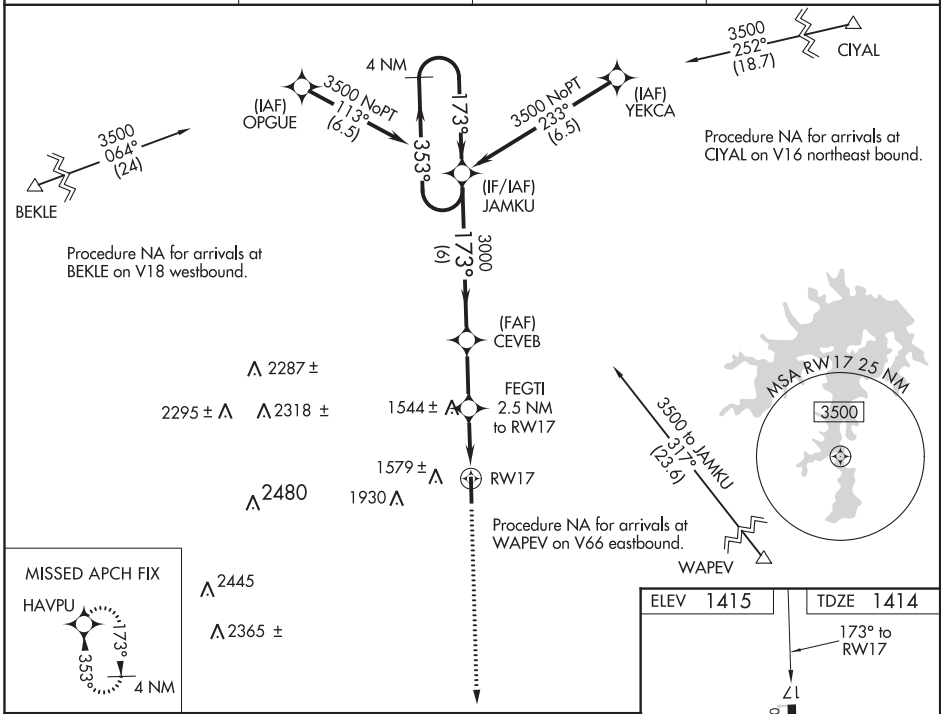
# RNAV (GPS) RWY 17

ALBANY MUNI (T23)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all DA 55 feet and all visibilities 1/4 mile; increase all MDA 60 feet and all Cat C visibilities 1/4 mile. Helicopter visibility reduction below 1SM NA. Night landing: Rwy 17 NA.

MISSED APPROACH: Climb to 3500 direct HAVPU and hold.

BRECKENRIDGE AWOS-3 <b>120.175</b>	ABILENE APP CON <b>125.0 338.3</b>	<b>122.9</b> (CTAF)	<b>123.5</b> <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	1727-1	313 (400-1)		NA
LNAV/VNAV DA	1872-1 1/8	458 (500-1 1/8)		NA
LNAV MDA	1860-1	446 (500-1)	1860-1 3/8 446 (500-1 3/8)	NA
<b>C</b> CIRCLING	2000-1	585 (600-1)	2360-2 3/4 945 (1000-2 3/4)	NA

ALBANY, TEXAS  
Amdt 1A 23JUN16

32°43'N-99°16'W

# RNAV (GPS) RWY 17

ALBANY MUNI (T23)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>65935</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE <b>5000</b> <b>1415</b> Apt Elev <b>1415</b>
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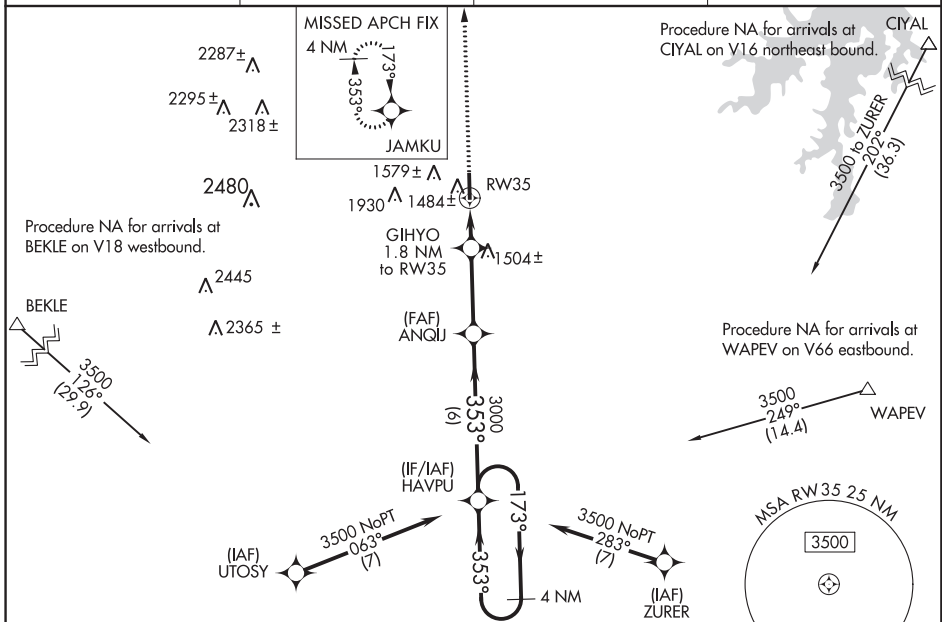
# RNAV (GPS) RWY 35

ALBANY MUNI (T23)

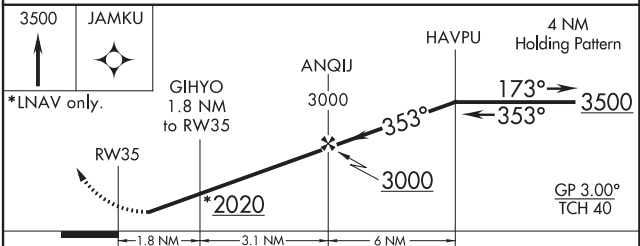
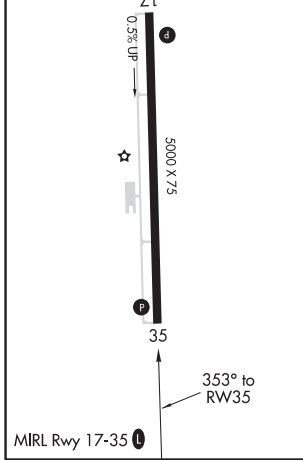
**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Breckenridge altimeter setting; when not received, use Abilene altimeter setting and increase all DA 55 feet and all visibilities ¼ mile; increase all MDA 60 feet and all Cat C visibilities ¼ mile. Helicopter visibility reduction below 1SM NA. Night landing: Rwy 35 NA.

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

BRECKENRIDGE AWOS-3 <b>120.175</b>	ABILENE APP CON <b>125.0 338.3</b>	CTAF <b>122.9</b>	<b>123.5</b>
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ELEV <b>1415</b>	TDZE <b>1415</b>
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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)	1800-1½ 385 (400-1½)	NA
<b>C</b> CIRCLING	2000-1	585 (600-1)	2360-2¾ 945 (1000-2¾)	NA

AMARILLO, TEXAS

AL-19 (FAA)

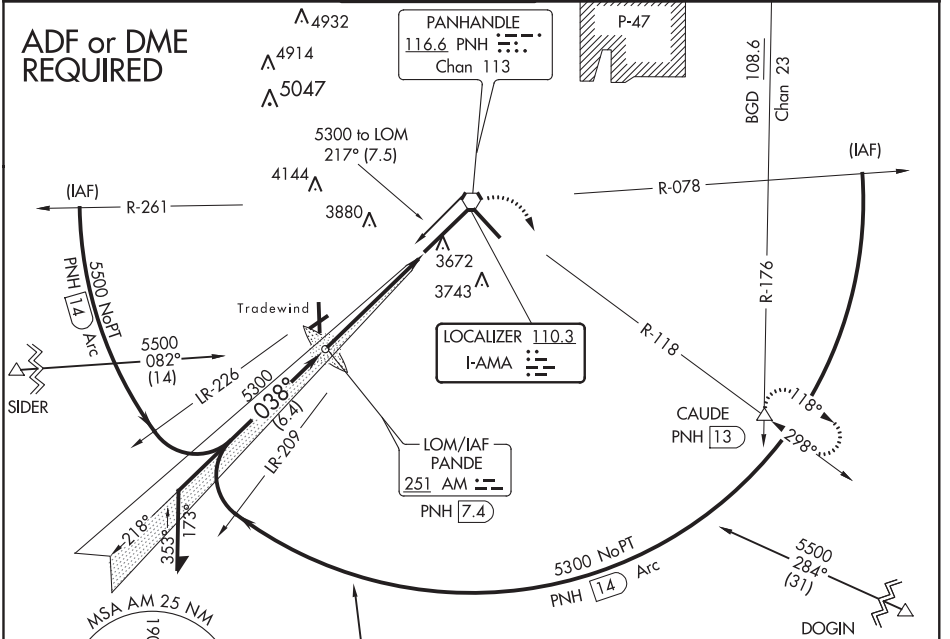
15176

LOC I-AMA <b>110.3</b>	APP CRS <b>038°</b>	Rwy Idg <b>13502</b> TDZE <b>3605</b> Apt Elev <b>3605</b>
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**ILS or LOC RWY 4**  
RICK HUSBAND AMARILLO INTL (AMA)

<b>ASR</b>	<b>MALS R</b>	<b>MISSED APPROACH:</b> Climb to 4100, then climbing right turn to 5000 via PNH R-118 to CAUDE INT/13 DME and hold.
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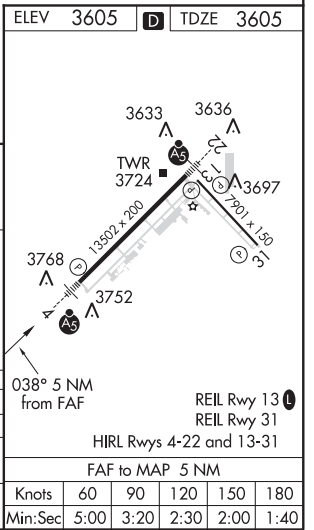
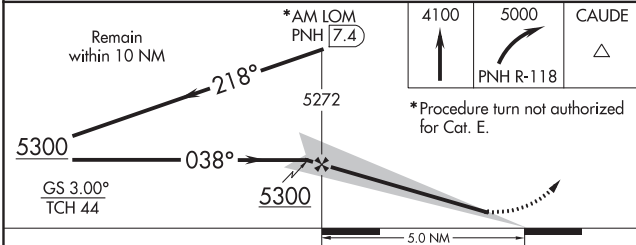
ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 3605	<b>D</b> TDZE 3605
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CATEGORY	A	B	C	D	E
S-ILS-4	3805/24 200 (200-1/2)				
S-LOC-4	4000/24	395 (400-1/2)	4000/40 395 (400-3/4)	4000/50 395 (400-1)	
CIRCLING	4080-1	475 (500-1)	4080-1 1/2 475 (500-1 1/2)	4240-2 635 (700-2)	4460-3 855 (900-3)

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

AMARILLO, TEXAS  
Amdt 22D 25JUN15

35°13'N-101°42'W

RICK HUSBAND AMARILLO INTL (AMA)  
**ILS or LOC RWY 4**

APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>13502</b> <b>3607</b> <b>3607</b>
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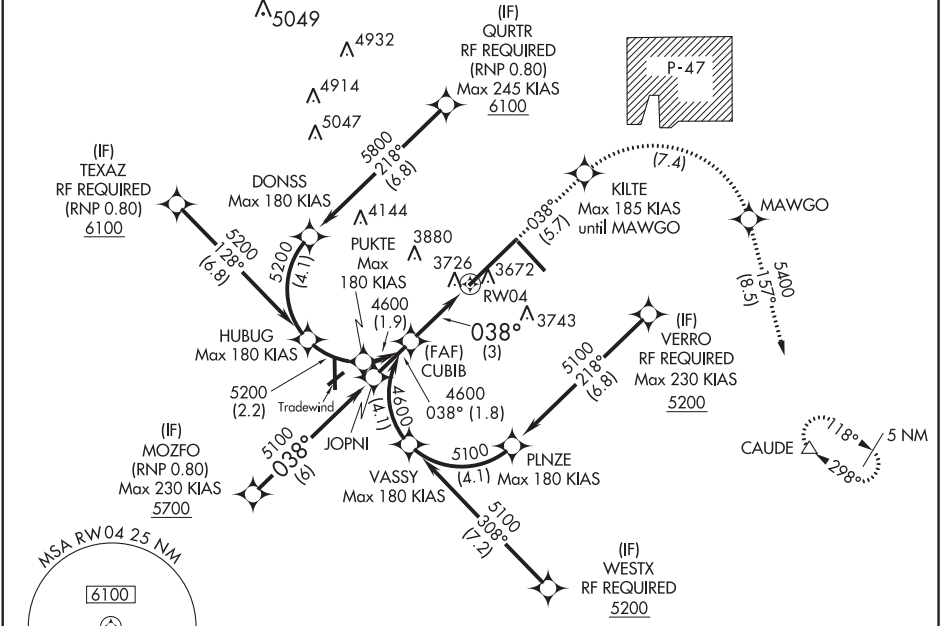
# RNAV (RNP) Z RWY 4

RICK HUSBAND AMARILLO INTL (A.M.A)

**ASR** RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -1.6°C (4°F) or above 40°C (104°F). For inop MALSRS increase RNP 0.12 visibility all Cats to RVR 5000 and increase RNP 0.30 visibility all Cats to 1½.

**MALSRS** MISSED APPROACH: Climb to 5400 on track 038° to KILTE, right turn to MAWGO, then on track 157° to CAUDE and hold.

ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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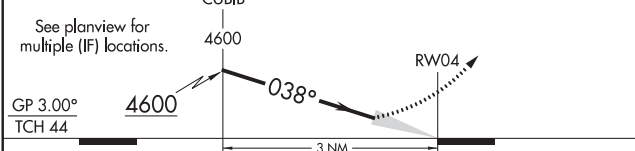
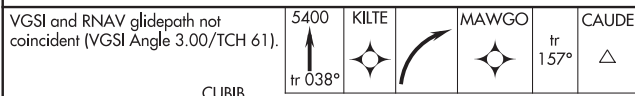


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

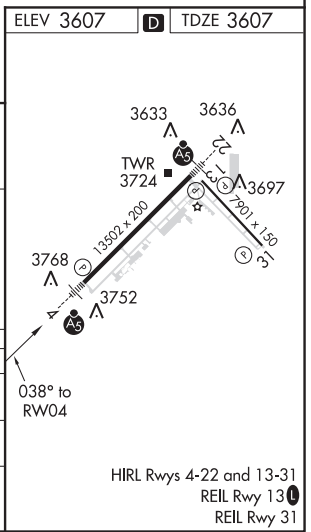
ELEV 3607	<b>D</b> TDZE 3607
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## RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.12 DA		3926/40	319 (400-¾)	
RNP 0.30 DA		4055/60	448 (500-1¼)	

## AUTHORIZATION REQUIRED



AMARILLO, TEXAS

AL-19 (FAA)

15176

APP CRS	Rwy Idg	<b>7901</b>
<b>129°</b>	TDZE	<b>3603</b>
	Apt Elev	<b>3607</b>

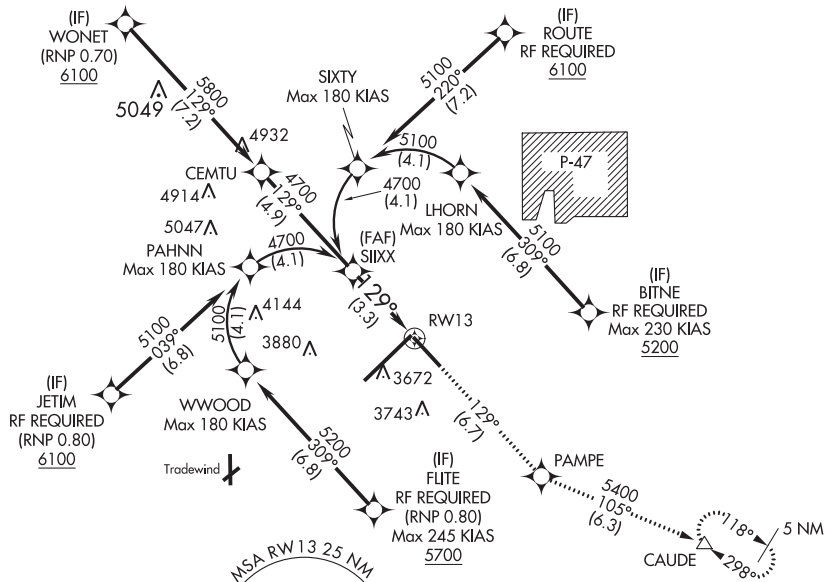
# RNAV (RNP) Z RWY 13

RICK HUSBAND AMARILLO INTL (AMA)

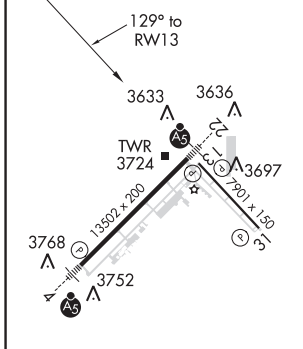
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 40°C (104°F).	MISSED APPROACH: Climb to 5400 on track 129° to PAMPE and on track 105° to CAUDE and hold.				
	ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



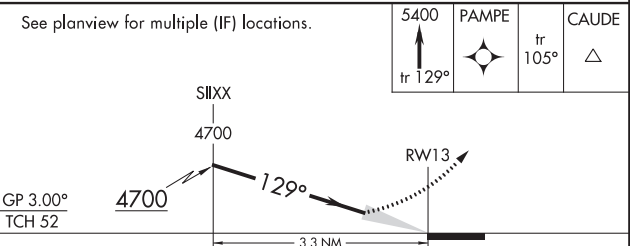
ELEV	<b>3607</b>	<b>D</b>	TDZE	<b>3603</b>
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## RADAR REQUIRED

See planview for multiple (IF) locations.

5400 ↑ tr 129°	PAMPE ◆	CAUDE △ tr 105°
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GP 3.00°				
TCH 52				
CATEGORY	A	B	C	D
RNP 0.30 DA	4019-1½ 416 (500-1½)			

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

## AUTHORIZATION REQUIRED

AMARILLO, TEXAS  
 Orig-A 30JUN11

35°13'N-101°42'W

RICK HUSBAND AMARILLO INTL (AMA)  
**RNAV (RNP) Z RWY 13**



APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>13502</b> <b>3606</b> <b>3607</b>
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# RNAV (RNP) Z RWY 22

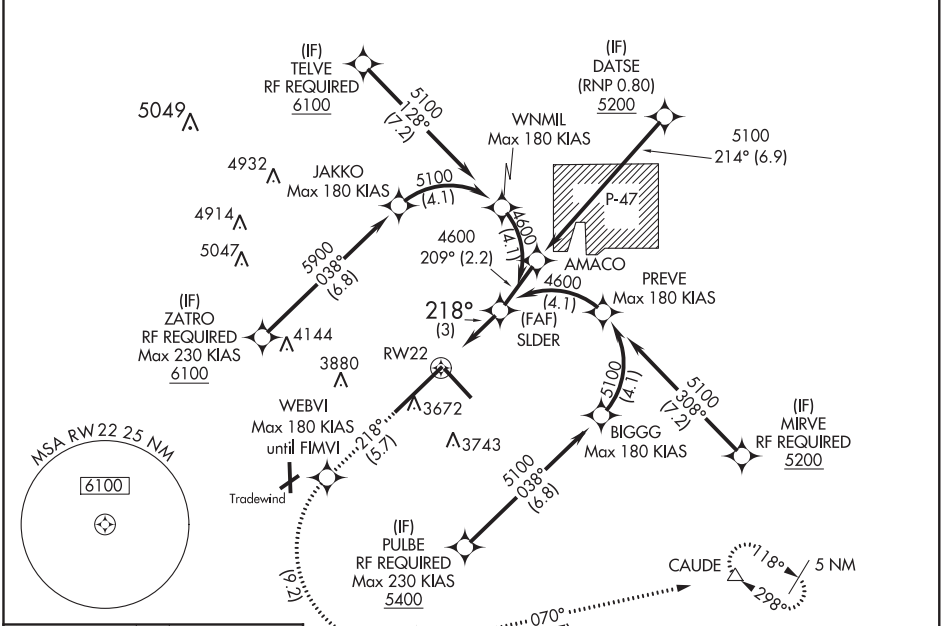
RICK HUSBAND AMARILLO INTL (A.M.A)

**ASR** RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 40°C (104°F). For inop MALSRL increase RNP 0.14 visibility all Cats to 1 and increase RNP 0.30 visibility all Cats to 1 1/4. When VGSI inop, procedure NA at night.



**MISSED APPROACH:** Climb to 5400 on track 218° to WEBVI, left turn to FIMVI, then on track 070° to CAUDE and hold.

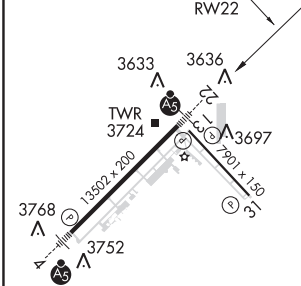
ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

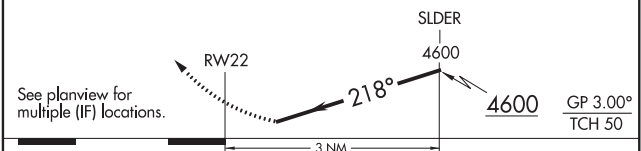
ELEV 3607	<b>D</b>	TDZE 3606
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HIRL Rwys 4-22 and 13-31  
REIL Rwy 13  
REIL Rwy 31

## RADAR REQUIRED

5400	WEBVI	FIMVI	CAUDE
tr 218°			tr 070°



CATEGORY	A	B	C	D
RNP 0.14 DA		3894-3/4	288 (300-3/4)	
RNP 0.30 DA		3964-3/4	358 (400-3/4)	

## AUTHORIZATION REQUIRED

AMARILLO, TEXAS

AL-19 (FAA)

15176

APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>7901</b> <b>3601</b> <b>3607</b>
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# RNAV (RNP) Z RWY 31

RICK HUSBAND AMARILLO INTL (AMA)

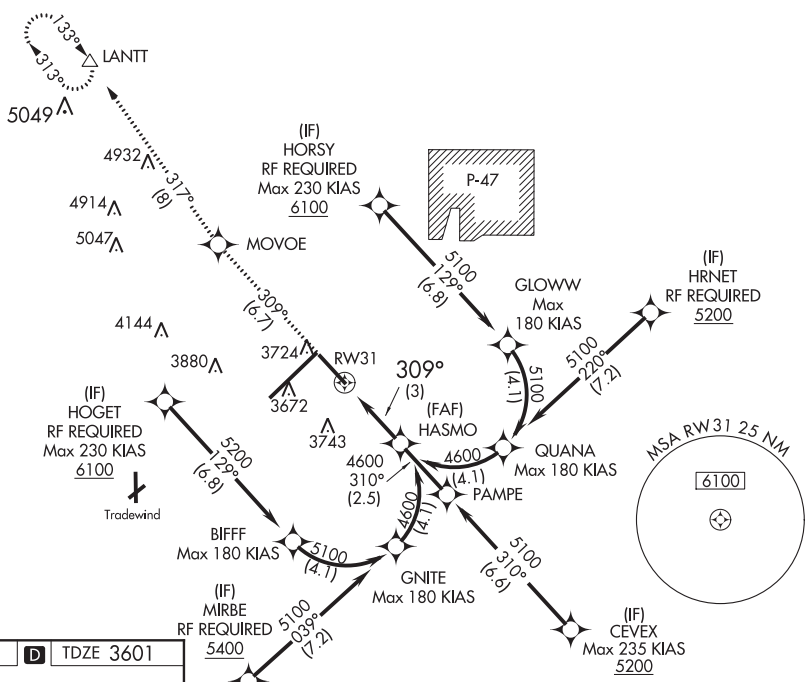
**GPS REQUIRED.** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 40°C (104°F).

**MISSED APPROACH:** Climb to 6100 on track 309° to MOVOE and on track 317° to LANTT and hold.

ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 3607	<b>D</b>	TDZE 3601
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## RADAR REQUIRED

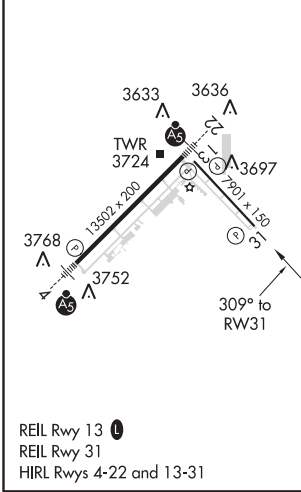
See planview for multiple (IF) locations.

6100	MOVOE	LANTT
tr 309°	tr 317°	tr 317°

HASMO 4600

RW31 309° 4600

GP 3.00° TCH 52



CATEGORY	A	B	C	D
RNP 0.17 DA		3858-1	257 (300-1)	
RNP 0.30 DA		3922-1	321 (400-1)	

## AUTHORIZATION REQUIRED

AMARILLO, TEXAS  
Orig-A 30JUN11

35°13'N-101°42'W

RICK HUSBAND AMARILLO INTL (AMA)  
**RNAV (RNP) Z RWY 31**

WAAS CH <b>82718</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg <b>13502</b> TDZE <b>3607</b> Apt Elev <b>3607</b>
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# RNAV (GPS) Y RWY 4

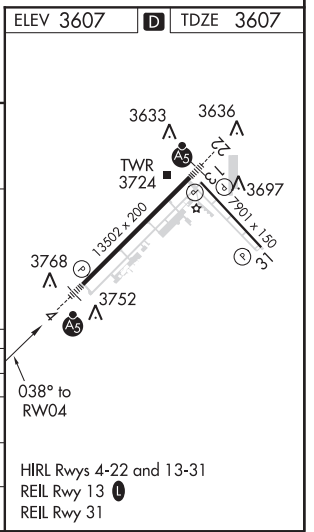
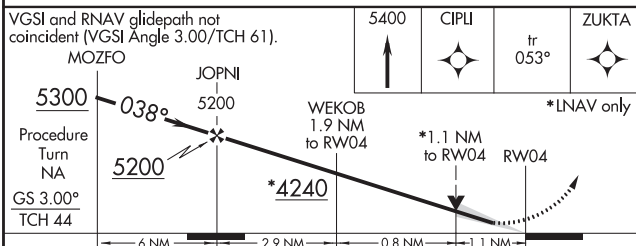
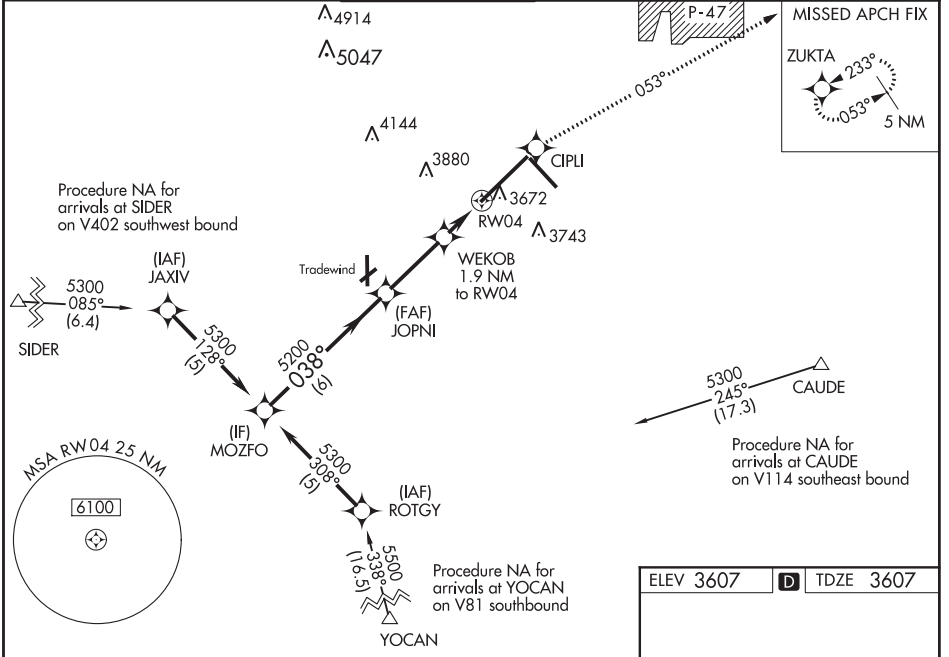
RICK HUSBAND AMARILLO INTL (AMA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).  
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baro altimeter setting and increase all DA 153 feet and all MDA 160 feet, increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 1/2 mile, LNAV Cats C and D visibility 1/4 mile and Cat E visibility 1/2 mile, Circling Cat C visibility 1/4 mile and Circling Cat D visibility 1/2 mile. Baro-VNAV and VDP NA with Baro altimeter setting. For inop MALS/R, increase LPV Cat E visibility to RVR 4000. LNAV/VNAV Cat E visibility to 1 1/2 mile, LNAV Cat D visibility to RVR 6000 and Cat E visibility 1 1/2 mile. For inop MALS/R with Baro altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility 2 miles, LNAV Cat D visibility to 1 1/4 mile, and Cat E visibility to 2 miles.

**MALS/R**

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

ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
LPV DA	3807/24		200 (200-1/2)		
LNAV/VNAV DA	4028/50		421 (500-1)		
LNAV MDA	4020/24	413 (500-1/2)	4020/40 413 (500-3/4)	4020/50	413 (500-1)
CIRCLING	4080-1	473 (500-1)	4080-1 1/2 473 (500-1 1/2)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

AMARILLO, TEXAS

AL-19 (FAA)

15176

WAAS CH <b>57919</b> <b>W13A</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev	<b>7901</b> <b>3603</b> <b>3607</b>
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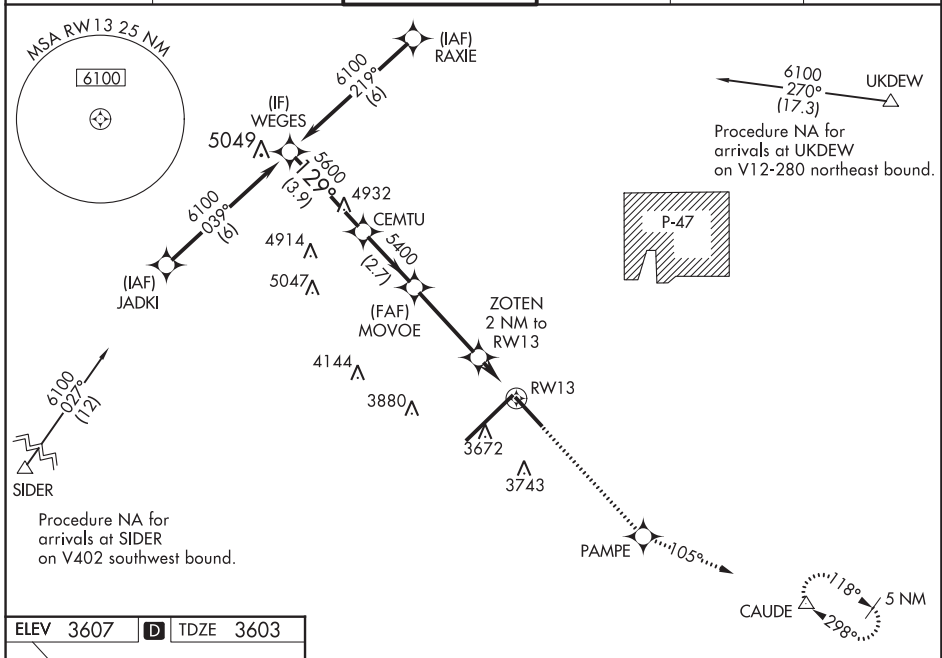
# RNAV (GPS) Y RWY 13

RICK HUSBAND AMARILLO INTL (AMA)

**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22C (-7F) or above 41C (105F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Borger altimeter setting and increase all DA 153 feet and all MDA 160 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA with Borger altimeter setting.

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

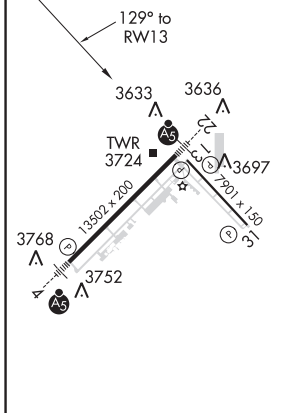
ATIS <b>118.85 350.3</b>	AMARILLO APP CON * <b>119.5 307.0</b>	AMARILLO TOWER * <b>118.3 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 3607	<b>D</b>	TDZE 3603
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REIL Rwy 13  
REIL Rwy 31  
HIRL Rws 4-22 and 13-31

	WEGES	CEMTU	MOVVOE	ZOTEN 2 NM to RW13	PAMPE	CAUDE
	6100	5600	5400	*4280	5400	tr 105°
Procedure Turn NA						
GS 3.00°						
TCH 52						
	3.9 NM	2.7 NM	3.4 NM	1 NM	1 NM	
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)		4080-1½	473 (500-1½)	4240-2
						633 (700-2)

AMARILLO, TEXAS  
Amdt 1 13JAN11

35°13'N-101°42'W

# RICK HUSBAND AMARILLO INTL (AMA)

## RNAV (GPS) Y RWY 13

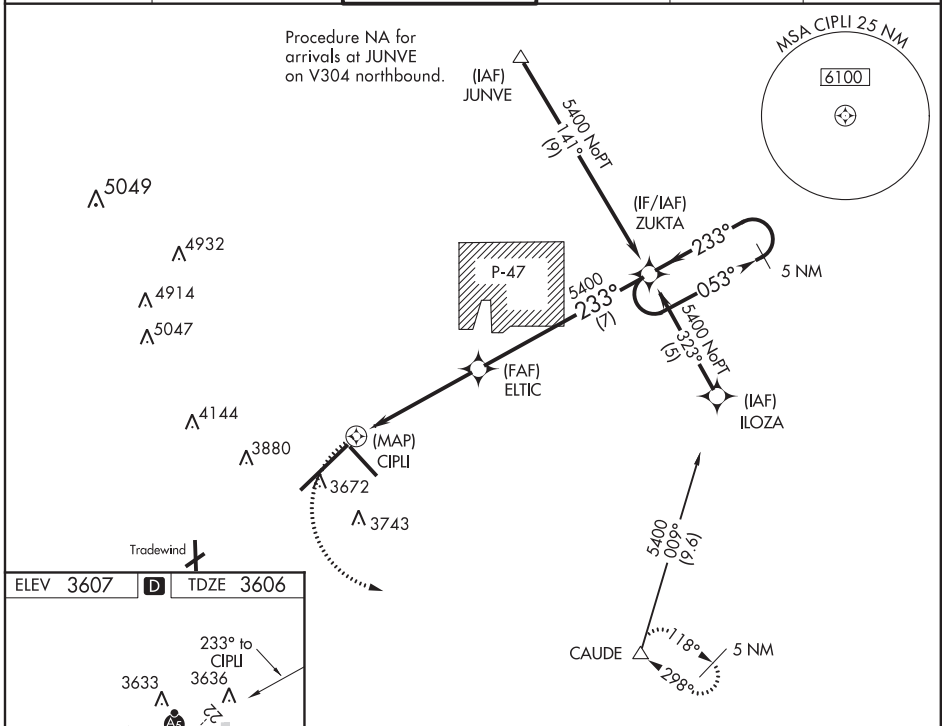
APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>13502</b> <b>3606</b> <b>3607</b>
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# RNAV (GPS) Y RWY 22

RICK HUSBAND AMARILLO INTL (A.M.A)

<p>For inop MALS, increase LNAV Cat D visibility to 1 1/4 mile and Cat E visibility to 1 1/2 mile. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Borger altimeter setting and increase all MDA 160 feet, increase LNAV Cat C visibility 1/4 mile, Cat D visibility 3/4 mile, Cat E visibility 1 mile, Circling Cat C visibility 1/4 mile and Cat D visibility 1/2 mile. VDP NA with Borger altimeter setting. Inop table does not apply to LNAV Cats D and E with Borger altimeter setting.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climbing left turn to 5400 direct CAUDE and hold</p>

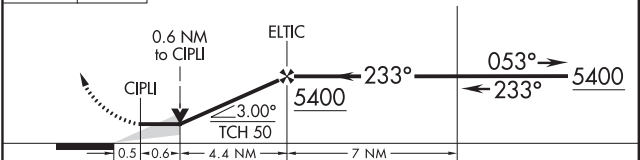
ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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ELEV 3607	<b>D</b>	TDZE 3606
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HIRL Rws 4-22 and 13-31  
REIL Rwy 13  
REIL Rwy 31

5400	CAUDE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77).	5 NM Holding Pattern
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CATEGORY	A	B	C	D	E
LNAV MDA	4020-1/2	414 (500-1/2)	4020-3/4 414 (500-3/4)	4020-1	414 (500-1)
CIRCLING	4080-1	473 (500-1)	4080-1 1/2 473 (500-1 1/2)	4240-2 633 (700-2)	4460-3 853 (900-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

AMARILLO, TEXAS

AL-19 (FAA)

16203

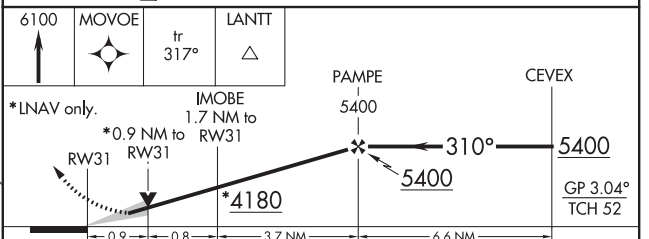
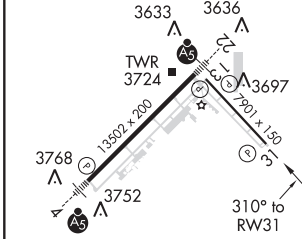
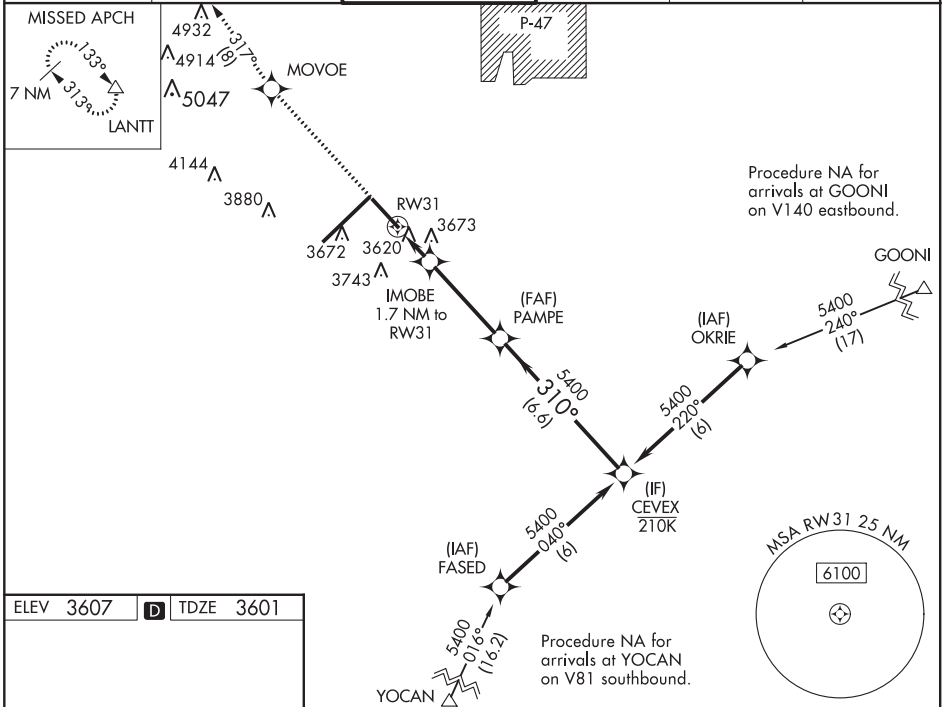
WAAS CH <b>82319</b> <b>W31A</b>	APP CRS <b>310°</b>	Rwy Idg TDZE Apt Elev	<b>7901</b> <b>3601</b> <b>3607</b>
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# RNAV (GPS) Y RWY 31

RICK HUSBAND AMARILLO INTL (AMA)

<p><b>ASR</b></p> <p>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 5/8 mile; increase all MDA 160 feet and visibility Cat C and D 1/2 mile. Baro-VNAV and VDP NA when using Borger altimeter setting.</p>	<p>MISSED APPROACH: Climb to 6100 direct MOVEO and on track 317° to LANIT and hold.</p>			

ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		3851-3/4	250 (300-3/4)	
LNAV/VNAV DA		3851-3/4	250 (300-3/4)	
LNAV MDA		3940-1	339 (400-1)	
<b>C</b> CIRCLING	4080-1	473 (500-1)	4240-1 3/4 633 (700-1 3/4)	4280-2 1/4 673 (700-2 1/4)

AMARILLO, TEXAS  
Amdt 2 21JUL16

35°13'N-101°42'W

# RICK HUSBAND AMARILLO INTL (AMA)

## RNAV (GPS) Y RWY 31

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-RIQ <b>111.1</b> Chan <b>48</b>	APP CRS <b>214°</b>	Rwy Idg <b>13502</b> TDZE <b>3603</b> Apt Elev <b>3605</b>
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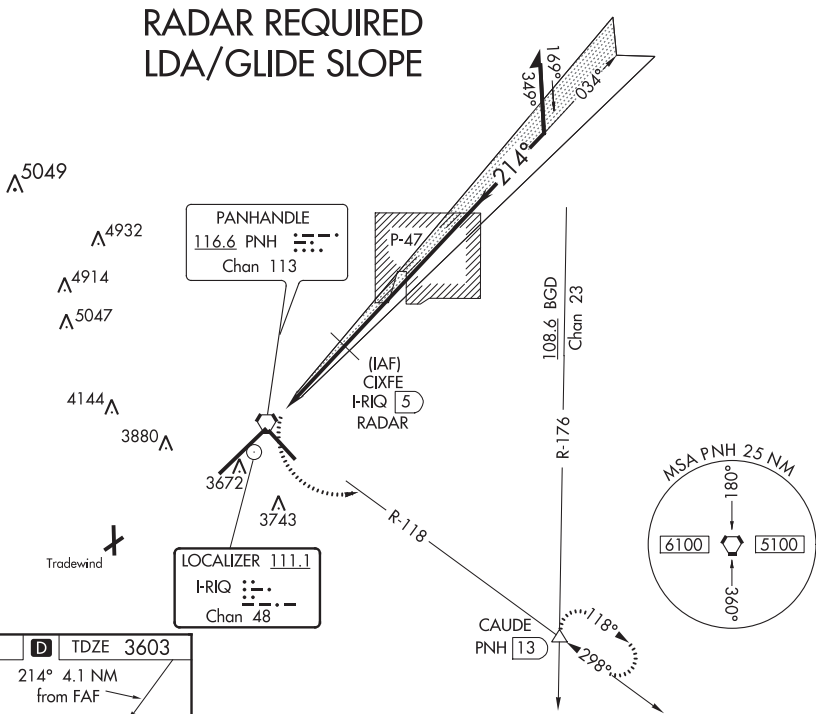
**LDA/DME RWY 22**  
RICK HUSBAND AMARILLO INTL (AMA)

**Final approach course offset 4.45 degrees intersects the runway centerline 2500' from Rwy 22. For inop MALS, increase S-LDA 22 Cat D and E visibilities to 1, S-LDA/GS22 to 3/4 all Cats.**

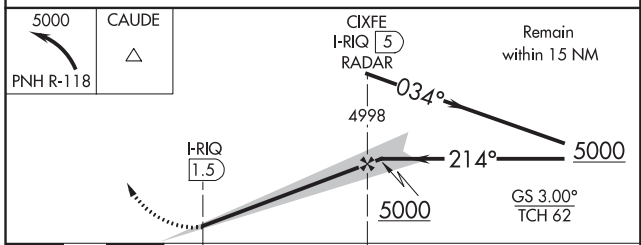
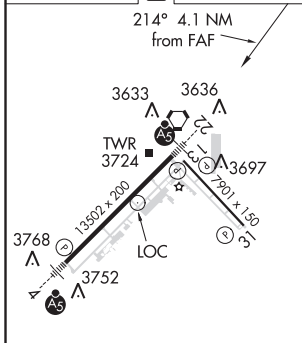
**MALS** MISSED APPROACH: Climbing left turn to 5000 via PNH VORTAC R-118 to CAUDE Int and hold.

ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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**RADAR REQUIRED  
LDA/GLIDE SLOPE**



ELEV 3605	<b>D</b>	TDZE 3603
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CATEGORY	A	B	C	D	E
LDA/GS-22	3853-1/2 250 (300-1/2)				
LDA-22	3900-1/2 297 (300-1/2)		3900-3/4 297 (300-3/4)		
CIRCLING	4080-1 475 (500-1)		4080-1 1/2 475 (500-1 1/2)		4240-2 4460-3 635 (700-2) 855 (900-3)

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

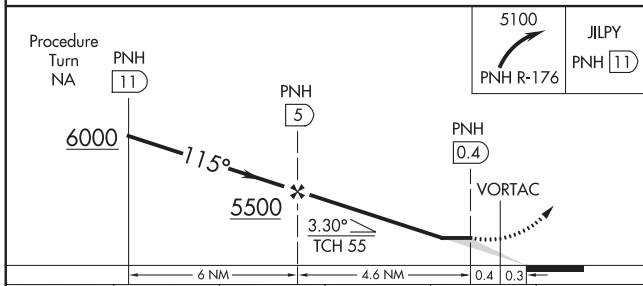
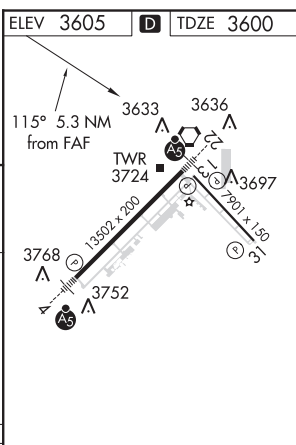
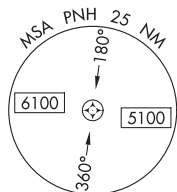
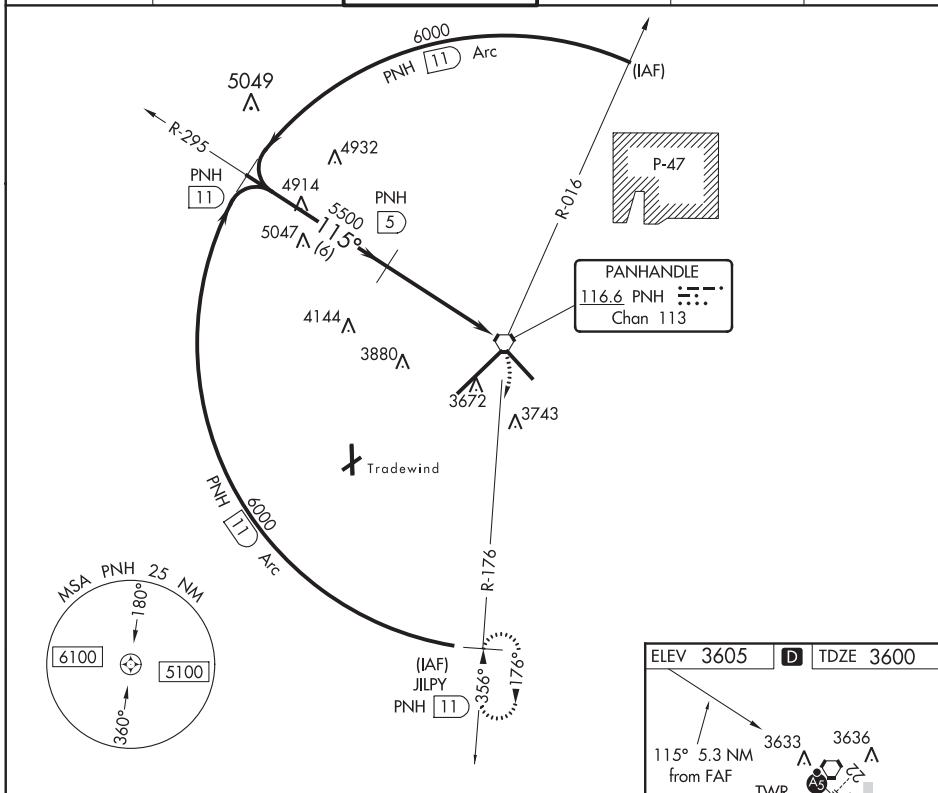
VORTAC PNH <b>116.6</b> Chan <b>113</b>	APP CRS <b>115°</b>	Rwy Idg <b>7901</b> TDZE <b>3600</b> Apt Elev <b>3605</b>
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# VOR/DME RWY 13

RICK HUSBAND AMARILLO INTL (AMA)

ASR	MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.				
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ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-13	3980-1	380 (400-1)	3980-1 1/4	380 (400-1 1/4)	
CIRCLING	4080-1	475 (500-1)	4080-1 1/2 475 (500-1 1/2)	4240-2 635 (700-2)	4460-3 855 (900-3)

REIL Rwy 13  
REIL Rwy 31  
HIRL Rws 4-22 and 13-31

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



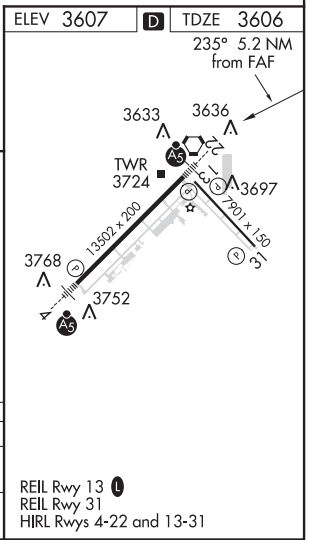
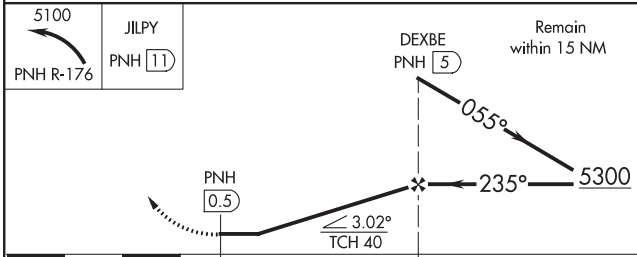
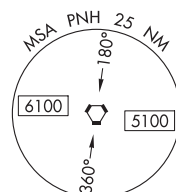
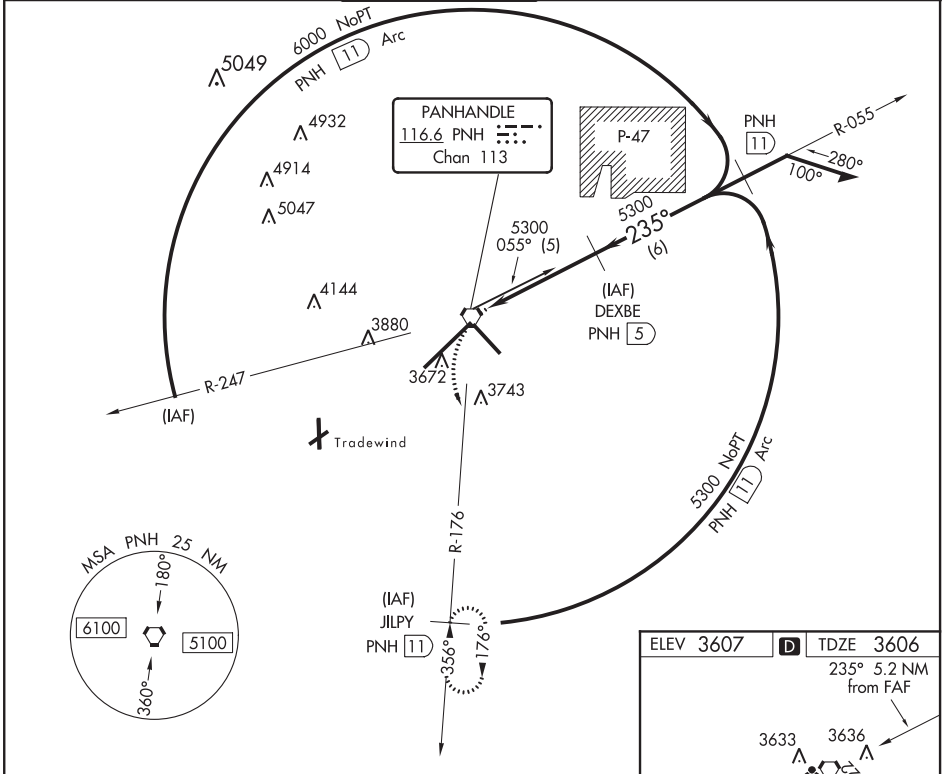
VORTAC PNH <b>116.6</b> Chan <b>113</b>	APP CRS <b>235°</b>	Rwy Idg TDZE Apt Elev	<b>13502</b> <b>3603</b> <b>3605</b>
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# VOR/DME RWY 22

RICK HUSBAND AMARILLO INTL (A.M.A.)

<b>ASR</b>	For inop MALSRs, increase S-22 visibility Cat D and E to 1/4.	<b>MALSR</b>	MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/11 DME and hold.		
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ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-22	3960-1/2 354 (400+1/2)			3960-1 354 (400-1)	
CIRCLING	4080-1 473 (500-1)	4080-1 1/2 473 (500-1 1/2)		4240-2 633 (700-2)	4460-3 853 (900-3)

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

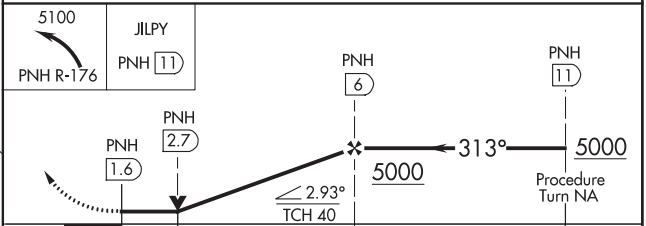
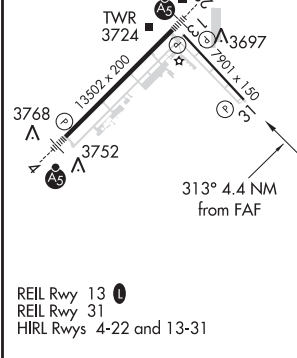
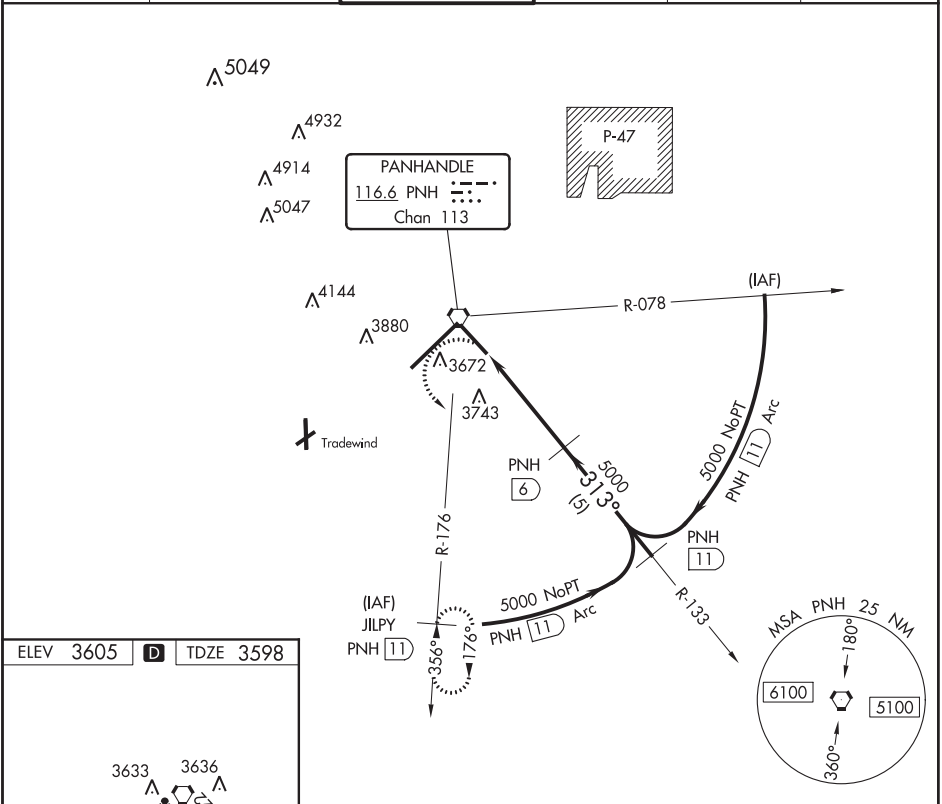
VORTAC PNH <b>116.6</b> Chan <b>113</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>7901</b> <b>3598</b> <b>3605</b>
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# VOR/DME RWY 31

RICK HUSBAND AMARILLO INTL (A.M.A)

		MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.			
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ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3(CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-31	3960-1	362 (400-1)	3960-1¼	362 (400-1¼)	
CIRCLING	4080-1	475 (500-1)	4080-1½ 475 (500-1½)	4240-2 635 (700-2)	4460-3 855 (900-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



AMARILLO, TEXAS

AL-19 (FAA)

15176

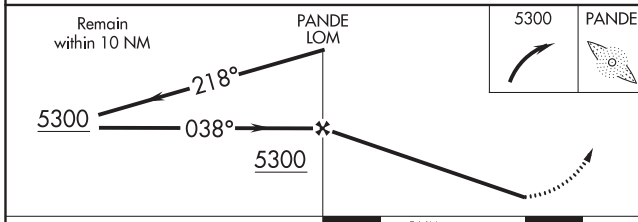
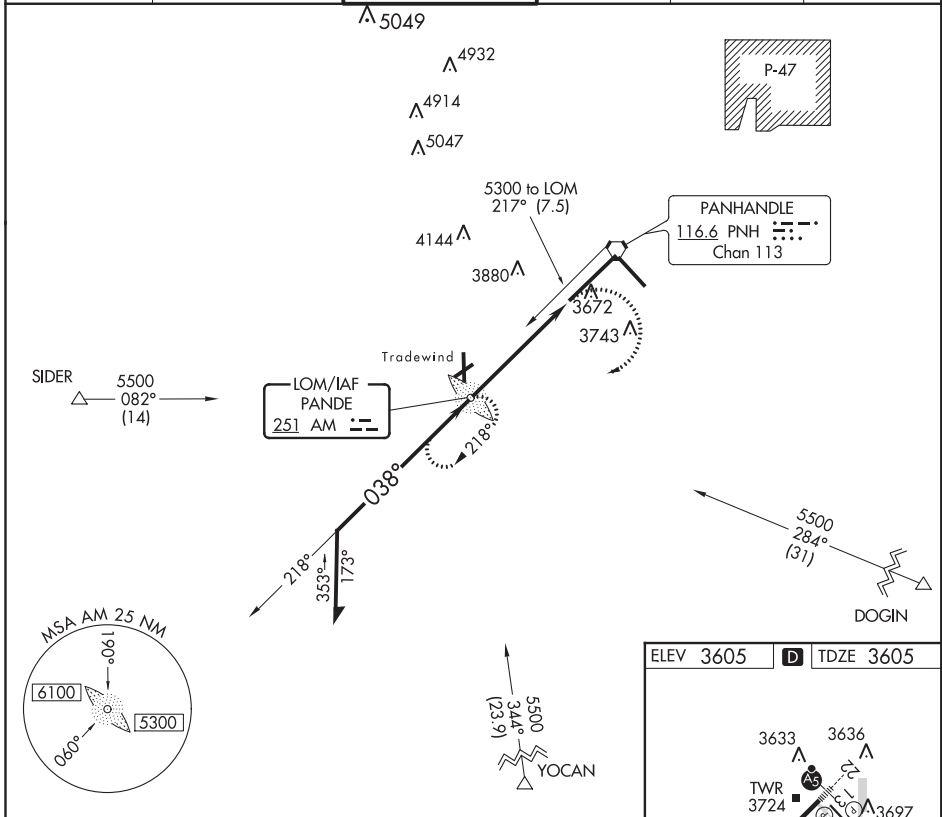
LOM AM <b>251</b>	APP CRS <b>038°</b>	Rwy Idg <b>13502</b>
		TDZE <b>3605</b>
		Apt Elev <b>3605</b>

# NDB RWY 4

RICK HUSBAND AMARILLO INTL (AMA)

		MISSED APPROACH: Climbing right turn to 5300 direct PANDE LOM and hold.			

ATIS <b>118.85 350.3</b>	AMARILLO APP CON* <b>119.5 307.0</b>	AMARILLO TOWER* <b>118.3 (CTAF) 257.9</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.95</b>
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ELEV 3605		TDZE 3605
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REIL Rwy 13	REIL Rwy 31
HIRL Rwy 4-22 and 13-31	
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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

AMARILLO, TEXAS  
Amdt 17 25MAR99

35°13'N-101°42'W

RICK HUSBAND AMARILLO INTL (AMA)  
**NDB RWY 4**

ATIS  
 118.85 350.3  
 AMARILLO TOWER ★  
 118.3 257.9  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 121.65

**D**

VAR 6.5° E  
 JANUARY 1 2015  
 ANNUAL RATE OF CHANGE  
 0.1° W

FIELD  
 ELEV  
 3607

1000  
 X 300

HANGAR

HANGAR

TWR

ELEV  
 3603

ELEV  
 3603

FIRE STATION  
 HANGARS

TERMINAL

FBO

HANGAR

RWY 04-22  
 PCN 176 R/C/W/T  
 S-100, D-200, 2S-175, 2D-400  
 RWY 13-31  
 PCN 89 R/B/W/T  
 S-100, D-200, 2S-175, 2D-400

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

3752  
 101°44'W 101°43'W 101°42'W 101°41'W  
 35°15'N 35°14'N 35°13'N 35°12'N 35°11'N

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

AMARILLO, TEXAS

AL-715 (FAA)

16259

WAAS CH <b>42632</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>4809</b> <b>3641</b> <b>3649</b>
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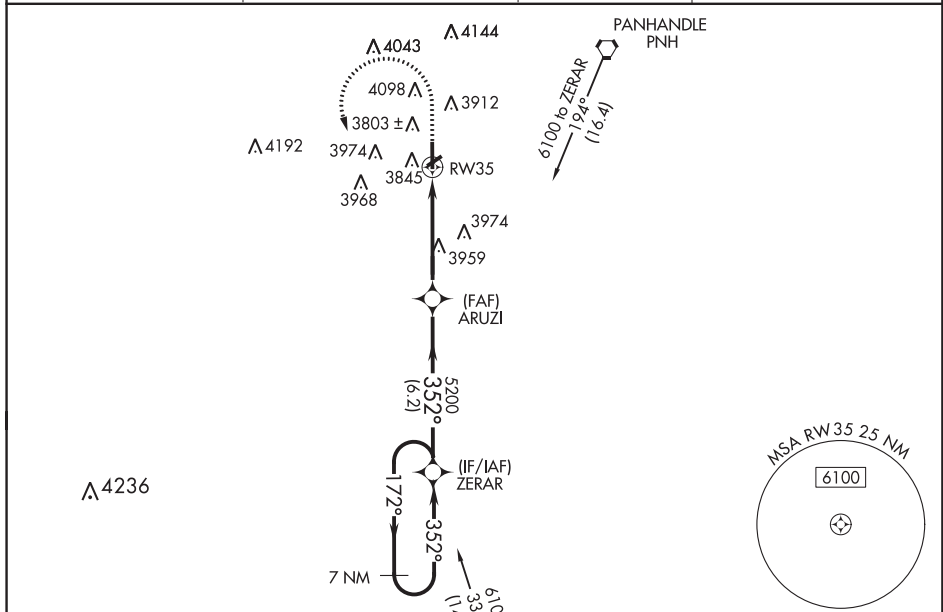
# RNAV (GPS) RWY 35

TRADEWIND (TDW)

**NA** Baro-VNAV NA. Use Rick Husband Amarillo Intl altimeter setting; when not received, use Hereford altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV all Cats visibility  $\frac{1}{8}$  mile and LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 15M NA.

**MISSED APPROACH:** Climb to 4100 then climbing left turn to 6100 direct ZERAR and hold.

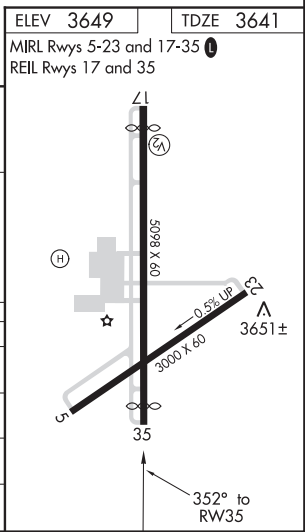
AWOS-AV <b>118.475</b>	AMARILLO APP CON * <b>119.5 307.0</b>	CLNC DEL <b>125.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

7 NM Holding Pattern		ZERAR		ARUZI		RW35	
6100 ← 172°		352° →		5200		352°	
GP 3.00°		TCH 40		5200		352°	
6.2 NM		4.8 NM					
CATEGORY	A	B	C	D			
LPV DA	3913-1	272 (300-1)		NA			
LNAV/VNAV DA	3947-1	306 (300-1)		NA			
LNAV MDA	4300-1	659 (700-1)		NA			
CIRCLING	4300-1	651 (700-1)		NA			



AMARILLO, TEXAS  
Orig-A 16OCT14

35°10'N-101°50'W

# TRADEWIND (TDW) RNP (GPS) RWY 35

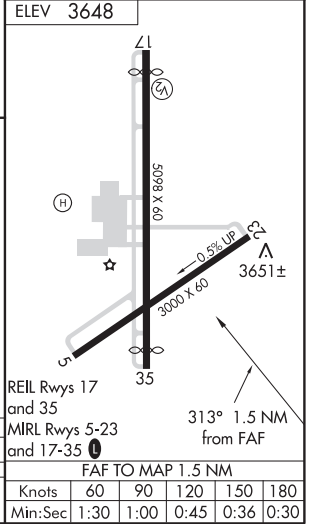
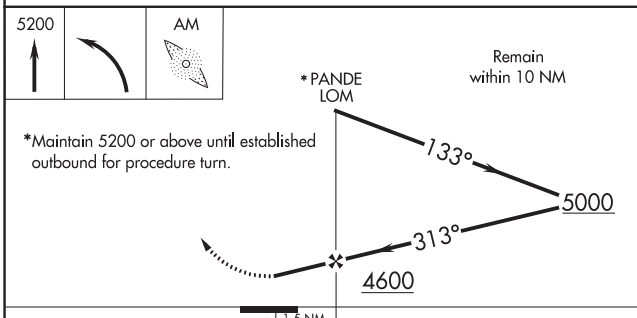
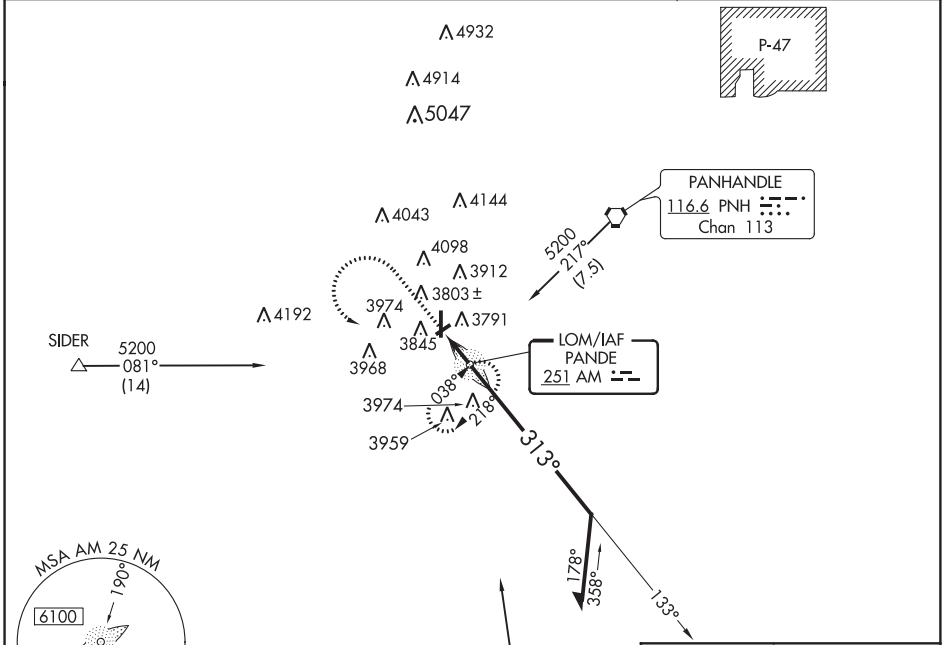
NDB AM <b>251</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>3648</b>
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**NDB-A**  
TRADEWIND (TDW)

**NA** Use Rick Husband Amarillo Intl altimeter setting. Circling NA to runway 5-23. Circling to Rwy 35 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5200, then left turn direct AM LOM and hold.

AWOS-AV <b>118.475</b>	AMARILLO APP CON * <b>119.5 307.0</b>	CLNC DEL <b>125.4</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
CIRCLING	4220-1 572 (600-1)	4260-1 612 (700-1)	4260-1¾ 612 (700-1¾)	4480-2¾ 832 (900-2¾)
FAF TO MAP 1.5 NM				
Knots	60	90	120	150 180
Min:Sec	1:30	1:00	0:45	0:36 0:30

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ANDREWS, TEXAS

AL-6451 (FAA)

16091

WAAS CH <b>65813</b> <b>W16A</b>	APP CRS <b>155°</b>	Rwy Idg <b>5816</b> TDZE <b>3174</b> Apt Elev <b>3174</b>
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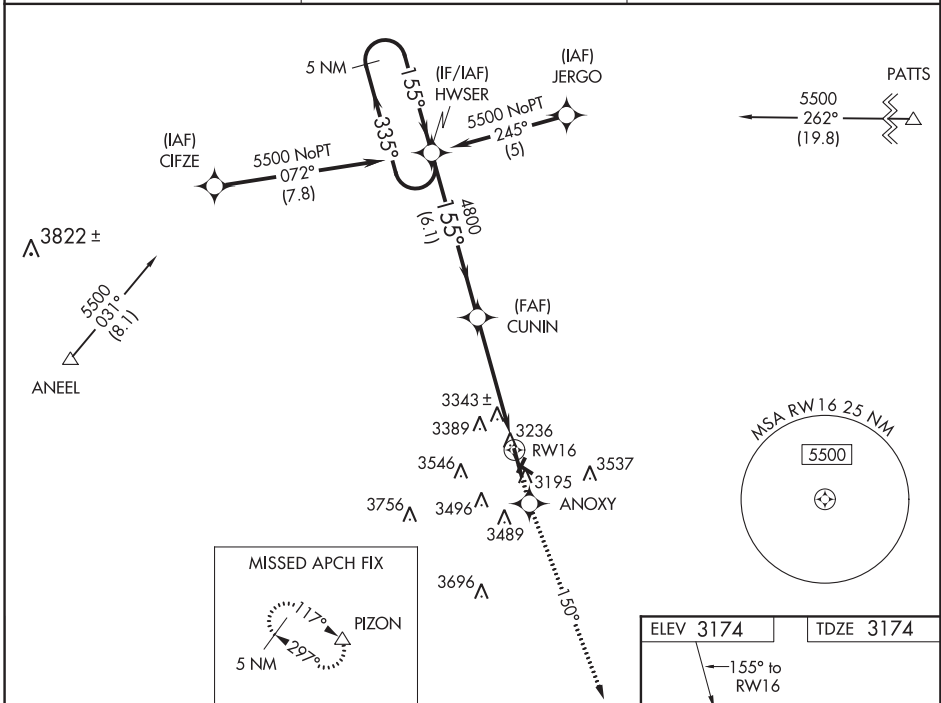
# RNAV (GPS) RWY 16

ANDREWS COUNTY (E11)

**NA** Circling NA west of Rwy 16/34. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Midland altimeter setting; when not received use Big Spring altimeter setting and increase all DA 95 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

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

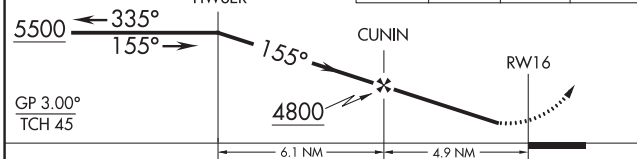
AWOS - 3 <b>118.2</b>	MIDLAND APP CON * <b>124.6 290.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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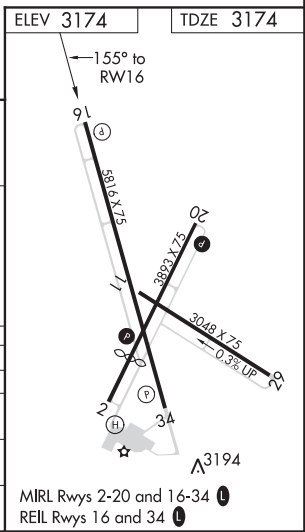
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).  
5 NM Holding Pattern  
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)	3780-1¾ 606 (700-1¾)	NA



ANDREWS, TEXAS  
Orig 27AUG09

32°20'N-102°32'W

# RNAV (GPS) RWY 16



LOC/DME I-GKY <b>111.55</b> Chan 52 (Y)	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev <b>6080</b> <b>620</b> <b>628</b>
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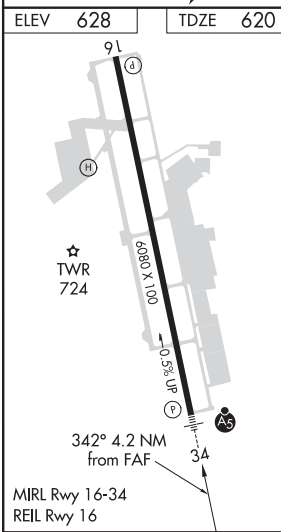
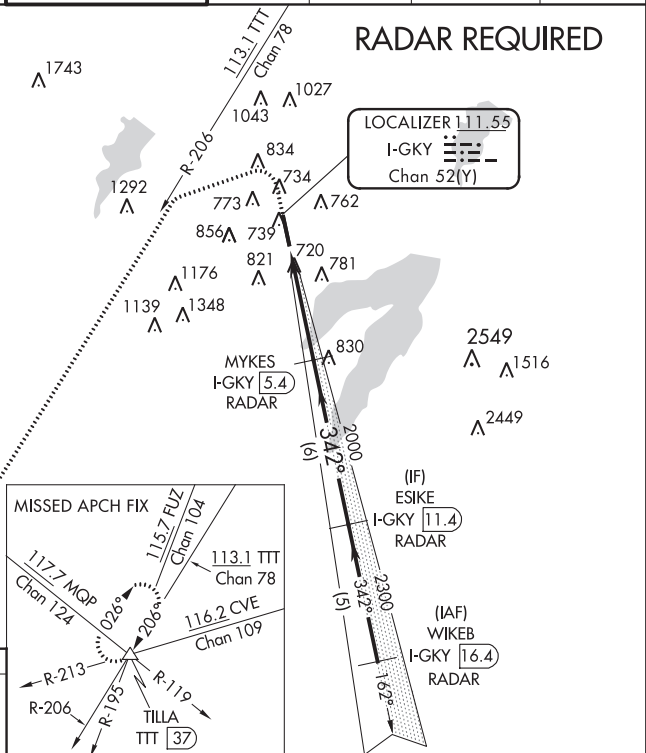
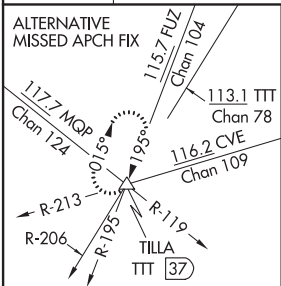
# ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

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

**MALSRS** 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 <b>127.375</b>	REGIONAL APP CON <b>135.975 379.9</b>	ARLINGTON TOWER ★ <b>128.625</b>	GND CON <b>121.875</b>	CLNC DEL <b>121.875</b>	CLNC DEL <b>118.85</b> (When tower closed)	CTAF <b>128.625</b>
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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)	1100-1½ 472 (500-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ARLINGTON, TEXAS

AL-5189 (FAA)


15148

WAAS CH <b>93827</b> <b>W34A</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>6080</b> <b>620</b> <b>628</b>
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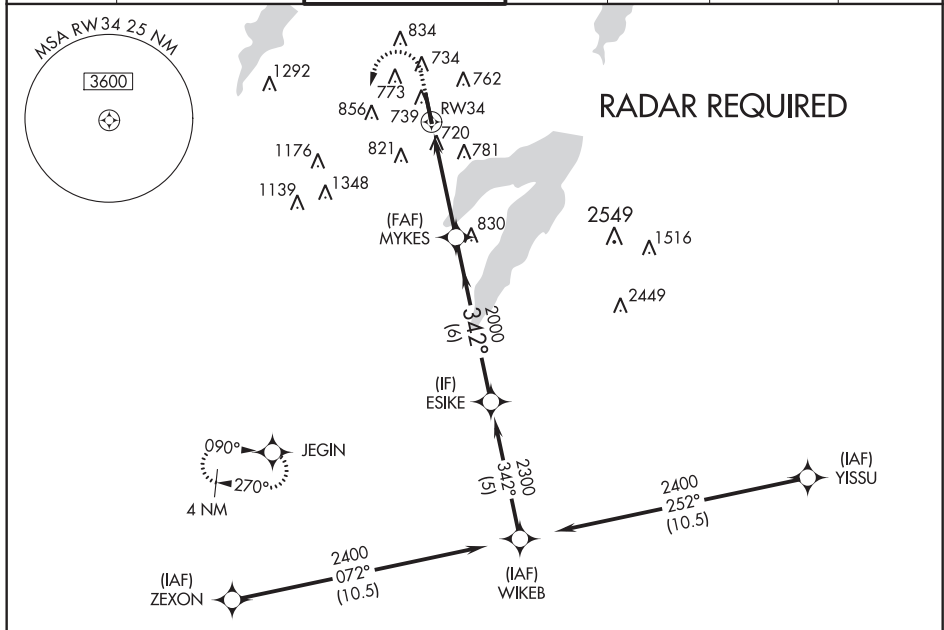
# RNAV (GPS) RWY 34

ARLINGTON MUNI (GKY)

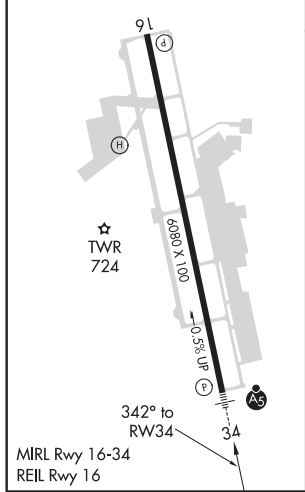
**⚠** When local altimeter setting not received, use Grand Prairie Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Inop table does not apply to LPV. For inop MALSR increase LNAV Cat A, B visibility to 1 mile.

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

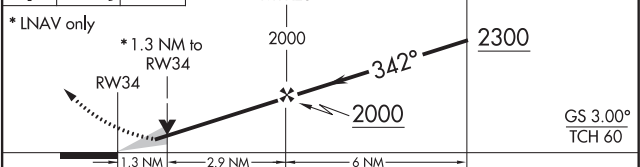
ASOS <b>127.375</b>	REGIONAL APP CON <b>135.975 379.9</b>	ARLINGTON TOWER ★ <b>128.625</b>	GND CON <b>121.875</b>	CLNC DEL <b>121.875</b>	CLNC DEL <b>118.85</b> <small>(When tower closed)</small>	CTAF <b>128.625</b>
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ELEV 628	TDZE 620
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1100 2800 JEGIN VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).



CATEGORY	A	B	C	D
LPV DA	820- <sup>3</sup> / <sub>4</sub>	200 (200- <sup>3</sup> / <sub>4</sub> )		NA
LNAV/VNAV DA	1021- <sup>3</sup> / <sub>4</sub>	401 (400- <sup>3</sup> / <sub>4</sub> )		NA
LNAV MDA	1060- <sup>3</sup> / <sub>4</sub>	440 (500- <sup>3</sup> / <sub>4</sub> )		NA
CIRCLING	1100-1	472 (500-1)	1100-1 <sup>1</sup> / <sub>2</sub> 472 (500-1 <sup>1</sup> / <sub>2</sub> )	NA

ARLINGTON, TEXAS  
Amdt 3C 28MAY15

32°40'N-97°06'W

# ARLINGTON MUNI (GKY) RNAV (GPS) RWY 34

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

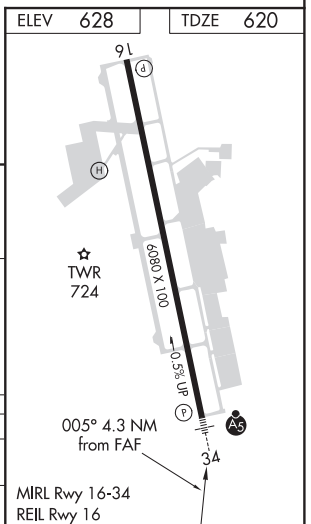
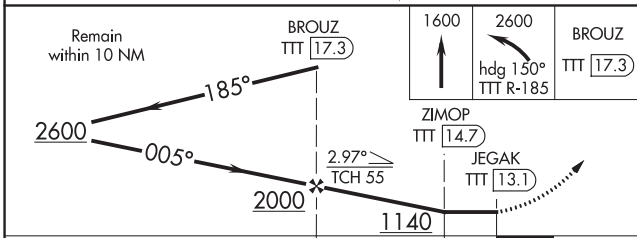
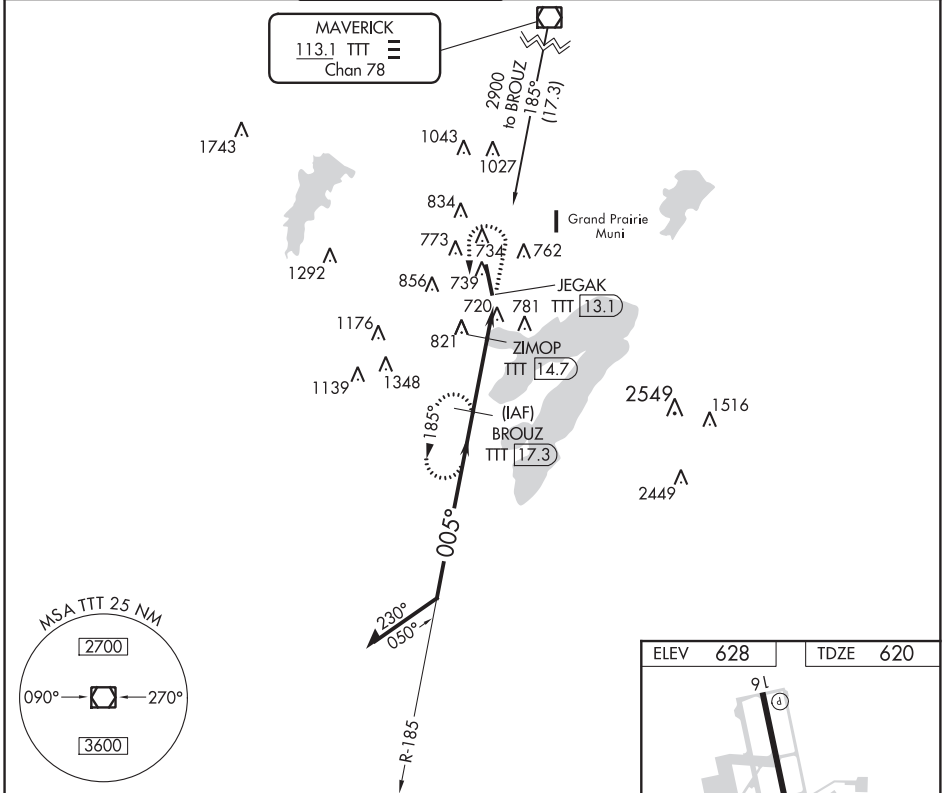
VOR/DME TTT <b>113.1</b> Chan <b>78</b>	APP CRS <b>005°</b>	Rwy Ldg TDZE <b>620</b> Apt Elev <b>628</b>
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# VOR/DME RWY 34

ARLINGTON MUNI (GKY)

<p><b>⚠</b> Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1600 then climbing left turn to 2600 via heading 150° and TTT VOR/DME R-185 to BROUZ/17.3 DME and hold.</p>
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ASOS <b>127.375</b>	REGIONAL APP CON <b>135.975 379.9</b>	ARLINGTON TOWER ★ <b>128.625</b>	GND CON <b>121.875</b>	CLNC DEL <b>121.875</b>	CLNC DEL <b>118.85</b> (When tower closed)	CTAF <b>128.625</b>
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CATEGORY	A	B	C	D
S-34	1080-1	460 (500-1)	1080-1¼ 460 (500-1¼)	NA
CIRCLING	1100-1	472 (500-1)	1100-1½ 472 (500-1½)	NA

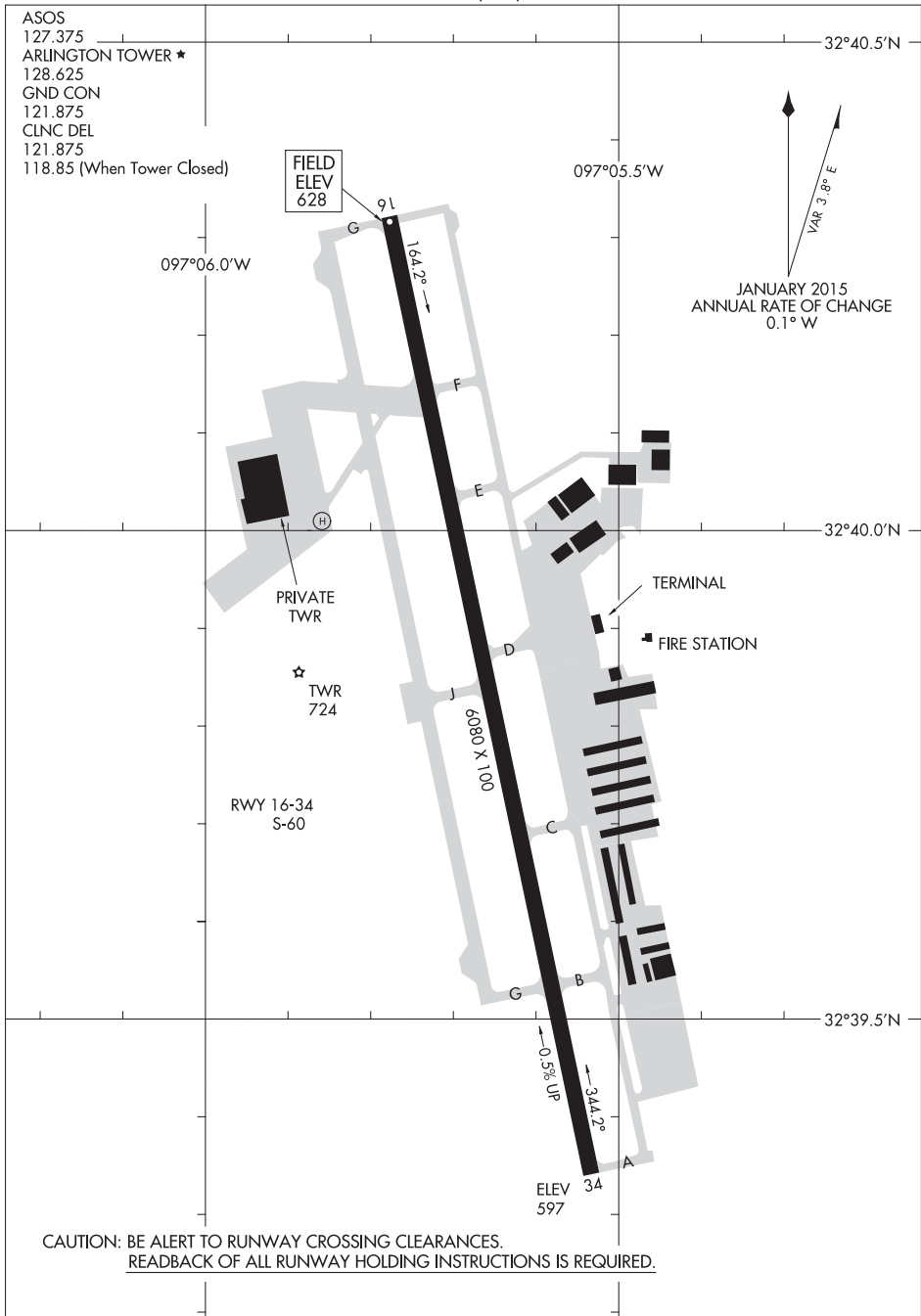
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)  
ARLINGTON, TEXAS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

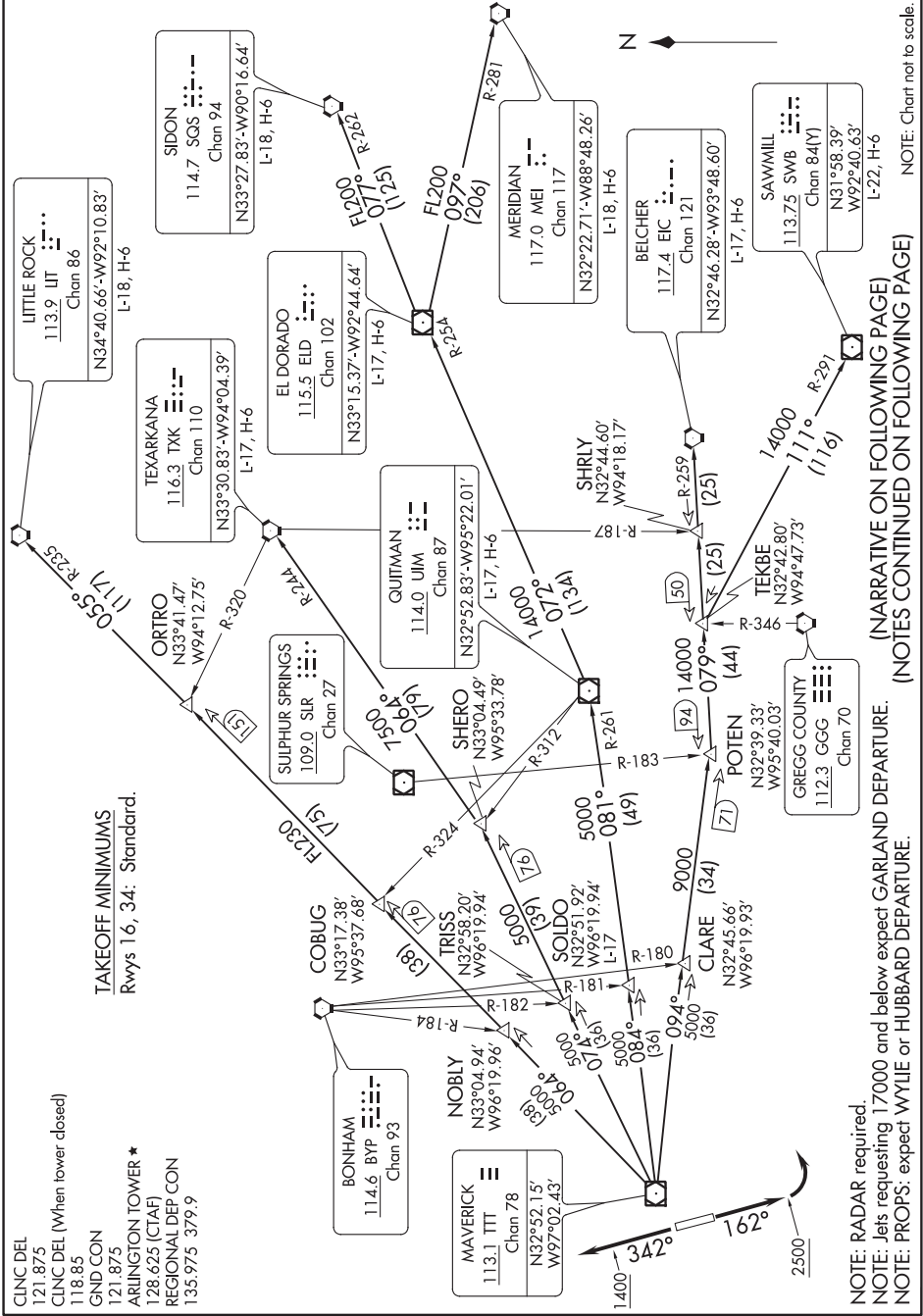
# AIRPORT DIAGRAM

ARLINGTON, TEXAS  
ARLINGTON MUNI (GKY)

# DALLAS FOUR DEPARTURE

ARLINGTON, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required.  
NOTE: Jets requesting 17000 and below expect GARLAND DEPARTURE.  
NOTE: PROPS: expect WYLIE or HUBBARD DEPARTURE.

# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

ARLINGTON, TEXAS

ARLINGTON MUNI (GKY)

SC-2, 10 NOV 2016 to 05 JAN 2017

## DALLAS FOUR DEPARTURE

ARLINGTON, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

## 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.

## DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

ARLINGTON, TEXAS

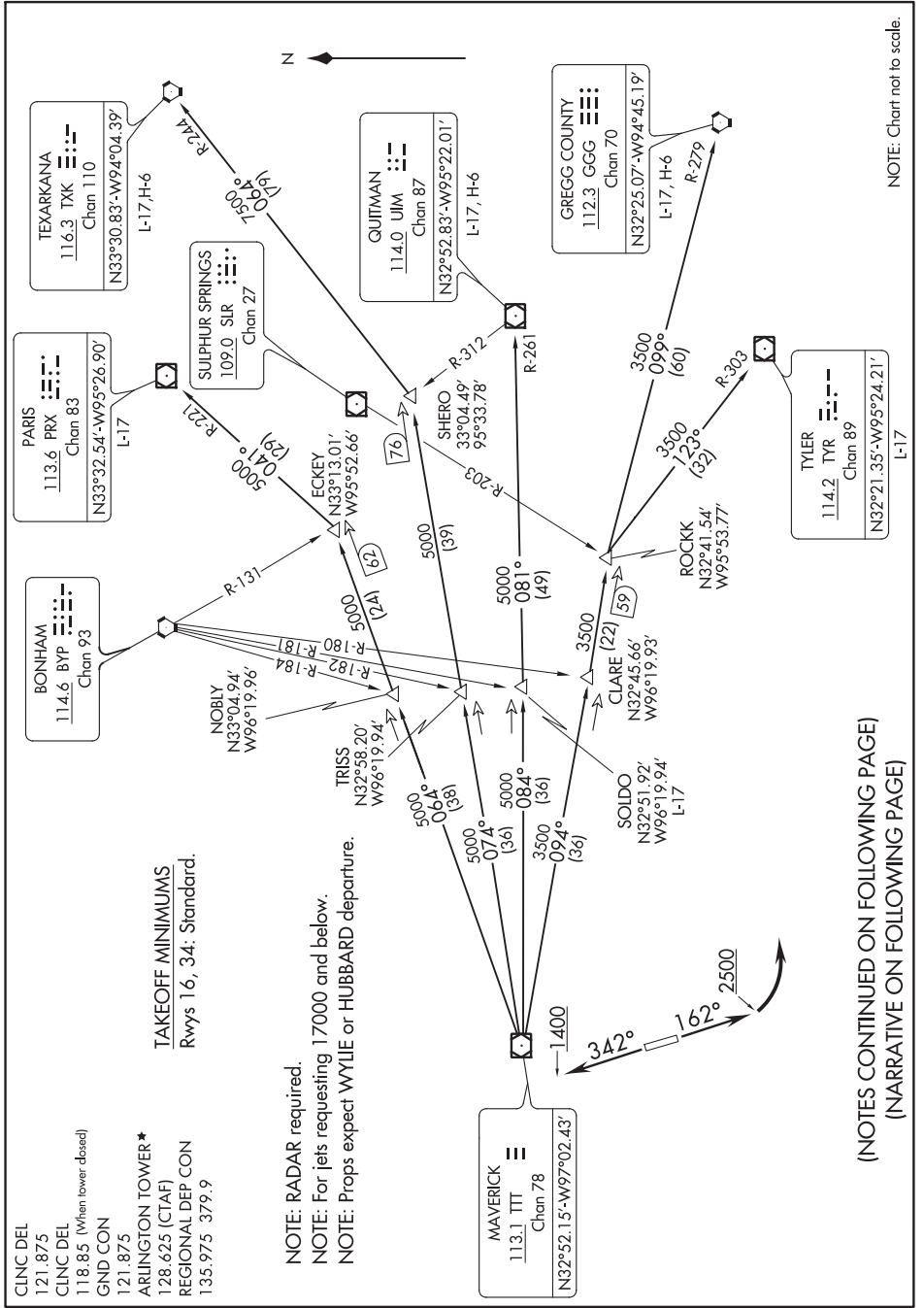
ARLINGTON MUNI (GKY)

# GARLAND SIX DEPARTURE

SL-5189 (FAA)

ARLINGTON, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# GARLAND SIX DEPARTURE

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

**TAKEOFF MINIMUMS**  
Rwys 16, 34: Standard.

- CINC DEL 121.875
- CINC DEL 118.85 (When tower closed)
- GND CON 121.875
- ARLINGTON TOWER\* 128.625 (CTAF)
- REGIONAL DEP CON 135.975 379.9

NOTE: RADAR required.  
 NOTE: For jets requesting 17000 and below.  
 NOTE: Props expect WYILE or HUBBARD departure.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## 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.

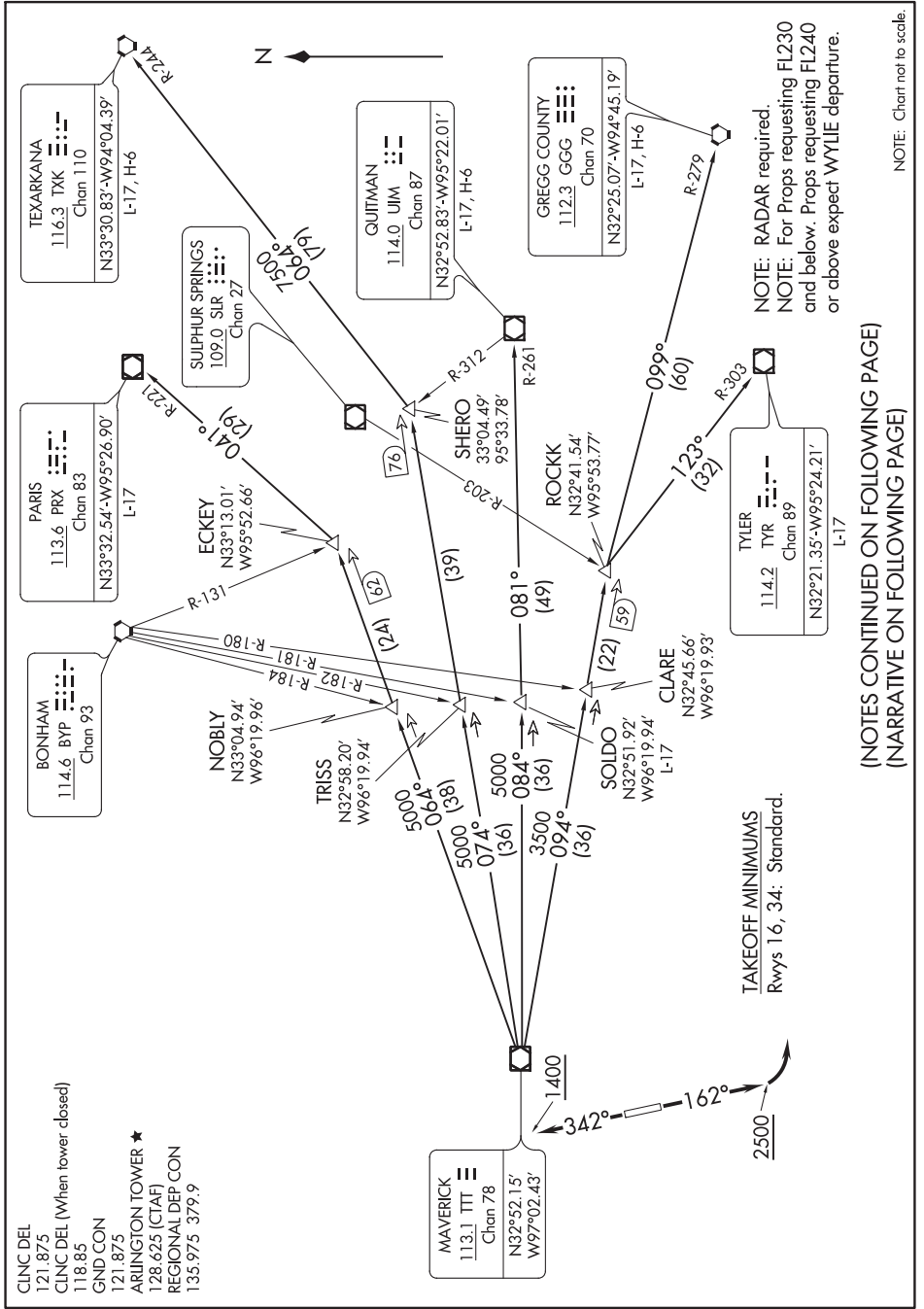


# HUBBARD NINE DEPARTURE

SL-5189 (FAA)

ARLINGTON MUNI (GKY)  
ARLINGTON, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# HUBBARD NINE DEPARTURE

ARLINGTON, TEXAS  
ARLINGTON MUNI (GKY)

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-5189 (FAA)

ARLINGTON MUNI (GKY)  
ARLINGTON, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (HUBB9.SOLD0): From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

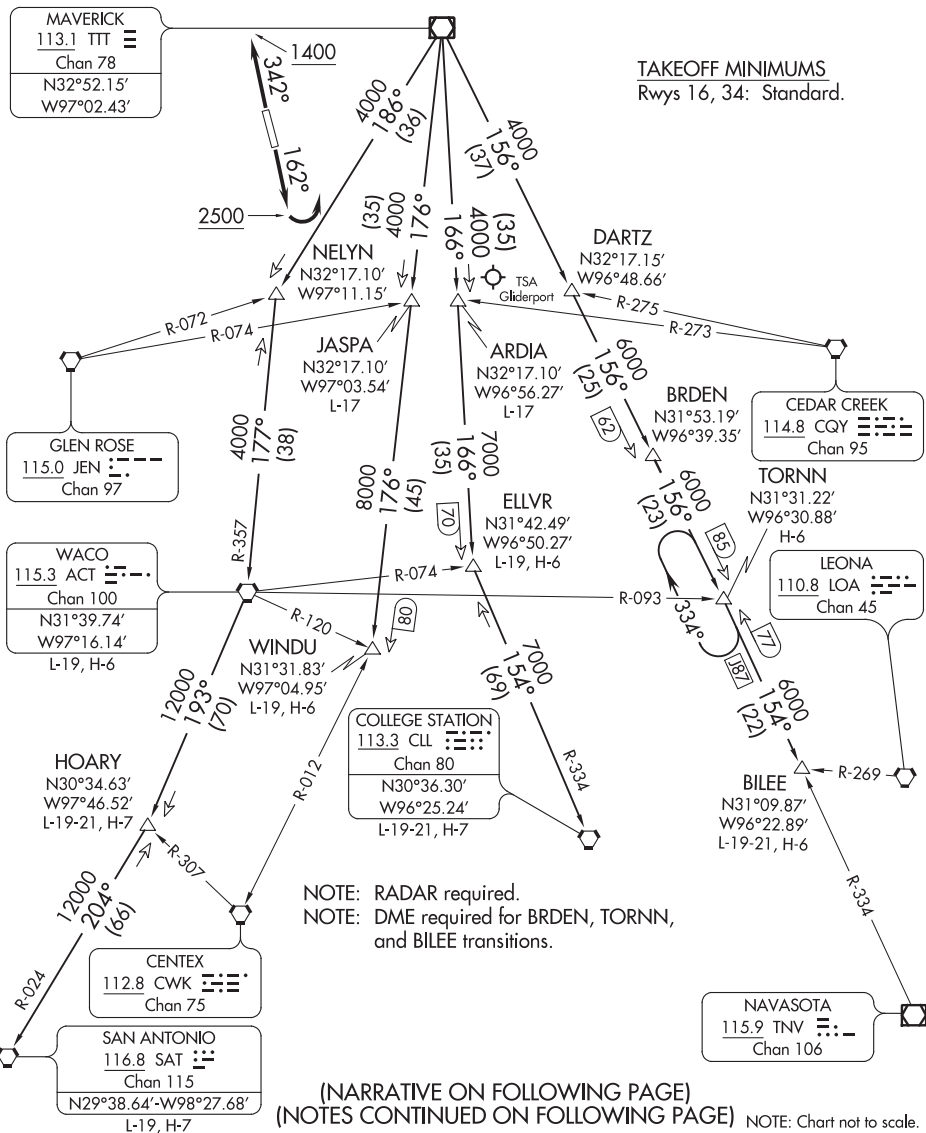
(HUBB9.TTT) 31MAR16

ARLINGTON, TEXAS  
ARLINGTON MUNI (GKY)

# JOE POOL NINE DEPARTURE

CLNC DEL  
121.875  
118.85 (When tower closed)  
GND CON  
121.875  
ARLINGTON TOWER\*  
128.625 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

**TOP ALTITUDE:  
ASSIGNED BY ATC**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

## JOE POOL NINE DEPARTURE

ARLINGTON MUNI (GKY)  
ARLINGTON, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

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.

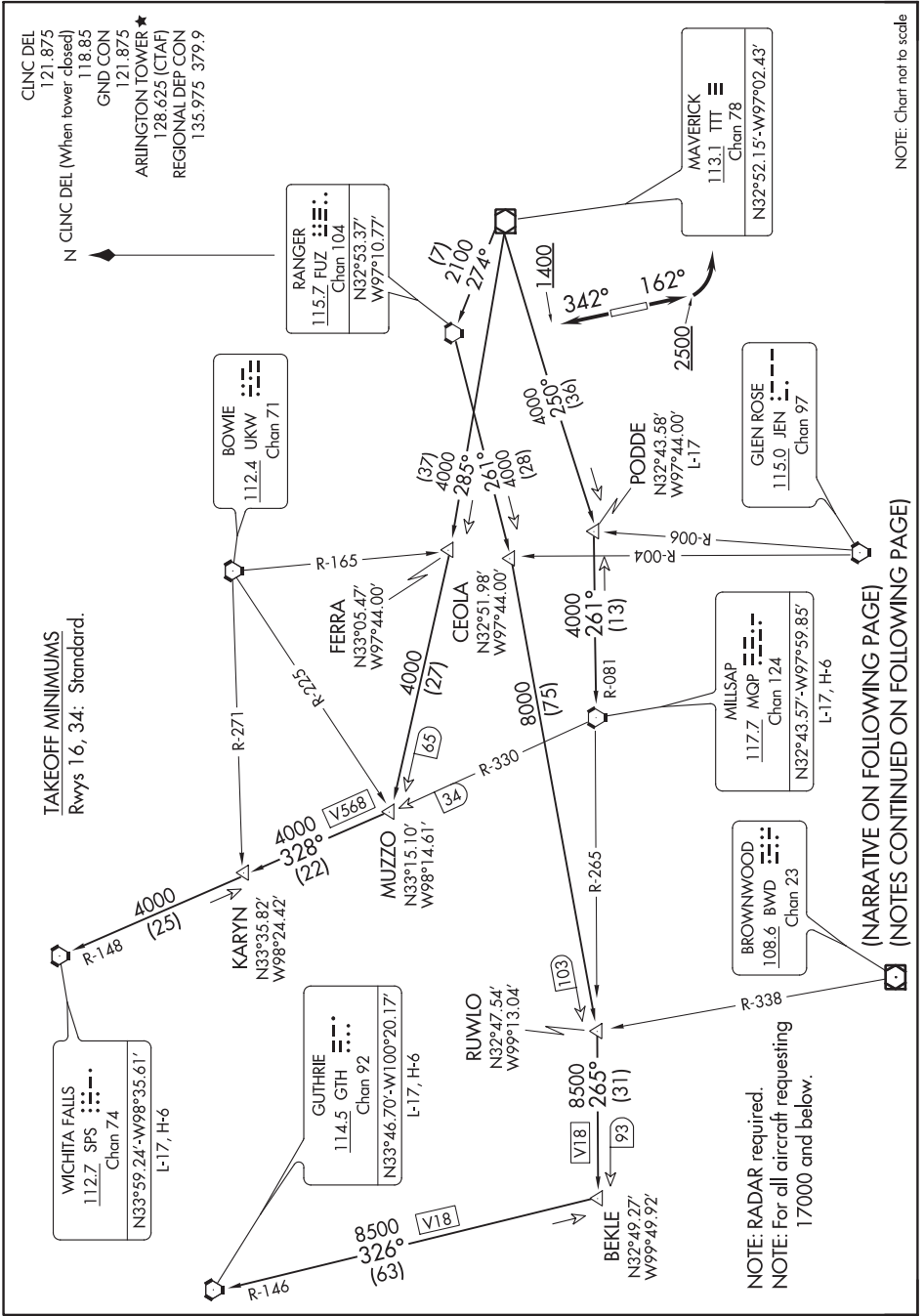
## JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

ARLINGTON, TEXAS  
ARLINGTON MUNI (GKY)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### 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.

Rwy 34: Transmission tower 3596' from DER, 1433' left of centerline, 112' AGL/702' MSL.  
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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

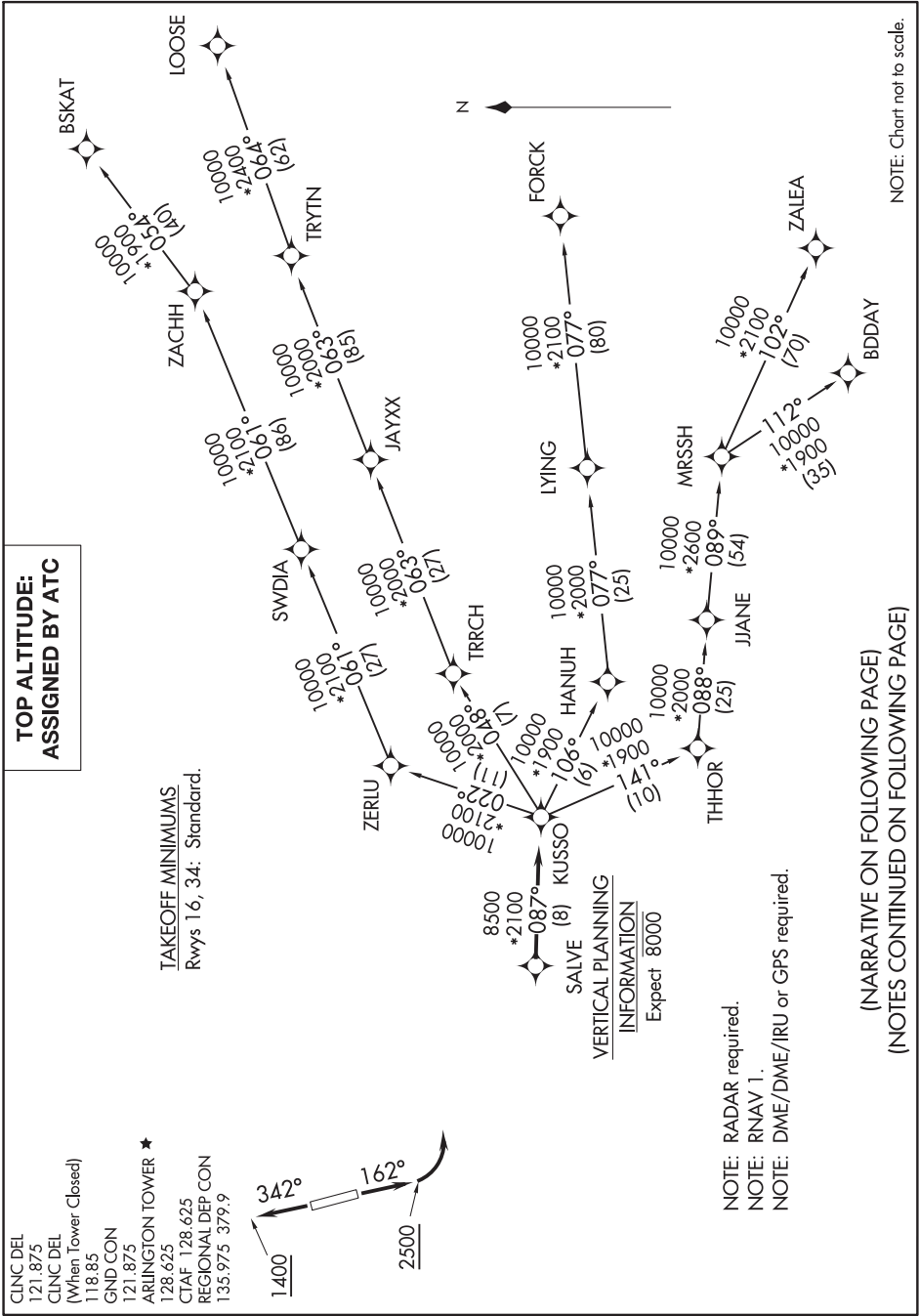
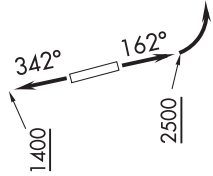
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

CINC DEL  
121.875  
CINC DEL  
(When Tower Closed)  
118.85  
GND CON  
121.875  
ARLINGTON TOWER ★  
128.625  
CTAF 128.625  
REGIONAL DEP CON  
135.975 379.9

TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.



VERTICAL PLANNING  
INFORMATION  
Expect 8000

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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

## KUSSO THREE DEPARTURE (RNAV)

ARLINGTON, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RWY 34: Climb heading 342° to 1400 before turning southeast bound.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

## TAKEOFF OBSTACLE NOTES

Rwy 16: REILS beginning 80' from DER, 126' left of centerline, up to 15' from 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.

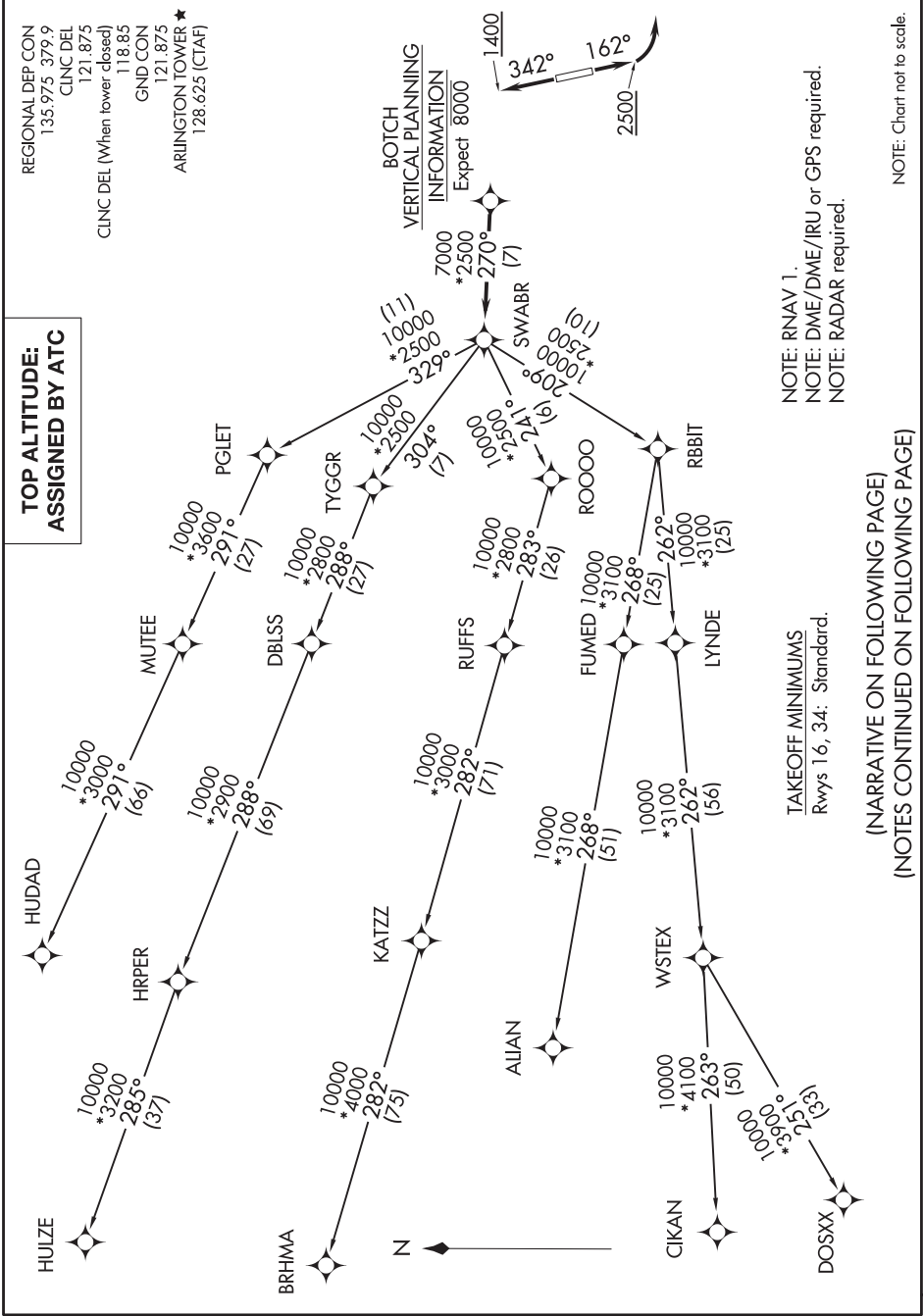
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

## SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

TAKEOFF OBSTACLE NOTES

Rwy 16: REILS beginning 80' from DER, 126' left of centerline, up to 15' from 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.

# TEXOMA FIVE DEPARTURE

SL-5189 (FAA)

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS

CLNC DEL 121.875  
 CLNC DEL (When tower closed)  
 118.85  
 GND CON 121.875  
 ARLINGTON TOWER ★  
 128.625 (CTAF)  
 REGIONAL DEP CON  
 135.975 379.9

TULSA  
 114.4 TUL : : : :  
 Chan 91  
 N36°11.78'  
 W95°47.29'  
 L-15, H-6

WILL ROGERS  
 114.1 IRW : : : :  
 Chan 88  
 N35°21.52'  
 W97°36.55'  
 L-15, H-6

ADA  
 117.8 ADH : : : :  
 Chan 125

OKMULGEE  
 114.9 OKM : : : :  
 Chan 96  
 N35°41.59'  
 W95°51.96'  
 L-15, H-6

ROLLS  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

DECKK  
 N34°52.37'  
 W97°16.87'  
 L-17, H-6

MC ALESTER  
 112.0 MLC : : : :  
 Chan 57  
 N34°50.97'  
 W95°46.94'  
 L-17, H-6

MRRMAC  
 N34°50.48'  
 W98°06.57'

NOOGY  
 N34°25.65'  
 W96°59.06'

EAKER  
 N34°19.05'  
 W96°37.19'  
 L-17, H-6

ZEMMA  
 N34°23.03'  
 W96°59.40'  
 L-17, H-6

ARDMORE  
 116.7 ADM : : : :  
 Chan 114  
 N34°12.70'-W97°10.09'  
 L-17, H-6

TEXOMA  
 114.3 URH : : : :  
 Chan 90

BLECO  
 N33°27.05'  
 W97°06.54'  
 L-17

GRABE  
 N33°27.09'  
 W96°57.69'  
 L-17

BOWIE  
 112.4 UKW : : : :  
 Chan 71

LOWGN  
 N33°27.05'  
 W97°14.99'

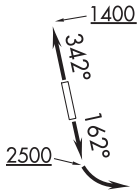
BONHAM  
 114.6 BYP : : : :  
 Chan 93

AKUNA  
 N33°27.04'  
 W96°49.39'

RANGER  
 115.7 FUZ : : : :  
 Chan 104  
 N32°53.37'-W97°10.77'

TAKEOFF MINIMUMS  
 Rws 16, 34: Standard.

NOTE: RADAR required.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

ARLINGTON, TEXAS

ARLINGTON MUNI (GKY)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

## 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.

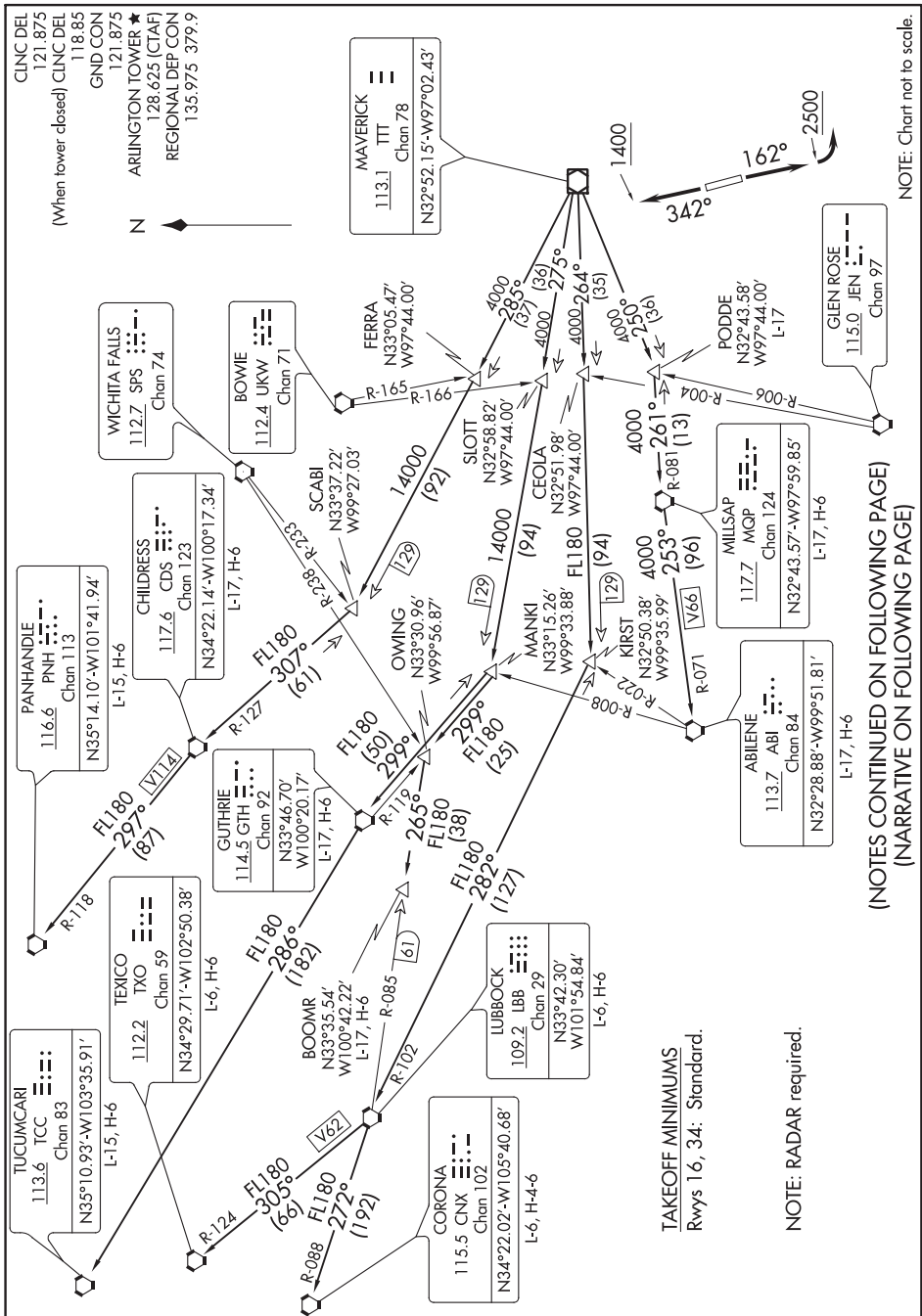
Transmission tower 3596' from DER, 1433' left of centerline, 112' AGL/702' MSL.

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.

# WORTH ONE DEPARTURE



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS  
Rwys 16, 34: Standard.

NOTE: RADAR required.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

ARLINGTON, TEXAS

ARLINGTON MUNI (GKY)

# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 162° to 2500 before turning left.

TAKEOFF RUNWAY 34: Climb heading 342° to 1400 before turning southeast bound.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3988</b>
<b>174°</b>	TDZE	<b>444</b>
	Apt Elev	<b>444</b>

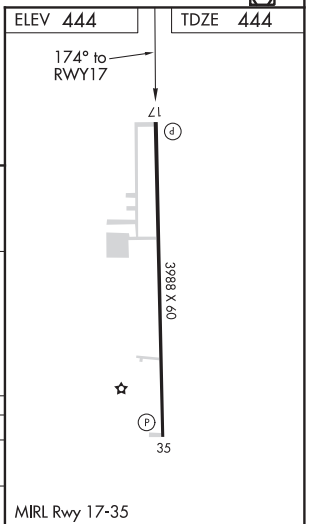
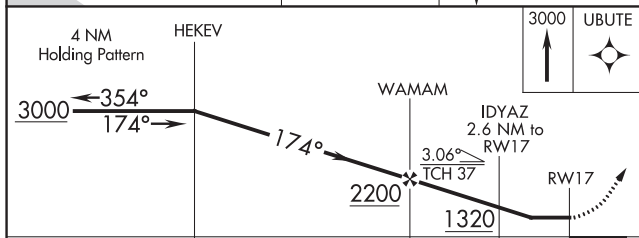
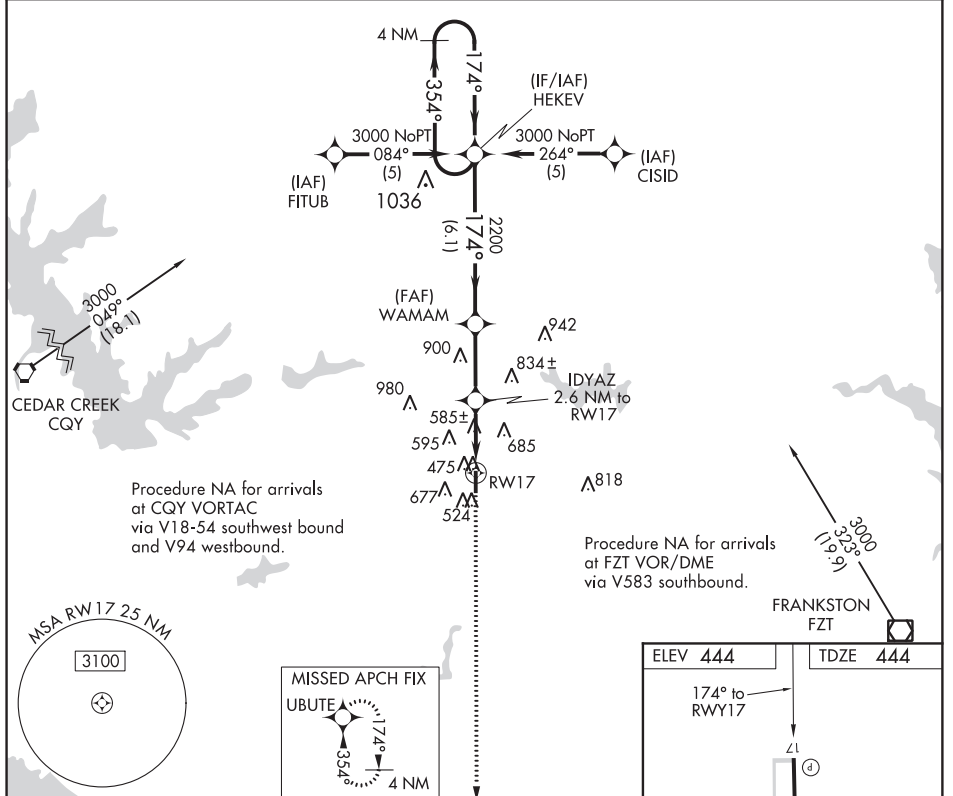
# RNAV (GPS) RWY 17

ATHENS MUNI (F44)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Palestine Muni altimeter setting, when not received use Tyler Pounds Rgnl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct UBUTE and hold.

AWOS-3PT <b>119.6</b>	FORT WORTH CENTER <b>135.25 265.1</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
LNVA MDA	1000-1	556 (600-1)		NA
CIRCLING	1040-1	596 (600-1)		NA

ATHENS, TEXAS

AL-5865 (FAA)

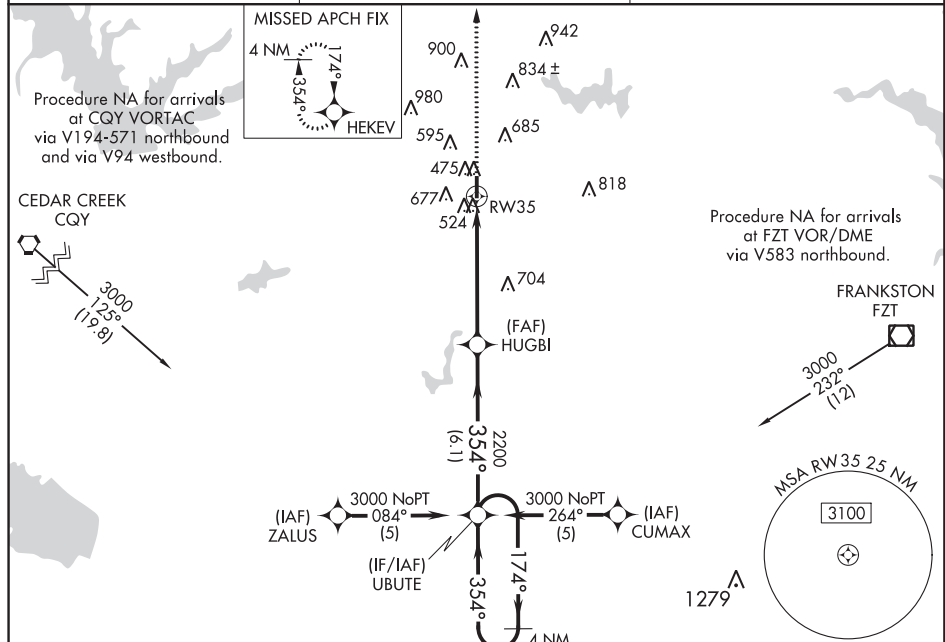
15344

APP CRS	Rwy Idg	<b>3988</b>
<b>354°</b>	TDZE	<b>444</b>
	Apt Elev	<b>444</b>

# RNAV (GPS) RWY 35

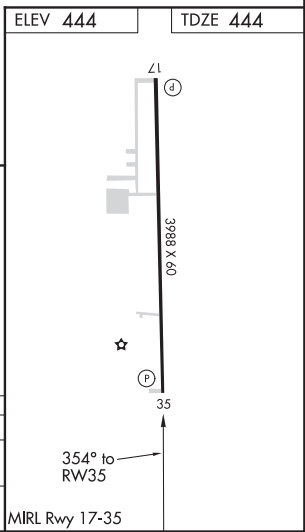
ATHENS MUNI (F44)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Use Palestine Muni altimeter setting, when not received use Tyler Pounds Rgnl altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climb to 3000 direct HEKEV and hold.</p>	
	<p>AWOS-3PT</p> <p><b>119.6</b></p>	<p>FORT WORTH CENTER</p> <p><b>135.25 265.1</b></p>



3000	HEKEV	VGSI and descent angles not coincident (VGSI angle 4.00/TCH 47).		4 NM Holding Pattern
		HUGBI	UBUTE	
		3.04° TCH 47	35.4°	17.4°
			35.4°	3000
		5.3 NM	6.1 NM	

CATEGORY	A	B	C	D
RNAV MDA	1000-1	556 (600-1)		NA
CIRCLING	1040-1	596 (600-1)		NA



ATHENS, TEXAS  
Orig 03JUN10

32°10'N-95°50'W

# ATHENS MUNI (F44)

## RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



NDB AHX <b>269</b>	APP CRS <b>351°</b>	Rwy Idg <b>3988</b> TDZE <b>444</b> Apt Elev <b>444</b>
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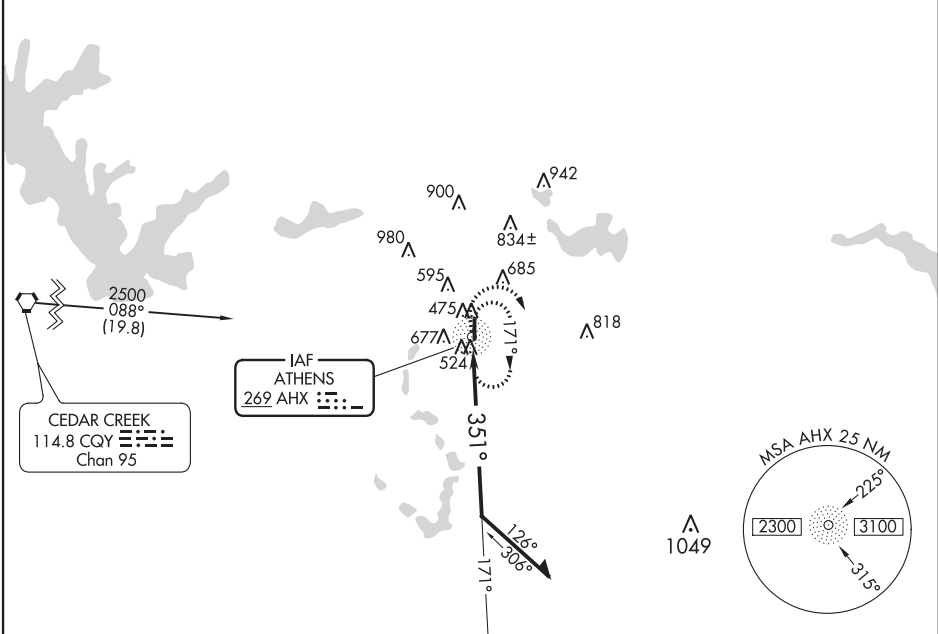
# NDB RWY 35

ATHENS MUNI (F44)

**▽** Use Tyler Pounds altimeter setting. If not received, use East Texas Rgnl altimeter setting. When neither received, procedure not authorized.  
**△ NA** Night landing: Rwy 35 NA. Helicopter visibility below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 2500 in AHX NDB holding pattern.

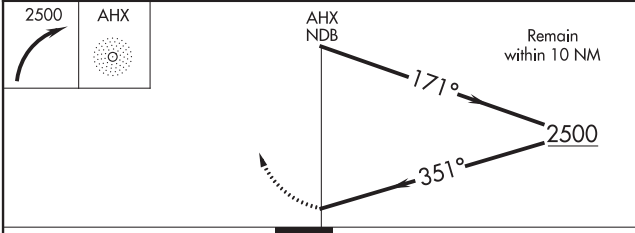
AWOS-3PT <b>119.6</b>	FORT WORTH CENTER <b>135.25 265.1</b>	UNICOM <b>123.0 (CTAF)</b>
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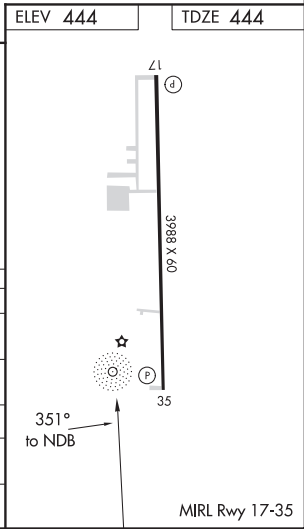
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 444	TDZE 444
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CATEGORY	A	B	C	D
S-35	1140-1 696 (700-1)		1140-2 696 (700-2)	NA
CIRCLING	1140-1 696 (700-1)		1140-2 696 (700-2)	NA
EAST TEXAS RGNL ALTIMETER SETTING MINIMUMS				
S-35	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA
CIRCLING	1200-1 756 (800-1)	1200-1¼ 756 (800-1¼)	1200-2¼ 756 (800-2¼)	NA



APP CRS	Rwy Idg	<b>3800</b>
<b>048°</b>	TDZE	<b>280</b>
	Apt Elev	<b>280</b>

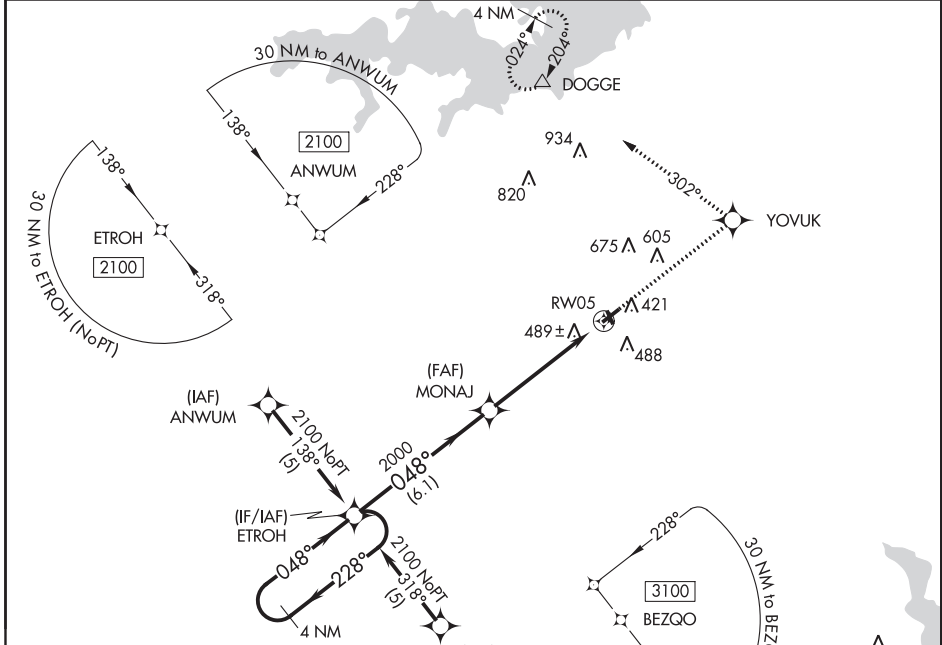
# RNAV (GPS) RWY 5

HALL-MILLER MUNI (ATA)

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**▲ NA** Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet. Circling to Rwy 23 NA at night.

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

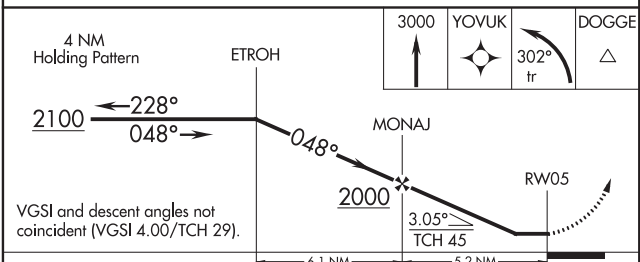
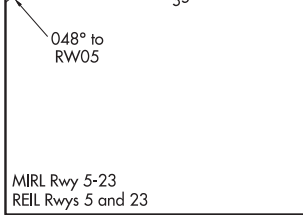
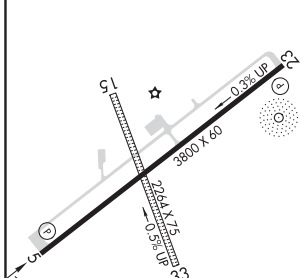
TEXARKANA ASOS	FORT WORTH CENTER	CTAF
<b>120.2</b>	<b>123.925 269.475</b>	<b>122.9</b>



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 280	TDZE 280
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VGSI and descent angles not coincident (VGSI 4.00/TCH 29).

CATEGORY	A	B	C	D
LNAV MDA	860-1	580 (600-1)	NA	
CIRCLING	920-1	640 (700-1)	NA	





WAAS CH <b>97618</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>8802</b> <b>2562</b> <b>2573</b>
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# RNAV (GPS) RWY 17

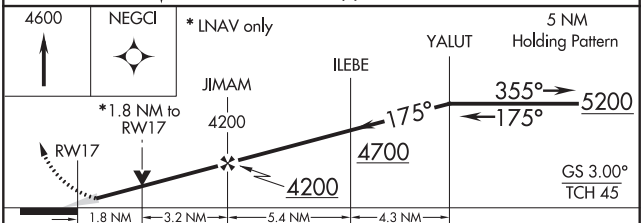
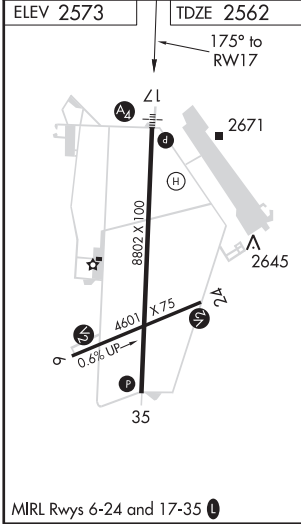
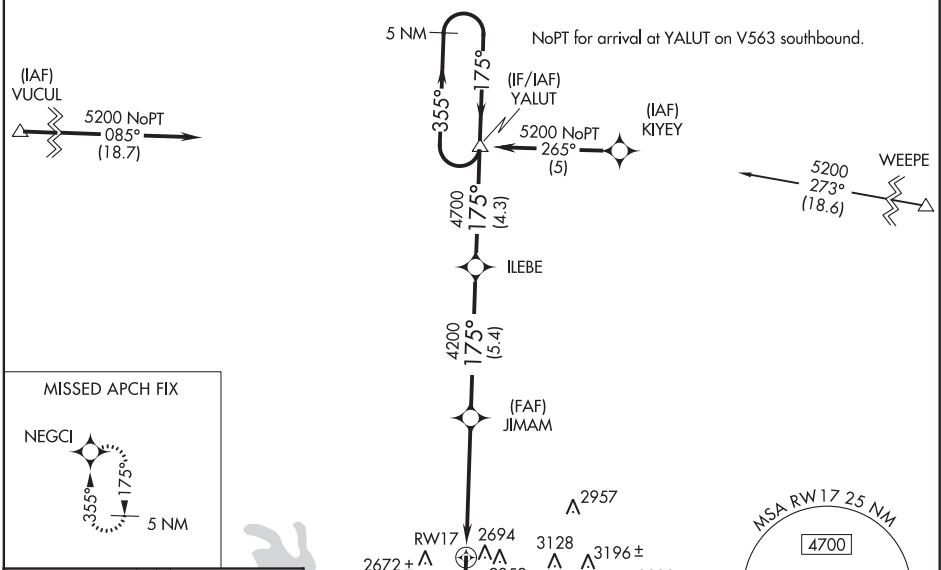
BIG SPRING McMAHON-WRINKLE (BPG)

**⚠** Circling NA east of Rwy 17-35. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Midland Inlt altimeter setting and increase all DA 130 feet and all MDA 140 feet and LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. Baro-VNAV NA when using Midland Inlt altimeter setting. VDP NA with Midland Inlt altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -20°C (4°F) or above 43°C (109°F).



**MISSED APPROACH:**  
Climb to 4600 direct NEGCI and hold.

AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>133.7 350.2</b>	UNICOM <b>122.8 (CTAF)</b>
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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)	
CIRCLING	3160-1 587 (600-1)		3160-2 587 (600-2)	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>45632</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>4601</b> <b>2573</b> <b>2573</b>
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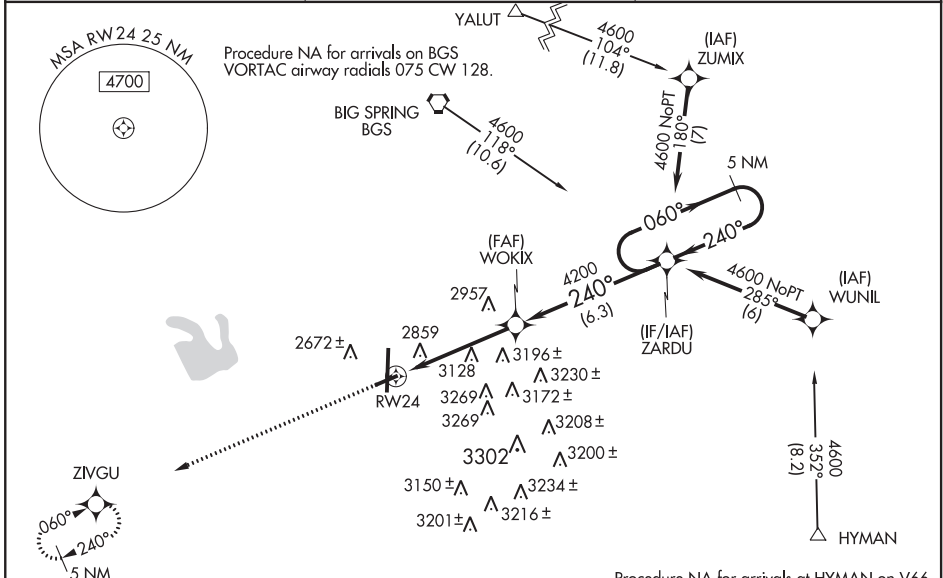
# RNAV (GPS) RWY 24

BIG SPRING McMAHON-WRINKLE (BPG)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°C). When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 130 feet, all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility 1/2 mile, LNAV and Circling Cat A visibility 1/4 mile. Circling NA east of Rwy 17-35. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Midland Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 4600 direct ZIVGU and hold.

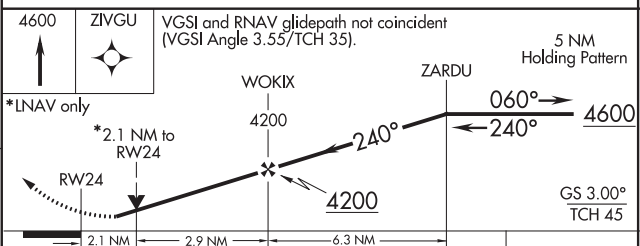
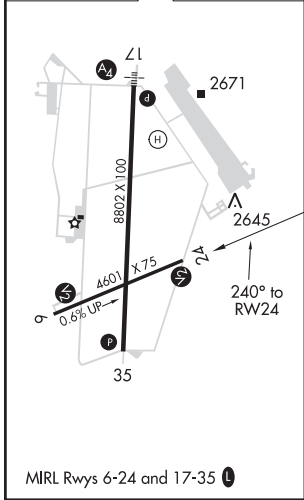
AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>133.7 350.2</b>	UNICOM <b>122.8 (CTAF)</b> <b>📻</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2573	TDZE 2573
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CATEGORY	A	B	C	D
LPV DA	2823-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	3236-2 1/4	663 (700-2 1/4)		NA
LNAV MDA	3380-1 807 (900-1)	3380-1 1/4 807 (900-1 1/4)		NA
CIRCLING	3380-1 807 (900-1)	3380-1 1/4 807 (900-1 1/4)		NA

WAAS CH <b>99418</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>8802</b> <b>2563</b> <b>2573</b>
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# RNAV (GPS) RWY 35

BIG SPRING McMAHON-WRINKLE (BPG)

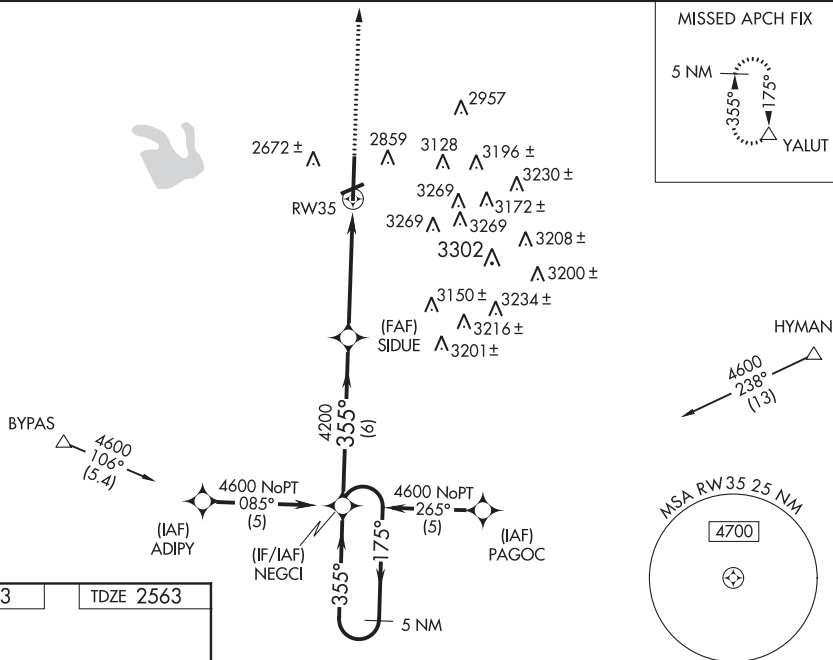
**⚠** Circling NA east of Rwy 17-35. Baro-VNAV NA when using Midland Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all DA 130 feet and all MDA 140 feet and LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile.

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

AWOS-3  
**118.025**

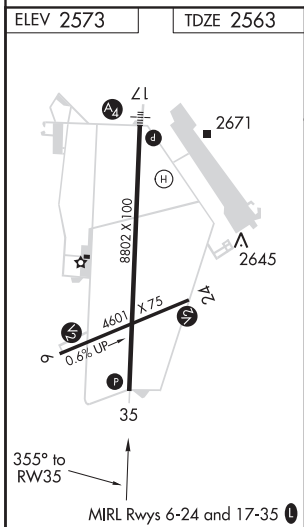
FORT WORTH CENTER  
**133.7 350.2**

UNICOM  
**122.8 (CTAF)** **📻**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



5 NM Holding Pattern	NEGCI	* LNAV only	5200	YALUT
4600	← 175°	→ 355°	355°	4200
GS 3.00° TCH 36				* 1.5 NM to RWY 35
				RWY 35
			6 NM	3.5 NM
				1.5 NM
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)
CIRCLING	3060-1	487 (500-1)	3060-1½ 487 (500-1½)	3140-2 567 (600-2)





VORTAC BGS <b>114.3</b> Chan <b>90</b>	APP CRS <b>359°</b>	Rwy Idg <b>8802</b> TDZE <b>2563</b> Apt Elev <b>2573</b>
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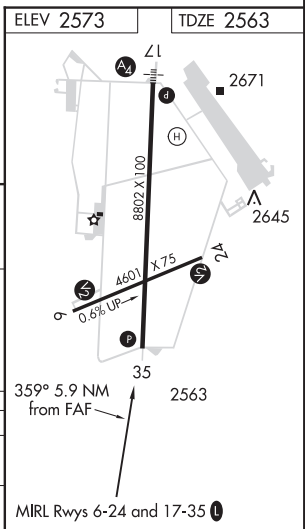
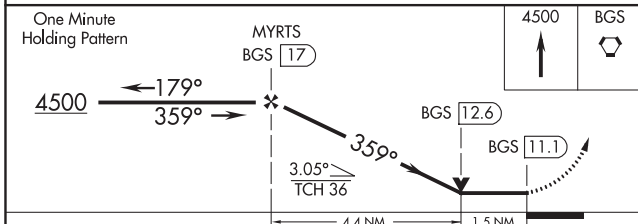
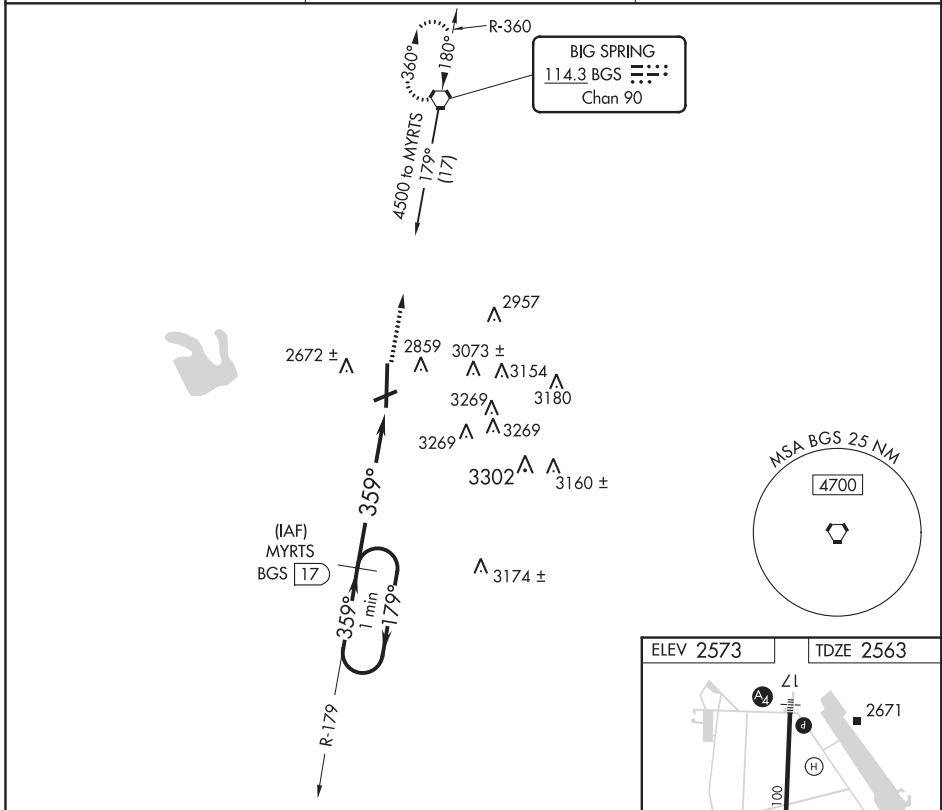
# VOR/DME RWY 35

BIG SPRING McMAHON-WRINKLE (BPG)

**⚠** When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl 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-3 <b>118.025</b>	FORT WORTH CENTER <b>133.7 350.2</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-35	3080-1 517 (600-1)	3080-1½ 517 (600-1½)	3080-1¾ 517 (600-1¾)	3080-2 517 (600-2)
CIRCLING	3080-1 507 (600-1)	3080-1½ 507 (600-1½)	3080-2 567 (600-2)	3140-2 567 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

BONHAM, TEXAS

AL-6722 (FAA)

16259

WAAS CH <b>99523</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>618</b> <b>618</b>
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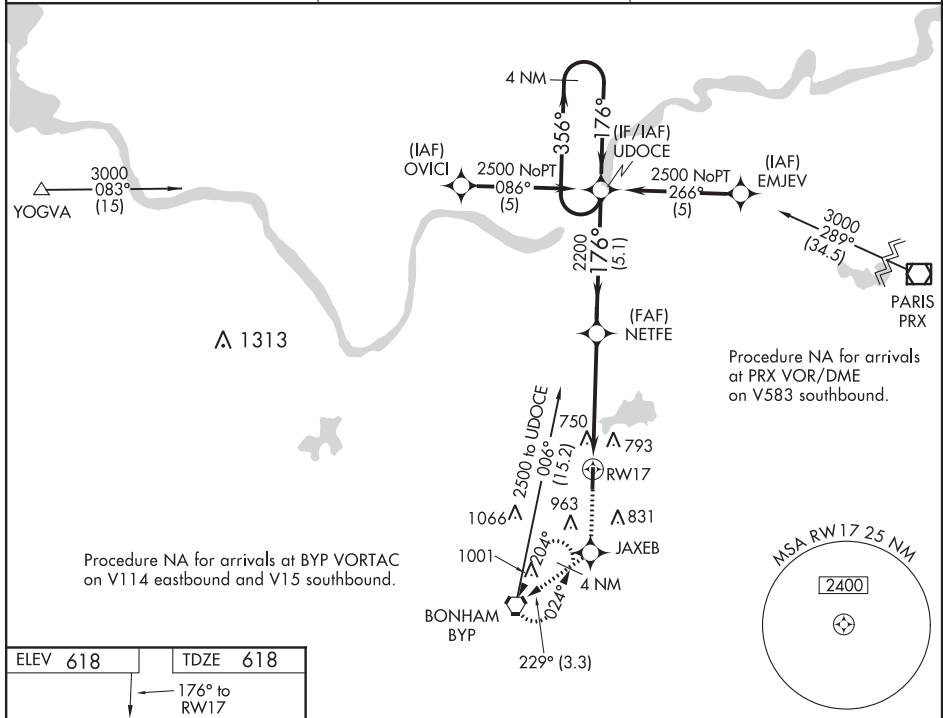
# RNAV (GPS) RWY 17

JONES FIELD (F00)

**NA** Baro-VNAV NA. Use Greenville altimeter setting; when not received, use Paris altimeter setting and increase all DA 6 feet, increase all MDA 20 feet, increase LNAV/VNAV Cats A/B visibility 1/8 mile. DME/DME RNP-0.3 NA.

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

AWOS-3 PT <b>118.05</b>	FORT WORTH CENTER <b>127.6 254.3</b>	UNICOM <b>122.8(CTAF)</b>
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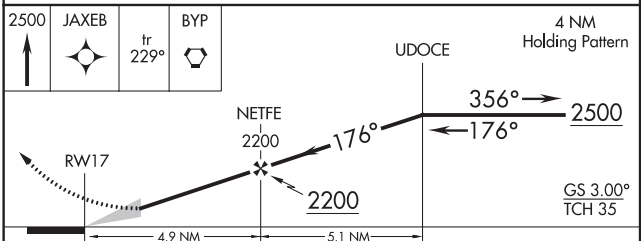


Procedure NA for arrivals at BYP VORTAC on V114 eastbound and V15 southbound.

Procedure NA for arrivals at PRX VOR/DME on V583 southbound.

ELEV <b>618</b>	TDZE <b>618</b>
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176° to RWY 17



CATEGORY	A	B	C	D
LPV DA	906-1	288 (300-1)		NA
LNAV/VNAV DA	1030-1 3/8	412 (500-1 3/8)		NA
LNAV MDA	1180-1	562 (600-1)		NA
CIRCLING	1240-1	622 (700-1)		NA

BONHAM, TEXAS  
Amdt 2A 02APR15

33°37'N-96°11'W

# RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86724</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>618</b> <b>618</b>
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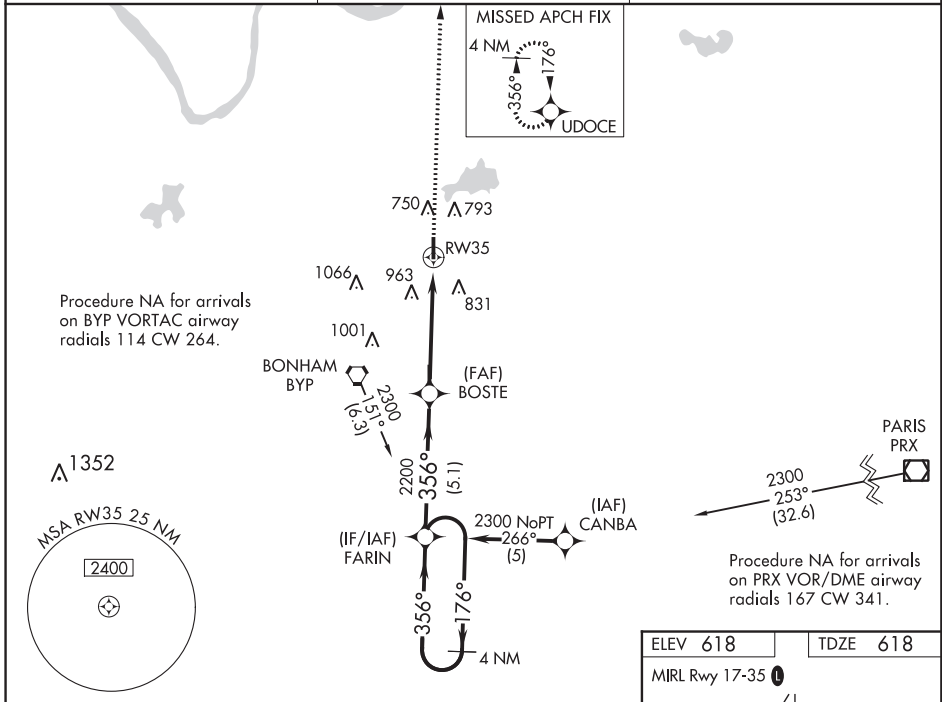
# RNAV (GPS) RWY 35

JONES FIELD (F00)

**V** Baro-VNAV NA. Use Greenville altimeter setting; when not received, use Paris altimeter setting and increase all DA 6 feet, increase all MDA 20 feet, increase LNAV and Circling Cat B visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

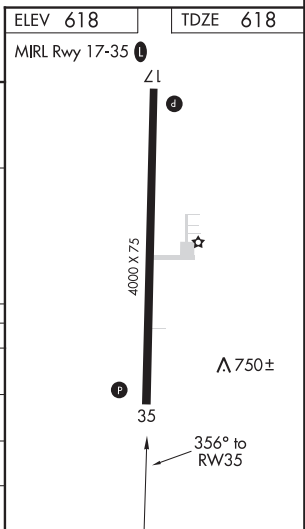
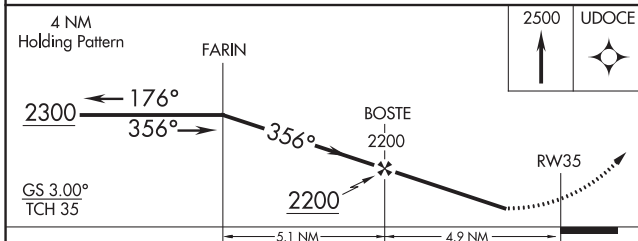
**Δ** NA MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

AWOS-3 PT <b>118.05</b>	FORT WORTH CENTER <b>127.6 254.3</b>	UNICOM <b>122.8(CTAF)</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	956-1 1/8	338 (400-1 1/8)		NA
LNAV/VNAV DA	1314-2 1/2	696 (700-2 1/2)		NA
LNAV MDA	1340-1	722 (800-1)		NA
CIRCLING	1340-1	722 (800-1)		NA

BONHAM, TEXAS

AL-6722 (FAA)

16259

VORTAC BYP <b>114.6</b> Chan <b>93</b>	APP CRS <b>202°</b>	Rwy Idg TDZE <b>618</b> Apt Elev <b>618</b>
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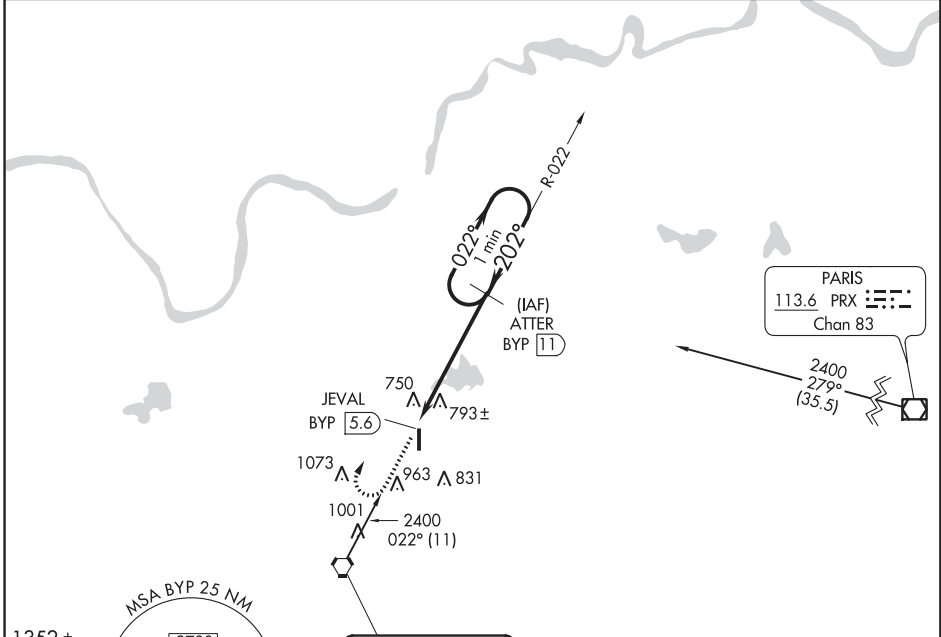
# VOR/DME RWY 17

JONES FIELD (F00)

**▲** Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet. **▲** NA

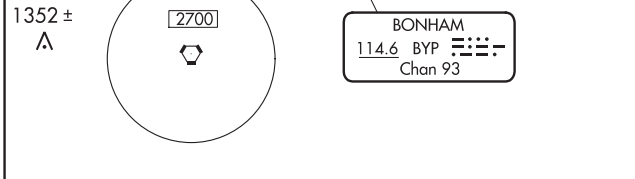
MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

AWOS-3 PT <b>118.05</b>	FORT WORTH CENTER <b>127.6 254.3</b>	UNICOM <b>122.8(CTAF)</b>
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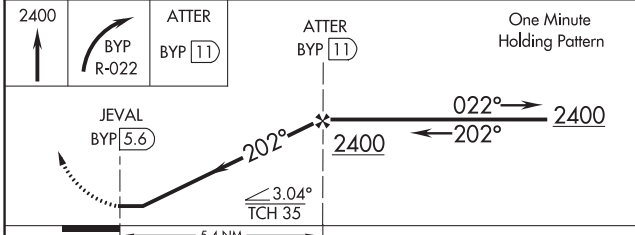
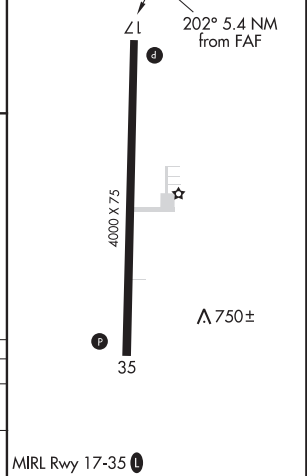


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 618	TDZE 618
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CATEGORY	A	B	C	D
S-17	1200-1	582 (600-1)		NA
CIRCLING	1240-1	622 (700-1)		NA

BONHAM, TEXAS  
Amdt 1A 26AUG10

33°37'N-96°11'W

# VOR/DME RWY 17

JONES FIELD (F00)

APP CRS	Rwy Idg	<b>6299</b>
<b>171°</b>	TDZE	<b>3013</b>
	Apt Elev	<b>3055</b>

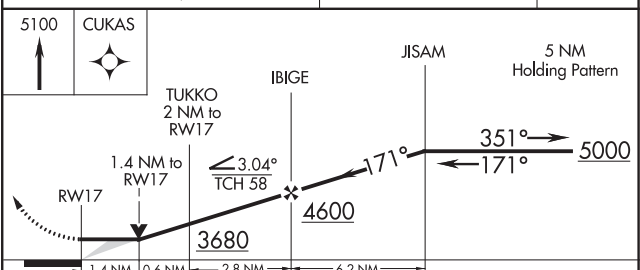
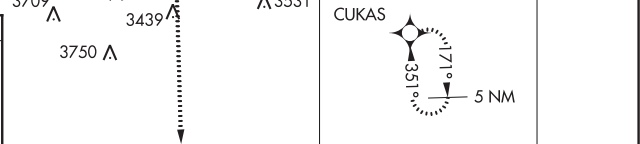
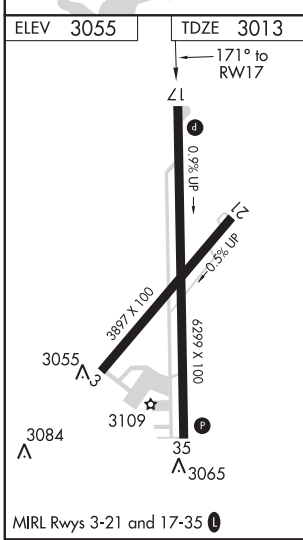
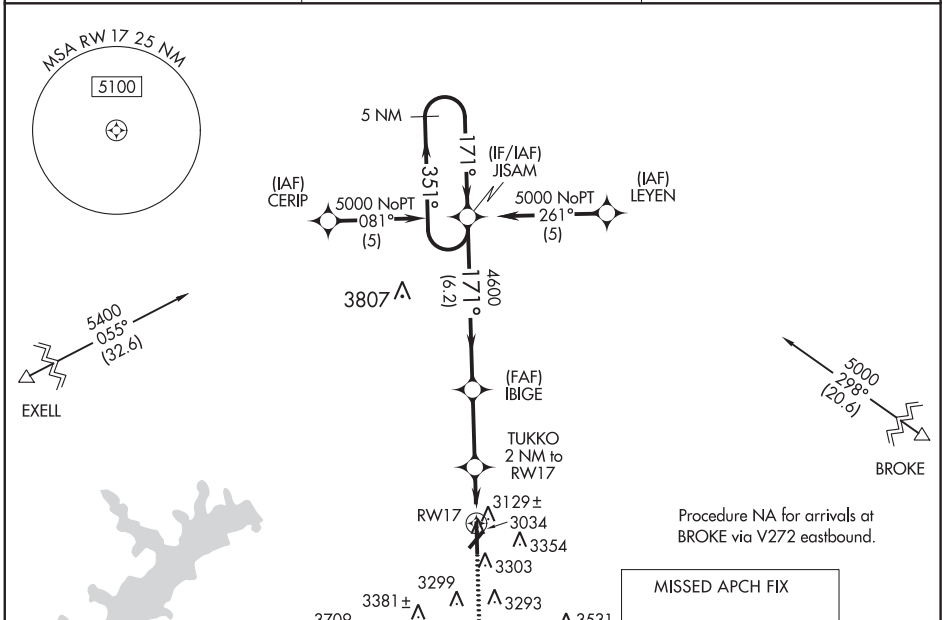
# RNAV (GPS) RWY 17

HUTCHINSON COUNTY (BGD)

**▼** When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV and Circling Cat C and D visibilities ¼ mile. VDP NA when using Pampa altimeter setting. DME/DME RNP-0.3 NA.

**▲** MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

ASOS <b>118.325</b>	AMARILLO APP CON * <b>119.5 307.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	3500-1	487 (500-1)	3500-1¼ 487 (500-1¼)	3500-1½ 487 (500-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>6299</b>
<b>351°</b>	TDZE	<b>3055</b>
	Apt Elev	<b>3055</b>

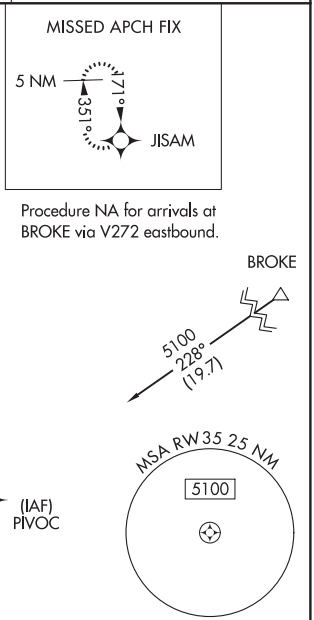
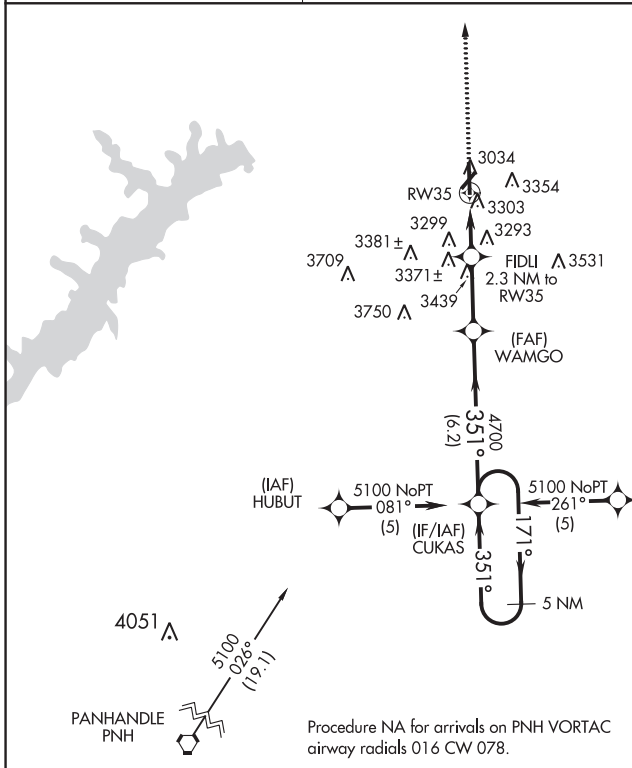
# RNAV (GPS) RWY 35

HUTCHINSON COUNTY (BGD)

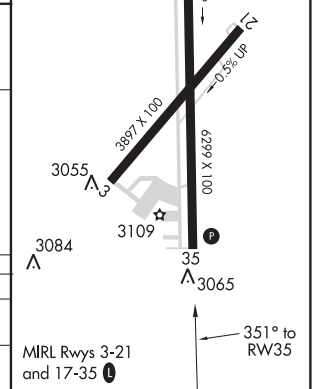
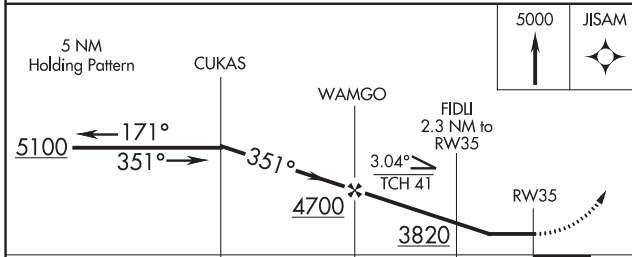
**⚠** When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV Cat D and circling Cat C, D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 5000 direct JISAM and hold.

ASOS <b>118.325</b>	AMARILLO APP CON * <b>119.5 307.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV	3055	TDZE	3055
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CATEGORY	A	B	C	D
LNAV MDA	3560-1	505 (600-1)	3560-1½	505 (600-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-¾)	3660-2 605 (700-2)

MRL Rwy 3-21 and 17-35 0

351° to RW35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC BGD <b>108.6</b> Chan 23	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>6299</b> <b>3055</b> <b>3055</b>
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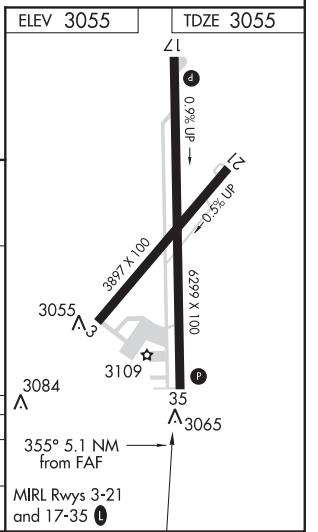
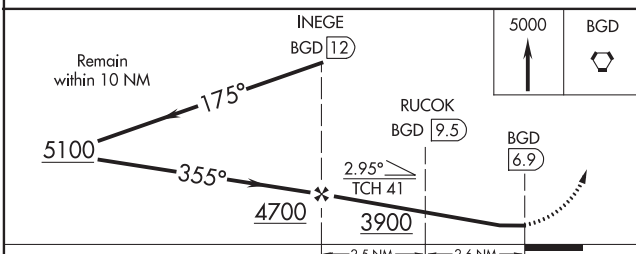
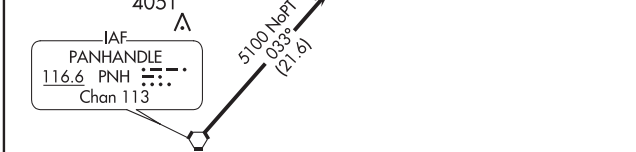
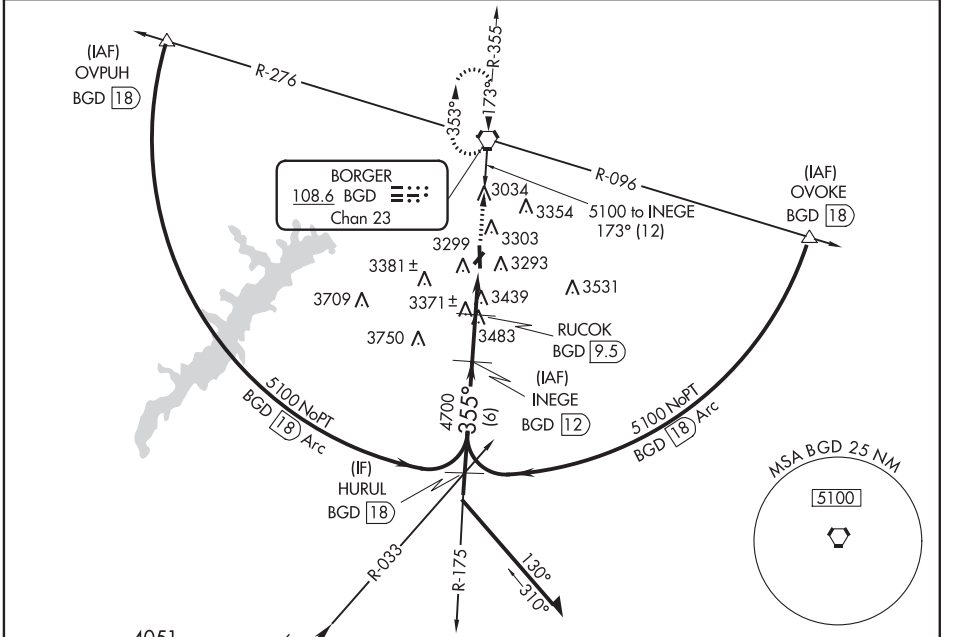
# VOR/DME RWY 35

HUTCHINSON COUNTY (BGD)

▼ Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Perry Lefors Field altimeter setting; increase all MDA 80 feet and increase all Cat C and D visibilities ¼ mile. Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night.

MISSED APPROACH: Climb to 5000 direct BGD VORTAC and hold.

ASOS <b>118.325</b>	AMARILLO APP CON * <b>119.5 307.0</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-35	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)
CIRCLING	3680-1	625 (700-1)	3680-1¾ 625 (700-1¾)	3680-2 625 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

BORGER, TEXAS

AL-5152 (FAA)

15176

VORTAC BGD <b>108.6</b> Chan <b>23</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev <b>6299</b> <b>3013</b> <b>3055</b>
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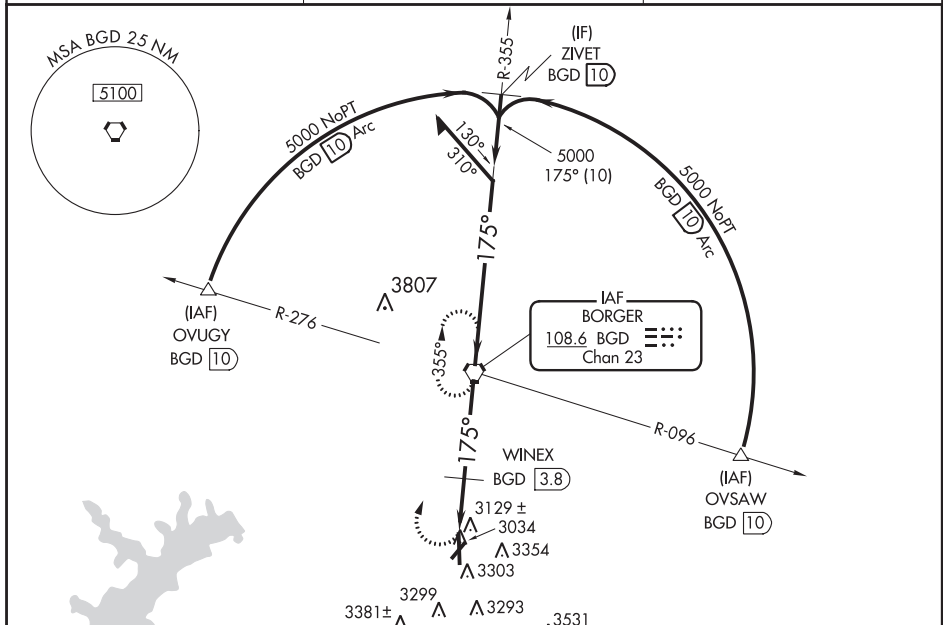
# VOR RWY 17

HUTCHINSON COUNTY (BGD)

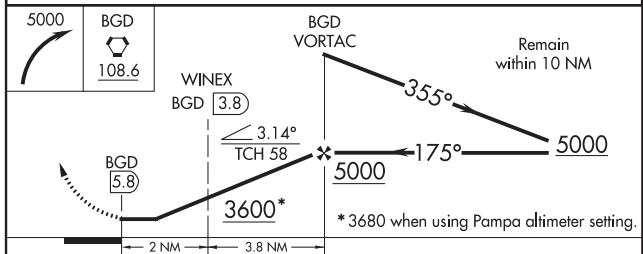
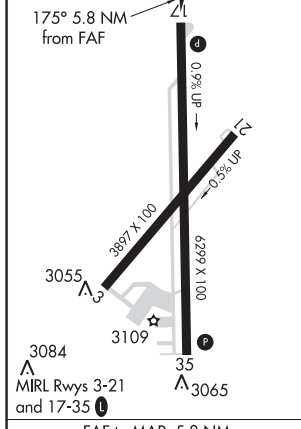
**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet and S-17 Cat C, D visibility and Circling Cat C, D visibility ¼ mile, increase WINEX fix minimums S-17 Cat D visibility ¼ mile and Circling Cat C, D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 5000 direct BGD VORTAC and hold.

ASOS <b>118.325</b>	AMARILLO APP CON * <b>119.5 307.0</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV 3055	TDZE 3013
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CATEGORY	A	B	C	D
S-17	3600-1	587 (600-1)	3600-1½ 587 (600-1½)	3600-1¾ 587 (600-1¾)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)
WINEX FIX MINIMUMS				
S-17	3520-1	507 (500-1)	3520-1½	507 (500-1½)
CIRCLING	3620-1 565 (600-1)	3660-1 605 (700-1)	3660-1¾ 605 (700-1¾)	3660-2 605 (700-2)

BORGER, TEXAS  
Amdt 9 05JUN08

35°42' N-101° 24' W

# HUTCHINSON COUNTY (BGD)

## VOR RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# RNAV (GPS) RWY 17

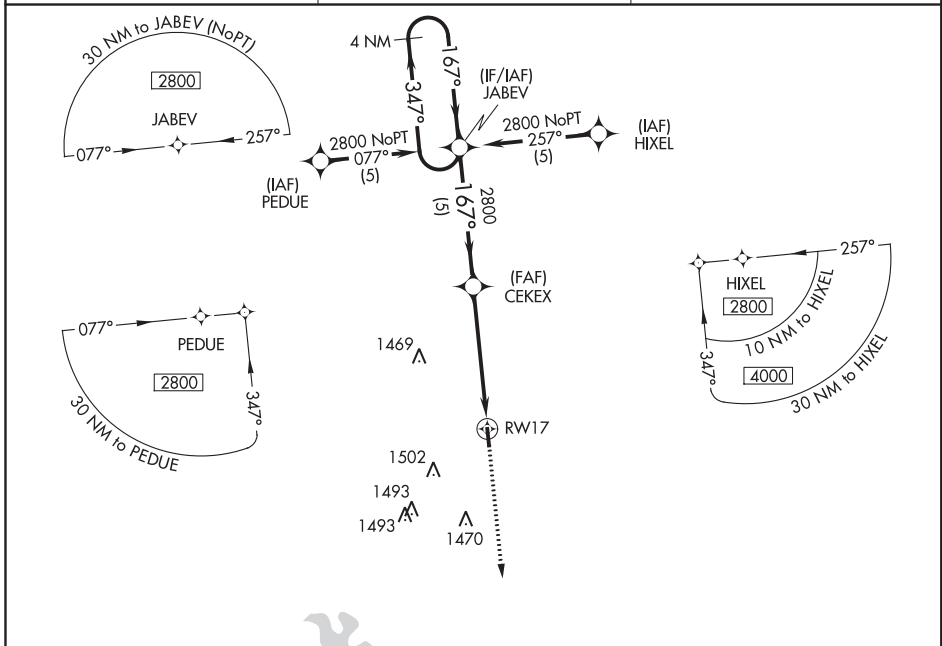
BOWIE MUNI (ØF2)

APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>3603</b> <b>1101</b> <b>1101</b>
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**GPS** or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3000 direct to FENUP WP and hold.

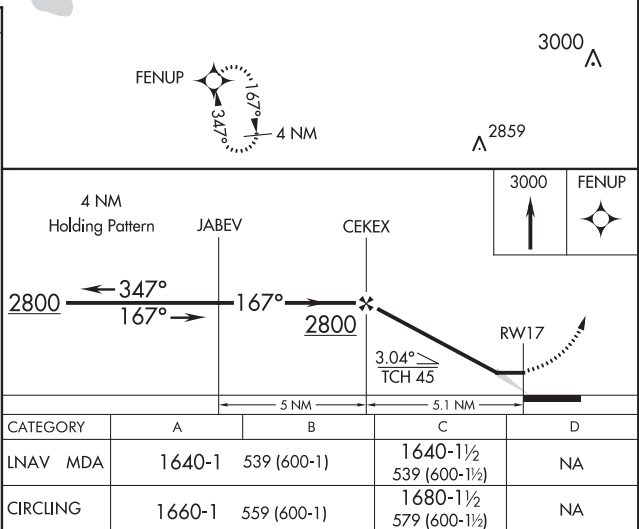
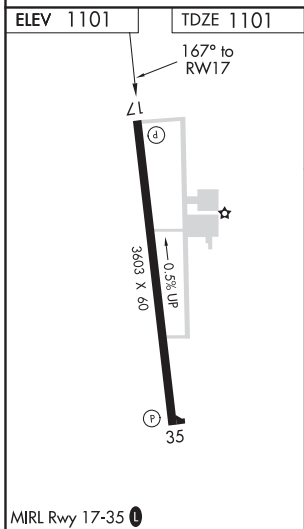
**NA** Use Sheppard AFB/Wichita Falls Muni altimeter setting.

AWOS-3 <b>118.75</b>	FORT WORTH CENTER <b>127.95 322.325</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



BOWIE, TEXAS

AL-5567 (FAA)

# RNAV (GPS) RWY 35

BOWIE MUNI (ØF2)

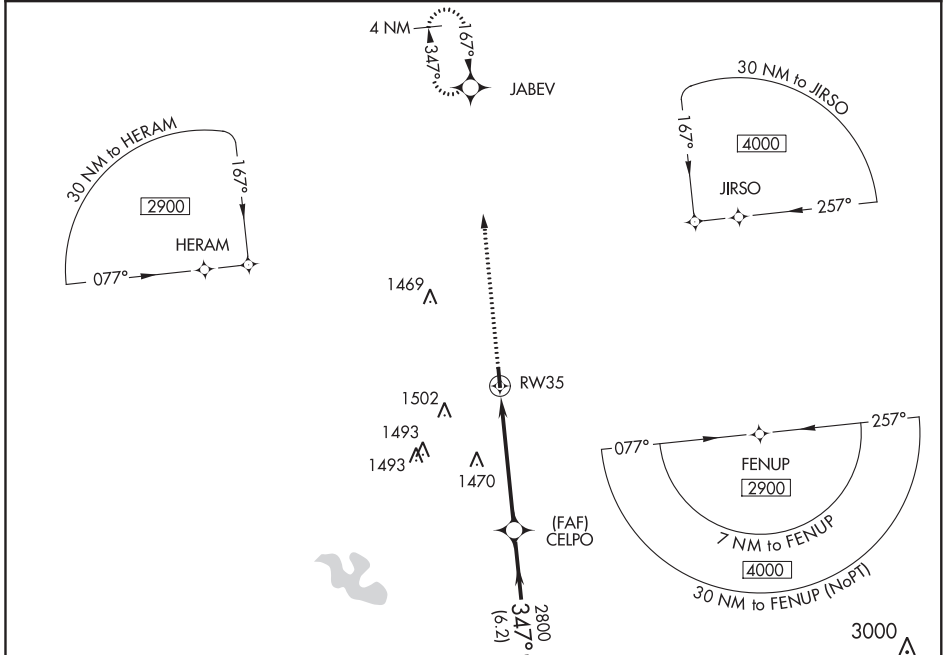
APP CRS <b>347°</b>	Rwy Idg <b>3603</b>
	TDZE <b>1098</b>
	Apt Elev <b>1101</b>

**▽** DME/DME RNP-0.3 NA. Use Decatur altimeter setting; when not received, use Gainsville altimeter setting and increase all MDA 60 feet, increase Cat B and C visibility ¼ mile.

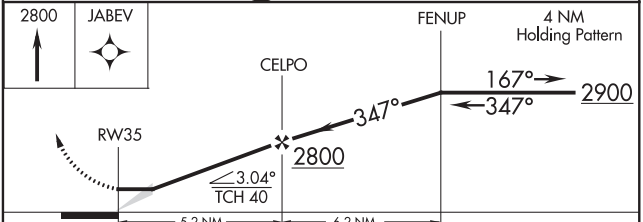
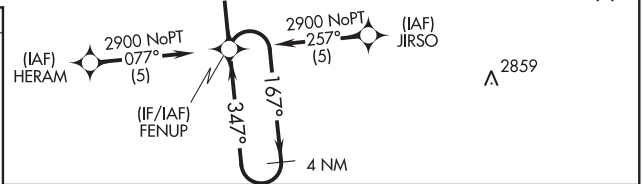
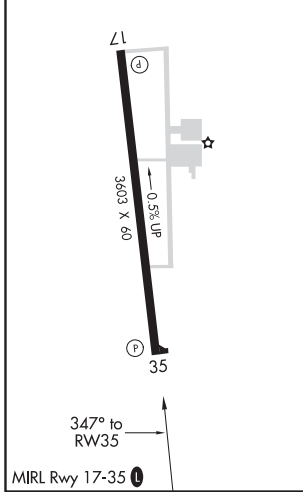
**△** NA

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

AWOS-3 <b>118.75</b>	FORT WORTH CENTER <b>127.95 322.325</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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ELEV 1101	TDZE 1098
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CATEGORY	A	B	C	D
LNAV MDA	1780-1	682 (700-1)	1780-2 682 (700-2)	NA
CIRCLING	1780-1	679 (700-1)	1780-2 679 (700-2)	NA

BOWIE, TEXAS  
Amdt 1 13122

33°36'N-97°47'W

# RNAV (GPS) RWY 35

BOWIE MUNI (ØF2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

BOWIE, TEXAS

AL-5567 (FAA)

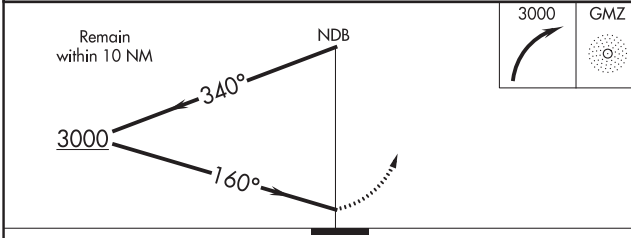
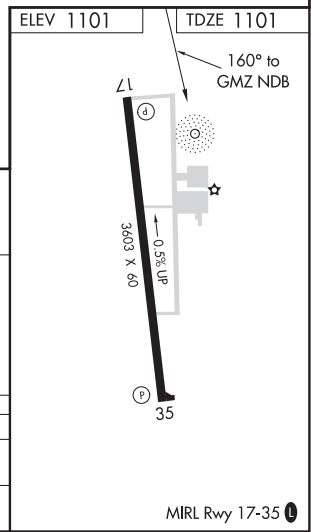
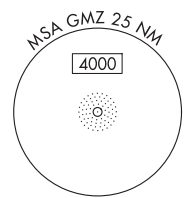
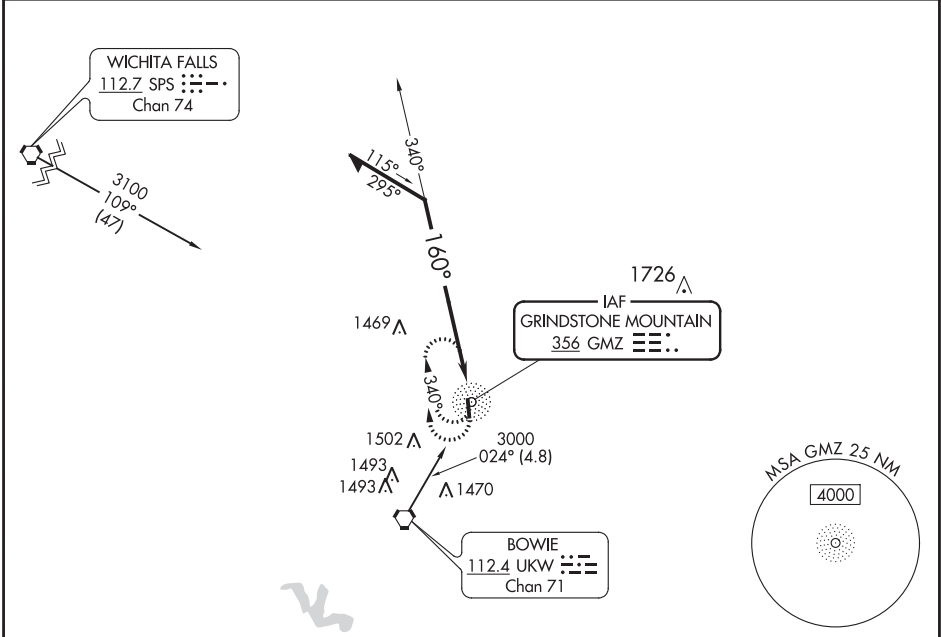
# NDB RWY 17

BOWIE MUNI (ØF2)

NDB GMZ	APP CRS	Rwy Idg	3603
<b>356</b>	<b>160°</b>	TDZE	1101
		Apt Elev	1101

**NA** Use Sheppard AFB/Wichita Falls Muni altimeter setting. MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

AWOS-3 <b>118.75</b>	FORT WORTH CENTER <b>127.95 322.325</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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CATEGORY	A	B	C	D
S-17	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA
CIRCLING	1880-1 779 (800-1)	1880-1¼ 779 (800-1¼)	1880-2¼ 779 (800-2¼)	NA

BOWIE, TEXAS  
Amdt 4 13122

33°36'N-97°47'W  
71

# BOWIE MUNI (ØF2) NDB RWY 17

MIRL Rwy 17-35 Ø

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

BRECKENRIDGE, TEXAS

AL-5956 (FAA)

15008

WAAS CH <b>65828</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>4997</b> <b>1265</b> <b>1284</b>
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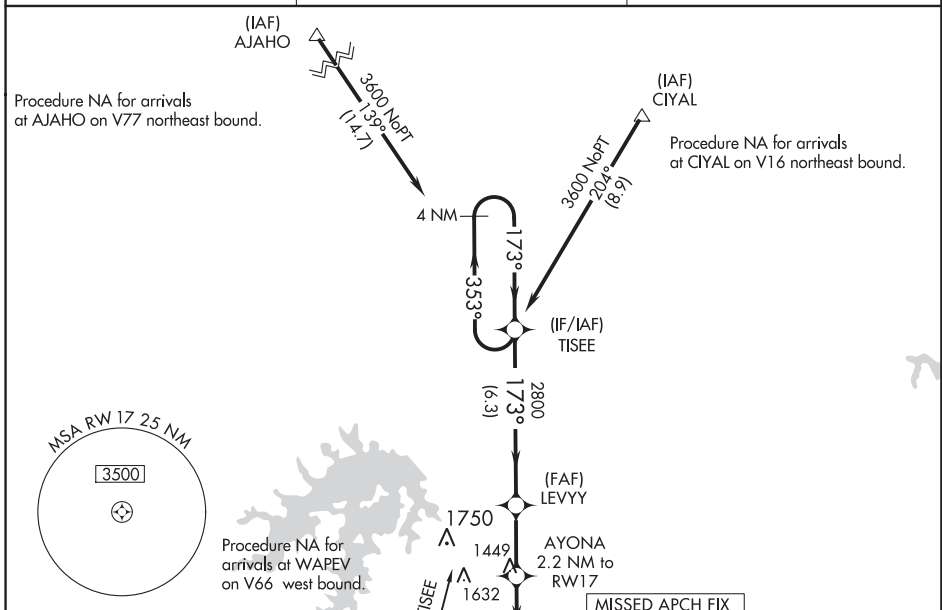
# RNAV (GPS) RWY 17

STEPHENS COUNTY (BKD)

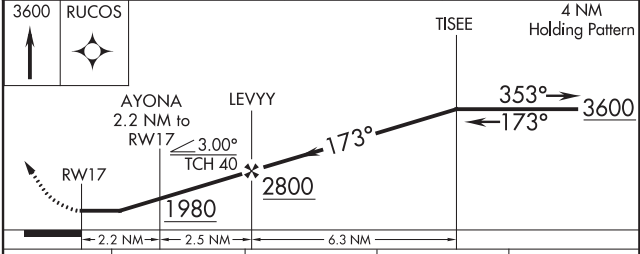
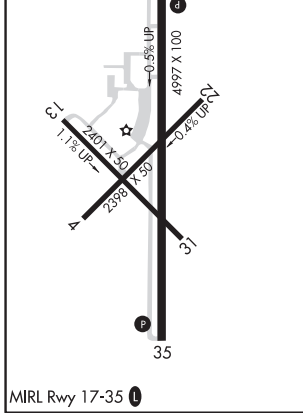
**⚠** DME/DME RNP-0.3 NA. Circling to Rwy 4, 13, 22, 31 NA at night. When VGSI inop, Straight-in/Circling Rwy 17 Procedure NA at night. When VGSI inop, Circling Rwy 35 NA at night. When local altimeter setting not received, use Abilene Rgnl altimeter setting: increase all MDA 180 feet and LP, LNAV visibility, Cats C and D 3/8 mile; Circling visibility, Cats C and D 1/4 mile. Visibility reduction by helicopters NA.

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

AWOS-3 <b>120.175</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.8 (CTAF) ①</b>
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ELEV 1284	TDZE 1265
173° to RWY 17	



CATEGORY	A	B	C	D
LP MDA	1580-1		315 (300-1)	
LNAV MDA	1700-1	435 (500-1)	1700-1 3/8	435 (500-1 3/8)
CIRCLING	1720-1 436 (500-1)	1740-1 456 (500-1)	1740-1 1/2 456 (500-1 1/2)	1840-2 556 (600-2)

BRECKENRIDGE, TEXAS  
Orig-A 16OCT14

32°43'N-98°53'W

# RNAV (GPS) RWY 17

STEPHENS COUNTY (BKD)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>61128</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>4997</b> <b>1284</b> <b>1284</b>
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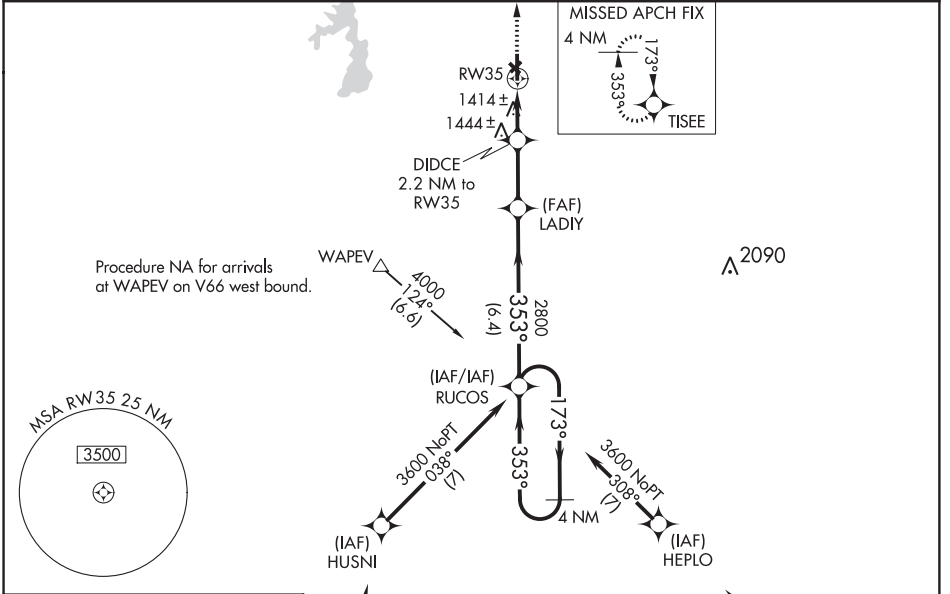
# RNAV (GPS) RWY 35

STEPHENS COUNTY (BKD)

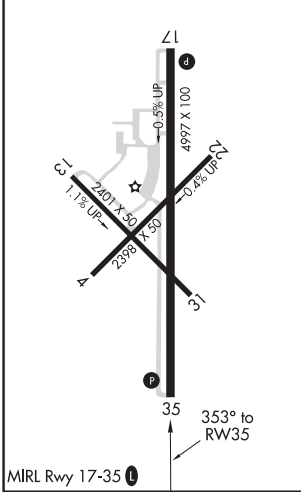
**⚠ Circling to Rwy 4, 13, 22, 31 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abilene Rgnl altimeter setting: increase all MDA 180 feet and increase LP visibility, Cat C and D ½ mile; increase LNAV visibility, Cat C and D ⅓ mile; increase Circling visibility, Cat C and D ¼ mile. When VGSI inop, Straight-in/Circling Rwy 35 Procedure NA at night. When VGSI inop, Circling Rwy 17 NA at night.**

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

AWOS-3 <b>120.175</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 1284	TDZE 1284
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

BRIDGEPORT, TEXAS

AL-5825 (FAA)

11097

WAAS CH <b>49215</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg <b>4004</b> TDZE <b>841</b> Apt Elev <b>852</b>
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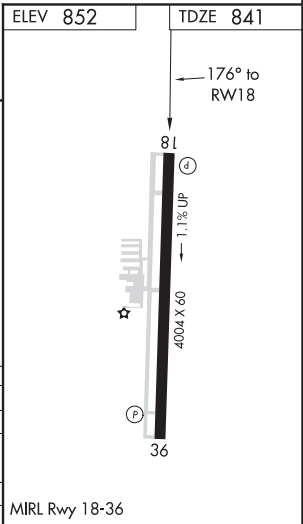
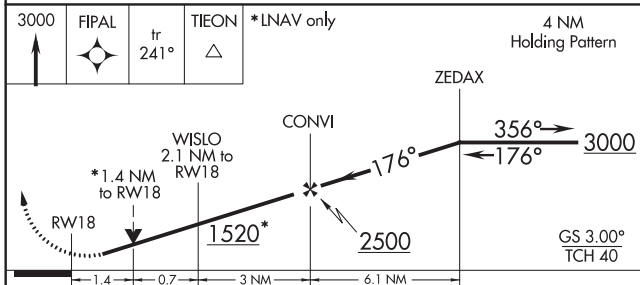
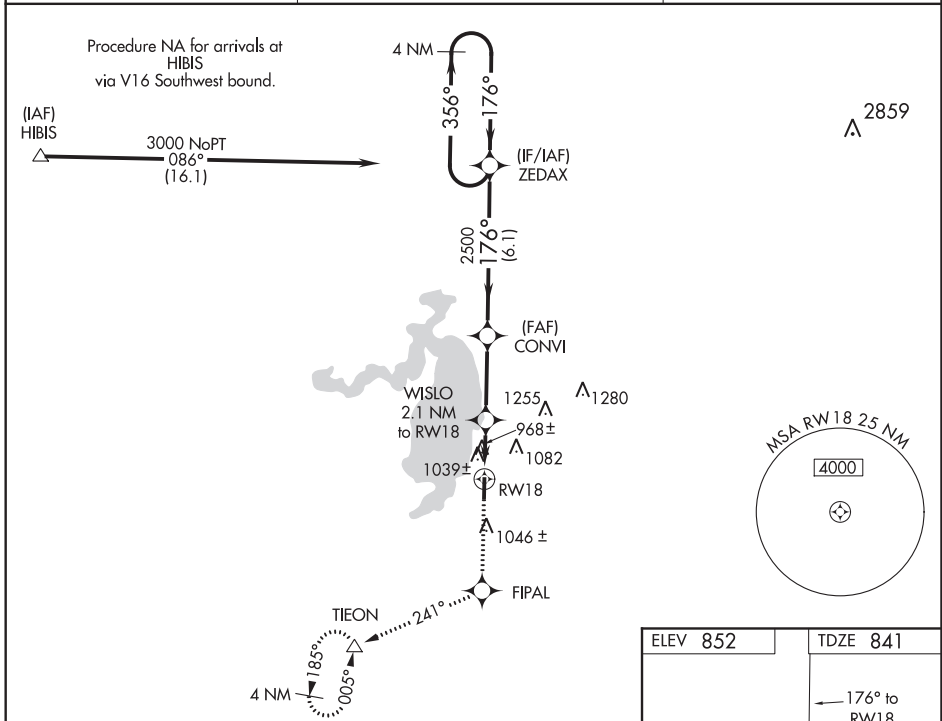
# RNAV (GPS) RWY 18

BRIDGEPORT MUNI (XBP)

**T** 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Decatur altimeter setting and increase all DA 58 feet and all MDA 60 feet and LPV and LNAV/VNAV Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Decatur altimeter setting.

**A** MISSED APPROACH: Climb to 3000 direct FIPAL and via track 241° to TIEON and hold, continue climb-in-hold to 3000.

AWOS-3 <b>119.225</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>123.0</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1235-1 ½	394 (400-1 ½)		NA
LNAV/VNAV DA	1366-2	525 (600-2)		NA
LNAV MDA	1300-1	459 (500-1)		NA
CIRCLING	1480-1	628 (700-1)		NA

BRIDGEPORT, TEXAS  
Orig 11FEB10

33°11'N - 97°50'W

# RNAV (GPS) RWY 18

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC UKW <b>112.4</b> Chan <b>71</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>4004</b> <b>841</b> <b>852</b>
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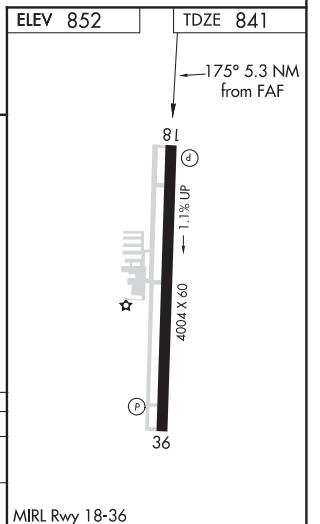
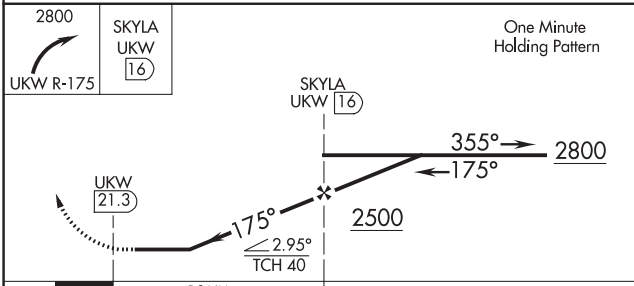
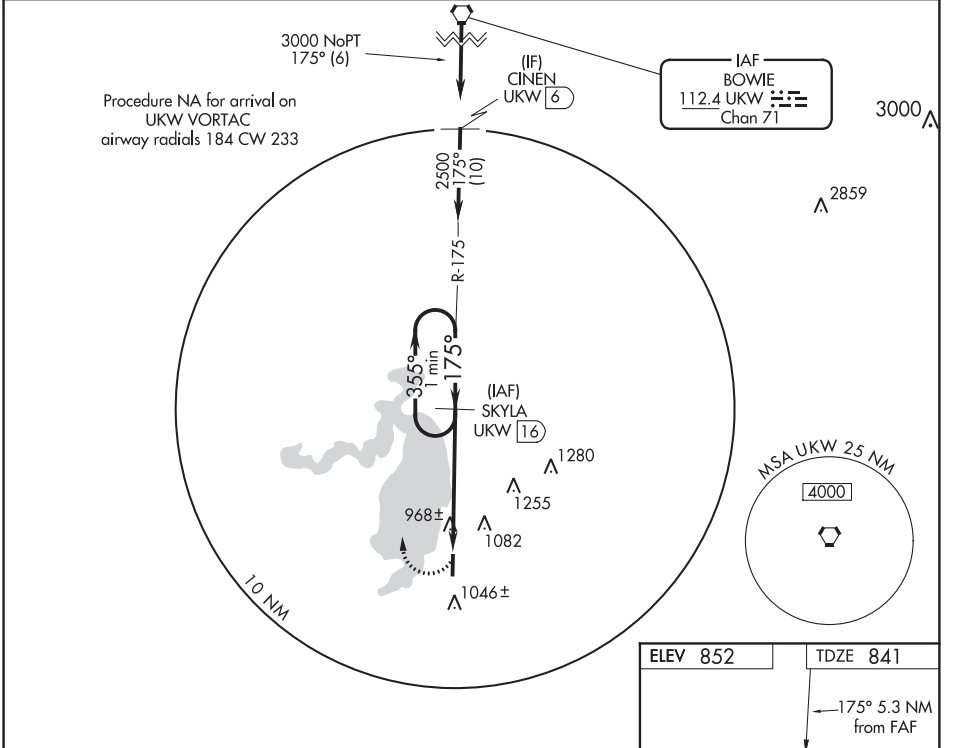
# VOR/DME RWY 18

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-3 <b>119.225</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>123.0</b> (CTAF)
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CATEGORY	A	B	C	D
S-18	1440-1 599 (600-1)	1440-1¼ 599 (600-1¼)		NA
CIRCLING	1480-1 628 (700-1)	1480-1¼ 628 (700-1¼)		NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

BROWNFIELD, TEXAS

AL-6109 (FAA)

15288

APP CRS <b>017°</b>	Rwy Idg <b>5218</b>
	TDZE <b>3256</b>
	Apt Elev <b>3264</b>

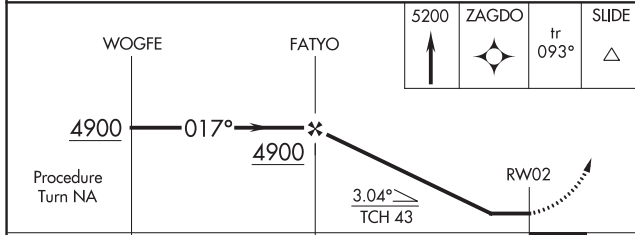
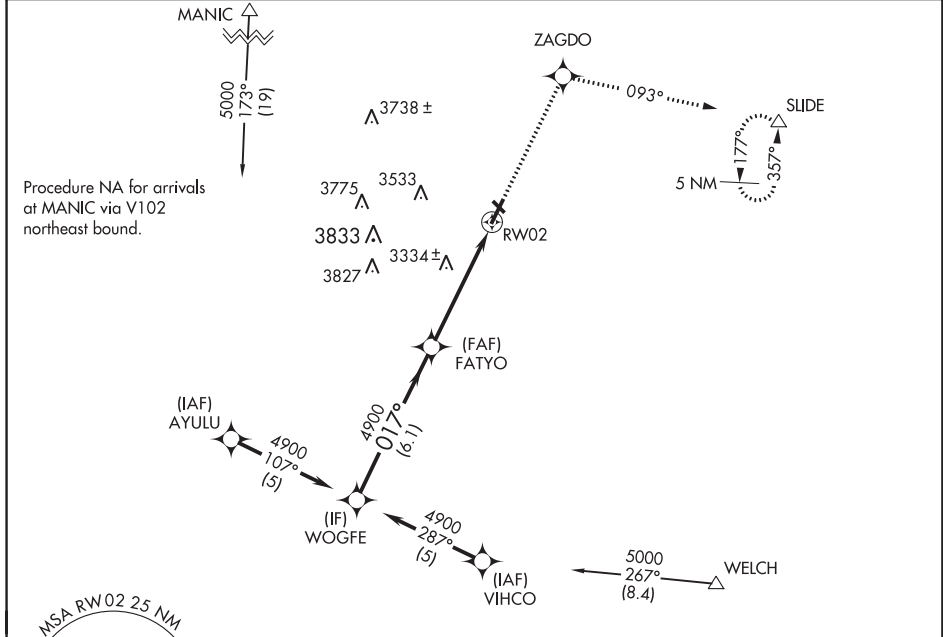
# RNAV (GPS) RWY 2

TERRY COUNTY (BFE)

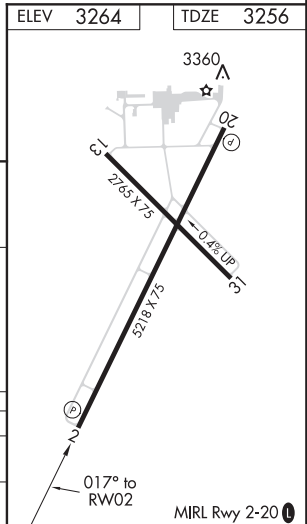
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

**MISSED APPROACH:** Climb to 5200 direct ZAGDO and via track 093° to SLIDE and hold.

SEMINOLE AWOS-3 <b>118.075</b>	LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNNAV MDA	3680-1	424 (500-1)	3680-1¼	424 (500-1¼)
CIRCLING	3760-1	496 (500-1)	3780-1½ 516 (600-1½)	3920-2 656 (700-2)



BROWNFIELD, TEXAS  
Orig 22OCT09

33°10'N-102°12'W

# RNAV (GPS) RWY 2

TERRY COUNTY (BFE)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>5218</b>
<b>197°</b>	TDZE	<b>3264</b>
	Apt Elev	<b>3264</b>

# RNAV (GPS) RWY 20

TERRY COUNTY (BFE)

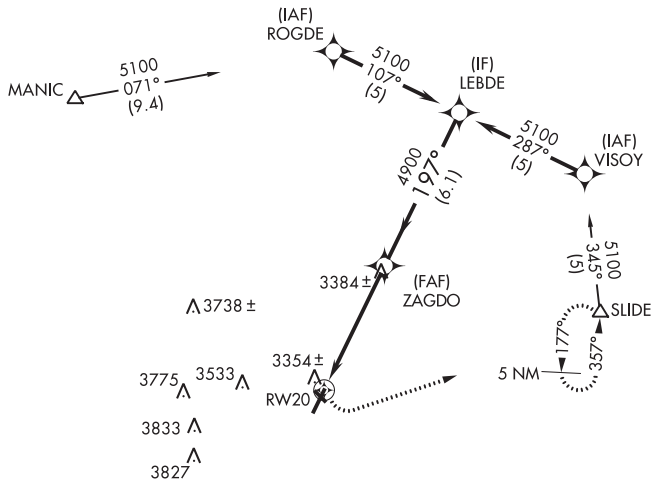
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climbing left turn to 5200 direct SLIDE and hold.

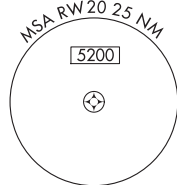
SEMINOLE AWOS-3 <b>118.075</b>	LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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△ 4146

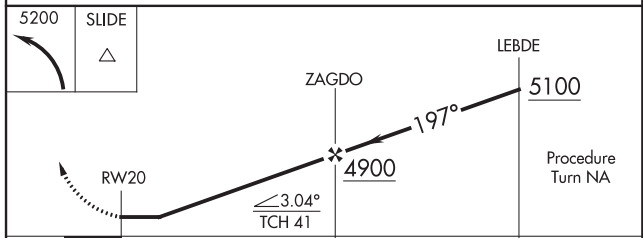
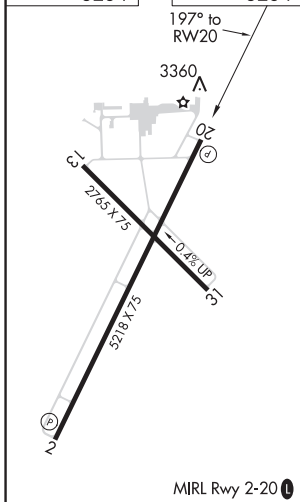
Procedure NA for arrivals at MANIC via V102 southwest bound.



Procedure NA for arrivals at SLIDE via V76-81 southbound.



ELEV	<b>3264</b>	TDZE	<b>3264</b>
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CATEGORY	A	B	C	D
LNAV MDA	3700-1	436 (500-1)	3700-1½ 436 (500-1½)	3700-1½ 436 (500-1½)
CIRCLING	3760-1	496 (500-1)	3780-1½ 516 (600-1½)	3920-2 656 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CADDO MILLS, TEXAS

AL-6779 (FAA)

16203

APP CRS	Rwy Idg	<b>4000</b>
<b>355°</b>	TDZE	<b>541</b>
	Apt Elev	<b>542</b>

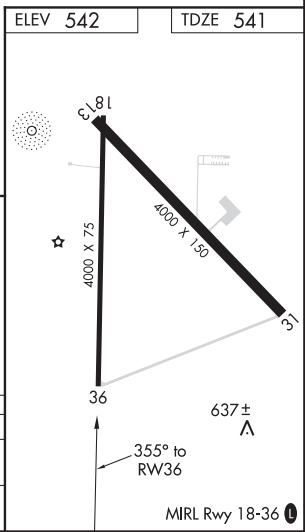
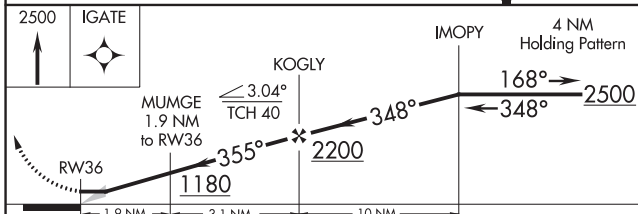
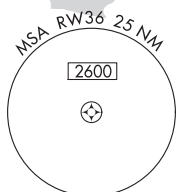
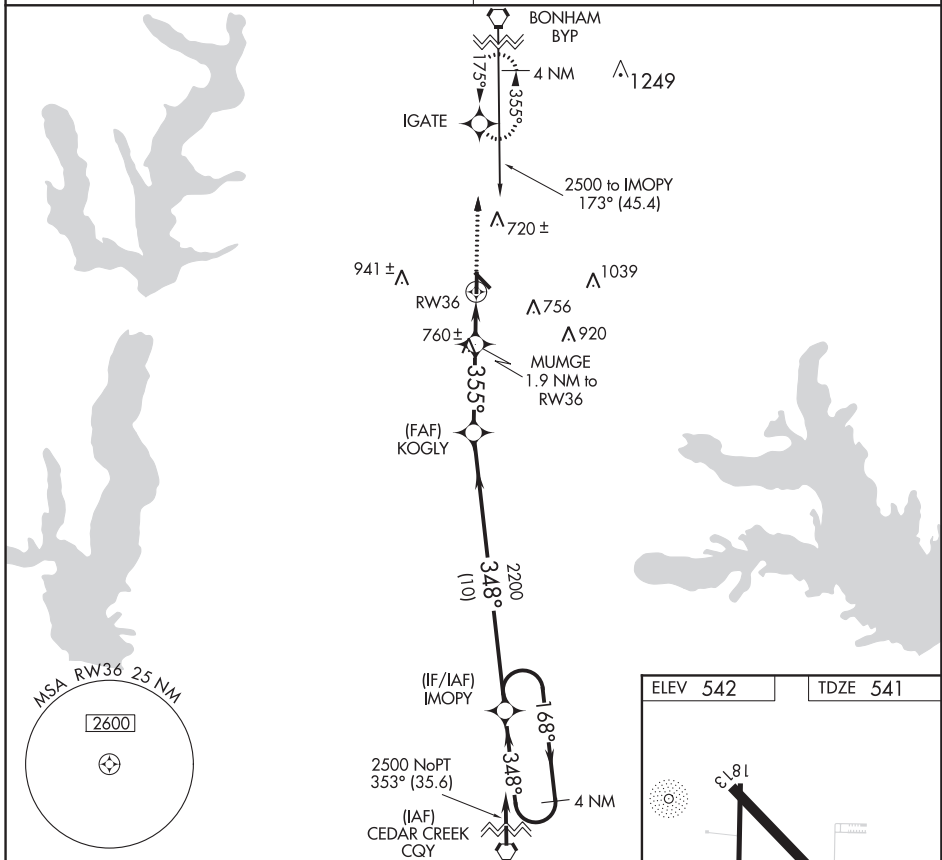
# RNAV (GPS) RWY 36

CADDO MILLS MUNI (7F3)

**NA** Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. **MISSED APPROACH:** Climb to 2500 direct IGATE and hold.

FORT WORTH CENTER  
**132.025 360.75**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
RNAV MDA	980-1	439 (500-1)	980-1½ 439 (500-1½)	NA
CIRCLING	1040-1	498 (500-1)	1040-1½ 498 (500-1½)	NA

CADDO MILLS, TEXAS  
Orig-A 16OCT14

33°02'N-96°15'W

# CADDO MILLS MUNI (7F3) RNAV (GPS) RWY 36

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42637</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>2387</b> Apt Elev <b>2396</b>	<b>4999</b>
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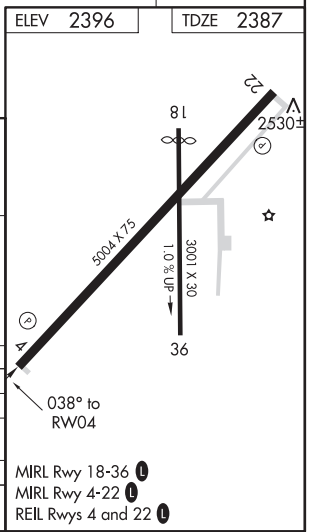
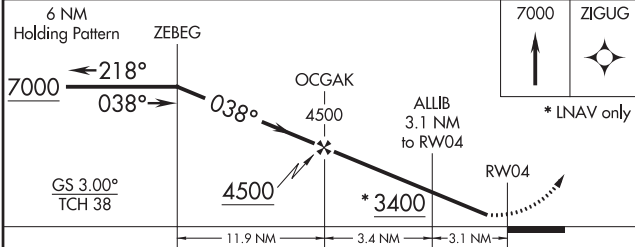
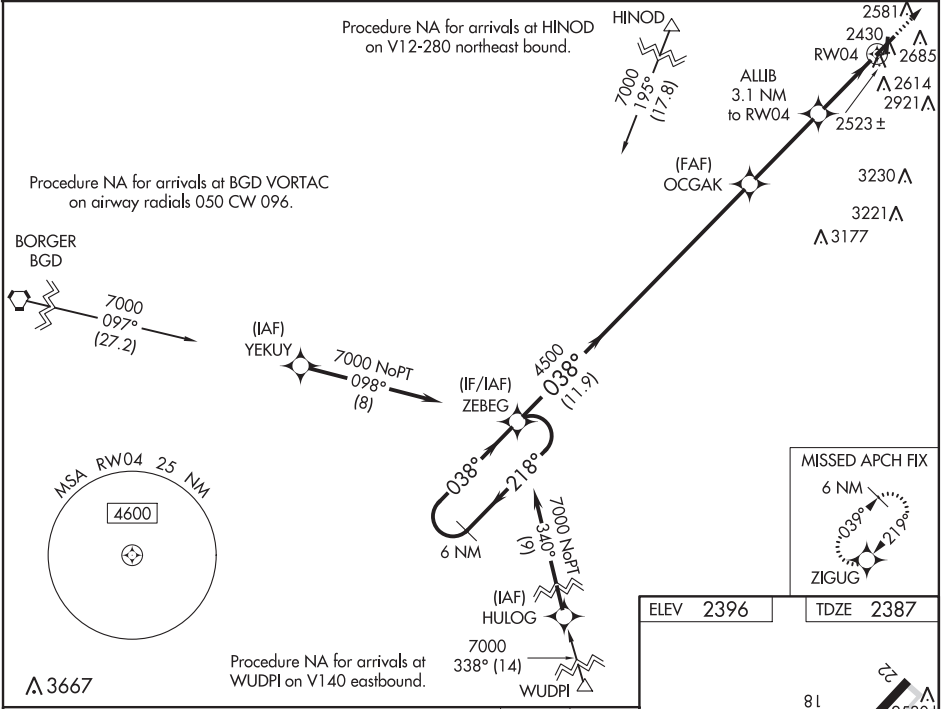
# RNAV (GPS) RWY 4

HEMPHILL COUNTY (HHF)

**Baro-VNAV NA** when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.9°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA 114 feet, all MDA 120 feet, increase LPV visibility all Cats ½ mile, LNAV/VNAV all Cats ¾ mile and LNAV Cats C and D ¼ mile and Circling Cat C ½ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

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

AWOS-3 <b>119.025</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
LPV DA		2637-1	250 (300-1)	
LNAV/VNAV DA		2684-1	297 (300-1)	
LNAV MDA	2940-1	553 (600-1)	2940-1 5/8 553 (600-1 5/8)	
CIRCLING	3040-1	644 (700-1)	3280-2 3/4 884 (900-2 3/4)	3340-3 944 (1000-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>48837</b> <b>W22A</b>	APP CRS <b>218°</b>	Rwy Idg TDZE <b>2382</b> Apt Elev <b>2396</b>
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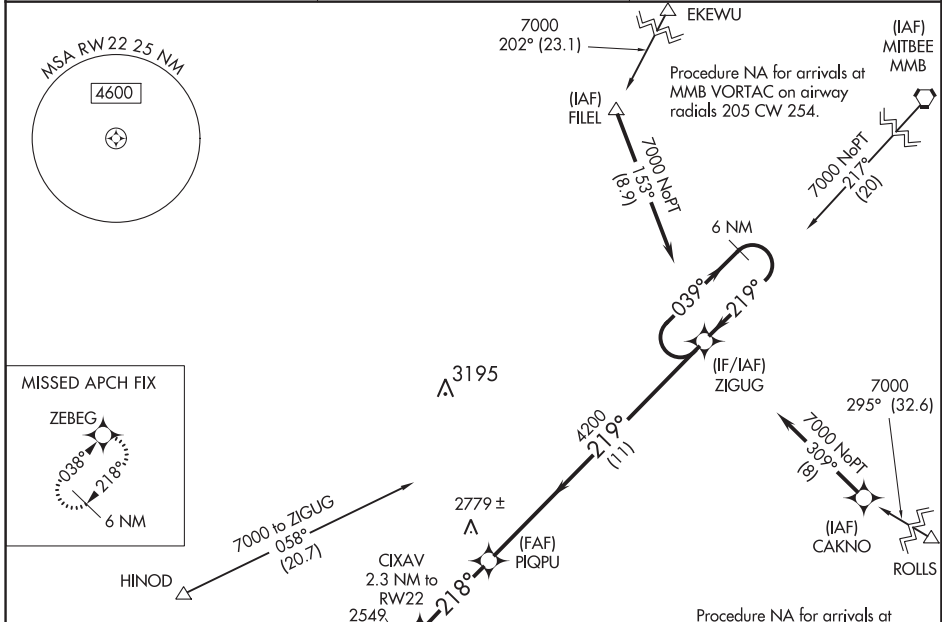
# RNAV (GPS) RWY 22

HEMPHILL COUNTY (HHF)

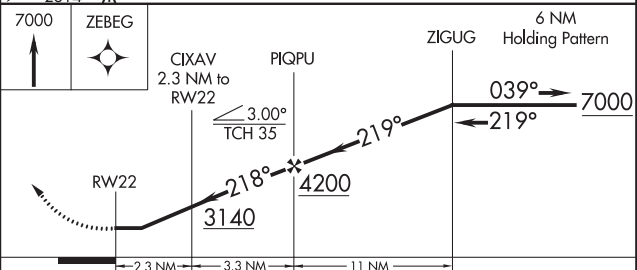
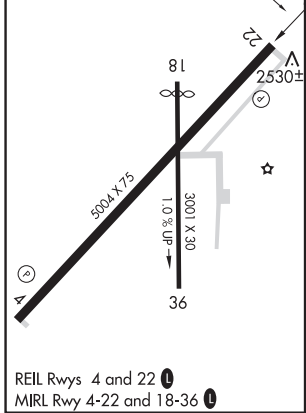
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LP and LNAV visibility Cat C and D  $\frac{3}{8}$  mile and Circling Cat C  $\frac{1}{2}$  mile. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Circling Rwy 18, 36 NA at night.

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

AWOS-3 <b>119.025</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	CTAF <b>122.9</b>
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ELEV <b>2396</b>	TDZE <b>2382</b>
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CATEGORY	A	B	C	D
LP MDA	2800-1	418 (500-1)	2800-1 $\frac{1}{8}$	418 (500-1 $\frac{1}{8}$ )
LNAV MDA	2860-1	478 (500-1)	2860-1 $\frac{3}{8}$	478 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	3040-1	644 (700-1)	3280-2 $\frac{3}{4}$ 844 (900-2 $\frac{3}{4}$ )	3340-3 944 (1000-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

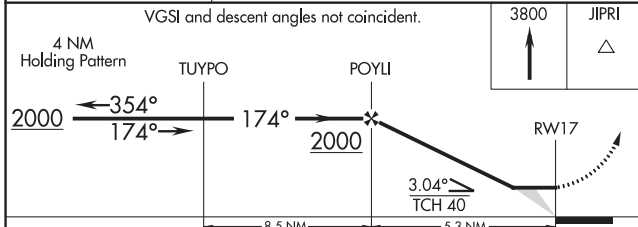
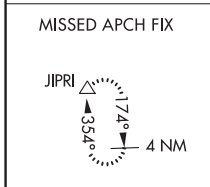
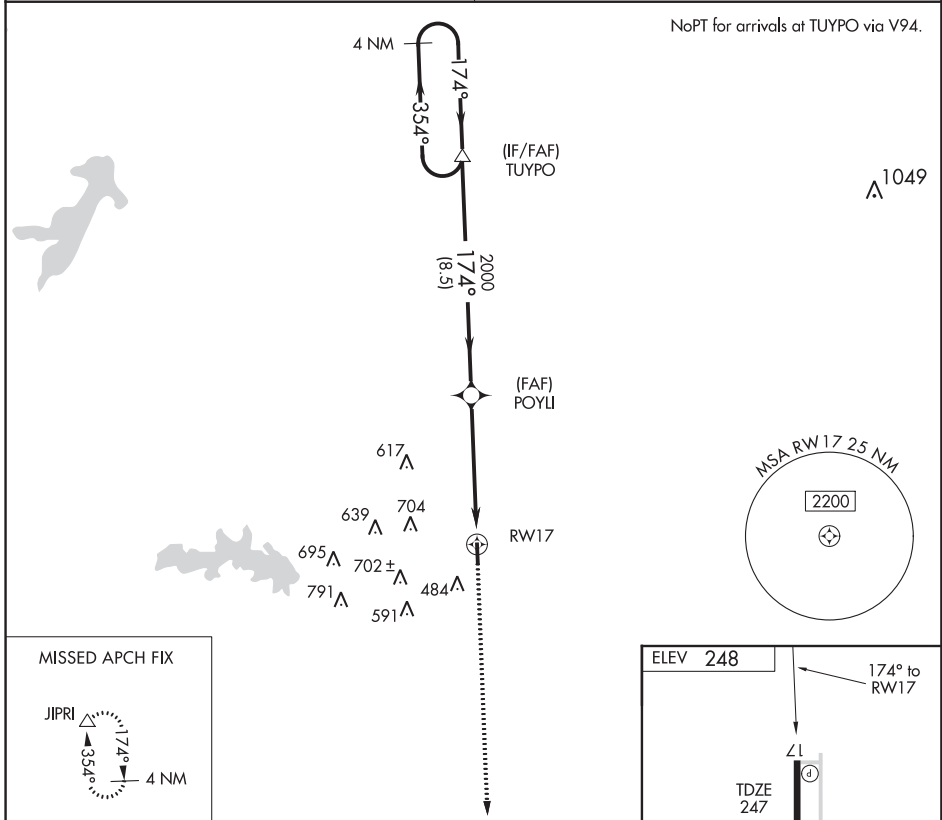
# RNAV (GPS) RWY 17

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

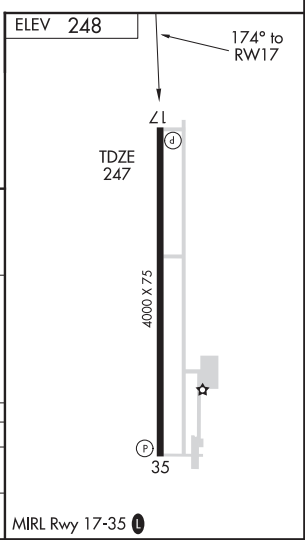
APP CRS <b>174°</b>	Rwy Idg <b>4000</b>
	TDZE <b>247</b>
	Apt Elev <b>248</b>

<b>▲</b> NA	DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.	MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.
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SHREVEPORT APP CON * <b>119.9 335.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
RNAV MDA	760-1	513 (600-1)	760-1½ 513 (600-1½)	NA
CIRCLING	920-1	672 (700-1)	920-2 672 (700-2)	NA



# RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CARTHAGE, TEXAS

AL-6193 (FAA)

# RNAV (GPS) RWY 35

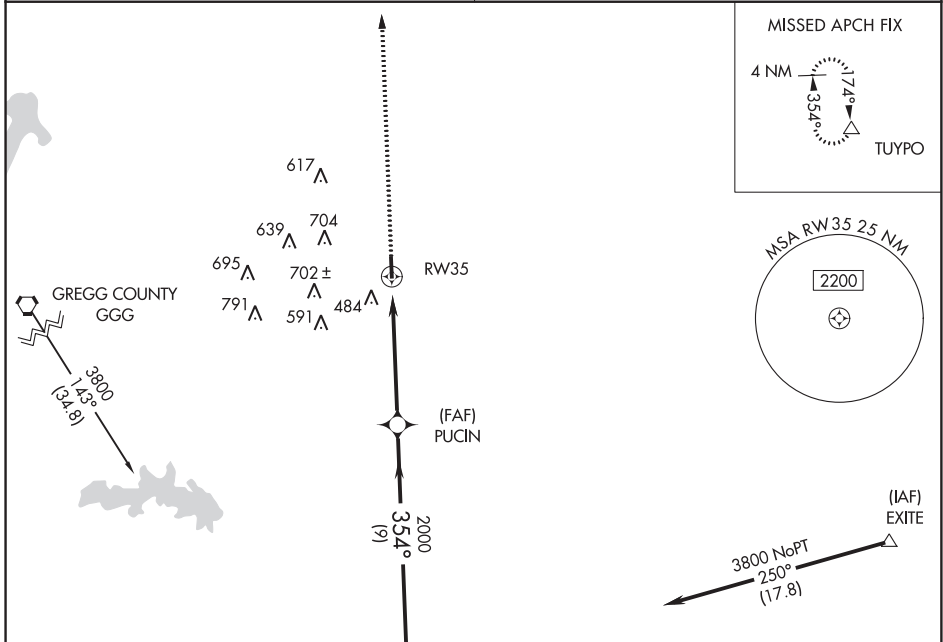
CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

APP CRS	Rwy Idg	<b>4000</b>
<b>354°</b>	TDZE	<b>248</b>
	Apt Elev	<b>248</b>

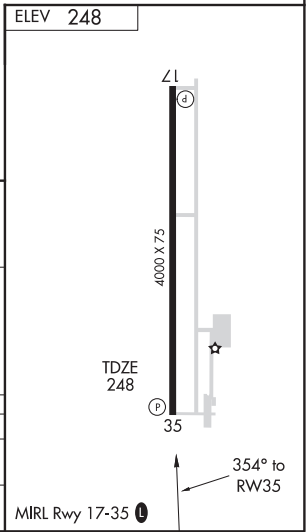
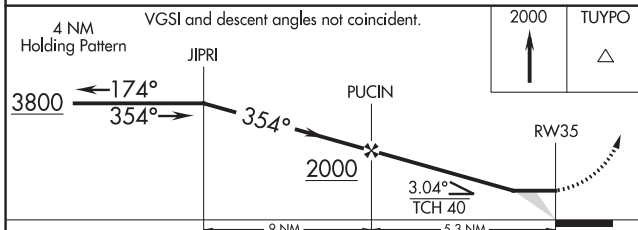
<b>▲</b> NA	DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.	MISSED APPROACH: Climb to 2000 direct TUYPO and hold.
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SHREVEPORT APP CON *
<b>119.9 335.55</b>

UNICOM
<b>122.8 (CTAF) 0</b>



NoPT for arrivals at JIPRI via V13 northeast bound.



CATEGORY	A	B	C	D
RNAV MDA	840-1	592 (600-1)	840-1½ 592 (600-1½)	NA
CIRCLING	920-1	672 (700-1)	920-2 672 (700-2)	NA

CARTHAGE, TEXAS  
Orig 08325

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)  
32°11'N-94°18'W

# RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CARTHAGE, TEXAS

AL-6193 (FAA)

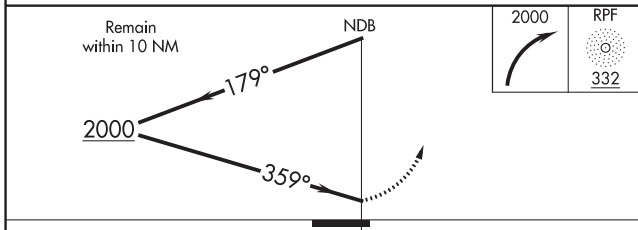
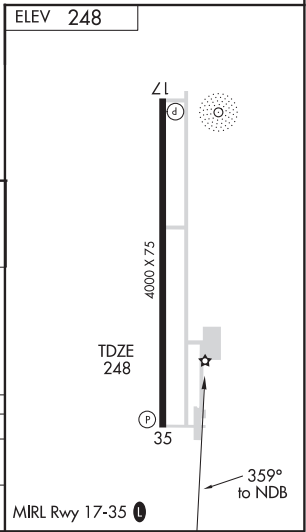
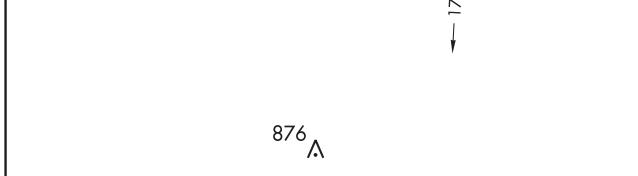
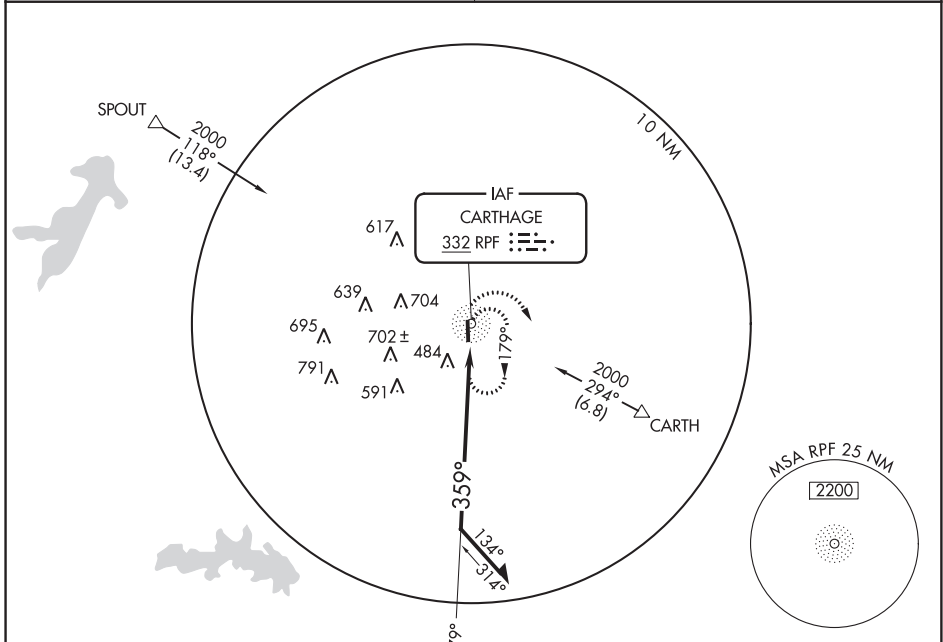
# NDB RWY 35

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

NDB RPF <b>332</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>248</b> <b>248</b>
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**▲ NA** Use Shreveport Regional altimeter setting; when not received use East Texas Rgnl altimeter setting. MISSED APPROACH: Climbing right turn to 2000 in RPF NDB holding pattern.

SHREVEPORT APP CON \* **119.9 335.55** UNICOM **122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-35	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA
CIRCLING	1000-1 752 (800-1)	1000-1¼ 752 (800-1¼)	1000-2¼ 752 (800-2¼)	NA

CARTHAGE, TEXAS  
Amdt 2 08325

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)  
32°11'N-94°18'W

# NDB RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CHILDRESS, TEXAS

AL-82 (FAA)

14345

WAAS CH <b>97432</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE <b>1954</b> Apt Elev <b>1954</b>	<b>5949</b>
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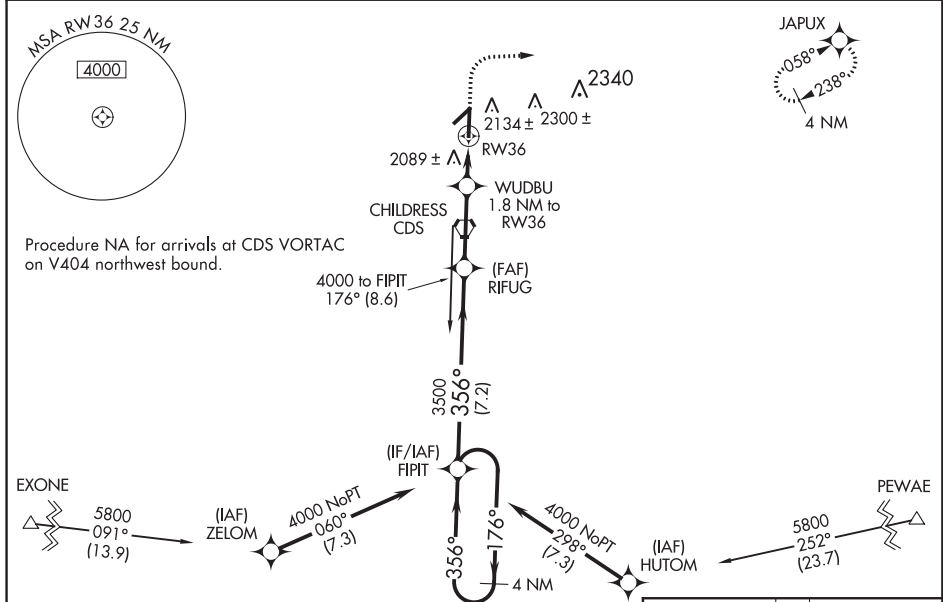
# RNAV (GPS) RWY 36

CHILDRESS MUNI (CDS)

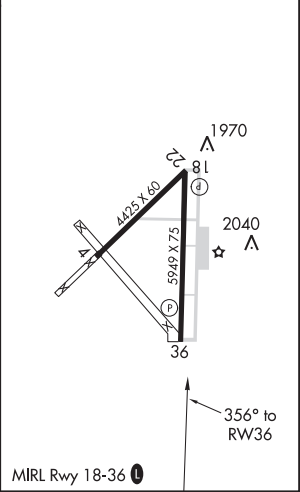
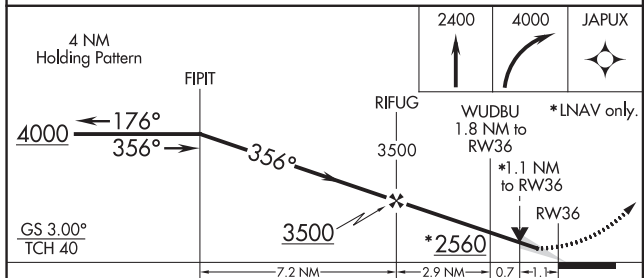
**⚠** Circling to Rwy 4, 18, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 188 feet, all MDA 200 feet and increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats visibility 3/4 mile, LNAV Cats C and D visibility 3/8 mile, Circling Cat C visibility 3/4 mile, and Circling Cat D visibility 1/2 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 <b>135.125</b>	FORT WORTH CENTER <b>133.5 350.35</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1954	TDZE 1954
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CATEGORY	A	B	C	D
LPV DA		2154-3/4	200 (200-3/4)	
LNAV/VNAV DA		2376-1 1/2	422 (500-1 1/2)	
LNAV MDA	2340-1	386 (400-1)	2340-1 1/8	386 (400-1 1/8)
CIRCLING	2500-1	546 (600-1)	2500-1 1/2	2520-2 566 (600-2)

CHILDRESS, TEXAS  
Amdt 1A 11DEC14

34°26'N-100°17'W

# CHILDRESS MUNI (CDS)

## RNAV (GPS) RWY 36

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





CLEBURNE, TEXAS

AL-6000 (FAA)

14345

WAAS CH <b>61331</b> <b>W15A</b>	APP CRS <b>153°</b>	Rwy Idg TDZE Apt Elev	<b>5512</b> <b>854</b> <b>854</b>
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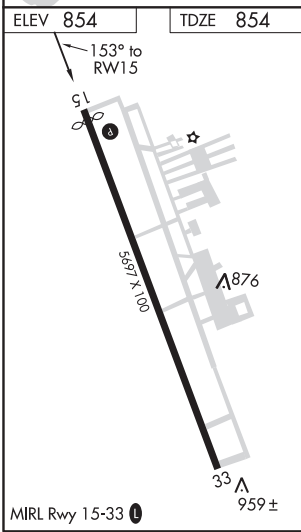
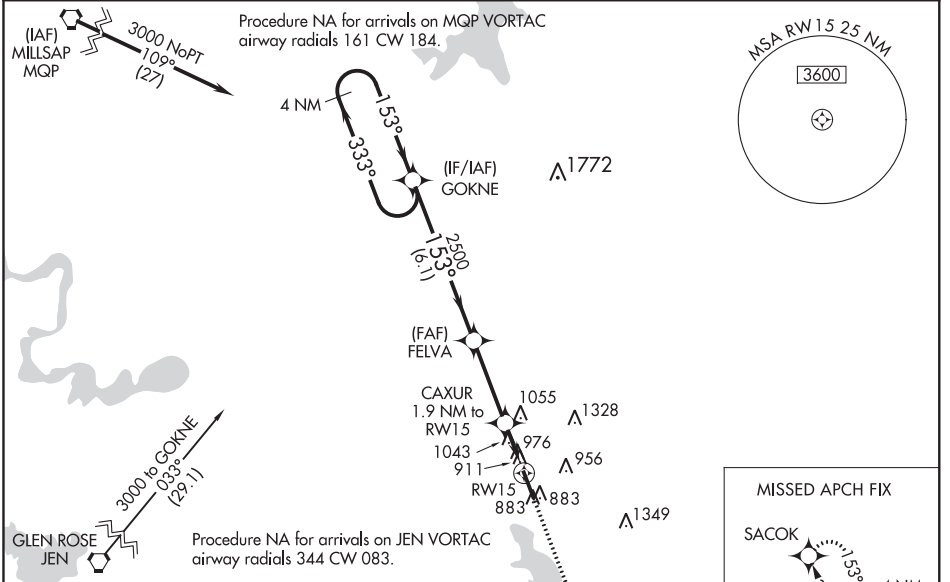
# RNAV (GPS) RWY 15

CLEBURNE RGNL (CPT)

**⚠** 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. When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting, and increase all DA 85 feet and all MDA 100 feet, and increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ⅓ mile, increase LNAV Cat C, D visibility ⅓ mile and increase Circling Cat C, D visibility ¼ mile. Helicopter visibility reduction below ⅓ SM NA. Baro-VNAV NA when using Fort Worth Meacham Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct SACOK and hold.

AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI 3.00/TCH 39).		3000	SACOK
3000 ← 333°		→ 153°		*LNAV only.	
GS 3.00° TCH 39		2500		CAXUR 1.9 NM to RW15	
		*1480		RW15	
		6.1 NM		3.2 NM	
				1.9 NM	
CATEGORY	A	B	C	D	
LPV DA		1240-1 <sup>3</sup> / <sub>8</sub>	386 (400-1 <sup>3</sup> / <sub>8</sub> )		
LNAV/VNAV DA		1397-1 <sup>7</sup> / <sub>8</sub>	543 (600-1 <sup>7</sup> / <sub>8</sub> )		
LNAV MDA	1360-1	506 (600-1)	1360-1 <sup>3</sup> / <sub>8</sub>	506 (600-1 <sup>3</sup> / <sub>8</sub> )	
<b>C</b> CIRCLING	1400-1	546 (600-1)	1680-2 <sup>1</sup> / <sub>2</sub> 826 (900-2 <sup>1</sup> / <sub>2</sub> )	1700-2 <sup>3</sup> / <sub>4</sub> 846 (900-2 <sup>3</sup> / <sub>4</sub> )	

CLEBURNE, TEXAS  
Amdt 1A 11DEC14

32°21'N-97°26'W

# RNAV (GPS) RWY 15

CLEBURNE RGNL (CPT)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82632</b> <b>W33A</b>	APP CRS <b>333°</b>	Rwy Idg <b>5697</b> TDZE <b>852</b> Apt Elev <b>854</b>
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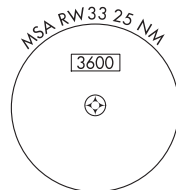
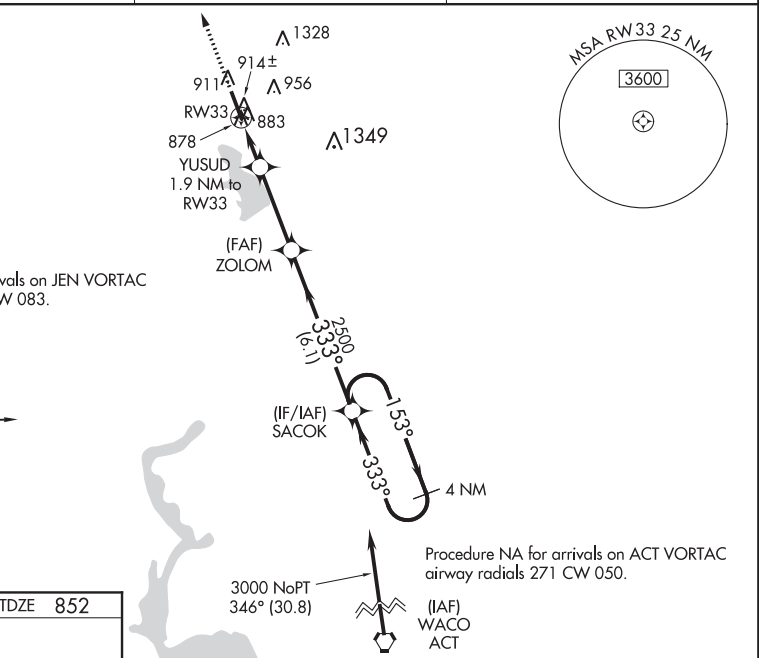
# RNAV (GPS) RWY 33

CLEBURNE RGNL (CPT)

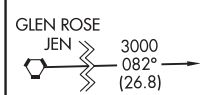
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting, and increase all DA 85 feet and all MDA 100 feet, and increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C, D visibility ¼ mile and increase Circling Cat C, D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.  
 Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting

**MISSED APPROACH:**  
 Climb to 3000 direct GOKNE and hold.

AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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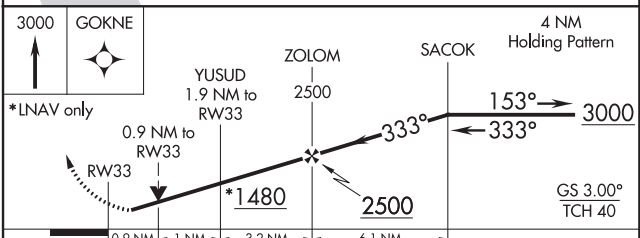
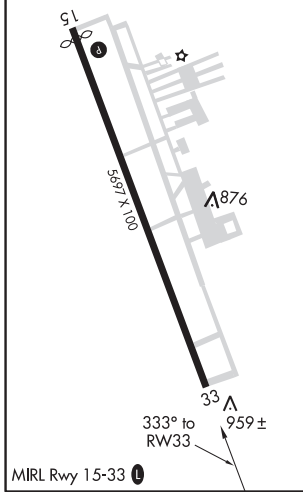


Procedure NA for arrivals on JEN VORTAC  
 airway radials 344 CW 083.



Procedure NA for arrivals on ACT VORTAC  
 airway radials 271 CW 050.

ELEV <b>854</b>	TDZE <b>852</b>
-----------------	-----------------



CATEGORY	A	B	C	D
LPV DA		1102-7/8	250 (300-7/8)	
LNAV/VNAV DA		1102-7/8	250 (300-7/8)	
LNAV MDA		1180-1	328 (400-1)	
<b>C</b> CIRCLING	1400-1	546 (600-1)	1680-2½ 826 (900-2½)	1700-2¾ 846 (900-2¾)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CLEBURNE, TEXAS

AL-6000 (FAA)

14345

LOC I-CPT <b>111.15</b> Chan 48(Y)	APP CRS <b>153°</b>	Rwy Idg TDZE Apt Elev	<b>5512</b> <b>854</b> <b>854</b>
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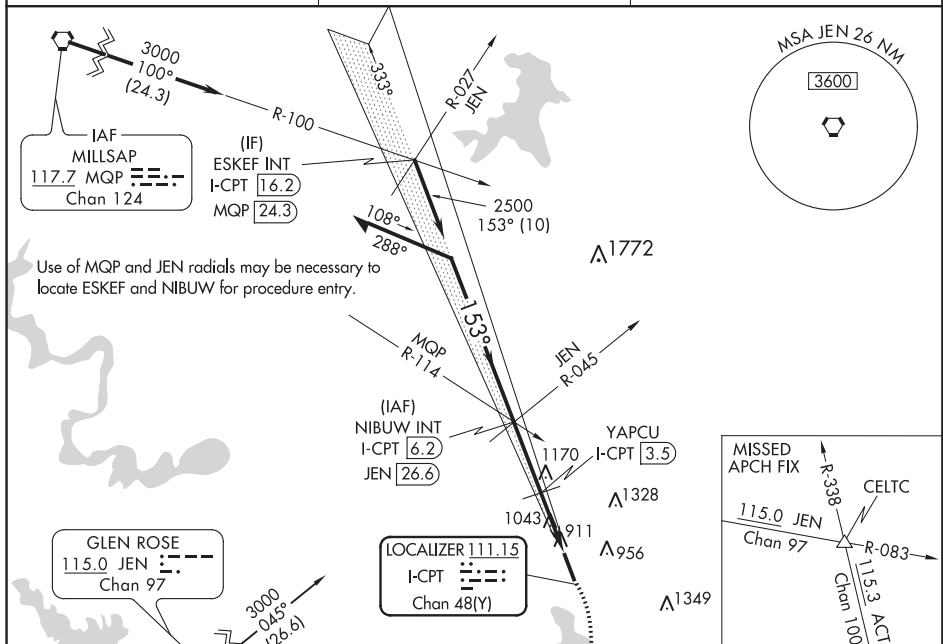
# LOC/DME RWY 15

CLEBURNE RGNL (CPT)

**NA** VDP NA with Fort Worth Meacham Intl altimeter setting. When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

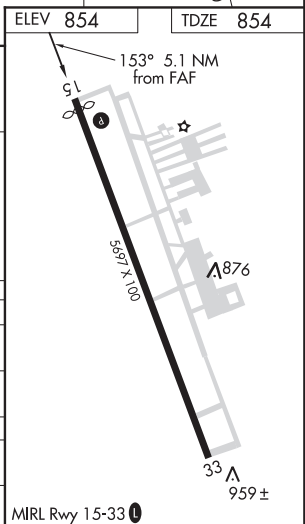
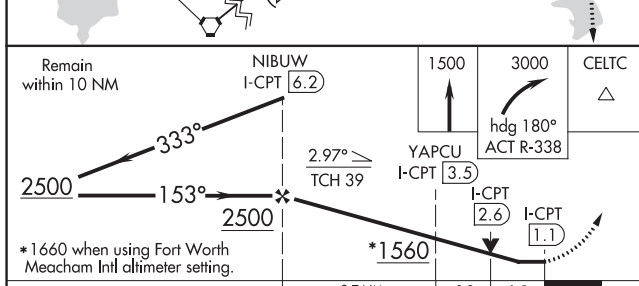
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 180° and ACT VORTAC R-338 to CELTC INT.

AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.8 (CTAF)</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



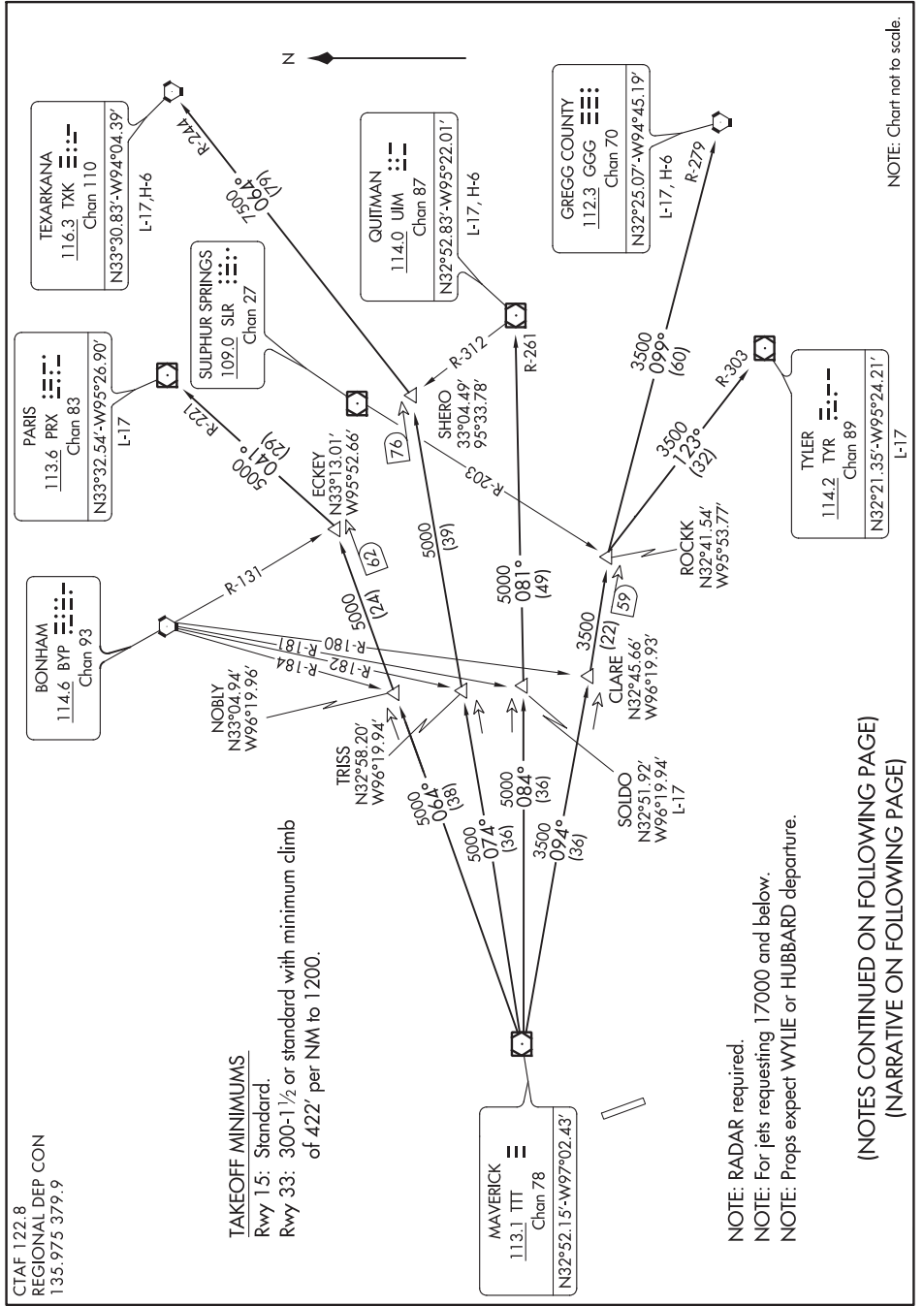
CATEGORY	A	B	C	D
S-15	1360-1	506 (600-1)	1360-1 3/8	506 (600-1 3/8)
<b>C</b> CIRCLING	1400-1	546 (600-1)	1680-2 1/2 826 (900-2 1/2)	1700-2 3/4 846 (900-2 3/4)
FORT WORTH MEACHAM INTL., ALTIMETER SETTING MINIMUMS				
S-15	1440-1	586 (600-1)	1440-1 3/4	586 (600-1 3/4)
<b>C</b> CIRCLING	1480-1	626 (700-1)	1780-2 3/4 926 (1000-2 3/4)	1800-3 946 (1000-3)

CLEBURNE, TEXAS  
Orig-E 11DEC14

32°21'N-97°26'W

# CLEBURNE RGNL (CPT) LOC/DME RWY 15

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NOTE: RADAR required.  
NOTE: For jets requesting 17000 and below.  
NOTE: Props expect WYLEE or HUBBARD departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

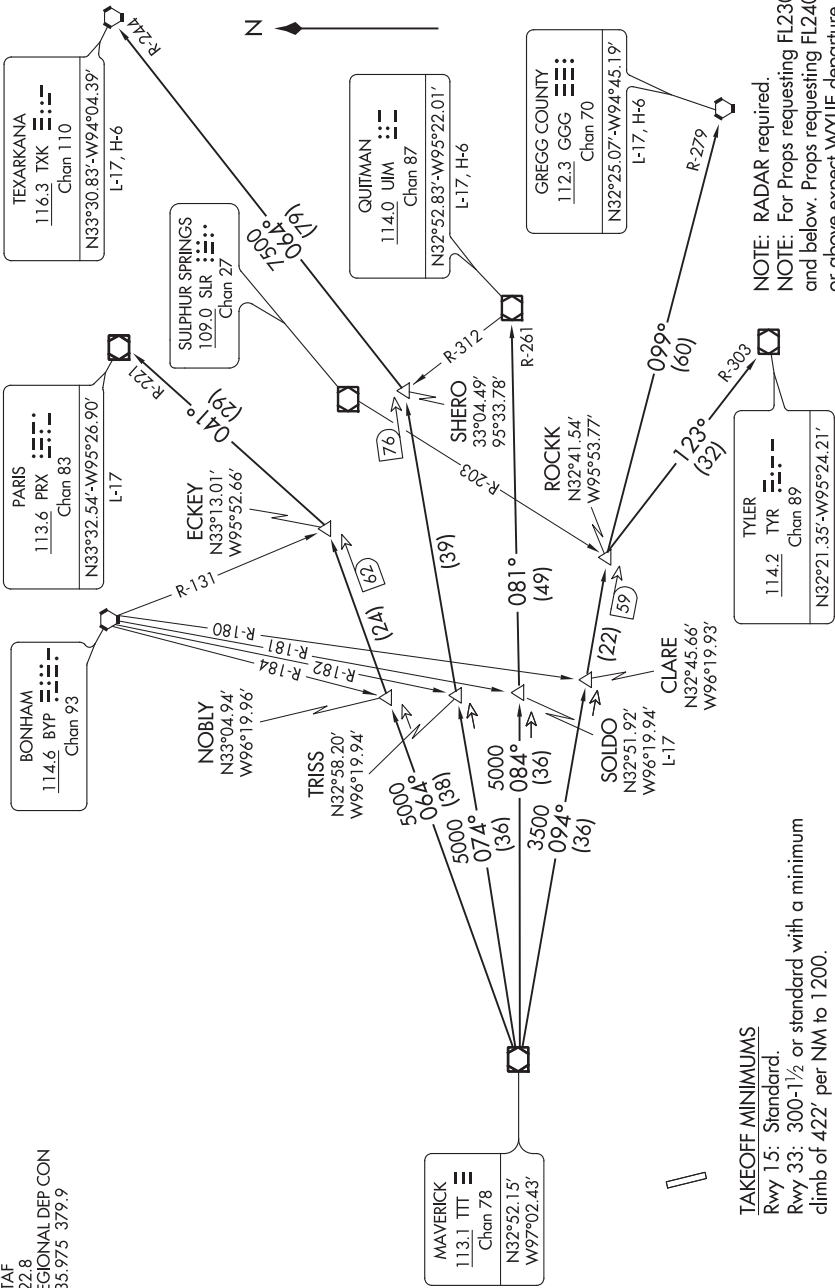
TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF  
122.8  
REGIONAL DEP CON  
135.975 379.9



TAKEOFF MINIMUMS  
Rwy 15: Standard.  
Rwy 33: 300-1½ or standard with a minimum  
climb of 422' per NM to 1200.

NOTE: RADAR required.  
NOTE: For Props requesting FL230  
and below. Props requesting FL240  
or above expect WYLLIE departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6000 (FAA)

CLEBURNE RGNL (CPT)  
CLEBURNE, TEXAS

## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (HUBB9.SOLDI): From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

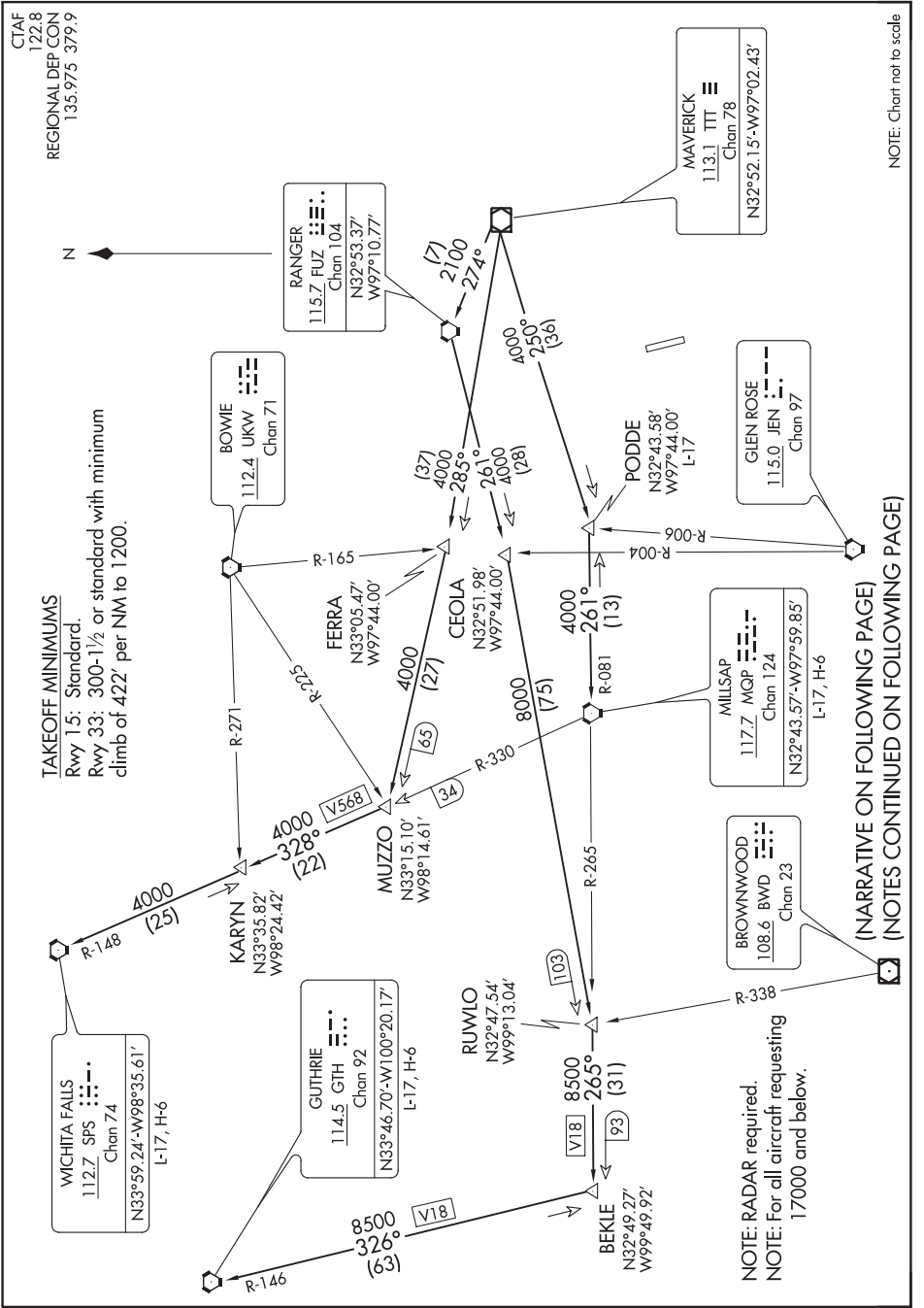
(HUBB9.TTT) 31MAR16

CLEBURNE, TEXAS  
CLEBURNE RGNL (CPT)



# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

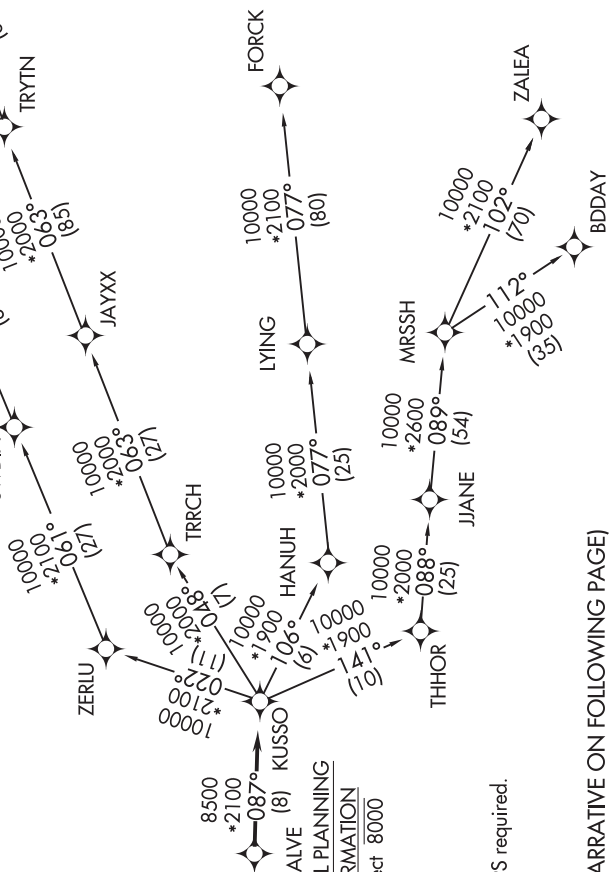
## TOP ALTITUDE: ASSIGNED BY ATC

REGIONAL DEP CON  
135.975.379.9  
CTAF 122.8

### TAKEOFF MINIMUMS:

Rwy 15: Standard.

Rwy 33: 300-1½ or standard with minimum  
climb of 422' per NM to 1200.



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### 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 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

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.

APP CRS	Rwy Idg	<b>3907</b>
<b>179°</b>	TDZE	<b>515</b>
	Apt Elev	<b>515</b>

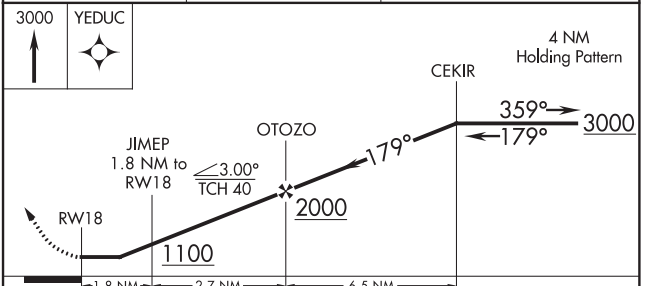
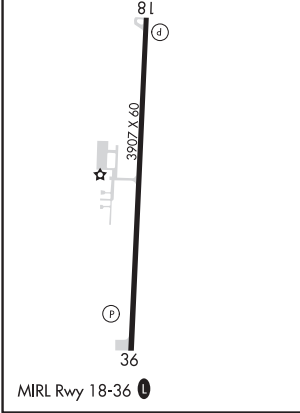
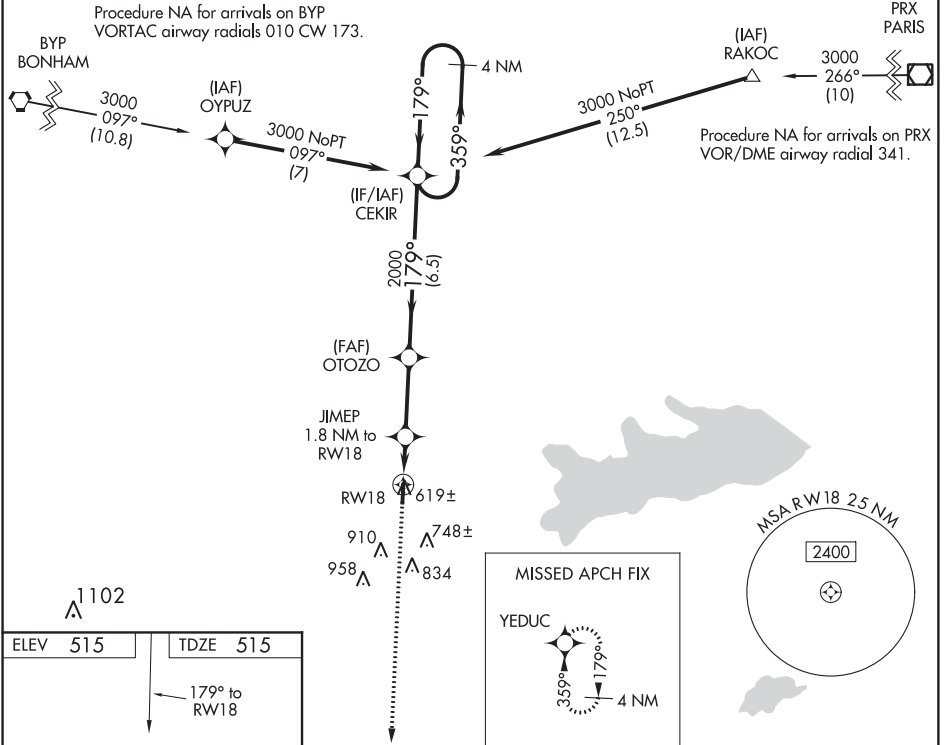
# RNAV (GPS) RWY 18

COMMERCE MUNI (2F7)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** NA Use Greenville altimeter setting, when not received, use Sulphur Springs altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

**MISSED APPROACH:**  
 Climb to 3000 direct YEDUC and hold.

GREENVILLE AWOS-3 <b>133.425</b>	FORT WORTH CENTER <b>127.6 254.3</b>	CTAF <b>122.9</b> <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	920-1	405 (500-1)	NA	
CIRCLING	960-1 445 (500-1)	1100-1 585 (600-1)	NA	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3907</b>
<b>359°</b>	TDZE	<b>512</b>
	Apt Elev	<b>515</b>

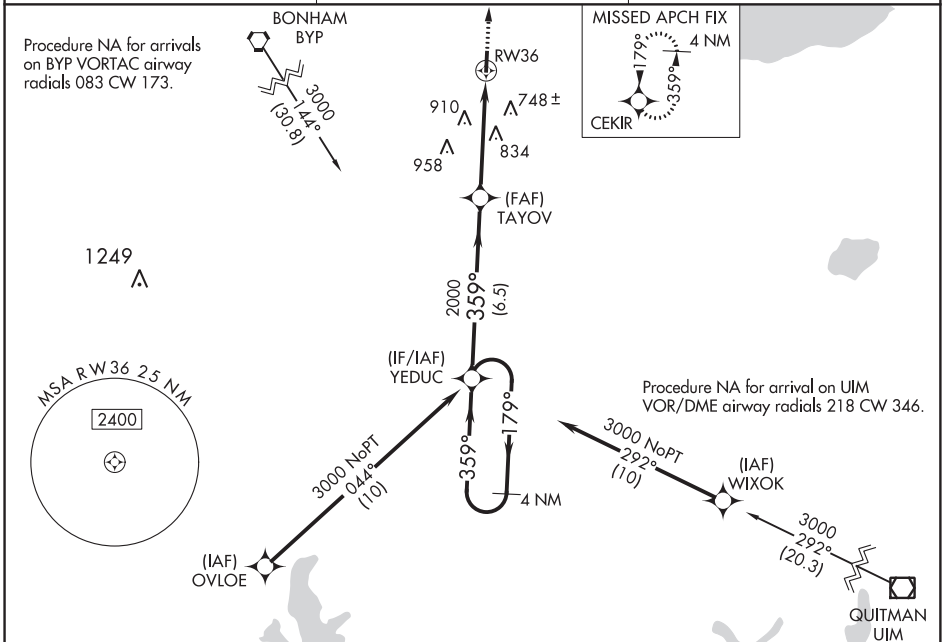
# RNAV (GPS) RWY 36

COMMERCE MUNI (2F7)

**NA** DME/DME RNP-0.3 NA. Use Greenville altimeter setting, when not received, use Sulphur Springs altimeter setting and increase all MDAs 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

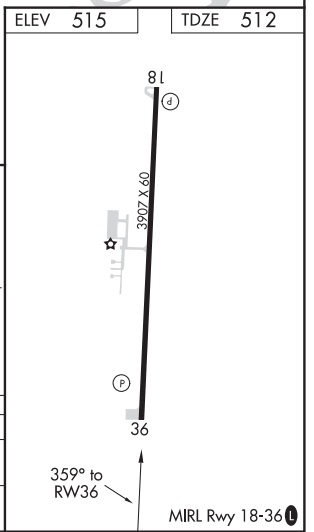
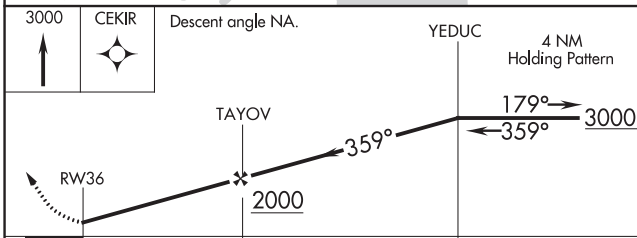
**MISSED APPROACH:** Climb to 3000 direct CEKIR and hold.

<b>GREENVILLE AWOS-3</b> <b>133.425</b>	<b>FORT WORTH CENTER</b> <b>127.6 254.3</b>	<b>CTAF</b> <b>122.9</b> <b>0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1140-1	628 (700-1)		NA
CIRCLING	1140-1	625 (700-1)		NA



VOR/DME SLR <b>109.0</b> Chan <b>27</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>515</b>
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# VOR/DME-A

COMMERCE MUNI (2F7)

**▽** Use Greenville altimeter setting; when not received, use Sulphur Springs altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

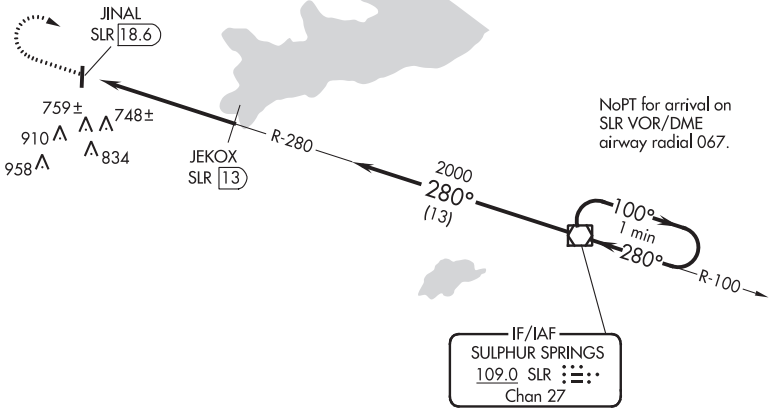
**MISSED APPROACH:** Climb to 2200 then right turn direct SLR VOR/DME and hold.

GREENVILLE AWOS-3  
**133.425**

FORT WORTH CENTER  
**127.6 254.3**

CTAF  
**122.9** **①**

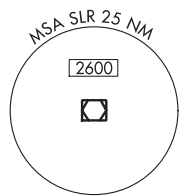
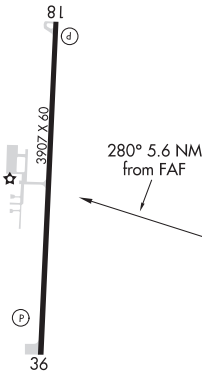
**△** 1079



NoPT for arrival on SLR VOR/DME airway radial 067.

IF/IAF  
SULPHUR SPRINGS  
109.0 SLR  
Chan 27

ELEV 515



2200	SLR	JEKOX SLR 13	SLR VOR/DME	One Minute Holding Pattern
JINAL SLR 18.6	2000	280°	100° →	2000
			← 280°	
	5.6 NM	13 NM		
CATEGORY	A	B	C	D
CIRCLING	1180-1	665 (700-1)		NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CORSICANA, TEXAS

AL-5998 (FAA)

15232

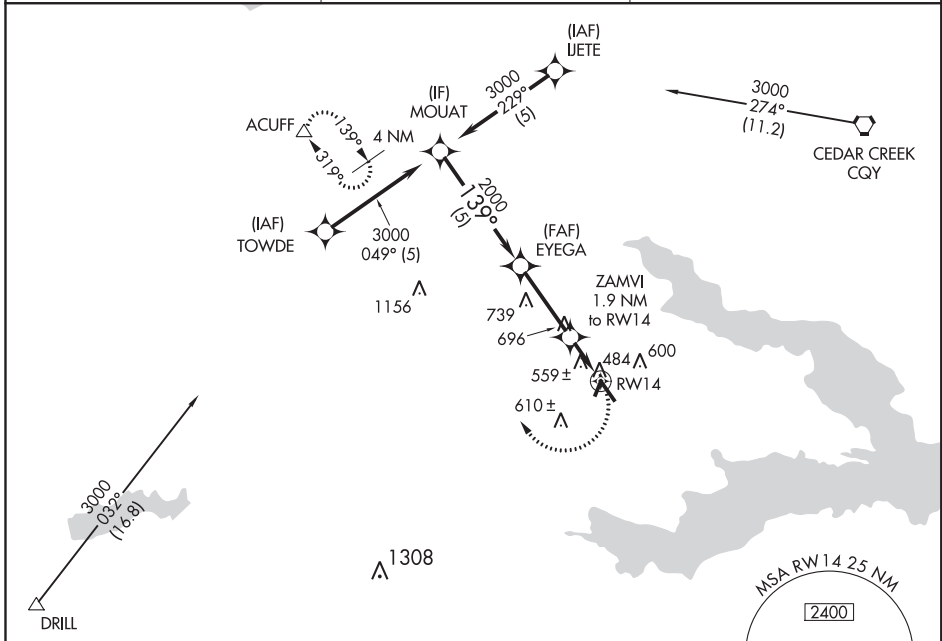
APP CRS	Rwy Idg	<b>5004</b>
<b>139°</b>	TDZE	<b>449</b>
	Apt Elev	<b>449</b>

# RNAV (GPS) RWY 14

C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

**▼** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night. MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

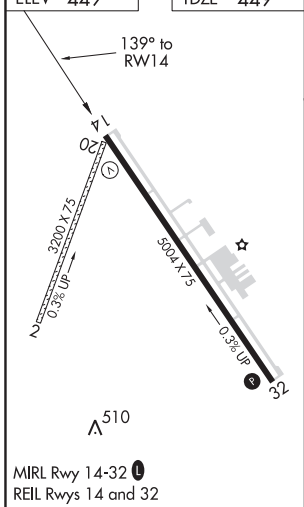
ASOS <b>120.675</b>	FORT WORTH CENTER <b>135.25 265.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	<b>449</b>	TDZE	<b>449</b>
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MIRL Rwy 14-32 0  
REIL Rwy 14 and 32

	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).			3000	ACUFF
	MOUAT	EYEGA	ZAMVI	RW14	
	3000	2000	1040		
	739°		2.85°	TCH 40	
	5 NM	3.1 NM	1.9 NM		
CATEGORY	A	B	C	D	
LNAV MDA	820-1 371 (400-1)			820-1 ¼ 371 (400-1 ¼)	
CIRCLING	860-1 411 (500-1)	960-1 511 (600-1)	960-1 ½ 511 (600-1 ½)	1060-2 611 (700-2)	

CORSICANA, TEXAS  
Orig-B 22AUG13

C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)  
32°02'N - 96°24'W

# RNAV (GPS) RWY 14

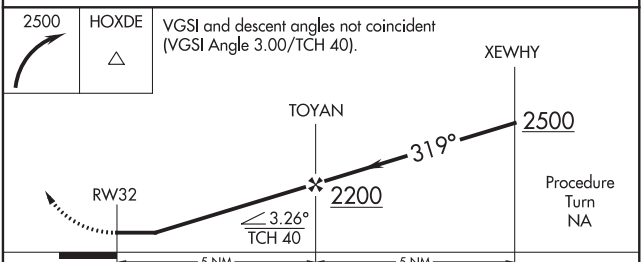
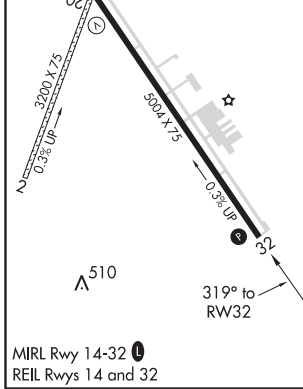
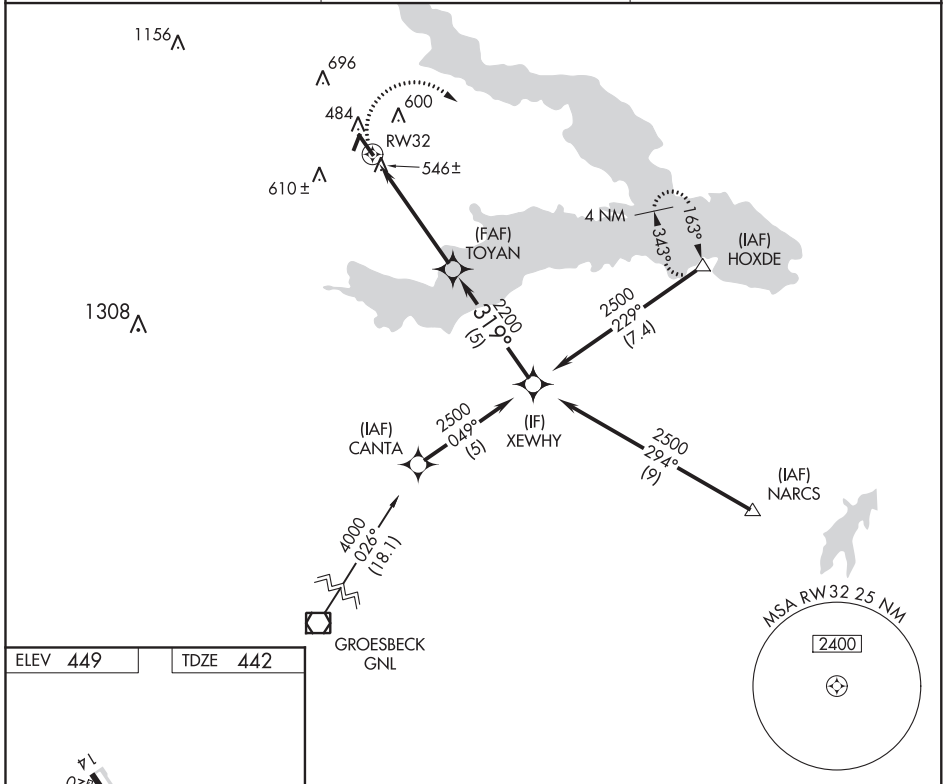
APP CRS	Rwy Idg	<b>5004</b>
<b>319°</b>	TDZE	<b>442</b>
	Apt Elev	<b>449</b>

# RNAV (GPS) RWY 32

C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

<p><b>Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized.</b></p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 2500 direct HOXD E and hold.</p>
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<p>ASOS <b>120.675</b></p>	<p>FORT WORTH CENTER <b>135.25 265.1</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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CATEGORY	A	B	C	D
LNAV MDA	800-1 358 (400-1)			800-1½ 358 (400-1½)
CIRCLING	860-1 411 (500-1)	960-1 511 (600-1)	960-1½ 511 (500-1½)	1060-2 611 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CORSICANA, TEXAS

AL-5998 (FAA)

15232

VORTAC CQY <b>114.8</b> Chan <b>95</b>	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>449</b>
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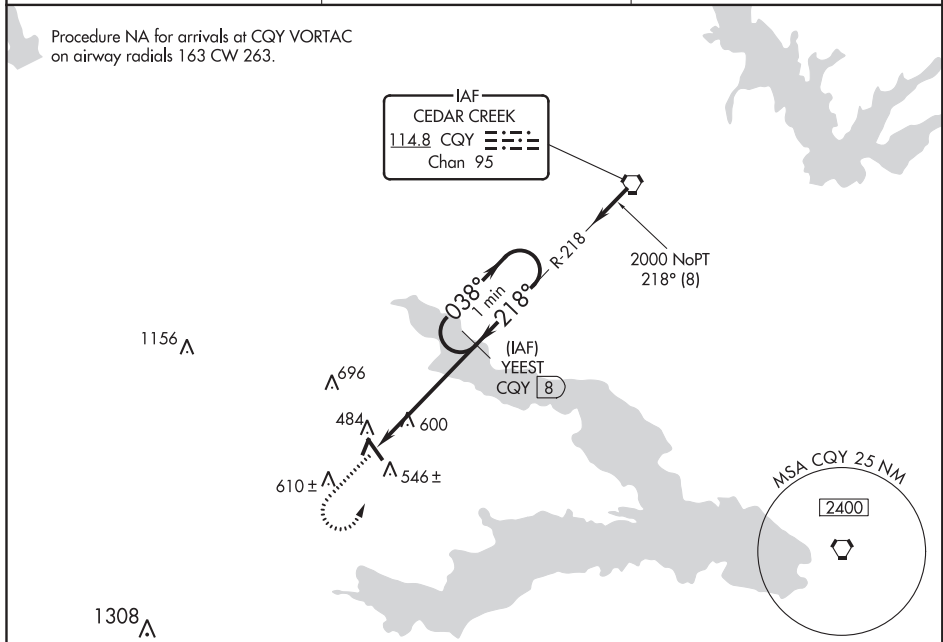
# VOR/DME-A

C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

<p><b>NA</b> Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.</p>
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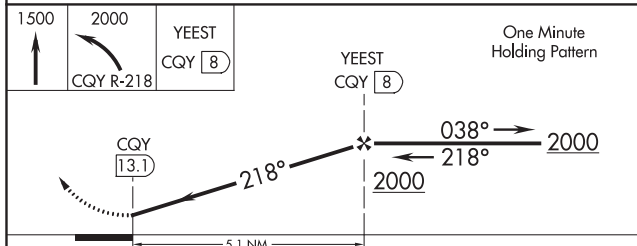
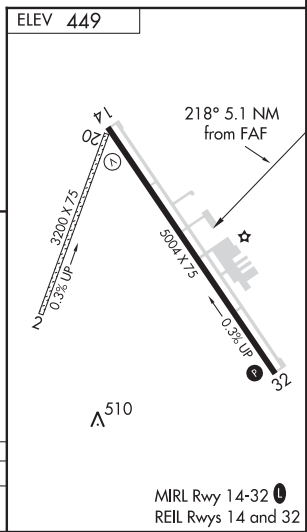
<p>ASOS <b>120.675</b></p>	<p>FORT WORTH CENTER <b>135.25 265.1</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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Procedure NA for arrivals at CQY VORTAC on airway radials 163 CW 263.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	860-1 411 (500-1)	960-1 511 (600-1)	960-1½ 511 (600-1½)	1060-2 611 (700-2)

MIRL Rwy 14-32 0  
REL Rwy 14 and 32

CORSICANA, TEXAS  
Amdt 1B 03APR14

C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

32°02'N - 96°24'W

# VOR/DME-A

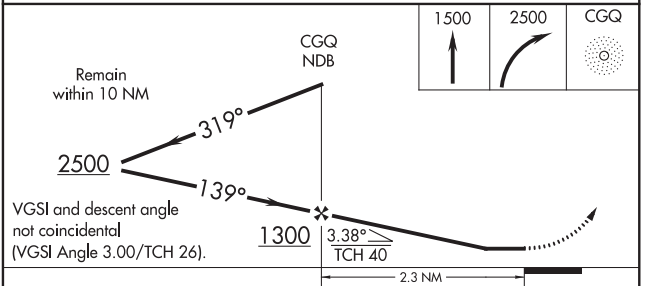
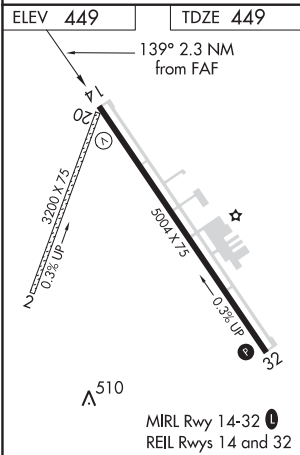
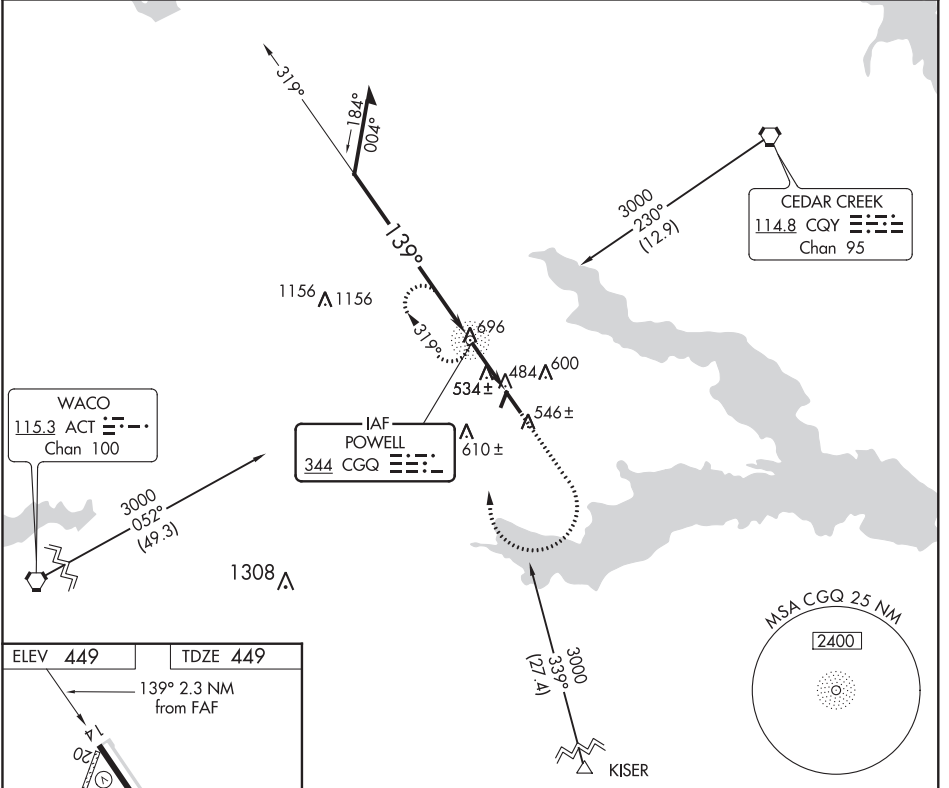
NDB CGQ <b>344</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>449</b> <b>449</b>
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# NDB RWY 14

C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

<b>▽</b> <b>▲</b> NA	Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct CGQ NDB and hold.
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ASOS <b>120.675</b>	FORT WORTH CENTER <b>135.25 265.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-14	860-1	411 (500-1)	860-1½	411 (500-1½)
CIRCLING	860-1	960-1	960-1½	1060-2
	411 (500-1)	511 (600-1)	511 (600-1½)	611 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



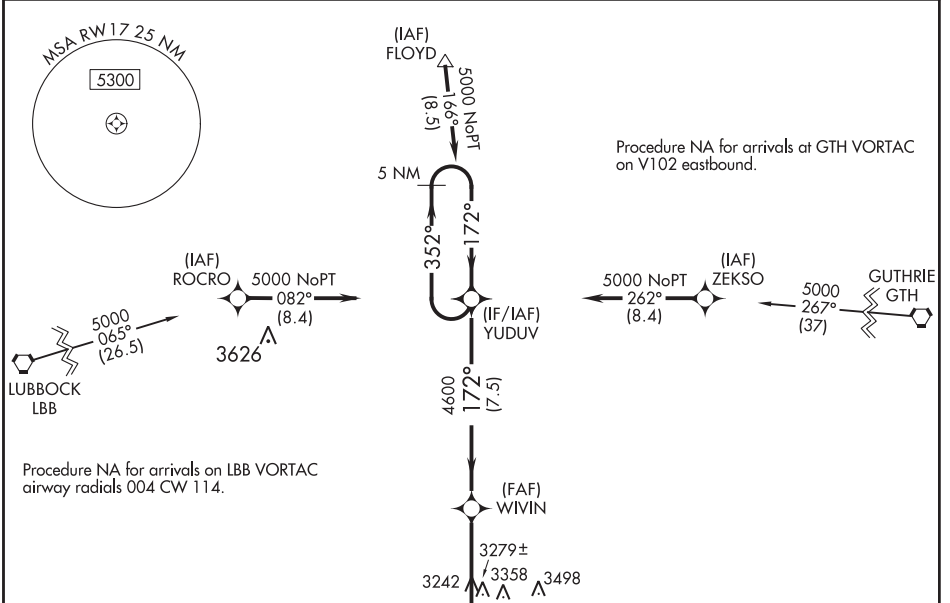
WAAS CH <b>82722</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>3600</b> <b>3018</b> <b>3018</b>
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# RNAV (GPS) RWY 17

CROSBYTON MUNI (8F3)

**▼** Using Lubbock altimeter setting.  
**▲** NA When VGSI inoperative, procedure NA at night.  
 MISSED APPROACH: Climb to 5000 direct CEGUT and hold.

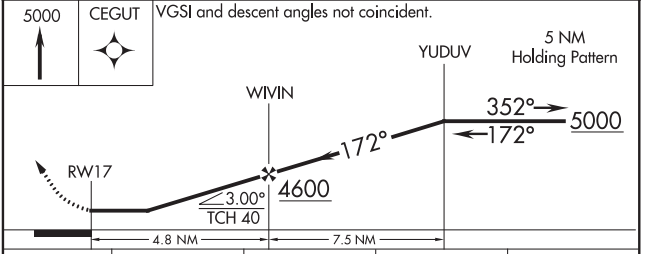
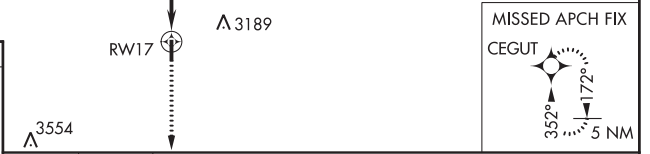
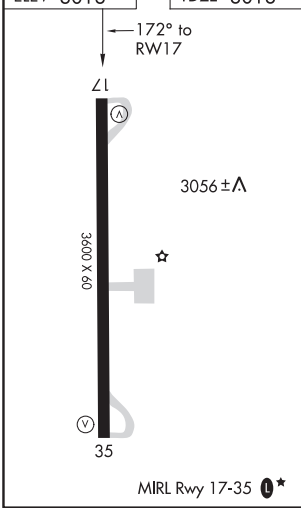
LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8 (CTAF)</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 3018	TDZE 3018
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CATEGORY	A	B	C	D
LP MDA	3620-1	602 (700-1)	3620-1¾ 602 (700-1¾)	NA
LNAV MDA	3700-1	682 (700-1)	3700-2 682 (700-2)	NA
CIRCLING	3700-1	682 (700-1)	3700-2 682 (700-2)	NA

CROSBYTON, TEXAS

AL-6666 (FAA)

15092

WAAS CH <b>53423</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>3600</b> <b>3017</b> <b>3018</b>
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# RNAV (GPS) RWY 35

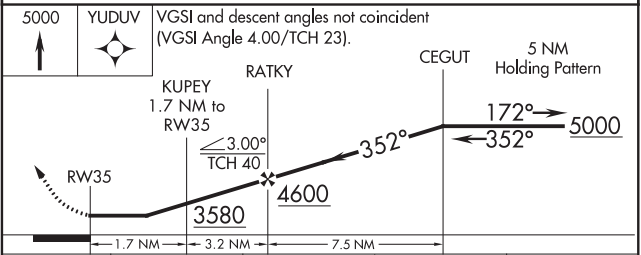
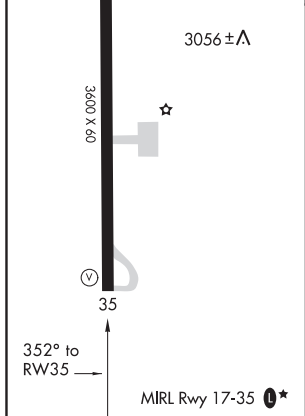
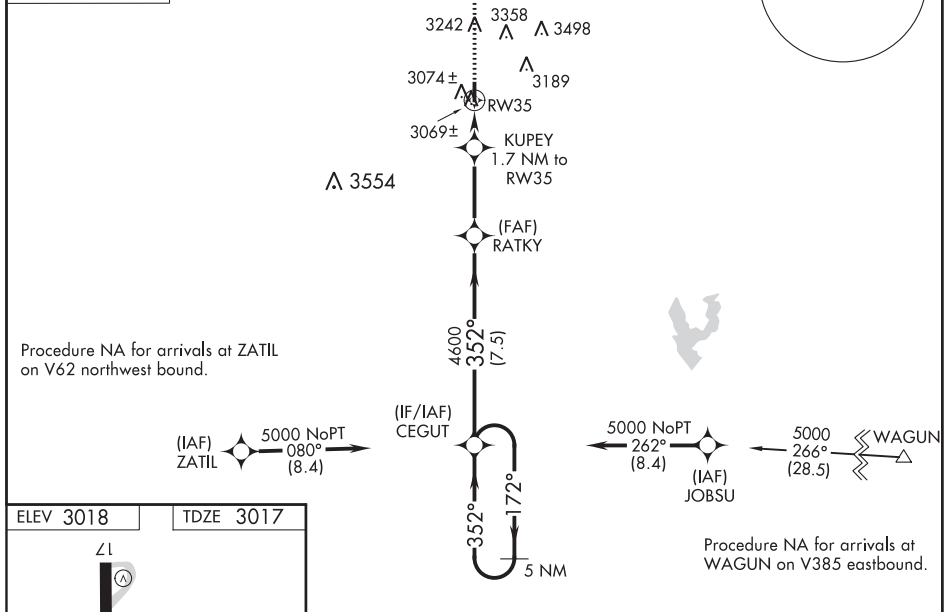
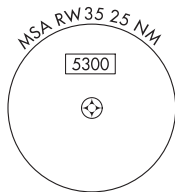
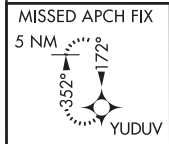
CROSBYTON MUNI (8F3)

**▽** Use Lubbock altimeter setting. DME/DME RNP-0.3 NA.  
**▲** NA When VGSI inop, procedure NA at night.  
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5000 direct YUDUV and hold.

LUBBOCK APP CON **119.2 351.8**

UNICOM **122.8** (CTAF) **0**



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)	3500-1½ 482 (500-1½)	NA

CROSBYTON, TEXAS  
 Orig-A 02APR15

33°37'N-101°14'W

# RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

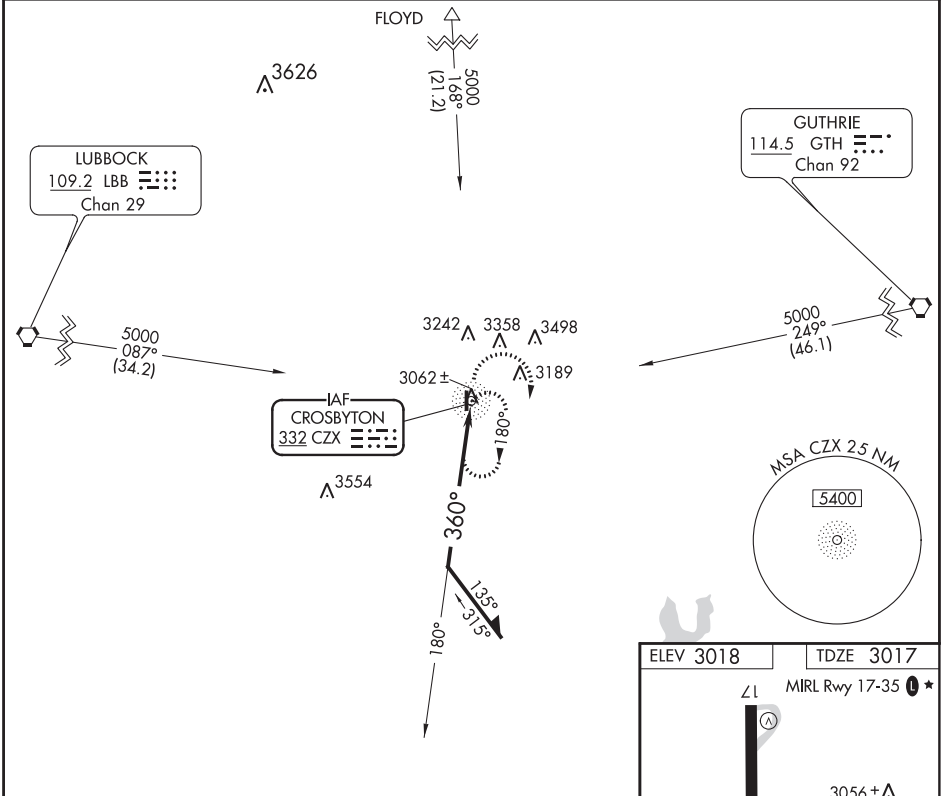


NDB CZX	APP CRS	Rwy Idg	3600
<b>332</b>	<b>360°</b>	TDZE	3017
		Apt Elev	3018

**NDB RWY 35**  
CROSBYTON MUNI (8F3)

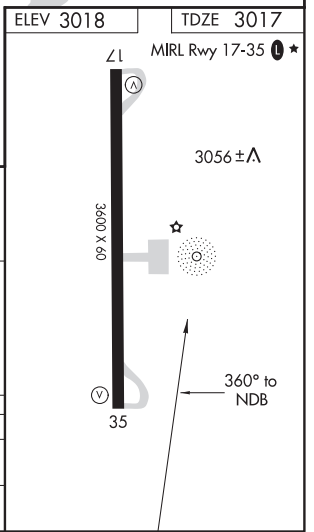
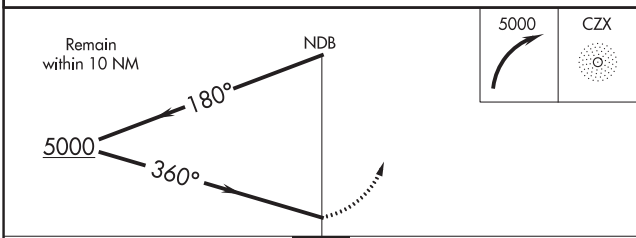
▲ NA Use Lubbock altimeter setting. Activate MIRL Rwy 17-35 - 122.8. MISSED APPROACH: Climbing right turn to 5000 in CZX NDB holding pattern.

LUBBOCK APP CON **119.2 351.8** UNICOM **122.8 (CTAF) 0**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-35	3700-1	683 (700-1)	3700-2 683 (700-2)	NA
CIRCLING	3700-1	682 (700-1)	3700-2 682 (700-2)	NA

DALHART, TEXAS

AL-537 (FAA)

15120

WAAS CH <b>97435</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>6400</b> <b>3991</b> <b>3991</b>
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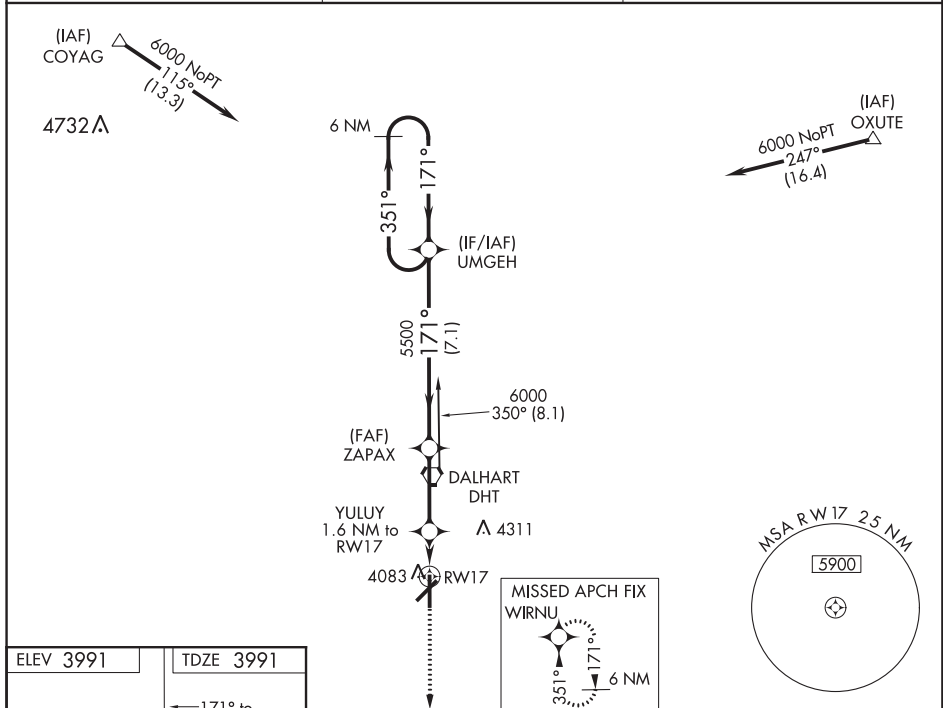
# RNAV (GPS) RWY 17

DALHART MUNI (DHT)

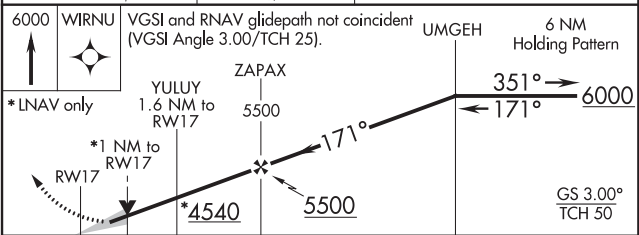
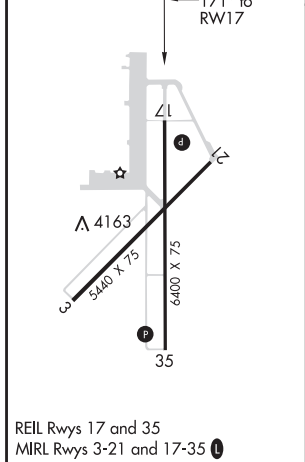
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 51°C (124°F). Circling NA west of Rwy 17-35. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct WIRNU and hold.

ASOS <b>134.075</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.95 (CTAF) 0</b>
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ELEV 3991	TDZE 3991
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CATEGORY	A	B	C	D
LPV DA		4241- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	
LNAV/VNAV DA		4270- <sup>7</sup> / <sub>8</sub>	279 (300- <sup>7</sup> / <sub>8</sub> )	
LNAV MDA		4340-1	349 (400-1)	
<b>C</b> CIRCLING	4380-1 389 (400-1)	4660-1 669 (700-1)	4660- <sup>1</sup> / <sub>4</sub> 669 (700- <sup>1</sup> / <sub>4</sub> )	4660-2 669 (700-2)

DALHART, TEXAS  
Orig-A 02APR15

36°01'N-102°33'W

# DALHART MUNI (DHT)

## RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>56355</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE <b>3988</b> Apt Elev <b>3991</b>	<b>6400</b> <b>3988</b> <b>3991</b>
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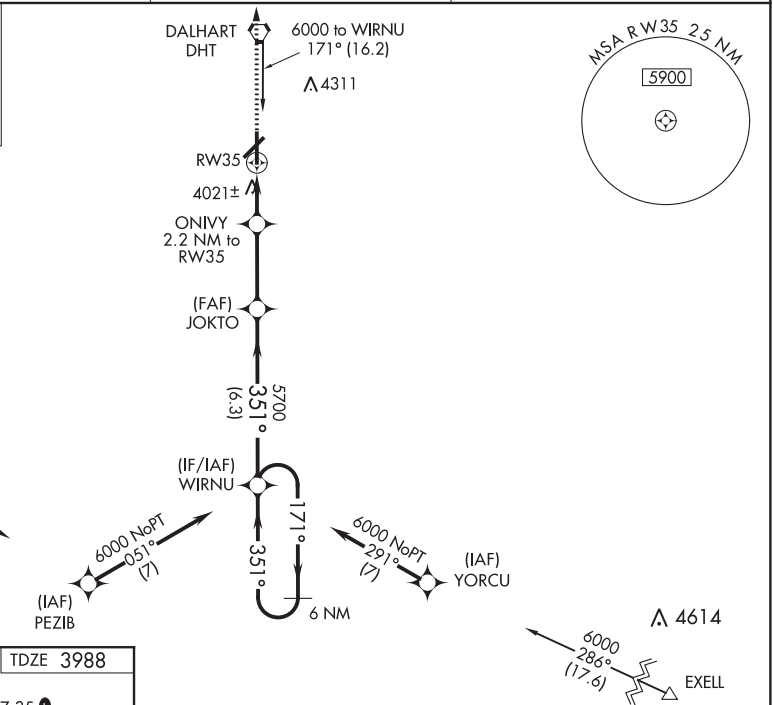
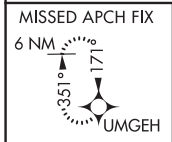
# RNAV (GPS) RWY 35

DALHART MUNI (DHT)

**⚠** 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).

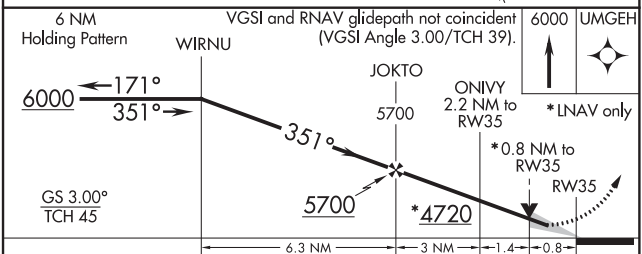
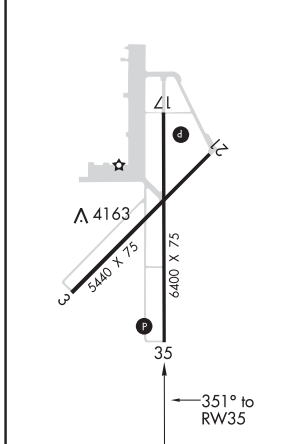
MISSED APPROACH: Climb to 6000 direct UMGEH and hold.

ASOS <b>134.075</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.95 (CTAF) 0</b>
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ELEV 3991	TDZE 3988
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REIL Rwy 17 and 35  
MIRL Rwy 3-21 and 17-35



CATEGORY	A	B	C	D
LPV DA		4238- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	
LNAV/ VNAV DA		4250- <sup>7</sup> / <sub>8</sub>	262 (300- <sup>7</sup> / <sub>8</sub> )	
LNAV MDA		4280-1	292 (300-1)	
<b>C</b> CIRCLING	4380-1 389 (400-1)	4660-1 669 (700-1)	4660- <sup>13</sup> / <sub>4</sub> 669 (700- <sup>13</sup> / <sub>4</sub> )	4660-2 669 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALHART, TEXAS

AL-537 (FAA)

15120

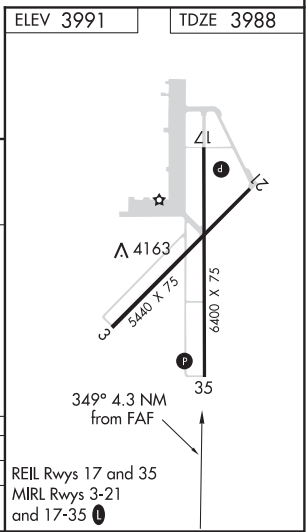
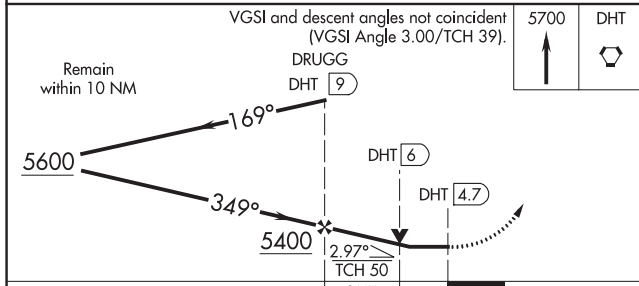
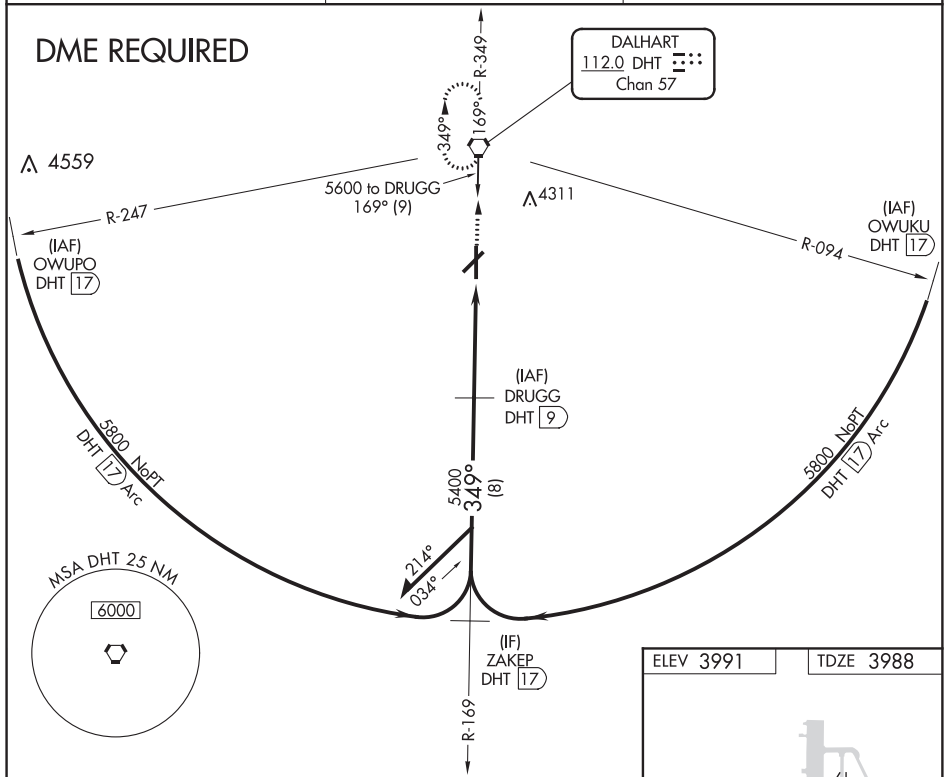
VORTAC DHT <b>112.0</b> Chan <b>57</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>6400</b> <b>3988</b> <b>3991</b>
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# VOR/DME RWY 35

DALHART MUNI (DHT)

**NA** Circling NA west of Rwy 17-35. MISSED APPROACH: Climb to 5700 direct DHT VORTAC and hold.

ASOS <b>134.075</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.95 (CTAF)</b>
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CATEGORY	A	B	C	D
S-35	4440-1	452 (500-1)	4440-1 $\frac{3}{4}$	452 (500-1 $\frac{3}{4}$ )
<b>C</b> CIRCLING	4440-1 449 (500-1)	4660-1 669 (700-1)	4660-1 $\frac{3}{4}$ 669 (700-1 $\frac{3}{4}$ )	4660-2 669 (700-2)

DALHART, TEXAS  
Amdt 3A 02APR15

36°01'N-102°33'W

# DALHART MUNI (DHT) VOR/DME RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

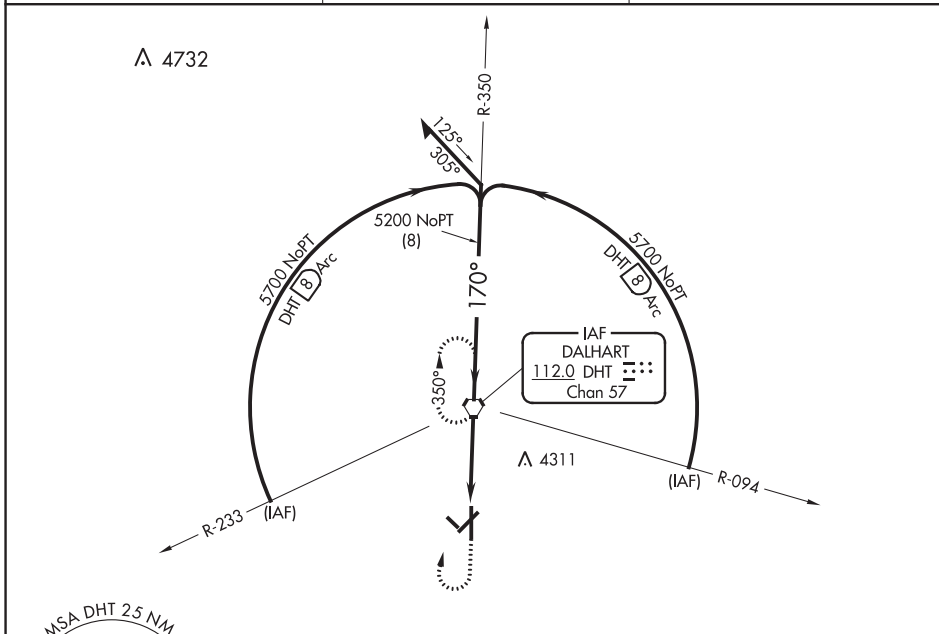
VORTAC DHT <b>112.0</b> Chan <b>57</b>	APP CRS <b>170°</b>	Rwy Idg TDZE <b>3991</b> Apt Elev <b>3991</b>
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# VOR RWY 17

DALHART MUNI (DHT)

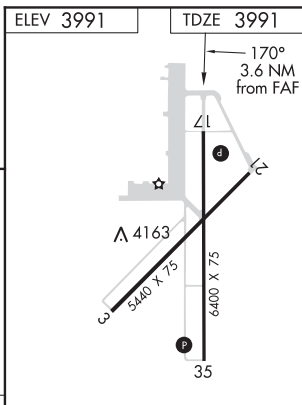
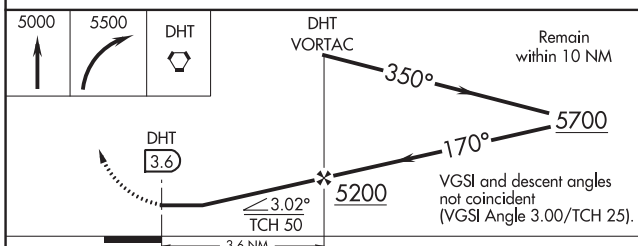
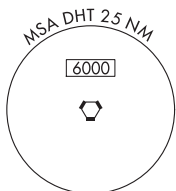
**⚠** Circling not authorized west of Rwy 17-35. **⚠** MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

ASOS <b>134.075</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.95 (CTAF)</b> <b>0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-17	4520-1 529 (600-1)	4520-1½ 529 (600-1½)	4520-1¾ 529 (600-1¾)	4520-2 529 (600-2)
CIRCLING	4520-1 529 (600-1)	4520-1½ 529 (600-1½)	4520-1¾ 529 (600-1¾)	4660-2 669 (700-2)

REIL Rwy 17 and 35	MRL Rwy 3-21 and 17-35				
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

DALLAS, TEXAS

AL-768 (FAA)


14317

LOC/DME I-ADS <b>110.1</b> Chan <b>38</b>	APP CRS <b>155°</b>	Rwy Idg <b>6224</b> TDZE <b>643</b> Apt Elev <b>644</b>
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# ILS or LOC RWY 15

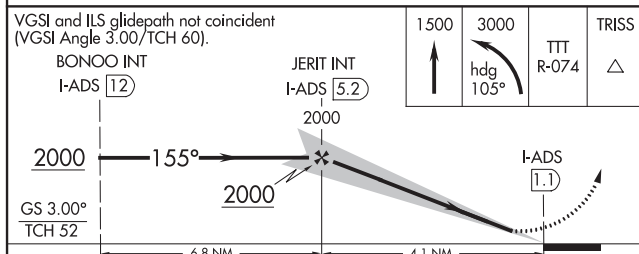
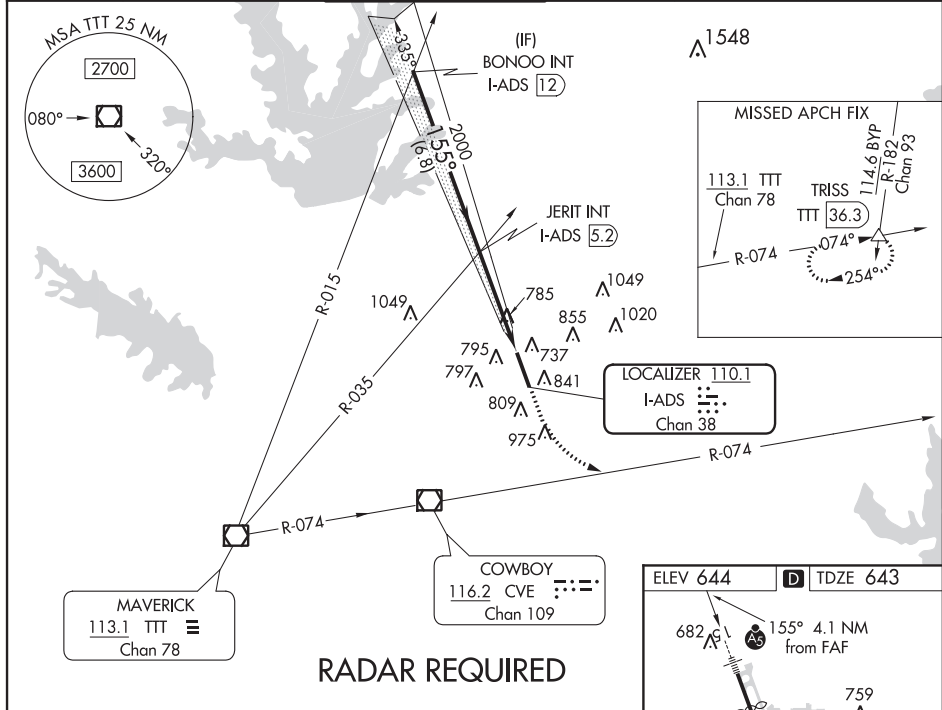
ADDISON (ADS)

**⚠** When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DA 39 feet and MDA 40 feet, increase Circling Cat C/D visibility 1/4 mile. Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSRL, increase S-LOC 15 Cat D visibility to 1 1/4. Helicopter visibility reduction below 1 SM NA. For inop MALSRL when using Dallas-Love Field altimeter setting increase S-LOC Cat C visibility to 1/4 and Cat D visibility to 1 1/2.

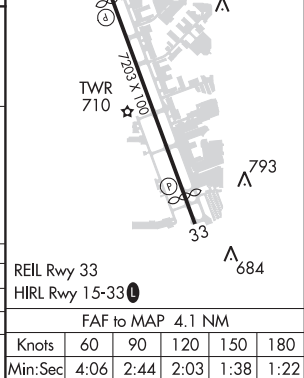
**MALSRL** 

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

ATIS <b>133.4</b>	REGIONAL APP CON <b>124.3 282.275</b>	ADDISON TOWER* <b>126.0 (CTAF) 239.0</b>	GND CON <b>121.6</b>	CLNC DEL <b>119.55</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 15		893-1	250 (300-1)	
S-LOC 15		1040-1	397 (400-1)	
CIRCLING	1200-1	556 (600-1)	1240-1 1/2 596 (600-1 1/2)	1280-2 636 (700-2)



DALLAS, TEXAS  
Amdt 11A 09JAN14

32°58'N-96°50'W

# ADDISON (ADS)

## ILS or LOC RWY 15

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TBQ <b>110.1</b> Chan <b>38</b>	APP CRS <b>335°</b>	Rwy Idg <b>6431</b> TDZE <b>644</b> Apt Elev <b>644</b>
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# ILS or LOC RWY 33

ADDISON (ADS)

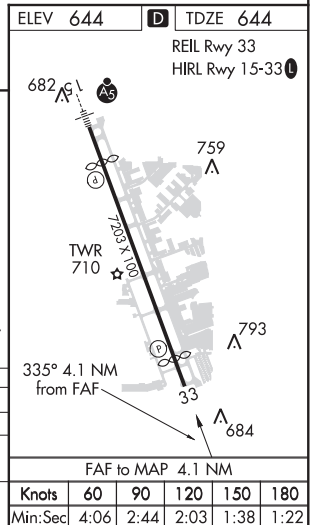
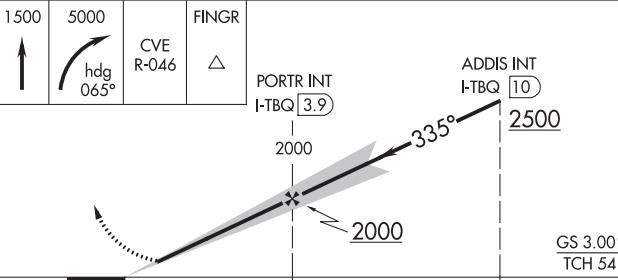
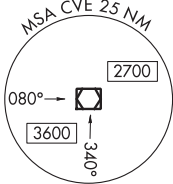
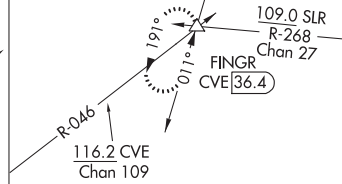
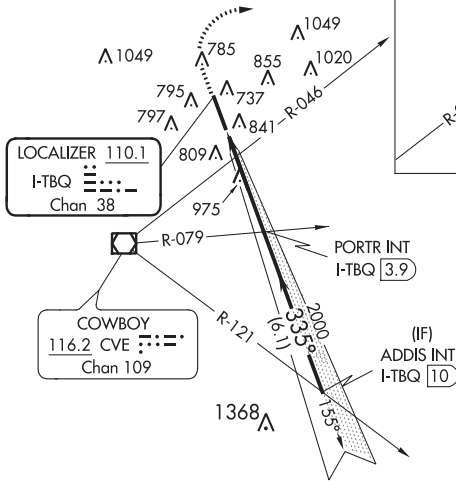
**▼** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DA 39 feet and all MDA 40 feet, increase S-LOC 33 and Circling Cat C/D visibility ¼ mile.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS <b>133.4</b>	REGIONAL APP CON <b>124.3 282.275</b>	ADDISON TOWER * <b>126.0 (CTAF) 239.0</b>	GND CON <b>121.6</b>	CLNC DEL <b>119.55</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED

MISSED APCH FIX



CATEGORY	A	B	C	D
S-ILS 33	894-1 250 (300-1)			
S-LOC 33	1240-1 596 (600-1)	1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)	1240-1 596 (600-1¾)
CIRCLING	1240-1 596 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS, TEXAS

AL-768 (FAA)

14317


WAAS CH <b>82202</b> <b>W15A</b>	APP CRS <b>155°</b>	Rwy ldg <b>6224</b> TDZE <b>643</b> Apt Elev <b>644</b>
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# RNAV (GPS) RWY 15

ADDISON (ADS)

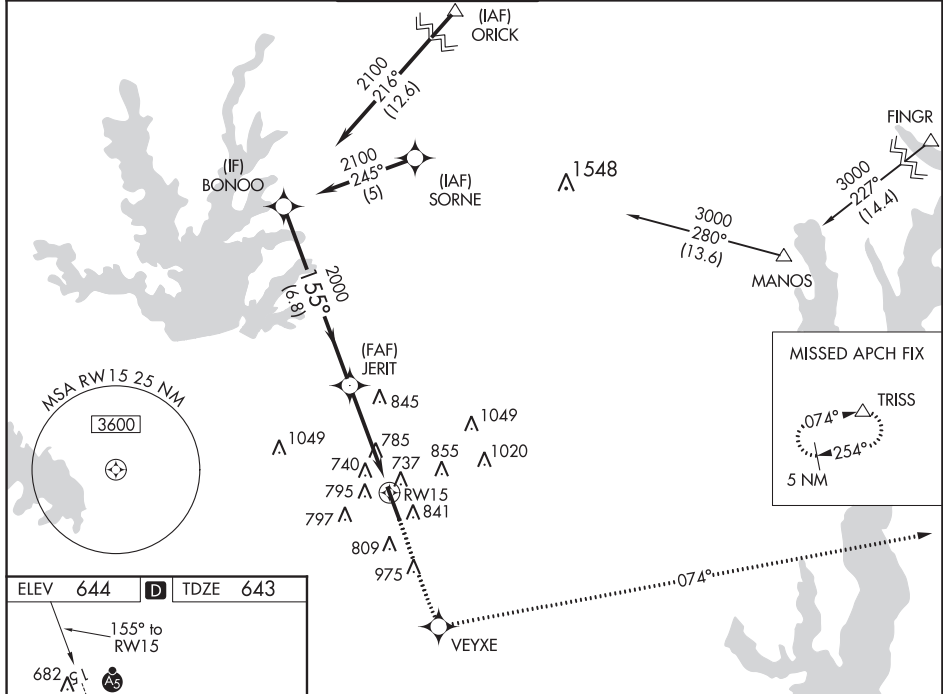
▼ When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DA 39 feet and MDA 40 feet, increase LNAV/VNAV all Cats and Circling Cat C/D visibility 1/4 mile. Inoperative table does not apply to LPV all Cats and LNAV Cats A/B. Baro-VNAV NA when using Dallas Love Field altimeter setting. 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. Helicopter visibility reduction below 1 SM NA. For inoperative MALSR increase LNAV Cat C visibility to 1/4.

MALSR



MISSED APPROACH:  
Climb to 3000 direct VEYXE and via 074° track to TRISS and hold.

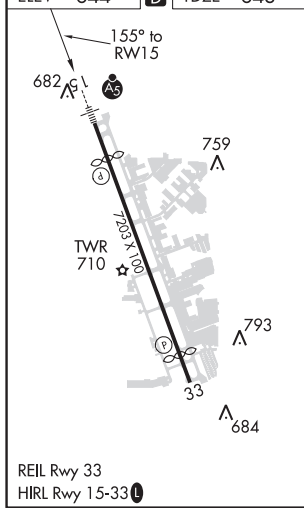
ATIS <b>133.4</b>	REGIONAL APP CON <b>124.3 282.275</b>	ADDISON TOWER ★ <b>126.0 (CTAF) 0 239.0</b>	GND CON <b>121.6</b>	CLNC DEL <b>119.55</b>	UNICOM <b>122.95</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>644</b>	<b>D</b>	TDZE <b>643</b>
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Procedure Turn NA	BONOO	3000	VEYXE	TRISS
	2100	155°	JERIT	tr 074°
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 60).				
GS 3.00° TCH 52				
		2000	RWY 15	
		6.8 NM	4.1 NM	
CATEGORY	A	B	C	D
LPV DA		943-1	300 (300-1)	
LNAV/VNAV DA		1076-1	433 (500-1)	
LNAV MDA		1100-1	457 (500-1)	
CIRCLING	1200-1	556 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)

DALLAS, TEXAS  
Amdt 1A 09JAN14

32°58'N-96°50'W

# ADDISON (ADS) RNAV (GPS) RWY 15



# RNAV (GPS) RWY 33

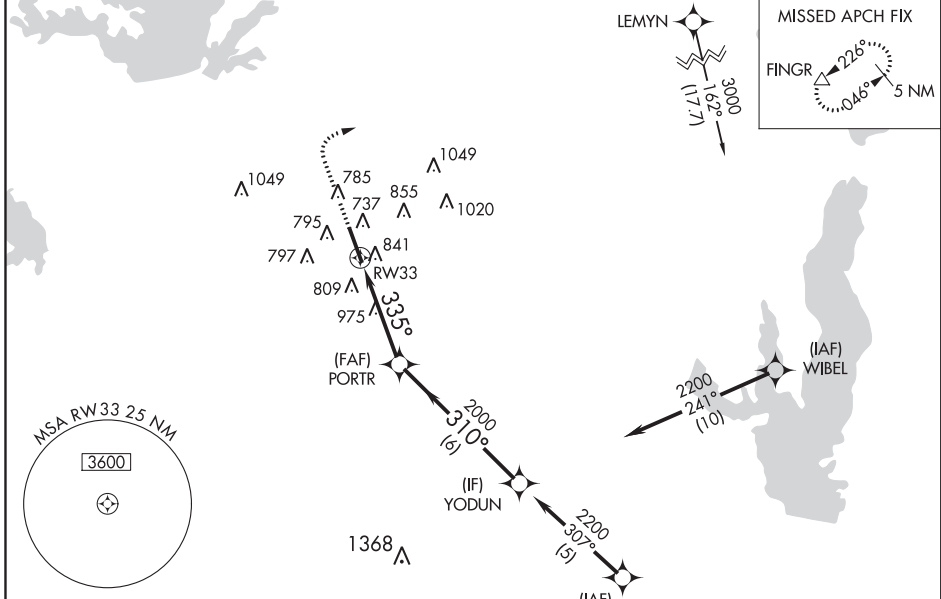
ADDISON (ADS)

APP CRS <b>335°</b>	Rwy Idg <b>6431</b>
	TDZE <b>645</b>
	Apt Elev <b>645</b>

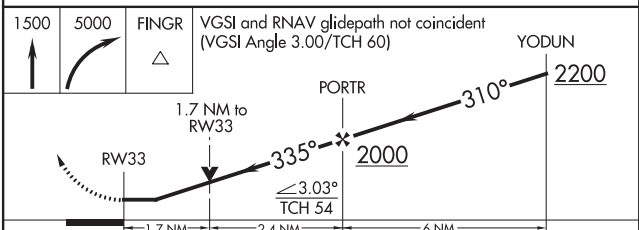
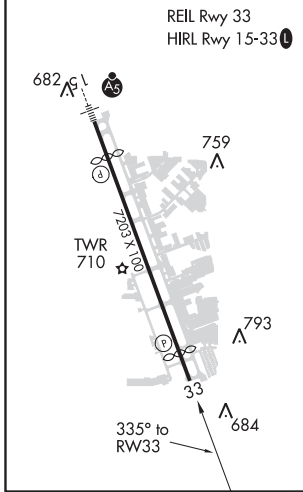
**⚠** DME/DME RNP-0.3 NA. VDP NA with Dallas-Love Field altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 40 feet, increase LNAV Cat C/D visibility 1/8 mile, Circling Cat C visibility 1/2 mile.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 5000 direct FINGR and hold.

ATIS <b>133.4</b>	REGIONAL APP CON <b>124.3 282.275</b>	ADDISON TOWER * <b>126.0 (CTAF) 0 239.0</b>	GND CON <b>121.6</b>	CLNC DEL <b>119.55</b>	UNICOM <b>122.95</b>
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ELEV 645	<b>D</b> TDZE 645
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CATEGORY	A	B	C	D
LNAV MDA	1240-1	595 (600-1)	1240-1 3/4	595 (600-1 3/4)
<b>C</b> CIRCLING	1240-1	595 (600-1)	1280-1 3/4 635 (700-1 3/4)	1400-2 1/2 755 (800-2 1/2)

# RNAV (GPS) RWY 33

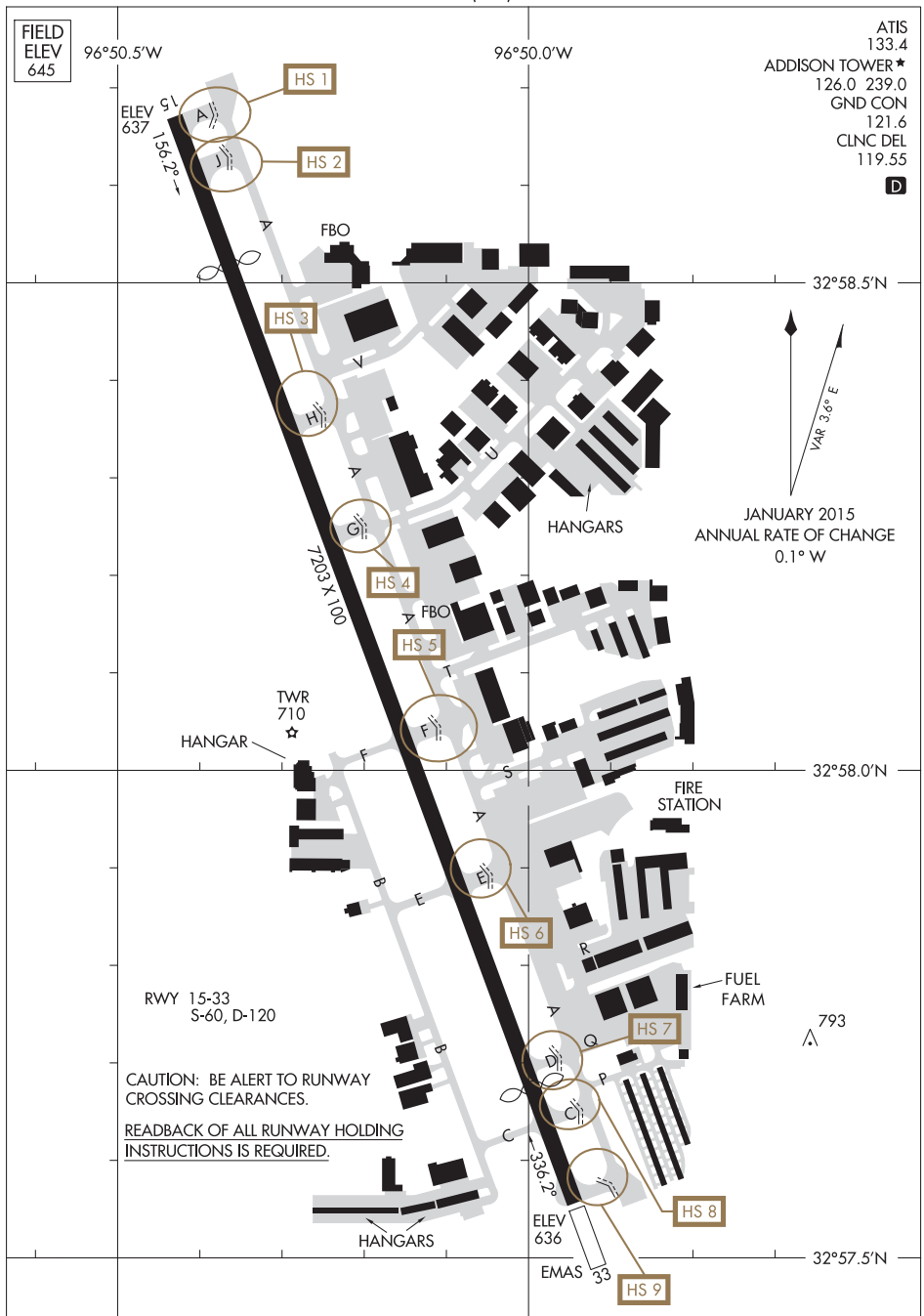
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-768 (FAA)

ADDISON (ADS)  
DALLAS, TEXAS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

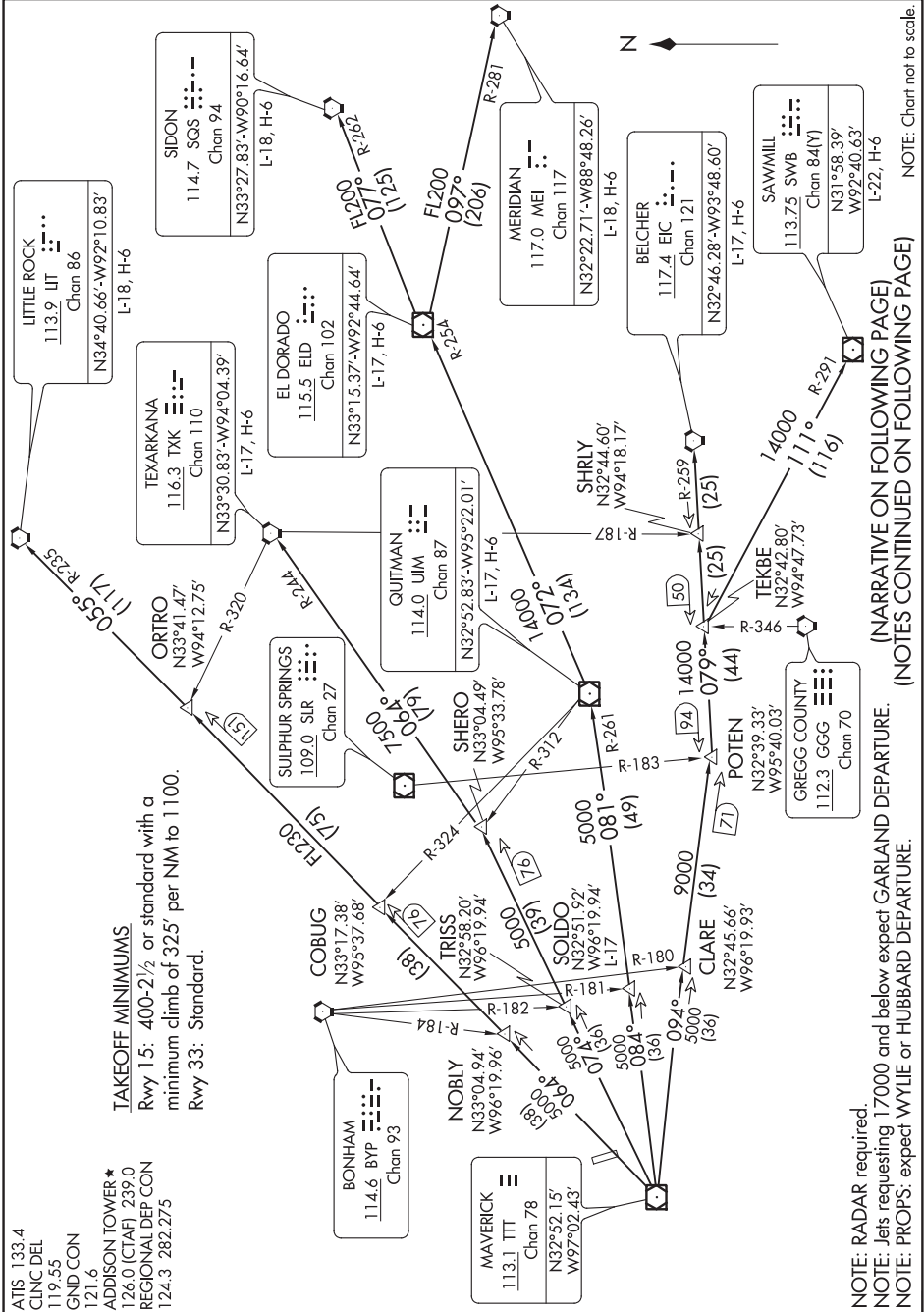
16035

DALLAS, TEXAS  
ADDISON (ADS)

# DALLAS FOUR DEPARTURE

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



### TAKEOFF MINIMUMS

Rwy 15: 400-2½ or standard with a minimum climb of 325' per NM to 1100.  
 Rwy 33: Standard.

ADDITION TOWER \*  
 126.0 (CTAF) 239.0  
 REGIONAL DEP CON  
 124.3 282.275

ATIS 133.4  
 CLNC DEL 119.55  
 GND CON 121.6

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

DALLAS, TEXAS

ADDISON (ADS)

# DALLAS FOUR DEPARTURE

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to MERTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL. Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL. Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL. Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL. Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL. Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL. Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.

Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL. Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL. Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL. Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL. Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

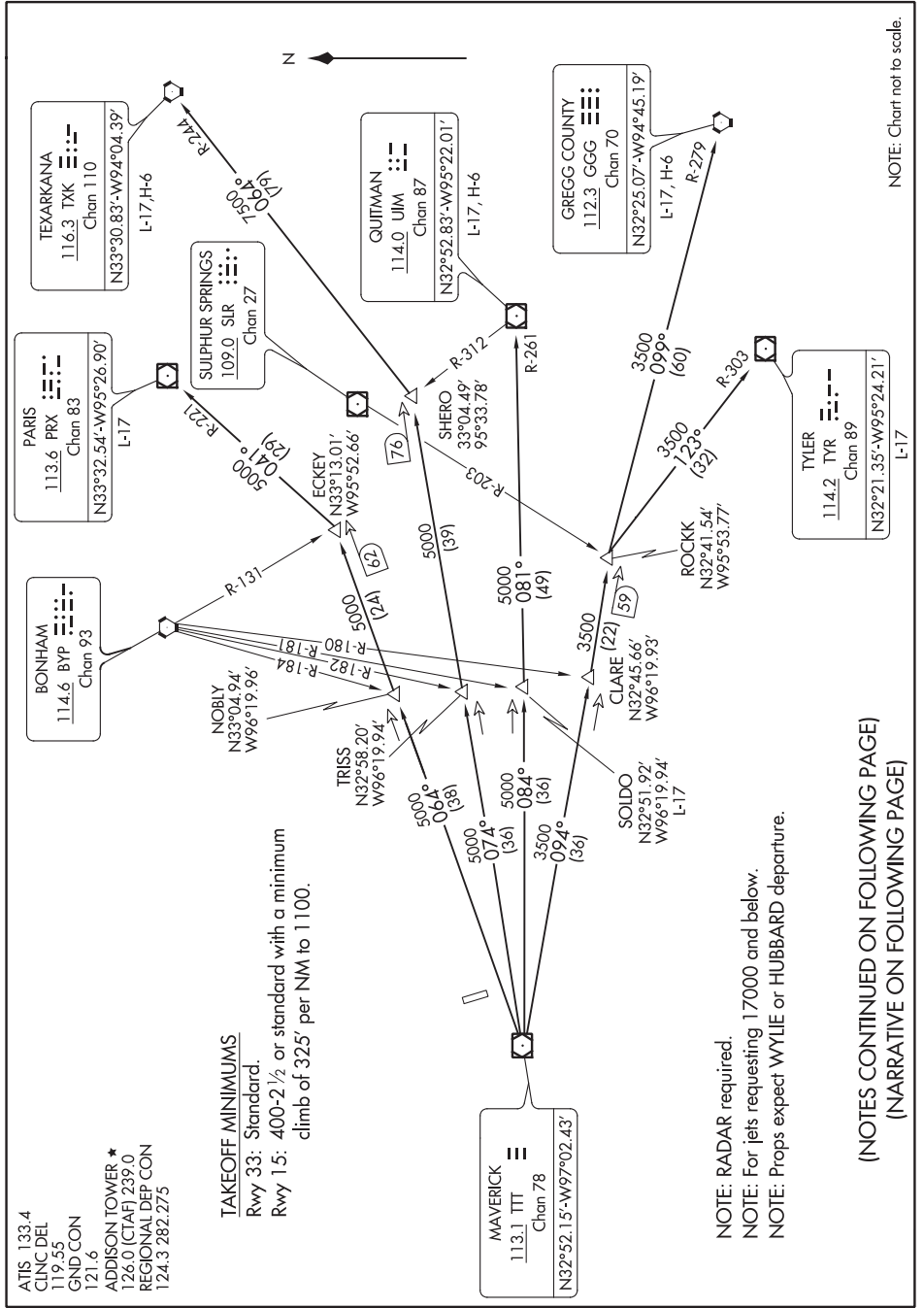
# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

DALLAS, TEXAS

ADDISON (ADS)

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

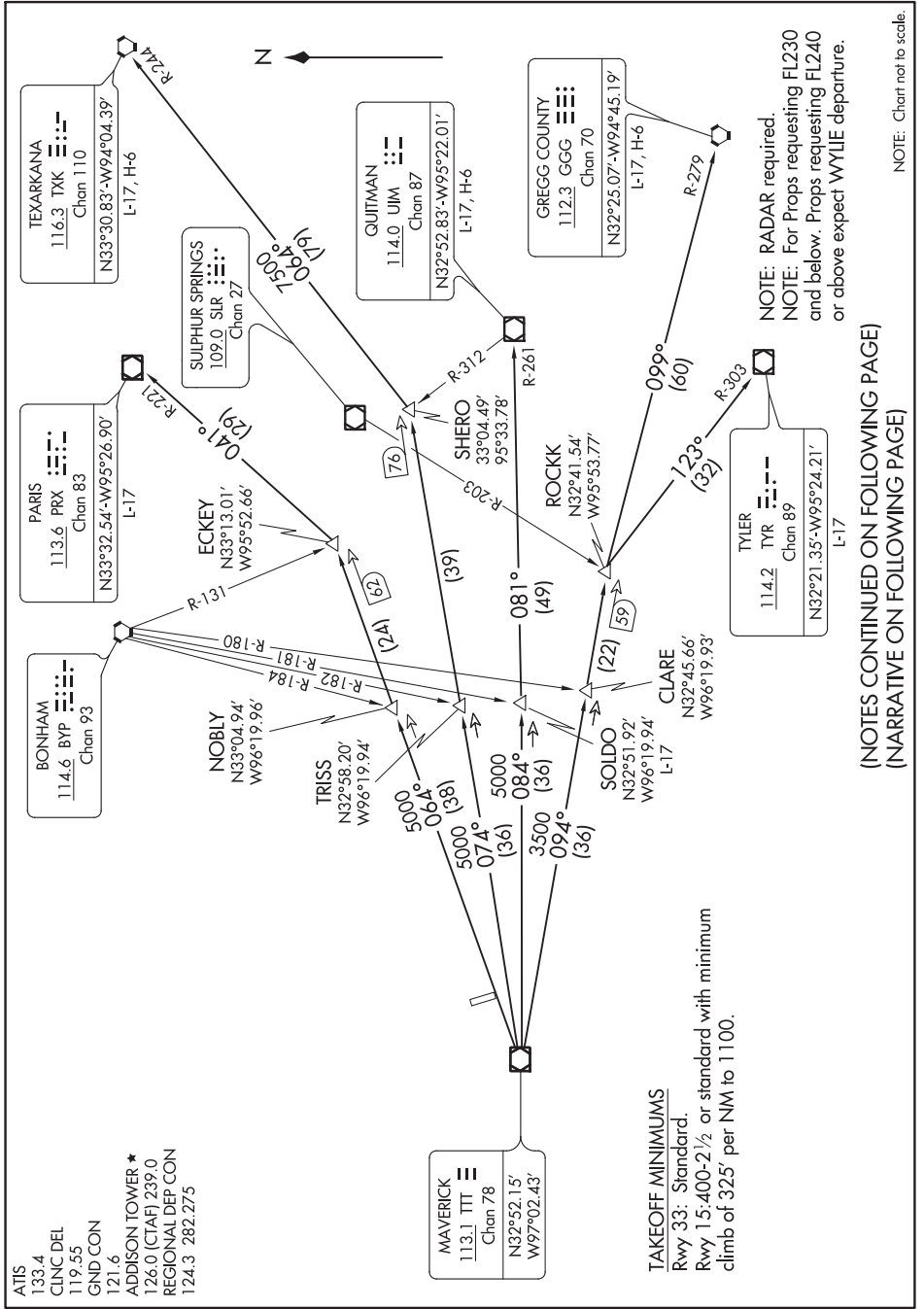
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLE NOTES

- Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL.  
 Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL.  
 Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL. Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL. Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL. Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL. Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.
- Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL. Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL. Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL. Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL. Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NOTE: RADAR required.  
NOTE: For Props requesting FL230 and below, Props requesting FL240 or above expect WYLIE departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-768 (FAA)

ADDISON (ADS)  
DALLAS, TEXAS

## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES NOTES

Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL.

Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL.

Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL.

Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL.

Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL.

Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL.

Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.

Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL.

Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL.

Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL.

Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL.

Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

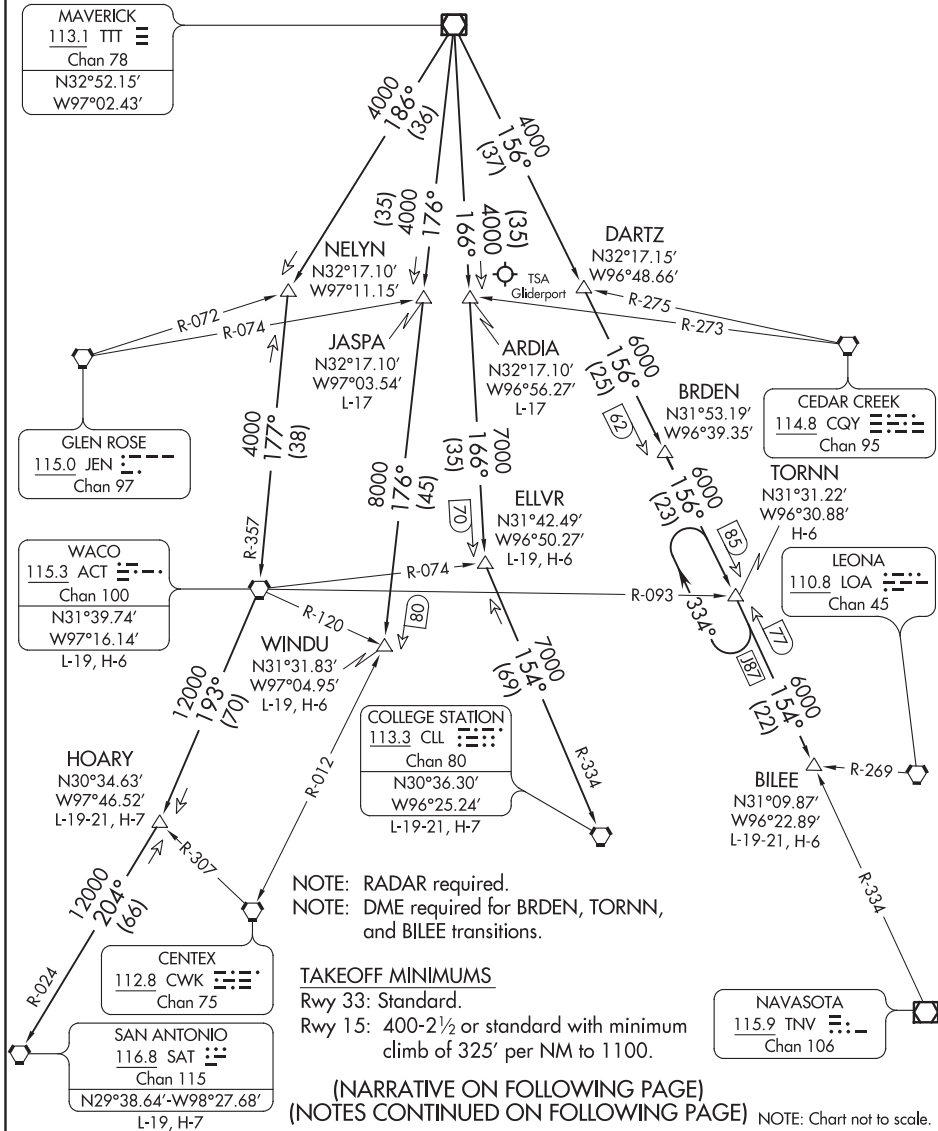
DALLAS, TEXAS  
ADDISON (ADS)



# JOE POOL NINE DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS 133.4  
 CLNC DEL 119.55  
 GND CON 121.6  
 ★ ADDISON TOWER 126.0 (CTAF) 239.0  
 REGIONAL DEP CON 124.3 282.275



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

## JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORN TRANSITION (JPOOL9.TORN): (For GPS or DME/DME/IRU equipped aircraft overflying TORN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

## TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL.

NAVAID, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL.

Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL.

Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL.

Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL.

Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL.

Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.

Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL.

Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL.

Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER,

455' right of centerline, up to 37' AGL/696' MSL.

Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL.

Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

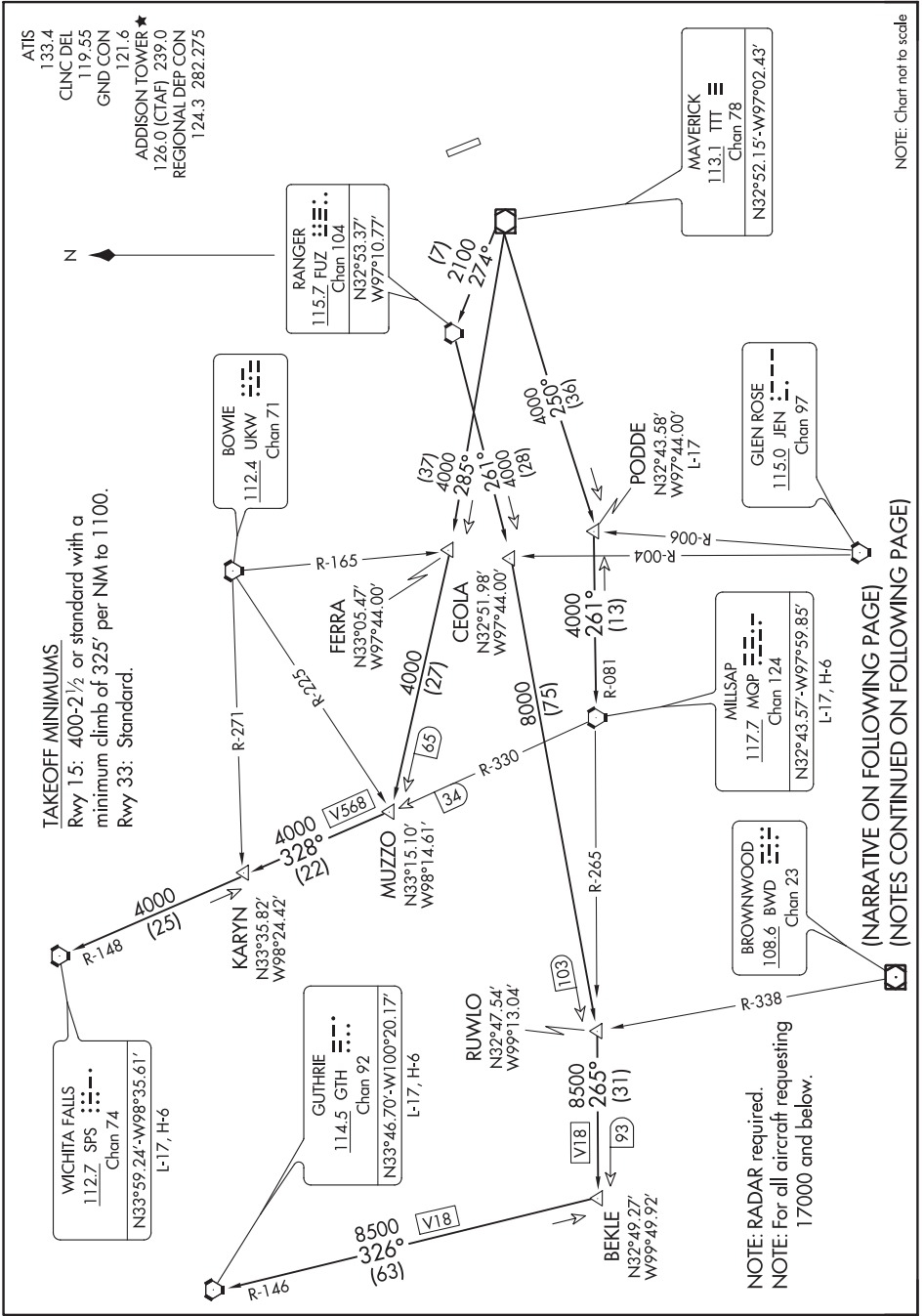
## JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

DALLAS, TEXAS  
ADDISON (ADS)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required.  
NOTE: For all aircraft requesting 17000 and below.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL. Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL. Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL. Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL. Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL. Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL. Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.

Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL. Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL. Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL. Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL. Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

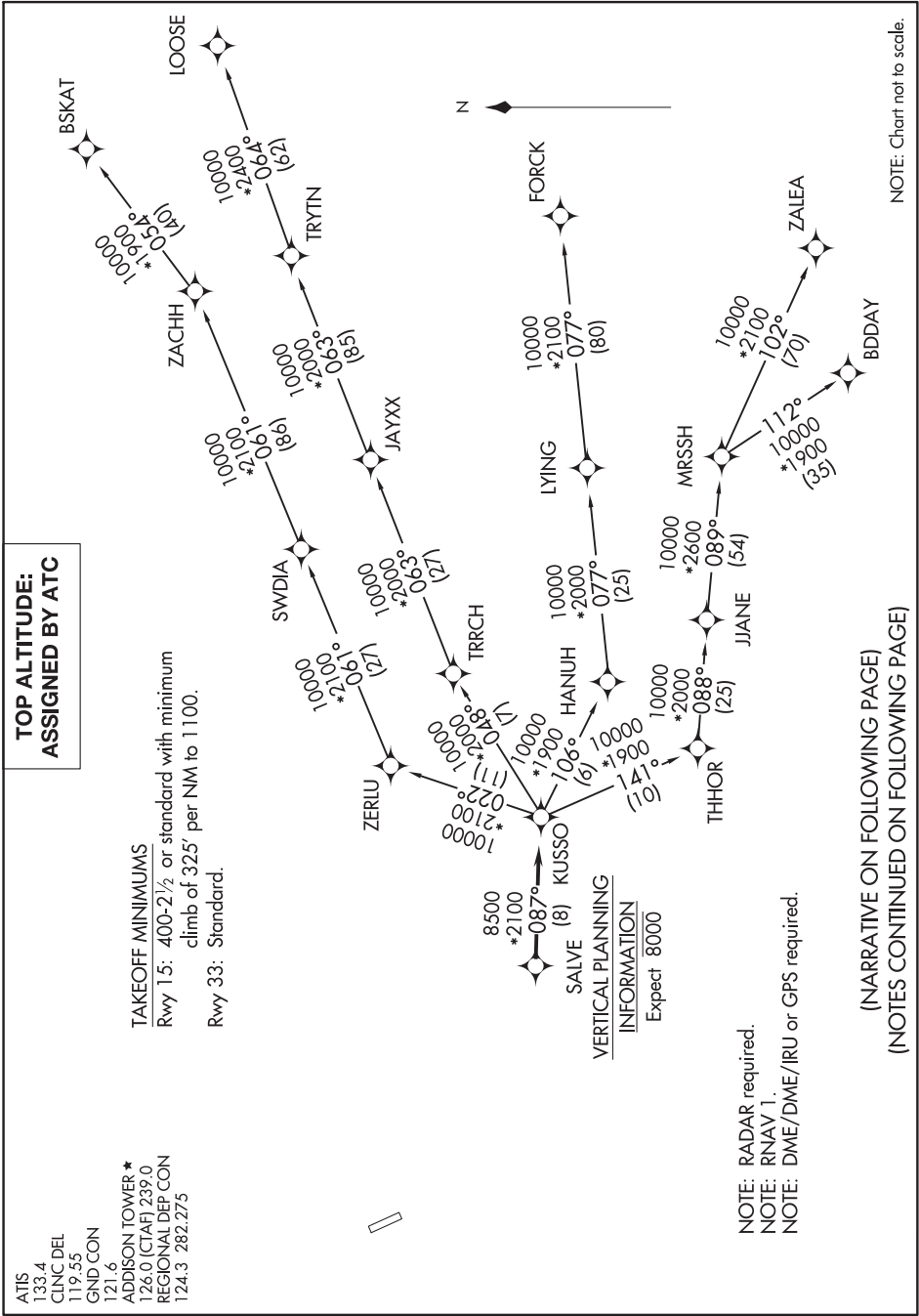
SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**  
Rwy 15: 400-2½ or standard with minimum  
climb of 325' per NM to 1100.  
Rwy 33: Standard.

ATIS  
133.4  
CLNC DEL  
119.55  
GND CON  
121.6  
ADDISON TOWER \*  
126.0 (CTAF) 239.0  
REGIONAL DEP CON  
124.3 282.275

**KUSSO THREE DEPARTURE (RNAV)**  
(KUSSO3.KUSSO) 04FEB16



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS, TEXAS  
ADDISON (ADS)

## KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

TAKEOFF OBSTACLE NOTES

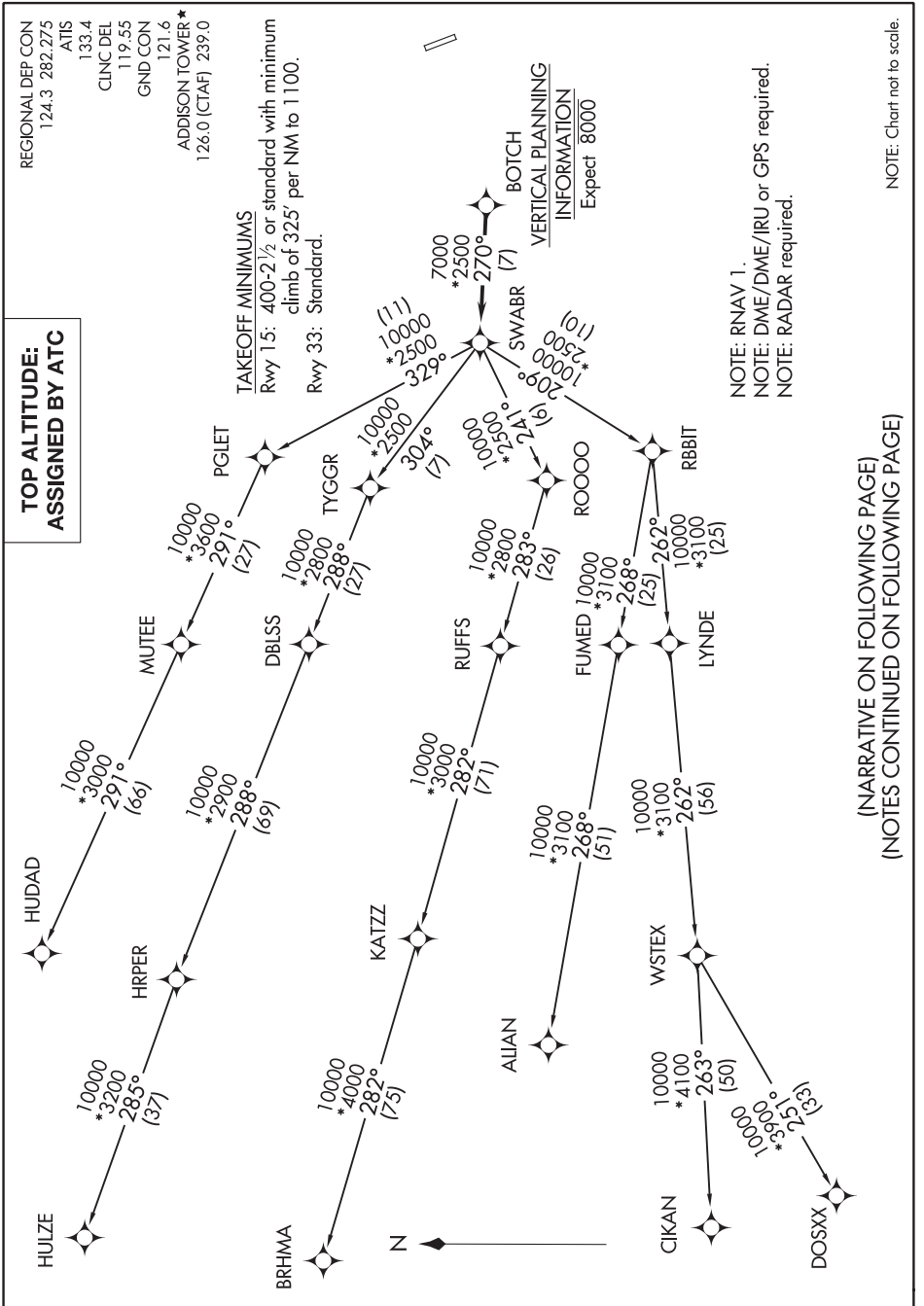
- Rwy 15: Vehicles on road and in parking lots, railroads and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL.  
 NAVAID, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL.  
 Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL.  
 Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL.  
 Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL.  
 Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL.  
 Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.
- Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL.  
 Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL.  
 Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL.  
 Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL.  
 Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

## KUSSO THREE DEPARTURE (RNAV)

(KUSSO3.KUSSO) 04FEB16

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

## SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

TAKEOFF OBSTACLE NOTES

- Rwy 15: Vehicles on road and in parking lots, railroads and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL.  
 NAVAID, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL.  
 Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL.  
 Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL.  
 Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL.  
 Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL.  
 Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.
- Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL.  
 Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL.  
 Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL.  
 Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL.  
 Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.



ATIS 133.4  
CLNC DEL 119.55  
GND CON 121.6  
ADDISON TOWER★  
126.0 (CTAF) 239.0  
REGIONAL DEP CON  
124.3 282.275

TULSA  
114.4 TUL : : : :  
Chan 91  
N36°11.78'  
W95°47.29'  
L-15, H-6

OKMULGEE  
114.9 OKM : : : :  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

ADA  
117.8 ADH : : : :  
Chan 125

WILL ROGERS  
114.1 IRW : : : :  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

DECKK  
N34°52.37'  
W97°16.87'  
L-17, H-6

MC ALESTER  
112.0 MLC : : : :  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

ROLLS  
N35°43.36'  
W99°28.24'  
L-15, H-6

R-176  
Chan 70

152  
145

R-277

15000  
3003  
(85)

MRMAC  
N34°50.48'  
W98°06.57'

15000  
3003  
(60)

ARDMORE  
116.7 ADM : : : :  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

NOOGO  
N34°25.65'  
W96°59.06'

13000  
021°  
(124)

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

11000  
016°  
(90)

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

ADM  
R-071

TIKYS  
N34°04.00'  
W96°25.56'

ADM  
R-097

TEXOMA  
114.3 URH : : : :  
Chan 90

R-179

4000  
359°  
(46)

9000  
360°  
(95)

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

11000  
012°  
(55)

11000  
022°  
(80)

11000  
022°  
(42)

11000  
022°  
(80)

11000  
022°  
(42)

11000  
022°  
(80)

11000  
022°  
(80)

BOWIE  
112.4 UKW : : : :  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

4000  
348°  
(3A)

4000  
360°  
(34)

4000  
012°  
(35)

4000  
022°  
(38)

4000  
022°  
(38)

4000  
022°  
(38)

4000  
022°  
(38)

4000  
022°  
(38)

4000  
022°  
(38)

4000  
022°  
(38)

TAKEOFF MINIMUMS

Rwy 33: Standard  
Rwy 15: 400-2½ or Standard with a  
minimum climb of 325' per NM  
to 1100.

NOTE: RADAR required.

RANGER  
115.7 FUZ : : : :  
Chan 104  
N32°53.37'-W97°10.77'

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(TEX5.FUZ) 16091

ADDISON (ADS)

## TEXOMA FIVE DEPARTURE

SL-768 (FAA)

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL. Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL. Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL. Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL. Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL. Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL. Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.

Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL. Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL. Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL. Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL. Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

TEXOMA FIVE DEPARTURE

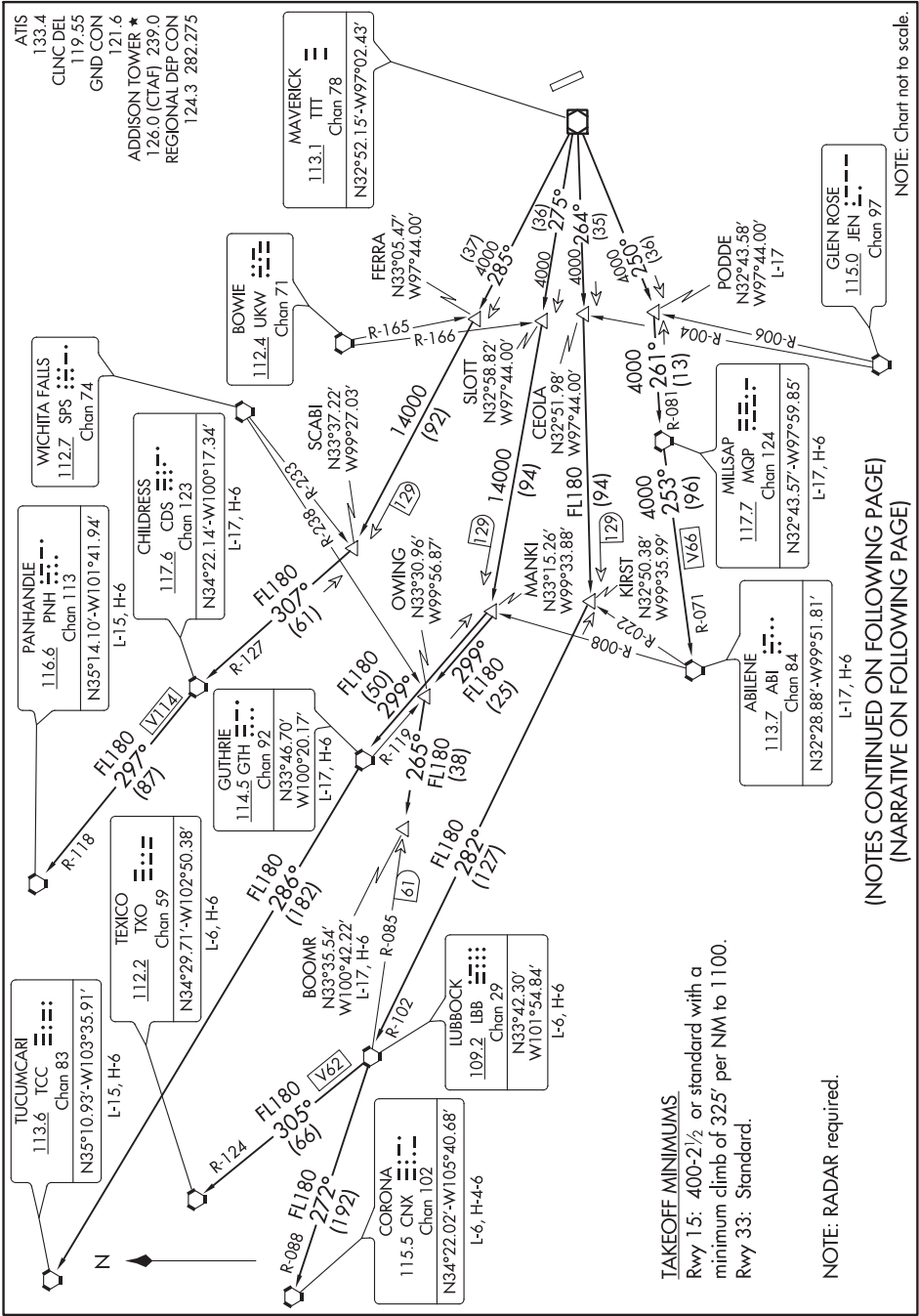
DALLAS, TEXAS

(TEX5.FUZ) 31MAR16

ADDISON (ADS)

# WORTH ONE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



# WORTH ONE DEPARTURE

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TAKEOFF MINIMUMS**  
 Rwy 15: 400-2½ or standard with a minimum climb of 325' per NM to 1100.  
 Rwy 33: Standard.

NOTE: RADAR required.

# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicles on road and in parking lots, railroads, and poles beginning 168' from DER, 118' right of centerline, up to 36' AGL/665' MSL. Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316' from DER, 1' left of centerline, up to 50' AGL/683' MSL. Pole and trees beginning 1705' from DER, 46' right of centerline, up to 59' AGL/690' MSL. Buildings beginning 3191' from DER, left and right of centerline, up to 149' AGL/787' MSL. Building 1.1 NM from DER, 279' left of centerline, 229' AGL/850' MSL. Building 1.9 NM from DER, 970' right of centerline, 345' AGL/975' MSL. Building 2.1 NM from DER, 58' right of centerline, 362' AGL/973' MSL.

Rwy 33: Service road and buildings beginning 45' from DER, 458' right of centerline, up to 10' AGL/653' MSL. Sign, vehicles in parking lots, poles, buildings, and trees beginning 641' from DER, 335' left of centerline, up to 34' AGL/693' MSL. Sign, vehicles on road and in parking lots, poles, buildings, and trees beginning 651' from DER, 455' right of centerline, up to 37' AGL/696' MSL. Buildings, poles, and trees beginning 1597' from DER, 3' right of centerline, up to 54' AGL/723' MSL. Buildings, poles, and trees beginning 1667' from DER, 4' left of centerline, up to 47' AGL/716' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

LOC I-RBD <b>108.5</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>6451</b> <b>658</b> <b>660</b>
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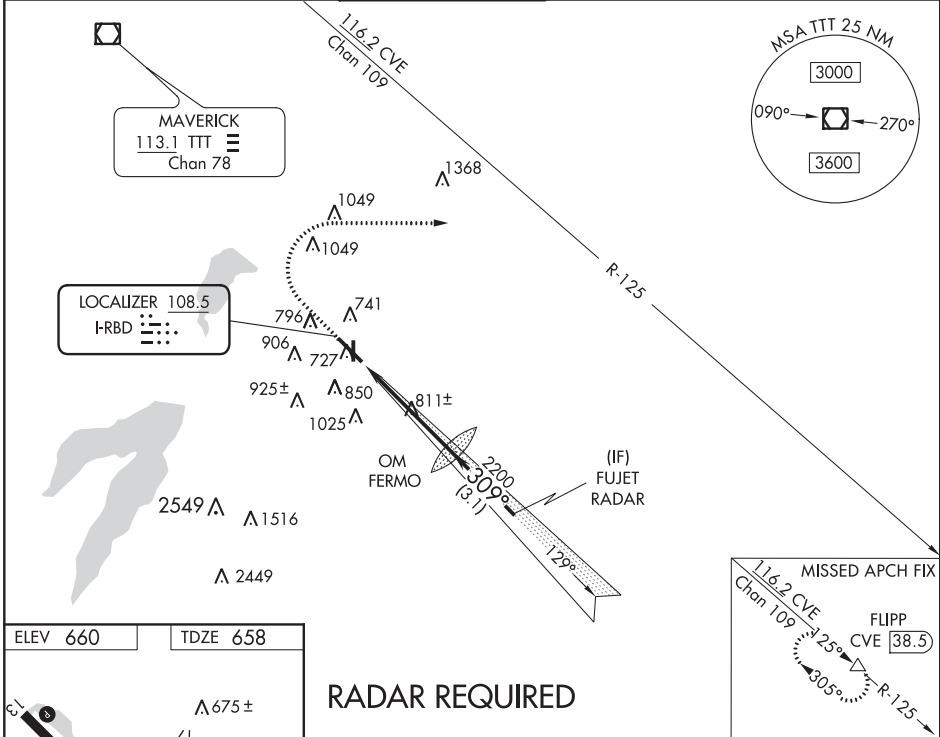
# ILS or LOC RWY 31

DALLAS EXECUTIVE (RBD)

**DME Required.** When local altimeter setting not received, use Dallas Love Field altimeter setting and increase DA 47 feet and all MDA 60 feet, increase S-ILS 31 all Cats and S-LOC 31 Cat C visibility ¼ mile.

**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 NW, RT, 125° inbound.

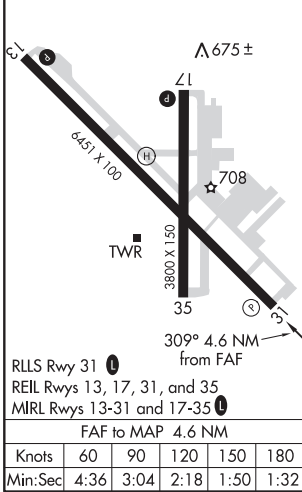
ATIS <b>126.35</b>	REGIONAL APP CON <b>125.2 343.65</b>	EXECUTIVE TOWER* <b>127.25(CTAF) 335.6</b>	GND CON <b>119.475</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.95</b>
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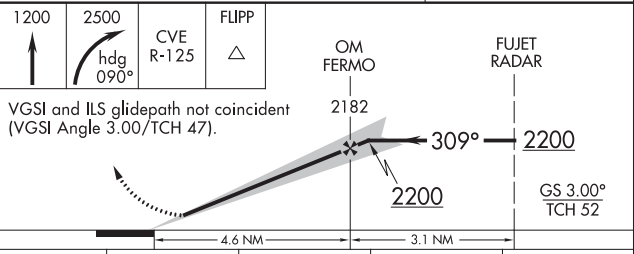
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 660	TDZE 658
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	858-3/4 200 (200-3/4)			
S-LOC 31	1100-1 442 (500-1)	1100-1 1/4 442 (500-1 1/2)	1100-1 1/2 442 (500-1 1/2)	1100-1 1/2 442 (500-1 1/2)
CIRCLING	1160-1 500 (500-1)	1160-1 1/2 500 (500-1 1/2)	1340-2 1/4 680 (700-2 1/4)	

DALLAS, TEXAS

AL-742 (FAA)

16315

APP CRS <b>174°</b>	Rwy Idg <b>3800</b>
	TDZE <b>658</b>
	Apt Elev <b>660</b>

# RNAV (GPS) RWY 17

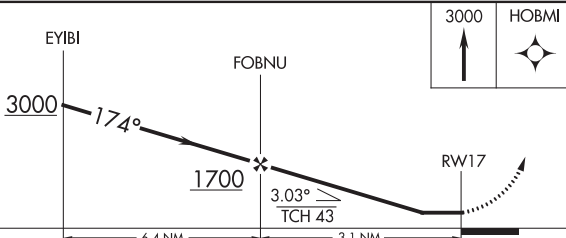
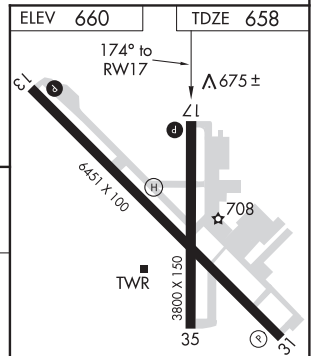
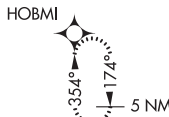
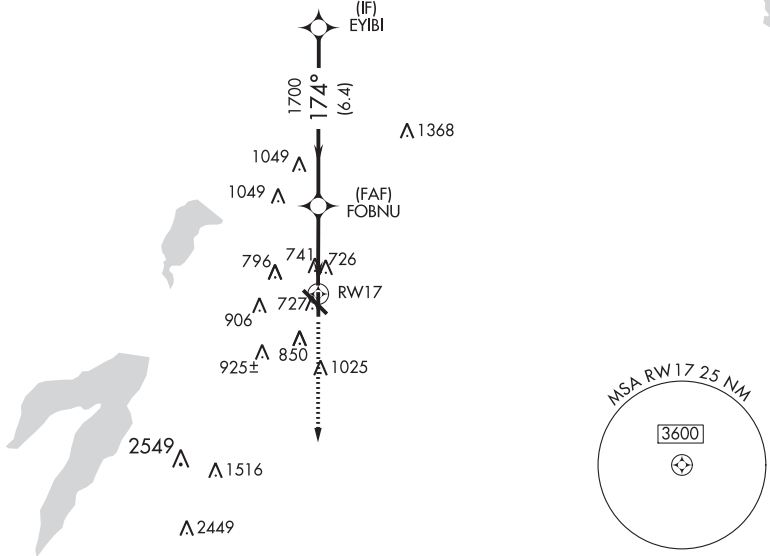
DALLAS EXECUTIVE (RBD)

**⚠** If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.  
**⚠** DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

ATIS <b>126.35</b>	REGIONAL APP CON <b>125.2 343.65</b>	EXECUTIVE TOWER ★ <b>127.25 (CTAF) 0 335.6</b>	GND CON <b>119.475</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
LNNAV MDA	1100-1 442 (500-1)	1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)	1100-1¾ 442 (500-1¾)
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1160-2¼ 500 (500-2¼)	1340-2¼ 680 (700-2¼)

RLS Rwy 31  
 REIL Rws 13, 17, 31, and 35  
 MIRL Rws 13-31 and 17-35

DALLAS, TEXAS  
 Orig 16FEB06

32°41'N-96°52'W

# DALLAS EXECUTIVE (RBD)

## RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS Ch <b>42699</b> <b>W31A</b>	APP CRS <b>309°</b>	Rwy Idg <b>6451</b> TDZE <b>658</b> Apt Elev <b>660</b>
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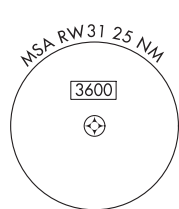
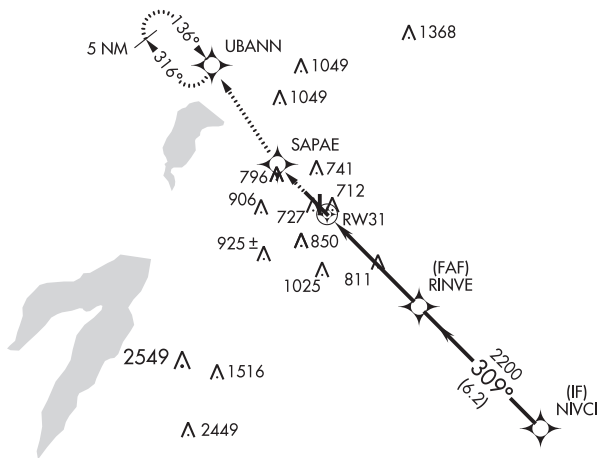
# RNAV (GPS) RWY 31

DALLAS EXECUTIVE (R.B.D)

**▽** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting.

**△** MISSED APPROACH: Climb to 2500 direct SAPAE and via 320° track to UBANN and hold.

ATIS <b>126.35</b>	REGIONAL APP CON <b>125.2 343.65</b>	EXECUTIVE TOWER ★ <b>127.25(CTAF) 0 335.6</b>	GND CON <b>119.475</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.95</b>
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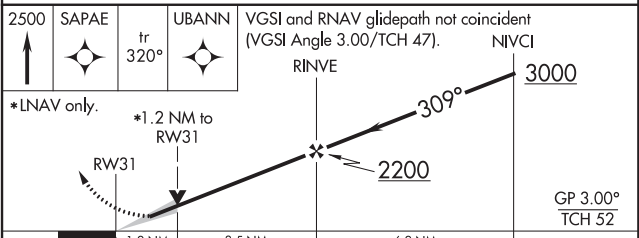
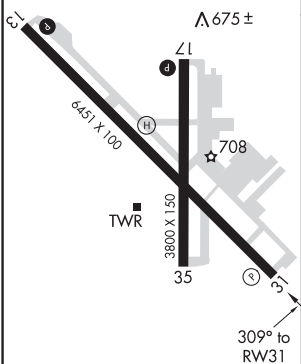


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 660	TDZE 658
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## RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	908-1 250 (300-1)			
LNAV/VNAV DA	1073-1½ 415 (500-1½)			
LNAV MDA	1080-1 422 (500-1)	1080-1¼ 422 (500-1¼)		
CIRCLING	1160-1½ 500 (500-1½)			1340-2¼ 680 (700-2¼)

RLLS Rwy 31 **Ⓛ**  
REIL Rws 13, 17, 31, and 35  
MIRL Rws 13-31 and 17-35 **Ⓛ**

DALLAS, TEXAS  
Orig 16FEB06

32°41'N-96°52'W  
139

# DALLAS EXECUTIVE (R.B.D)

## RNAV (GPS) RWY 31

DALLAS, TEXAS

AL-742 (FAA)

16315

APP CRS <b>354°</b>	Rwy Idg <b>3800</b>
	TDZE <b>659</b>
	Apt Elev <b>660</b>

# RNAV (GPS) RWY 35

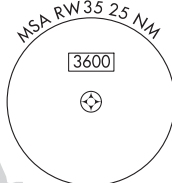
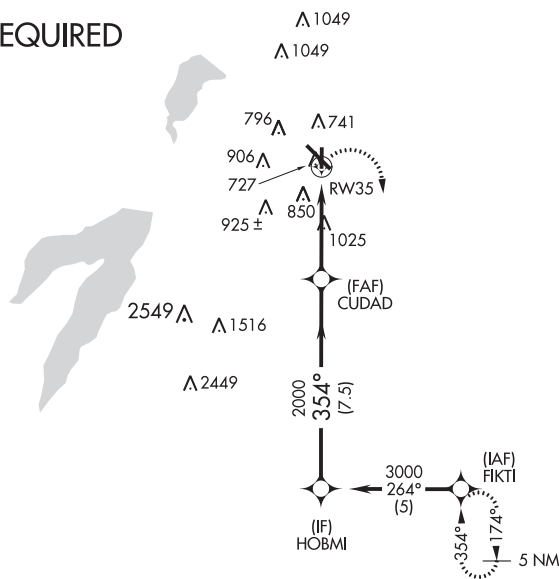
DALLAS EXECUTIVE (R.B.D)

**⚠** If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA.

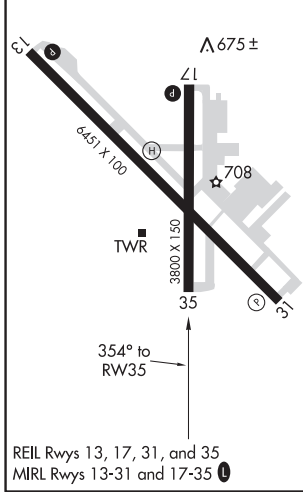
**⚠** MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

ATIS <b>126.35</b>	REGIONAL APP CON <b>125.2 343.65</b>	EXECUTIVE TOWER ★ <b>127.25(CTAF) 335.6</b>	GND CON <b>119.475</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.95</b>
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## RADAR REQUIRED



ELEV 660	TDZE 659
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REIL Rwy 13, 17, 31, and 35  
MIRL Rwy 13-31 and 17-35

	3000	FIKTI							
				CUDAD				HOBMI	3000
					1.8 NM to RW35				
					≤ 3.04°				
					TCH 45				
					1.8 NM	2.2 NM	7.5 NM		
CATEGORY	A		B		C		D		
LNAV MDA	1280-1 621 (700-1)		1280-1¾ 621 (700-1¾)		1280-2 621 (700-2)		1280-2 621 (700-2)		
CIRCLING	1280-1 620 (700-1)		1280-1¾ 620 (700-1¾)		1280-2 620 (700-2)		1340-2¼ 680 (700-2¼)		

DALLAS, TEXAS  
Orig 16FEB06

32°41'N-96°52'W

# DALLAS EXECUTIVE (R.B.D) RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



VOR/DME CVE	APP CRS	Rwy Idg	3800
116.2	165°	TDZE	658
Chan 109		Apt Elev	660

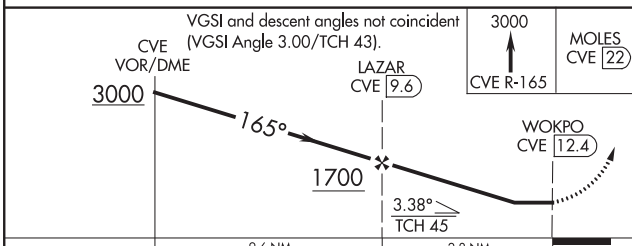
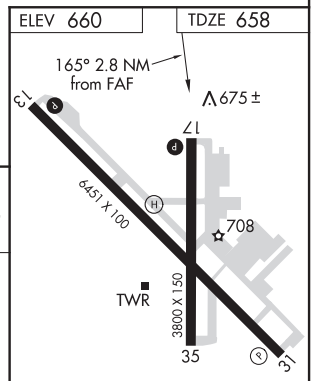
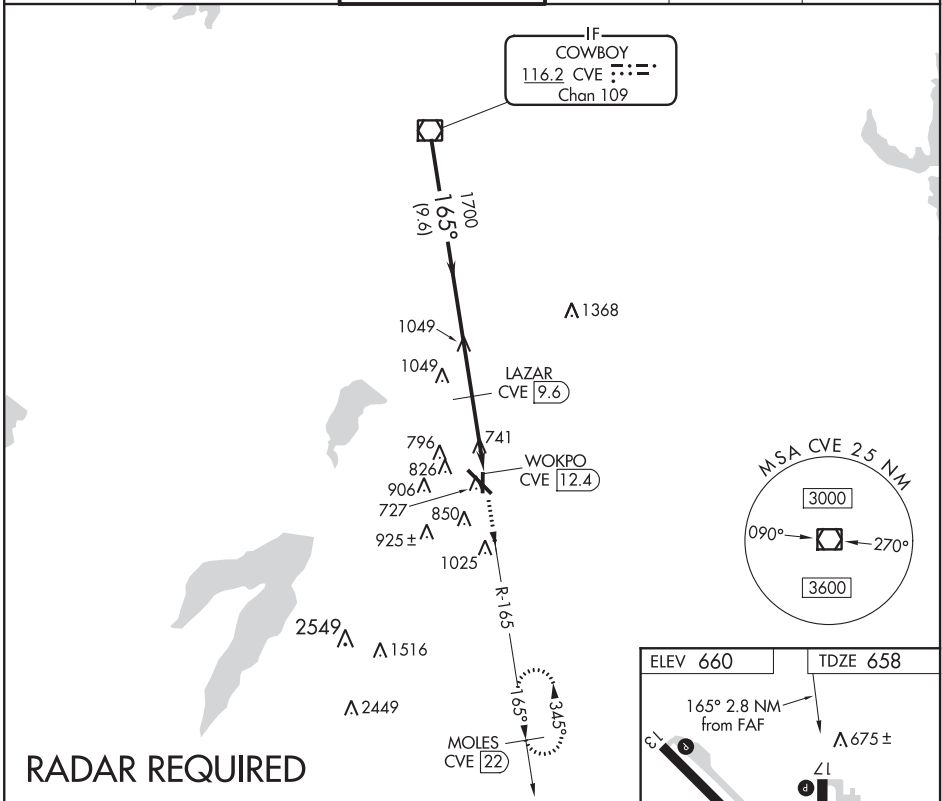
# VOR/DME RWY 17

DALLAS EXECUTIVE (R.B.D)

**⚠** If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 3000 via CVE R-165 to MOLES 22 DME and hold.

ATIS <b>126.35</b>	REGIONAL APP CON <b>125.2 343.65</b>	EXECUTIVE TOWER * <b>127.25(CTAF) 335.6</b>	GND CON <b>119.475</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-17	1080-1	422 (500-1)	1080-1¼	422 (500-1¼)
CIRCLING	1160-1	500 (500-1)	1160-1½	1340-2¼ 680 (700-2¼)

REIL Rwy 13, 17, 31, and 35  
MIRL Rwy 13-31 and 17-35

SC-2, 10 NOV 2016 to 05 JAN 2017

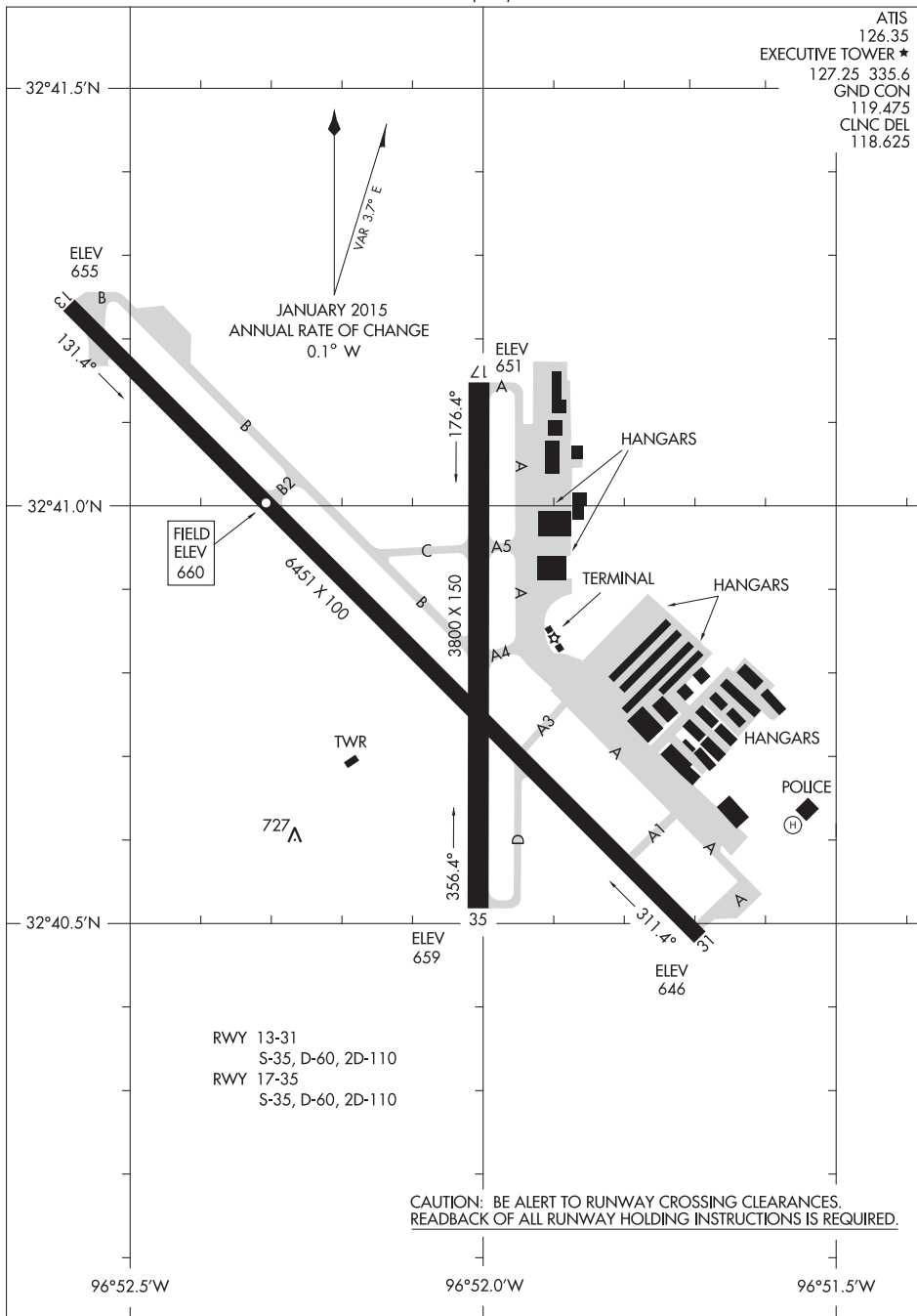
SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

DALLAS EXECUTIVE (RBD)  
DALLAS, TEXAS

AL-742 (FAA)

ATIS  
126.35  
EXECUTIVE TOWER ★  
127.25 335.6  
GND CON  
119.475  
CLNC DEL  
118.625



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

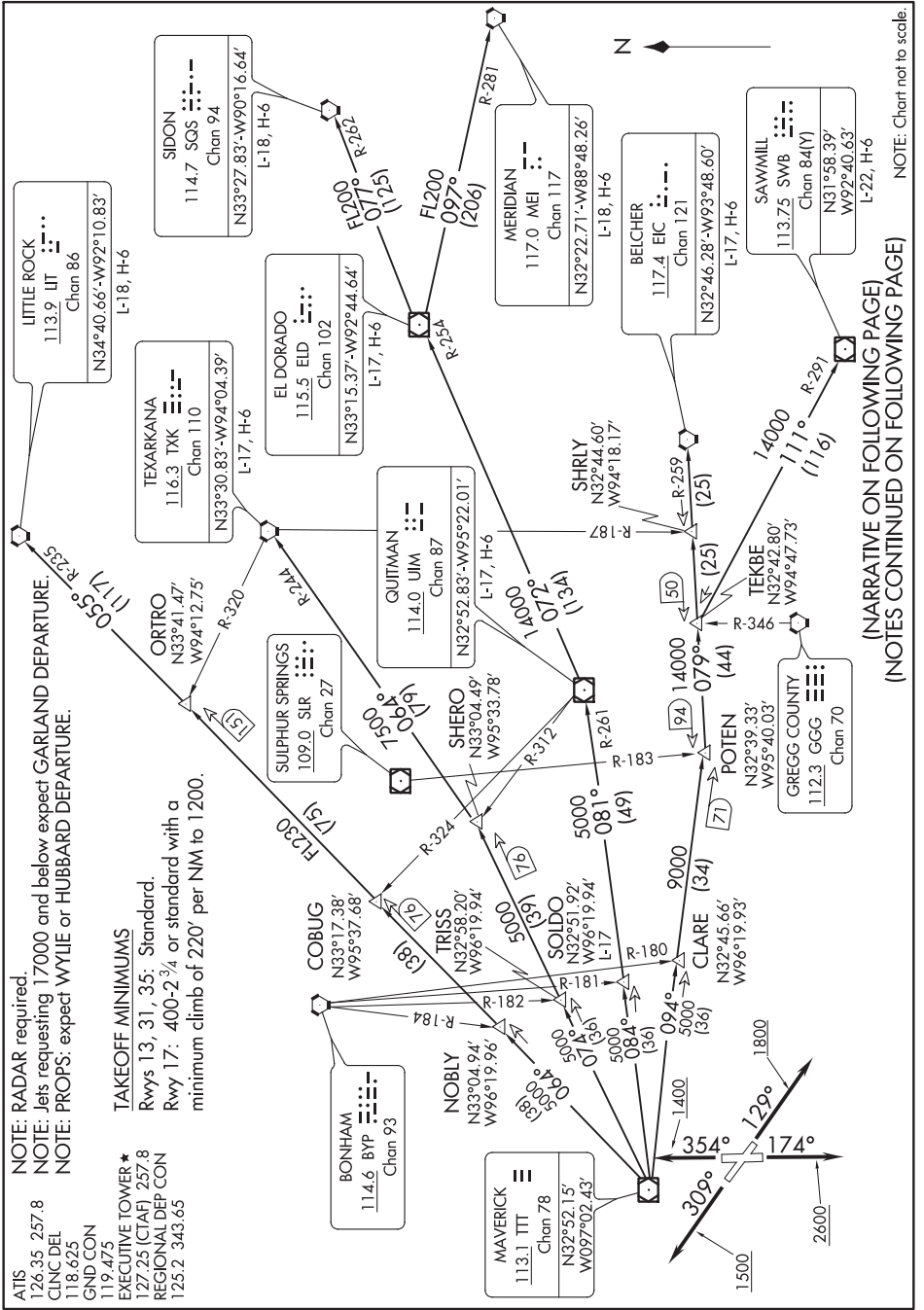
# AIRPORT DIAGRAM

DALLAS, TEXAS  
DALLAS EXECUTIVE (RBD)

# DALLAS FOUR DEPARTURE

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

DALLAS, TEXAS

DALLAS EXECUTIVE (R.B.D)

SC-2, 10 NOV 2016 to 05 JAN 2017

## DALLAS FOUR DEPARTURE

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.  
TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.  
TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.  
TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

## TAKEOFF OBSTACLE NOTES

- Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL. REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.
- Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL. REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL. Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL. Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL. Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.
- Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL. REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL. Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL. Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL. Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL. Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.
- Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL. REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL. Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL. Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

## DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

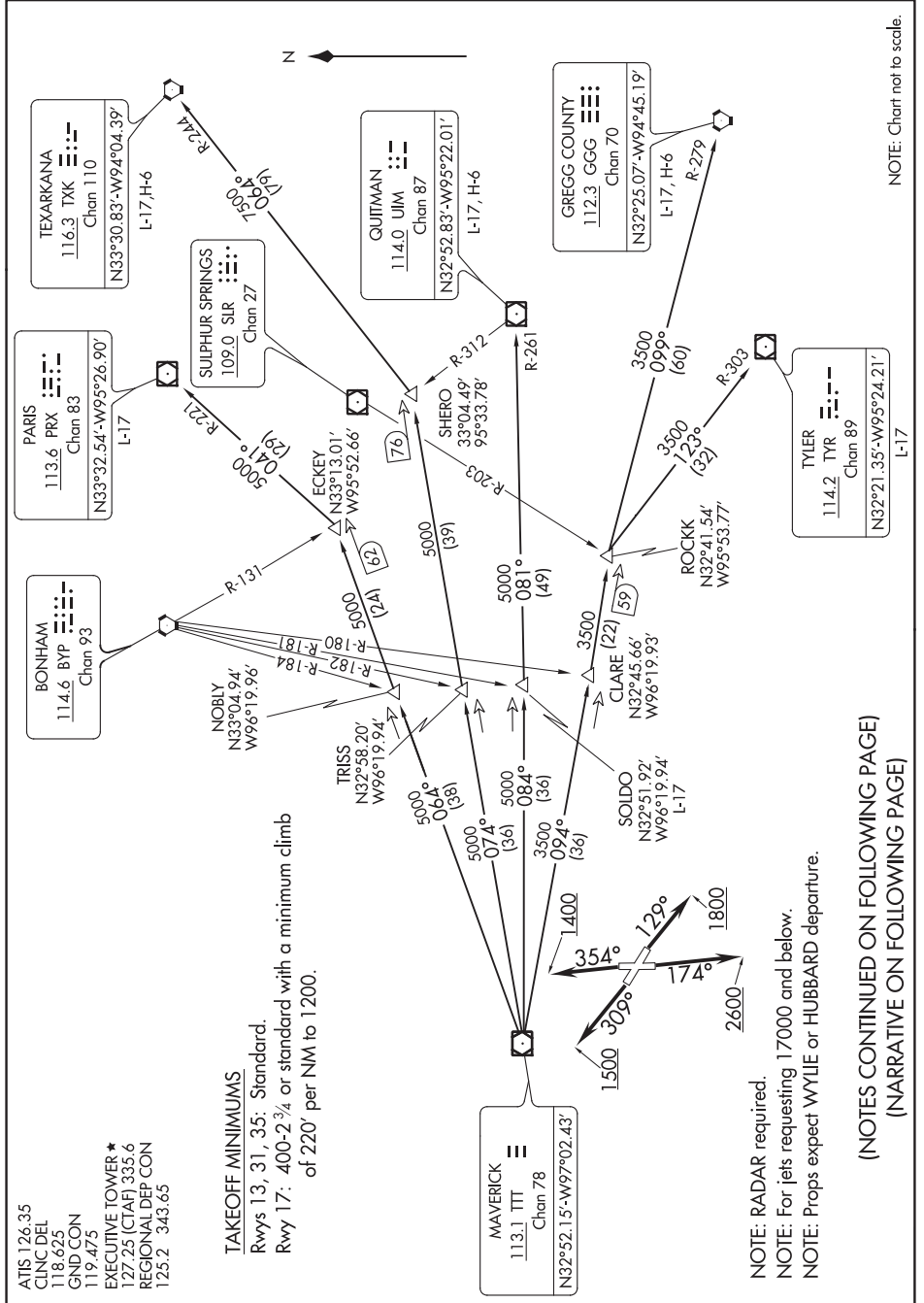
DALLAS, TEXAS

DALLAS EXECUTIVE (R.B.D)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

ATIS 126.35  
 CLINC DEL 118.625  
 GND CON 119.475  
 EXECUTIVE TOWER \* 127.25 (CTAF) 335.6  
 REGIONAL DEP CON 125.2 343.65

**TAKEOFF MINIMUMS**  
 Rwy 13, 31, 35: Standard.  
 Rwy 17: 400-2 3/4 or standard with a minimum climb of 220' per NM to 1200.

NOTE: RADAR required.  
 NOTE: For jets requesting 17000 and below.  
 NOTE: Props expect WYLIE or HUBBARD departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.

TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.

TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.

TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

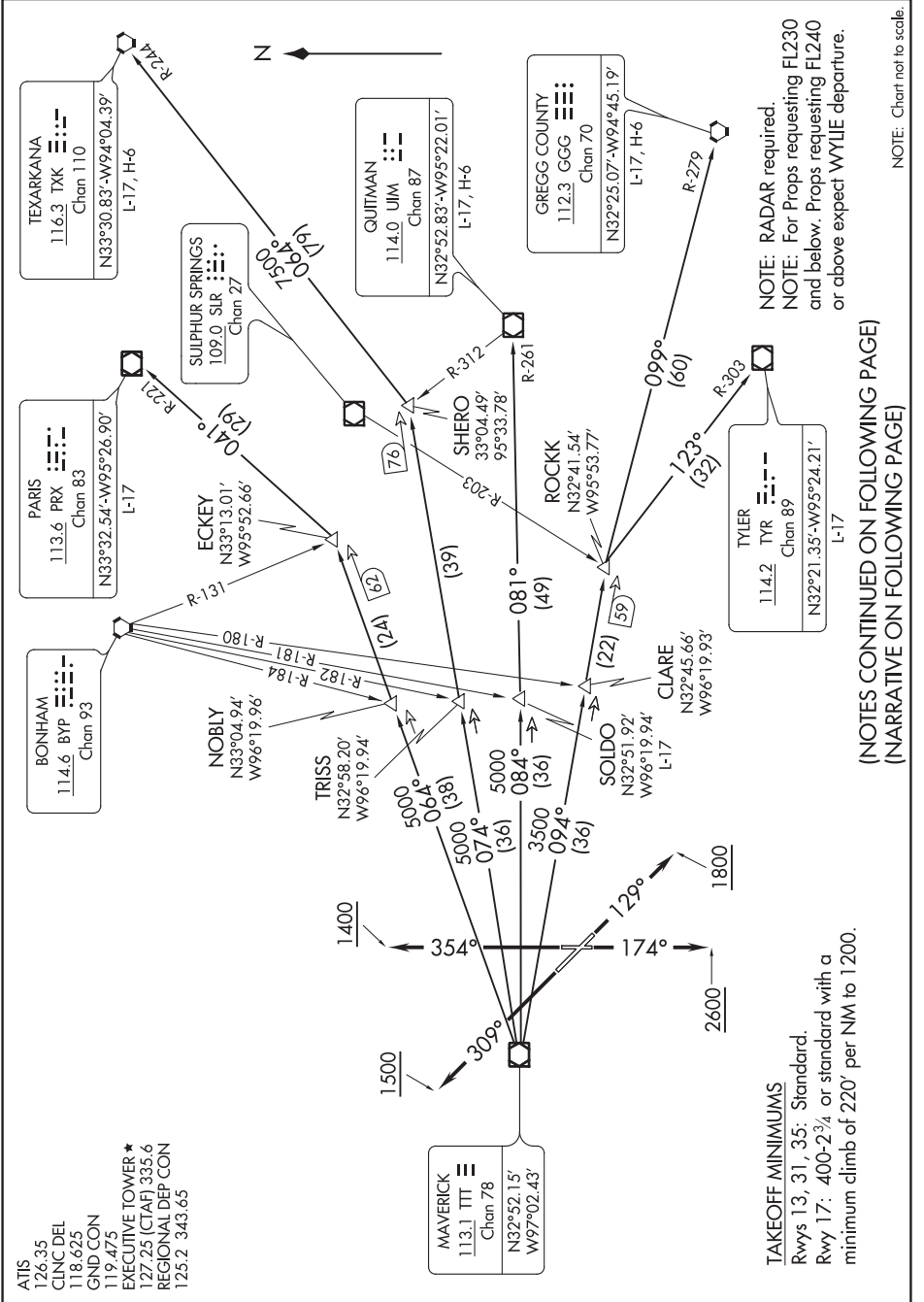
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLE NOTES

- Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL. REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.
- Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL. REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL. Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL. Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL. Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.
- Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL. REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL. Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL. Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL. Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL. Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.
- Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL. REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL. Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL. Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017



ATIS  
126.35  
CLINC DEL  
118.625  
GND CON  
119.475  
EXECUTIVE TOWER \*  
127.25 (CTAF) 335.6  
REGIONAL DEP COIN  
125.2 343.65

NOTE: RADAR required.  
NOTE: For Props requesting FL230 and below: Props requesting FL240 or above expect WYJLE departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)  
DALLAS, TEXAS

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.  
TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.  
TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.  
TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (HUBB9.SOLDI): From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES NOTES

Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL.

REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.

Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL.

REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL.

Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL.

Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL.

Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.

Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL.

REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL.

Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL.

Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL.

Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL.

Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.

Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL.

REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL.

Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL.

Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

DALLAS, TEXAS  
DALLAS EXECUTIVE (RBD)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# JOE POOL NINE DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS  
126.35  
CLNC DEL  
118.625  
GND CON  
119.475  
EXECUTIVE TOWER ★  
127.25 (CTAF) 335.6  
REGIONAL DEP CON  
125.2 343.65

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'  
W97°02.43'

GLEN ROSE  
115.0 JEN  
Chan 97

WACO  
115.3 ACT  
Chan 100  
N31°39.74'  
W97°16.14'  
L-19, H-6

HOARY  
N30°34.63'  
W97°46.52'  
L-19-21, H-7

CENTEX  
112.8 CWK  
Chan 75

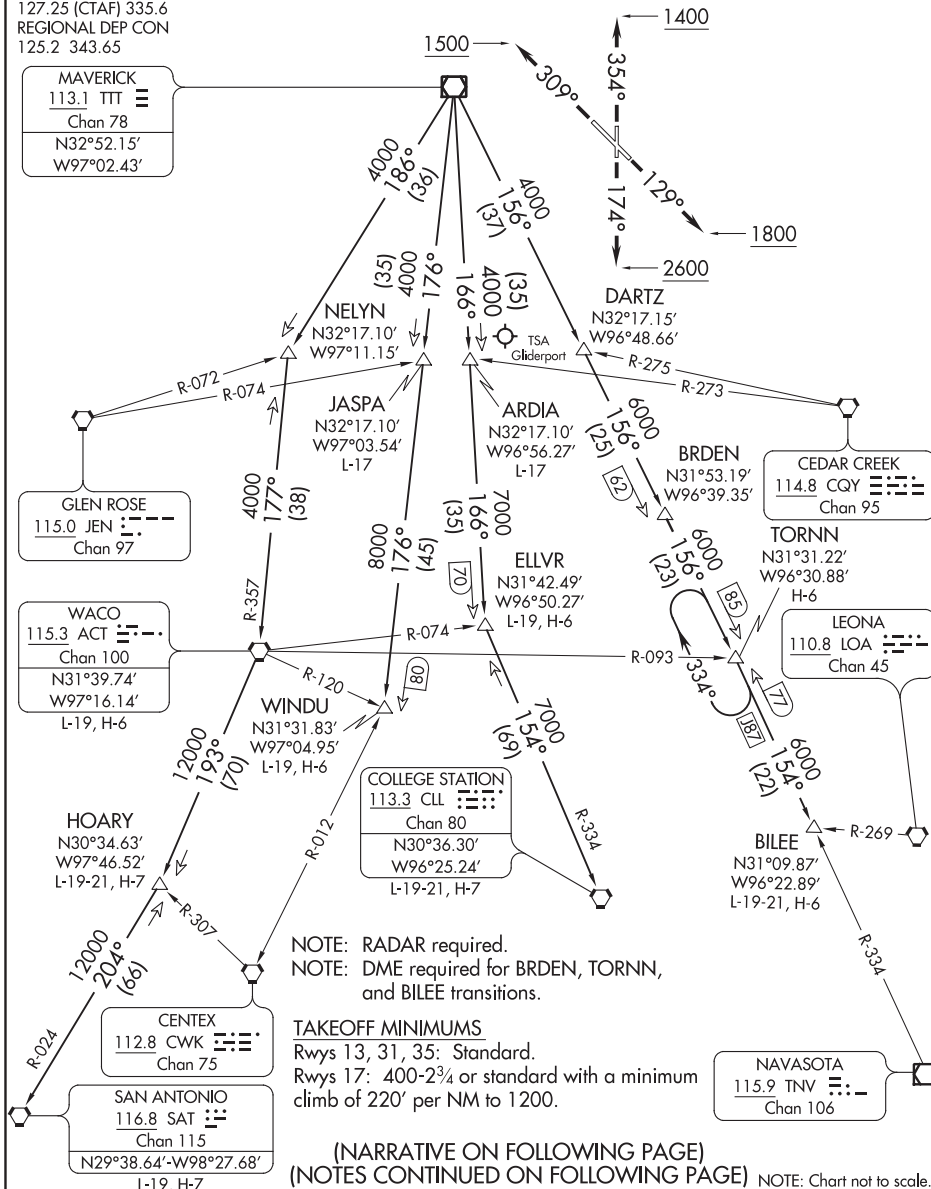
SAN ANTONIO  
116.8 SAT  
Chan 115  
N29°38.64'-W98°27.68'  
L-19, H-7

NOTE: RADAR required.  
NOTE: DME required for BRDEN, TORNN,  
and BILEE transitions.

**TAKEOFF MINIMUMS**  
Rwys 13, 31, 35: Standard.  
Rwys 17: 400-2¾ or standard with a minimum  
climb of 220' per NM to 1200.

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

NAVASOTA  
115.9 TNV  
Chan 106



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

## JOE POOL NINE DEPARTURE

DALLAS EXECUTIVE (RBD)  
DALLAS, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.

TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.

TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.

TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

## TAKEOFF OBSTACLE NOTES

Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL.

REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.

Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL.

REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL.

Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL.

Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL.

Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.

Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL.

REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL.

Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL.

Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL.

Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL.

Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.

Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL.

REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL.

Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL.

Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

## JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

DALLAS, TEXAS  
DALLAS EXECUTIVE (RBD)



# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.

TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.

TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.

TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL. REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.

Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL. REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL. Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL. Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL. Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.

Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL. REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL. Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL. Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL. Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL. Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.

Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL. REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL. Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL. Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

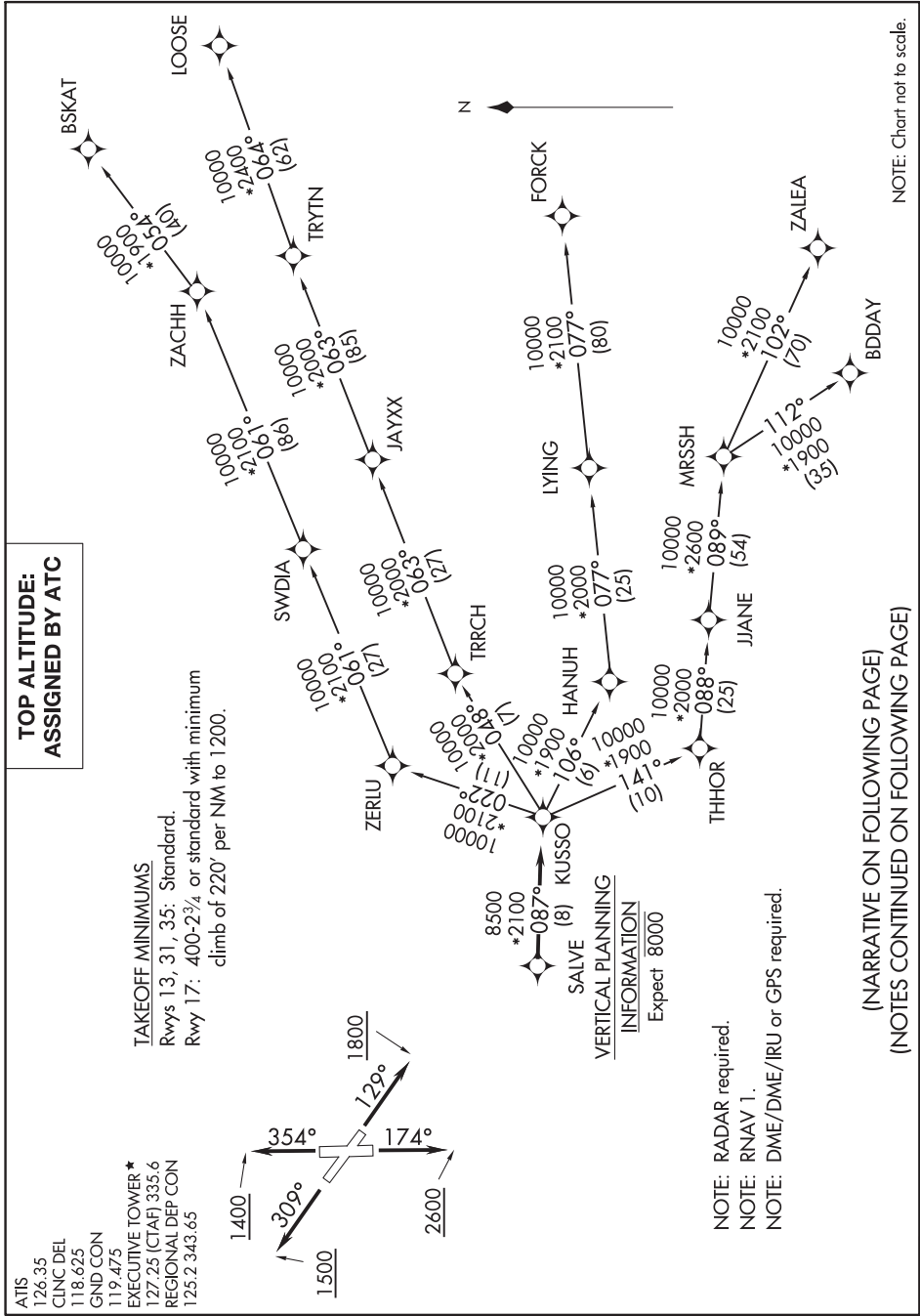
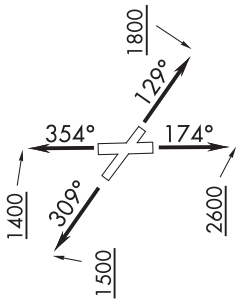
SC-2, 10 NOV 2016 to 05 JAN 2017

## TOP ALTITUDE: ASSIGNED BY ATC

ATIS 126.35  
 CLINC DEL 118.625  
 GND CON 119.475  
 EXECUTIVE TOWER \* 127.25 (CTAF) 335.6  
 REGIONAL DEP CON 125.2 343.65

### TAKEOFF MINIMUMS

Rwys 13, 31, 35: Standard.  
 Rwy 17: 400-2<sup>3</sup>/<sub>4</sub> or standard with minimum climb of 220' per NM to 1200.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

**KUSSO THREE DEPARTURE (RNAV)****DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 13: Climb heading 129° to 1800 before turning westbound.

TAKEOFF RWY 17: Climb heading 174° to 2600 before turning westbound.

TAKEOFF RWY 31: Climb heading 309° to 1500 before turning southbound.

TAKEOFF RWY 35: Climb heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

**TAKEOFF OBSTACLE NOTES**

Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL.

REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.

Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL.

REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL.

Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL.

Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL.

Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.

Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL.

REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL.

Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL.

Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL.

Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL.

Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.

Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL.

REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL.

Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL.

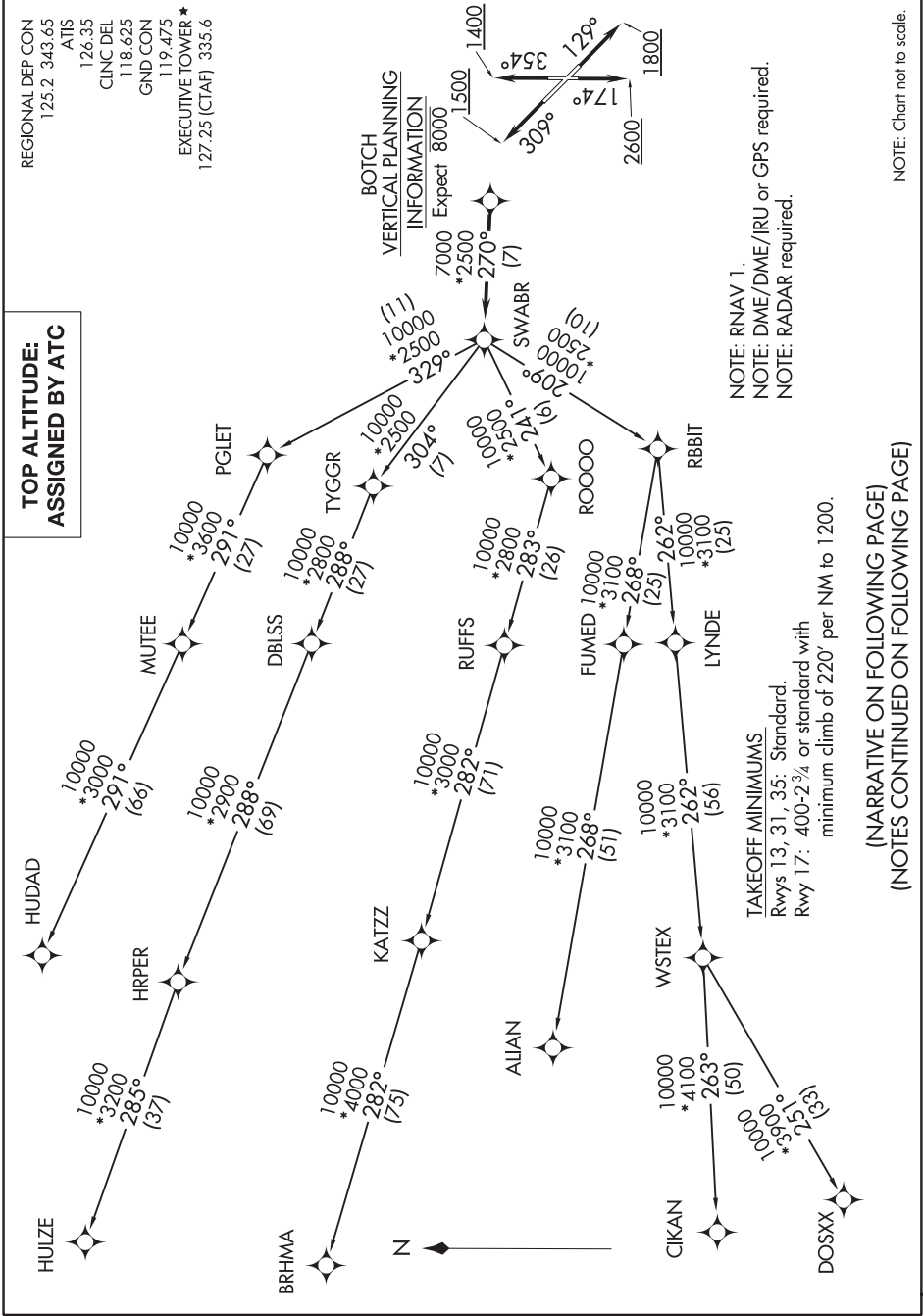
Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

**KUSSO THREE DEPARTURE (RNAV)**

(KUSSO3.KUSSO) 04FEB16

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

## SWABR FOUR DEPARTURE (RNAV)

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.

TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.

TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.

TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

TAKEOFF OBSTACLE NOTES

Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL.

REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.

Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL.

REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL.

Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL.

Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL.

Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.

Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL.

REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL.

Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL.

Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL.

Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL.

Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.

Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL.

REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL.

Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL.

Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ATIS 126.35  
 CLNC DEL  
 118.625  
 GND CON  
 119.475  
 EXECUTIVE TOWER ★  
 127.25 (CTAF) 335.6  
 REGIONAL DEP CON  
 125.2 343.65

TULSA  
 114.4 TUL  
 Chan 91  
 N36°11.78'  
 W95°47.29'  
 L-15, H-6

OKMULGEE  
 114.9 OKM  
 Chan 96  
 N35°41.59'  
 W95°51.96'  
 L-15, H-6

ADA  
 117.8 ADH  
 Chan 125

WILL ROGERS  
 114.1 IRW  
 Chan 88  
 N35°21.52'  
 W97°36.55'  
 L-15, H-6

DECKK  
 N34°52.37'  
 W97°16.87'  
 L-17, H-6

MC ALESTER  
 112.0 MLC  
 Chan 57  
 N34°50.97'  
 W95°46.94'  
 L-17, H-6

ROLLS  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

MRMAC  
 N34°50.48'  
 W98°06.57'

NOOGO  
 N34°25.65'  
 W96°59.06'

EAKER  
 N34°19.05'  
 W96°37.19'  
 L-17, H-6

ZEMMA  
 N34°23.03'  
 W96°59.40'  
 L-17, H-6

TIKYS  
 N34°04.00'  
 W96°25.56'

ARDMORE  
 116.7 ADM  
 Chan 114  
 N34°12.70'-W97°10.09'  
 L-17, H-6

TEXOMA  
 114.3 URH  
 Chan 90

BLECO  
 N33°27.05'  
 W97°06.54'  
 L-17

GRABE  
 N33°27.09'  
 W96°57.69'  
 L-17

BOWIE  
 112.4 UKW  
 Chan 71

LOWGN  
 N33°27.05'  
 W97°14.99'

BONHAM  
 114.6 BYP  
 Chan 93

AKUNA  
 N33°27.04'  
 W96°49.39'

RANGER  
 115.7 FUZ  
 Chan 104  
 N32°53.37'-W97°10.77'

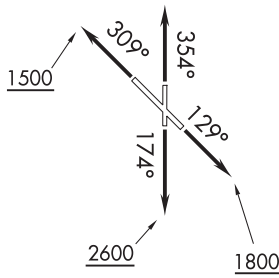
TAKEOFF MINIMUMS

Rwys 13, 31, 35: Standard  
 Rwy 17: 400-2¾ or Standard with a minimum climb of 220' per NM to 1200.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

## TEXOMA FIVE DEPARTURE

SL-742 (FAA)

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.  
TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.  
TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.  
TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

## TAKEOFF OBSTACLE NOTES

- Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL. REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.
- Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL. REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL. Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL. Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL. Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.
- Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL. REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL. Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL. Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL. Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL. Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.
- Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL. REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL. Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL. Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

## TEXOMA FIVE DEPARTURE

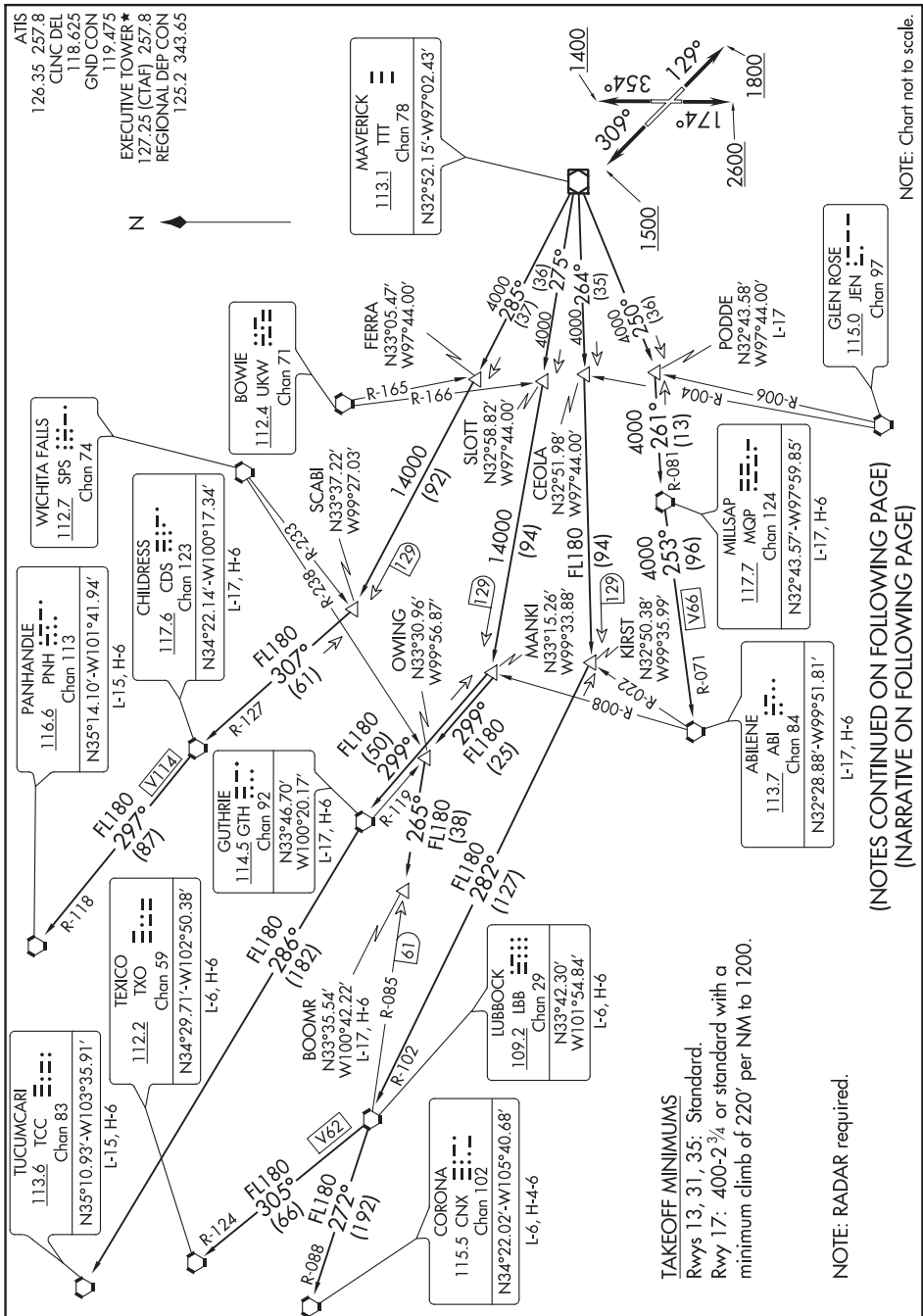
(TEX5.FUZ) 31MAR16

DALLAS, TEXAS

DALLAS EXECUTIVE (R.B.D)

# WORTH ONE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

## WORTH ONE DEPARTURE

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 129° to 1800 before turning westbound.

TAKEOFF RUNWAY 17: Climb heading 174° to 2600 before turning westbound.

TAKEOFF RUNWAY 31: Climb heading 309° to 1500 before turning southbound.

TAKEOFF RUNWAY 35: Climb heading 354° to 1400 before turning southbound.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

## TAKEOFF OBSTACLE NOTES

- Rwy 13: REIL and obstruction light on blast fence beginning 19' from DER, 115' left of centerline, up to 10' AGL/658' MSL. REIL 20' from DER, 115' right of centerline, 6' AGL/651' MSL.
- Rwy 17: REIL 38' from DER, 116' right of centerline, 5' AGL/663' MSL. REIL 40' from DER, 160' left of centerline, 5' AGL/664' MSL. Trees beginning 61' from DER, 340' left of centerline, up to 63' AGL/702' MSL. Trees beginning 113' from DER, 304' right of centerline, up to 37' AGL/686' MSL. Tower 2.2 NM from DER, 583' left of centerline, 314' AGL/1027' MSL.
- Rwy 31: REIL 29' from DER, 152' left of centerline, 5' AGL/656' MSL. REIL 29' from DER, 151' right of centerline, 5' AGL/658' MSL. Trees beginning 11' from DER, 237' left of centerline, up to 29' AGL/700' MSL. Trees beginning 23' from DER, 268' right of centerline, up to 47' AGL/686' MSL. Trees beginning 1095' from DER, 167' right of centerline, up to 69' AGL/708' MSL. Trees beginning 1560' from DER, 554' left of centerline, up to 71' AGL/740' MSL.
- Rwy 35: Terrain and REIL beginning 4' from DER, 10' right of centerline, up to 5' AGL/656' MSL. REIL 40' from DER, 118' left of centerline, 5' AGL/654' MSL. Trees beginning 87' from DER, 302' left of centerline, up to 51' AGL/680' MSL. Building and trees beginning 82' from DER, 284' right of centerline, up to 65' AGL/691' MSL.

## WORTH ONE DEPARTURE

DALLAS, TEXAS

DALLAS EXECUTIVE (RBD)

(WORTH1.TTT) 31MAR16

LOC/DME I-LVF	APP CRS	Rwy Idg	<b>8000</b>
<b>111.1</b>	<b>313°</b>	TDZE	<b>476</b>
Chan <b>48</b>		Apt Elev	<b>487</b>

# ILS or LOC RWY 31L

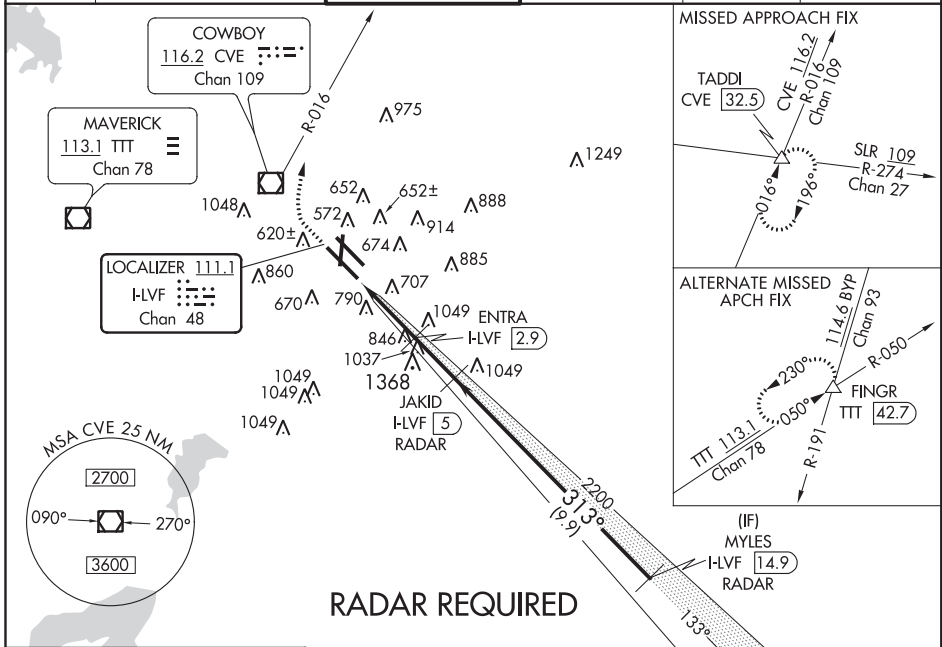
DALLAS-LOVE FIELD (DAL)

**⚠** Circling NA to Rws 18 and 36. DME or RADAR required. Simultaneous approach authorized.



**MISSED APPROACH:** Climb to 4000 direct CVE VOR/DME and on CVE R-016 to TADDI INT/CVE 32.5 DME and hold.

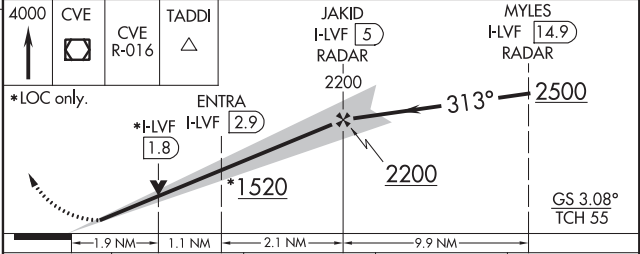
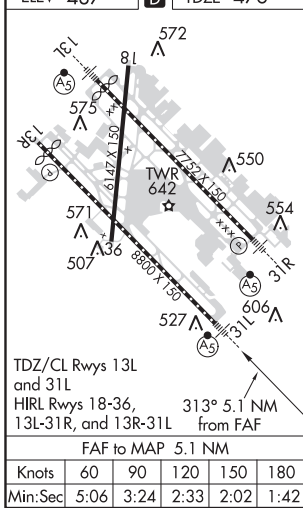
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>487</b>	<b>D</b>	TDZE <b>476</b>
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CATEGORY	A	B	C	D
S-ILS 31L	676/18 200 (200-½)			
S-LOC 31L	1520/40 1044 (1100-¾)	1520/55 1044 (1100-1¼)	1520-2½	1044 (1100-2½)
<b>C</b> CIRCLING	1520-1¼ 1033 (1100-1¼)	1520-1½ 1033 (1100-1½)	1520-3	1033 (1100-3)
ENTRA FIX MINIMUMS (DME REQUIRED)				
S-LOC 31L	1160/24	684 (700-½)	1160-1½	684 (700-1½)
<b>C</b> CIRCLING	1160-1	673 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

DALLAS, TEXAS

AL-106 (FAA)

16315

LOC/DME I- <b>OVW</b> <b>111.5</b> Chan <b>52</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>6952</b> <b>487</b> <b>487</b>
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# ILS or LOC RWY 31R

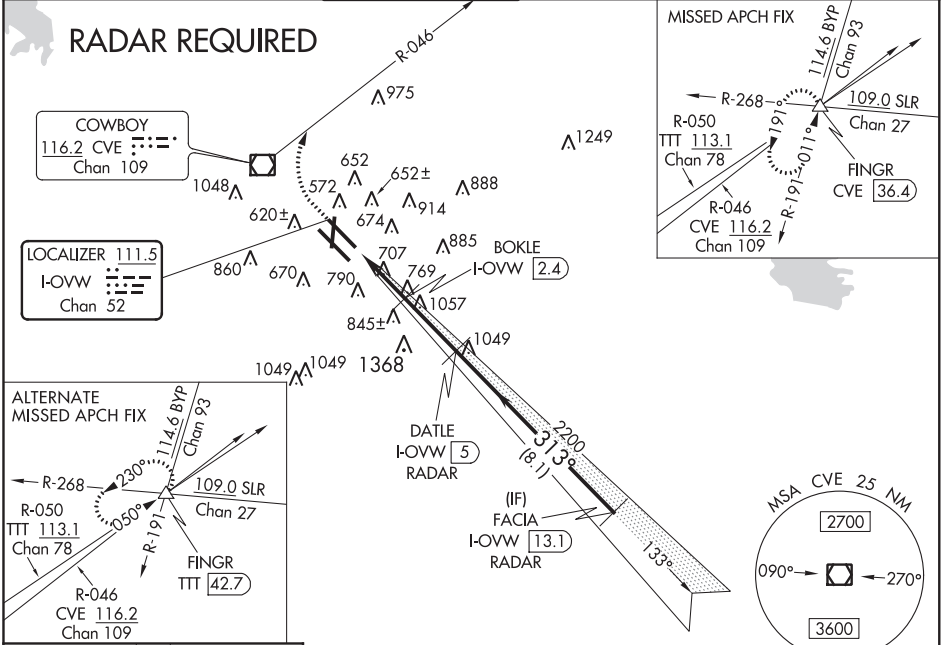
DALLAS-LOVE FIELD (DAL)

**▼** Simultaneous approach authorized.  
**▲** DME required. Circling NA to Rwy 18 and 36.  
 Autopilot coupled approach NA below 636.  
 \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

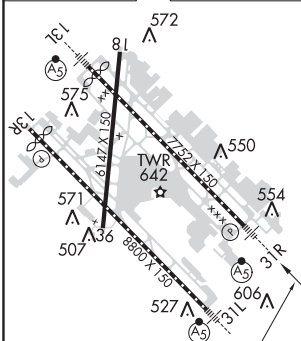


**MISSED APPROACH:** Climb to 1000 then climbing right turn to 5000 on heading 330° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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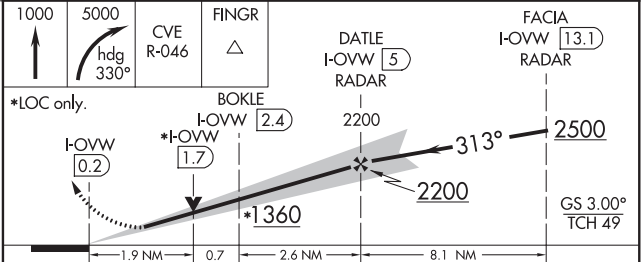
ELEV <b>487</b>	<b>D</b>	TDZE <b>487</b>
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TDZE/CL Rws 13L and 31L  
 HIRL Rws 18-36, 13L-31R, and 13R-31L

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	1360/24 873 (900-½)	1360/40 873 (900-¾)	1360-2	873 (900-2)
<b>C</b> CIRCLING	1360-1¼	873 (900-1¼)	1360-2½ 873 (900-2½)	1520-3 1033 (1100-3)
BOKLE FIX MINIMUMS (DME REQUIRED)				
S-LOC 31R	1140/24	653 (700-½)	1140-1⅓	653 (700-1⅓)
<b>C</b> CIRCLING	1140-1	653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

DALLAS, TEXAS  
 Amdt 6A 21JUL16

32°51'N-96°51'W

# DALLAS-LOVE FIELD (DAL)

## ILS or LOC RWY 31R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

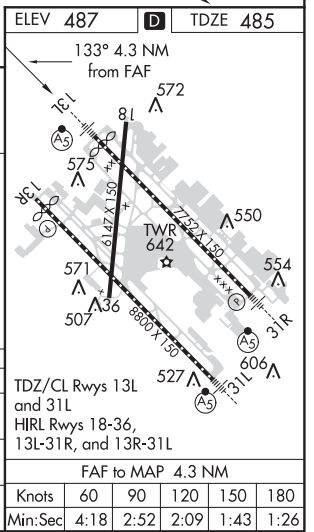
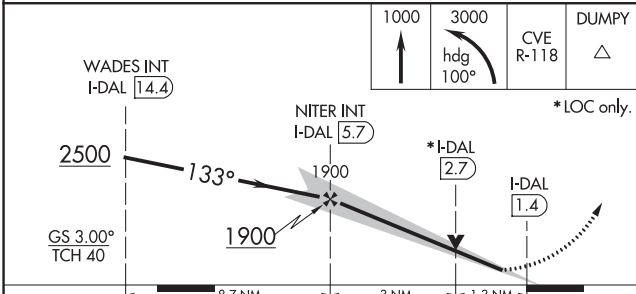
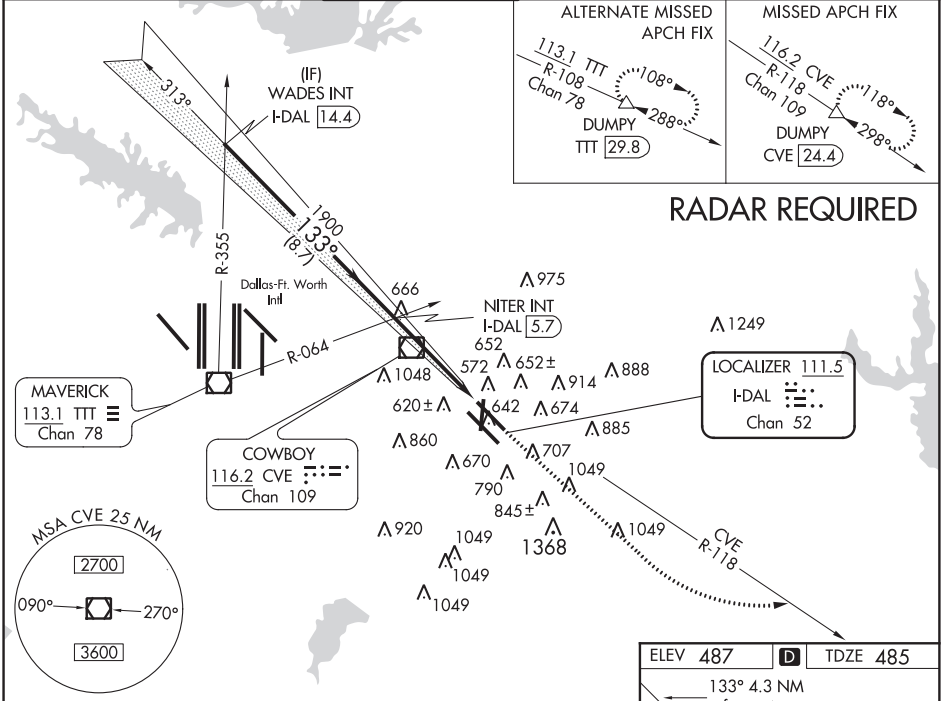
LOC/DME I-DAL	APP CRS	Rwy Idg	<b>7352</b>
<b>111.5</b>	<b>133°</b>	TDZE	<b>485</b>
Chan 52		Apt Elev	<b>487</b>

# ILS Y or LOC Y RWY 13L

DALLAS-LOVE FIELD (DAL)

DME required. Simultaneous approach authorized. Circling NA to Rwy 18 and 36.	MALS R-108 DME TTT 29.8	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 100° and CVE VOR/DME R-118 to DUMPY/CVE 24.4 DME and hold.			
		ATIS	REGIONAL APP CON	LOVE TOWER	GND CON

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL	CPDLC
<b>120.15</b>	NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	<b>123.7 239.3</b>	<b>121.75 348.6</b>	<b>127.9</b>	



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)
CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-1)	1520-3 1033 (1100-3)

LOC/DME I-DPX <b>111.1</b> Chan <b>48</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>8310</b> <b>478</b> <b>487</b>
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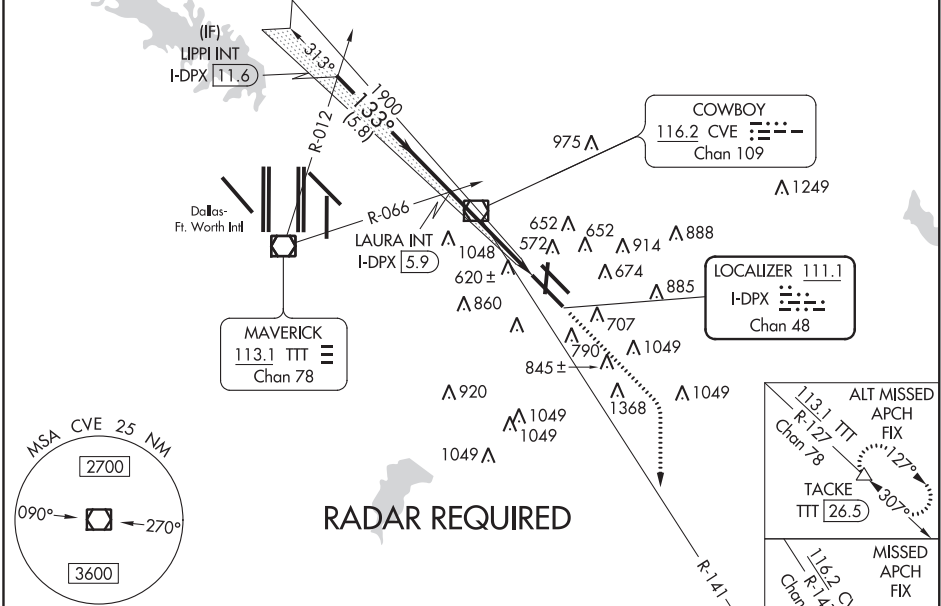
# ILS Y or LOC Y RWY 13R

DALLAS LOVE FIELD (DAL)

**⚠** Simultaneous approach authorized with Rwy 13L.  
DME required. Circling to Rwy 18/36 NA.  
Disregard outer marker indication.

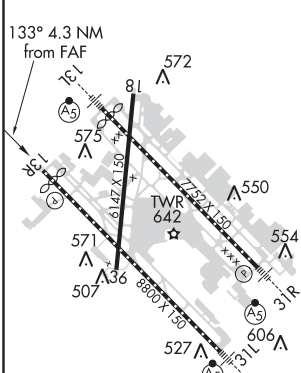
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 150° and CVE VOR/DME R-141 to TACKE/CVE 23 DME and hold.

ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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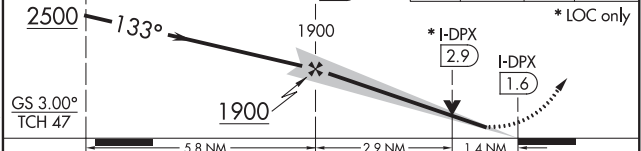


**RADAR REQUIRED**

ELEV <b>487</b>	<b>D</b>	TDZE <b>478</b>
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LIPPI INT I-DPX 11.6	VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 52).	1000	3000	CVE R-141	TACKE
2500	133°	1900	1900	* I-DPX 2.9	* LOC only
GS 3.00° TCH 47				I-DPX 1.6	



TDZ/CL Rwy 13L and 31L HIRL Rwy 18-36, 13L-31R, and 13R-31L					
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-ILS 13R	678/40 200 (200-¾)			
S-LOC 13R	960/55	482 (500-1¼)	960-1⅓	482 (500-1⅓)
<b>C</b> CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1500-3 1013 (1100-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DALLAS, TEXAS

AL-106 (FAA)


16315

APP CRS	Rwy Idg	<b>7352</b>
<b>133°</b>	TDZE	<b>485</b>
	Apt Elev	<b>487</b>

# RNAV (RNP) W RWY 13L

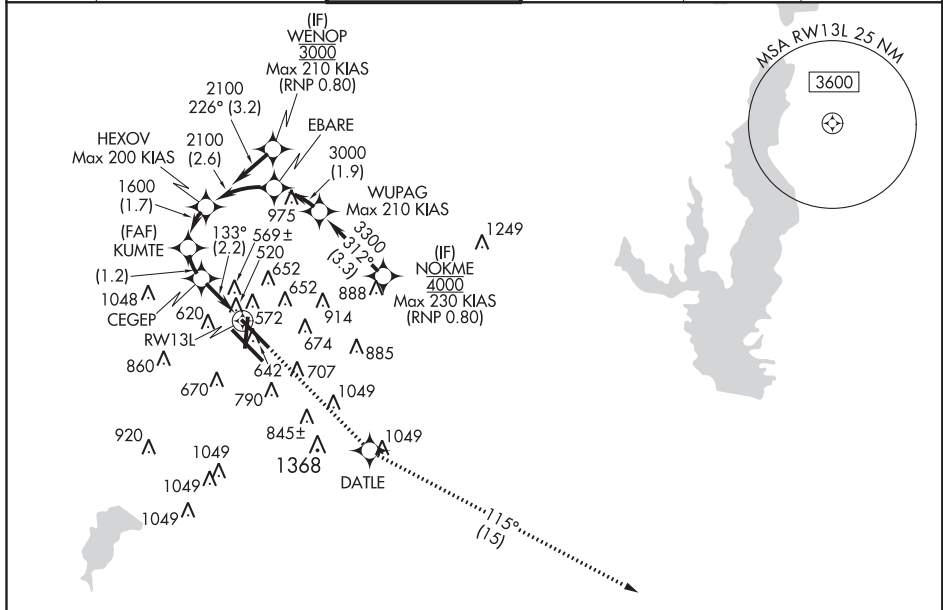
DALLAS-LOVE FIELD (DAL)

**▽** For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). RF required. GPS required. Simultaneous approach authorized. For inop MALS, increase RNP 0.11 visibility all Cats to RVR 4500.

**MALS** 

**MISSED APPROACH:** Climb to 3000 direct DATLE and on track 115° to DUMPY and hold.

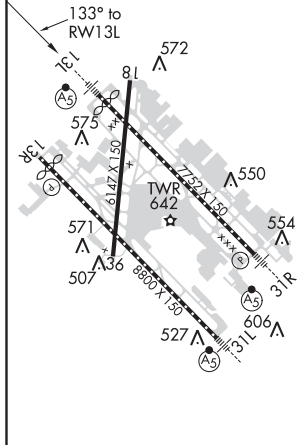
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>487</b>	<b>D</b>	TDZE <b>485</b>
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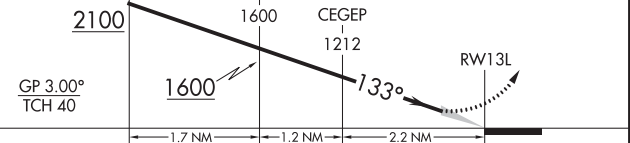
TDZ/CL Rwy 13L and 31L  
HIRL Rwy 18-36, 13L-31R, and 13R-31L

## RADAR REQUIRED



See planview for multiple IF locations.

3000	DATLE	tr 115°	DUMPY
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CATEGORY	A	B	C	D
RNP 0.11 DA		735/24	250 (300-½)	
RNP 0.30 DA		846/40	361 (400-¾)	

## AUTHORIZATION REQUIRED

DALLAS, TEXAS  
Orig-B 31MAR16

DALLAS-LOVE FIELD (DAL)  
32°51'N-96°51'W  
**RNAV (RNP) W RWY 13L**

APP CRS <b>133°</b>	Rwy Idg <b>8310</b>
	TDZE <b>478</b>
	Apt Elev <b>487</b>

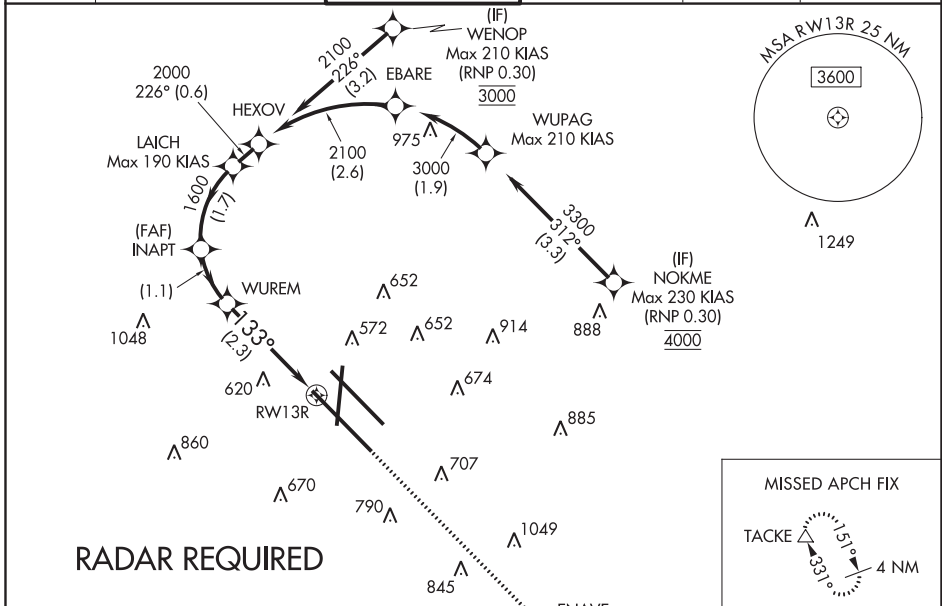
# RNAV (RNP) W RWY 13R

DALLAS LOVE FIELD (DAL)

▼ 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.

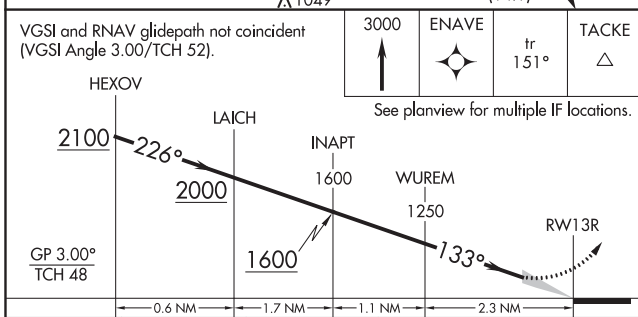
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

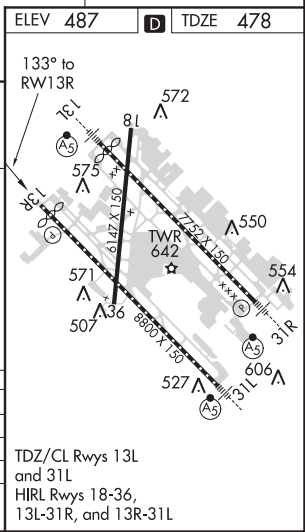
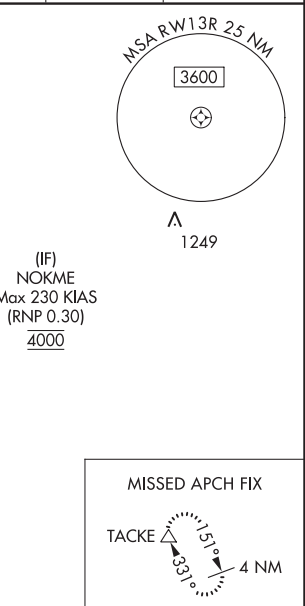
3000	ENAVE	tr 151°	TACKE
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See planview for multiple IF locations.



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



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS, TEXAS

AL-106 (FAA)


16315

APP CRS	Rwly Idg	<b>7352</b>
	TDZE	<b>485</b>
<b>133°</b>	Apt Elev	<b>487</b>

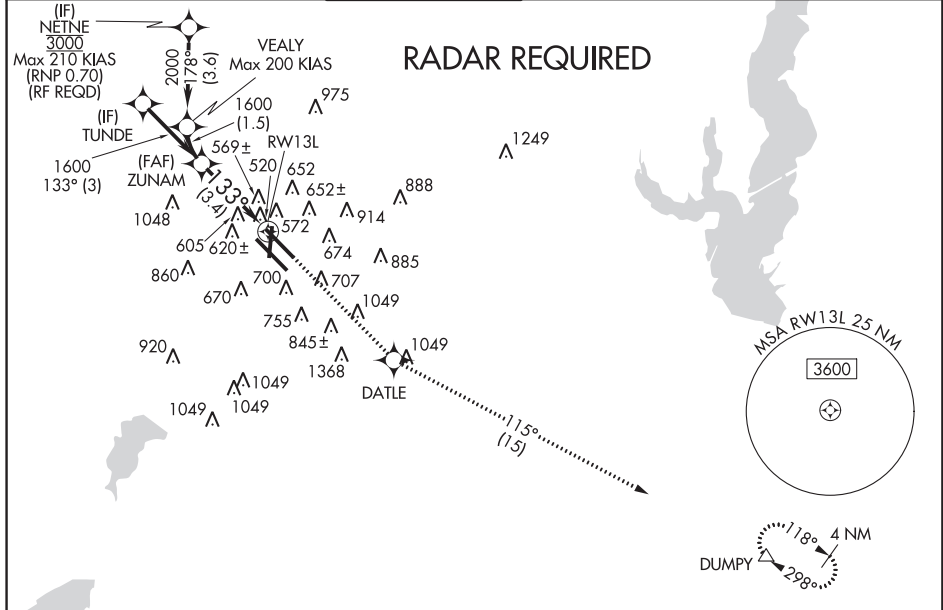
# RNAV (RNP) X RWY 13L

DALLAS-LOVE FIELD (DAL)

▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop MALSR, increase RNP 0.11 visibility all Cats to RVR 4500.

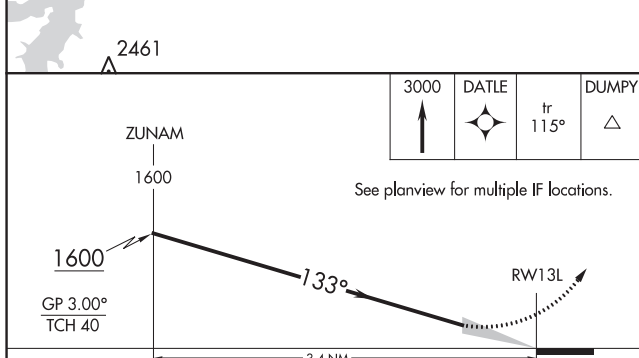
**MALSR**  
  
**MISSED APPROACH:** Climb to 3000 direct DATLE and on track 115° to DUMPY and hold.

ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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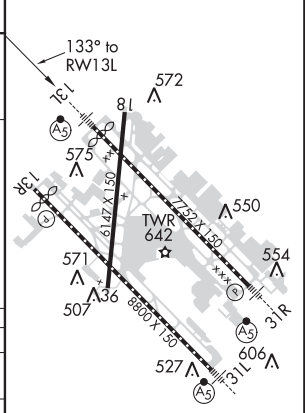


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 487	<b>D</b> TDZE 485
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CATEGORY	A	B	C	D
RNP 0.11 DA		735/24	250 (300-½)	
RNP 0.30 DA		846/40	361 (400-¾)	

**AUTHORIZATION REQUIRED**

TDZ/CL Rwy 13L and 31L  
 HIRL Rwy 18-36, 13L-31R, and 13R-31L

DALLAS, TEXAS  
 Orig-B 31MAR16

32°51'N-96°51'W

# RNAV (RNP) X RWY 13L

APP CRS <b>133°</b>	Rwy Idg <b>8310</b>
	TDZE <b>478</b>
	Apt Elev <b>487</b>

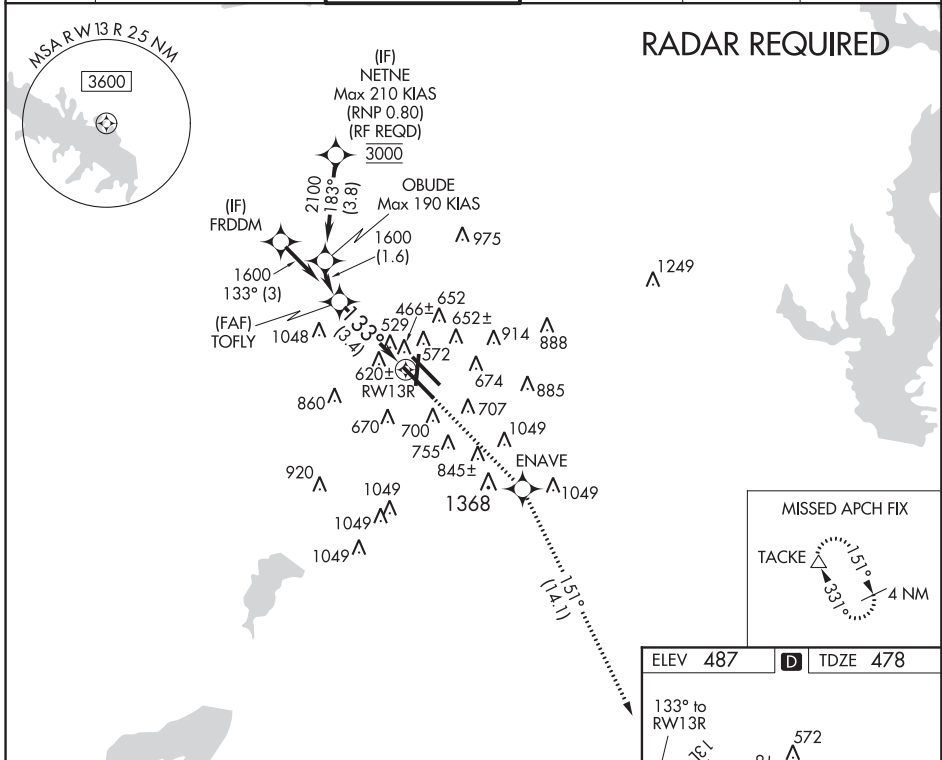
# RNAV (RNP) X RWY 13R

DALLAS-LOVE FIELD (DAL)

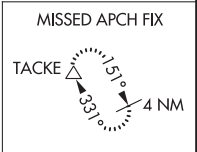
▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). Simultaneous approach authorized. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct ENAVE and on track 151° to TACKE and hold.

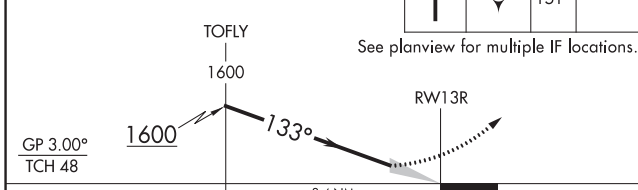
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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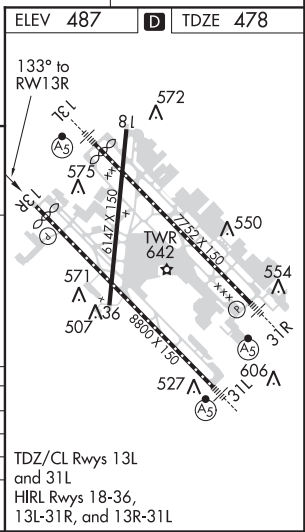
**RADAR REQUIRED**



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).



CATEGORY	A	B	C	D
RNP 0.20 DA		781/50	303 (300-1)	
RNP 0.25 DA		833/60	355 (400-1½)	
RNP 0.30 DA		929-1½	451 (500-1½)	



TDZ/CL Rwys 13L and 31L  
HIRL Rwys 18-36, 13L-31R, and 13R-31L

## AUTHORIZATION REQUIRED

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>313°</b>	Rwy Idg <b>8000</b>
	TDZE <b>476</b>
	Apt Elev <b>487</b>

# RNAV (RNP) Z RWY 31L

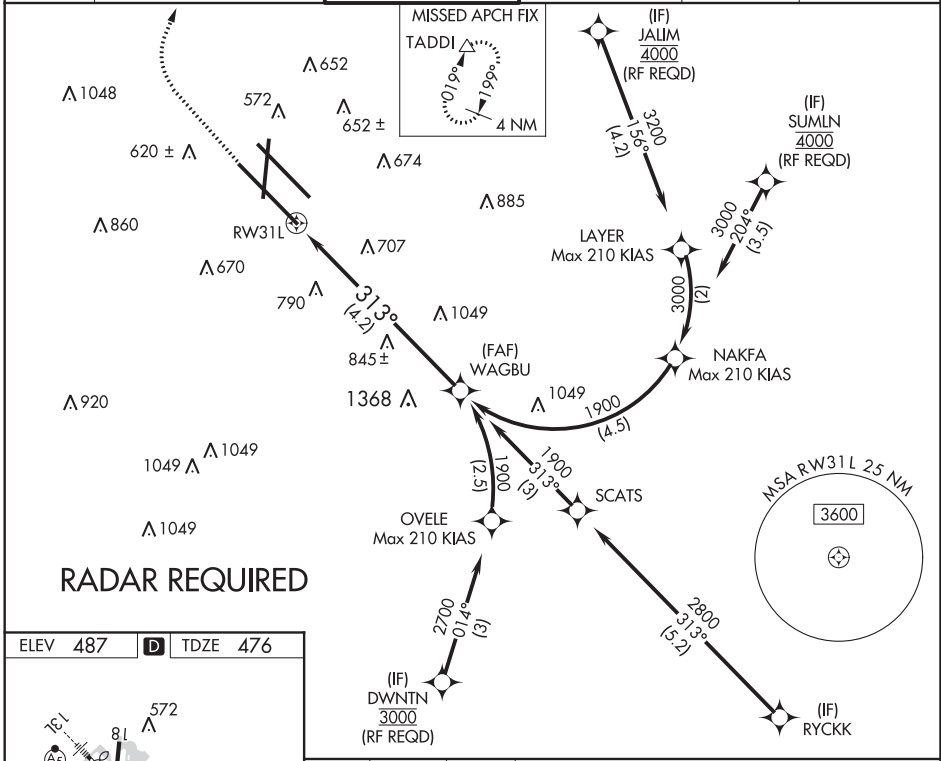
DALLAS-LOVE FIELD (DAL)

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 MALS/R, increase RNP 0.30 visibility all Cats to 2 1/2 miles.



MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct TADDI and hold.

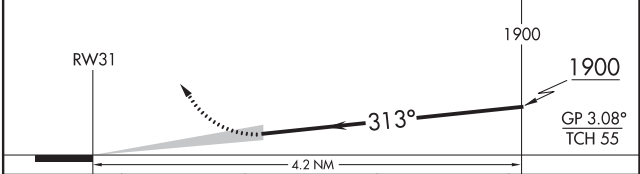
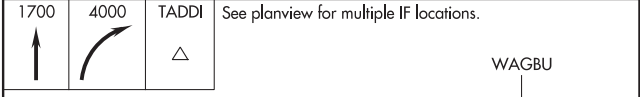
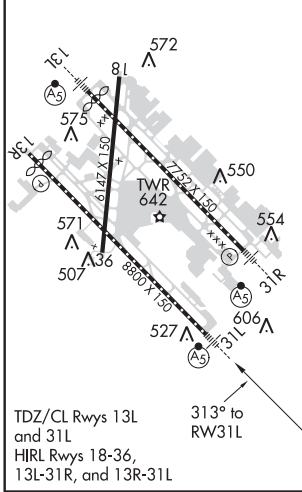
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 487	<b>D</b>	TDZE 476
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CATEGORY	A	B	C	D
RNP 0.30 DA		1117-1½	641 (700-1½)	

**AUTHORIZATION REQUIRED**


# RNAV (RNP) Z RWY 31R

DALLAS-LOVE FIELD (DAL)

APP CRS	Rwy Idg	<b>6952</b>
<b>313°</b>	TDZE	<b>487</b>
	Apt Elev	<b>487</b>

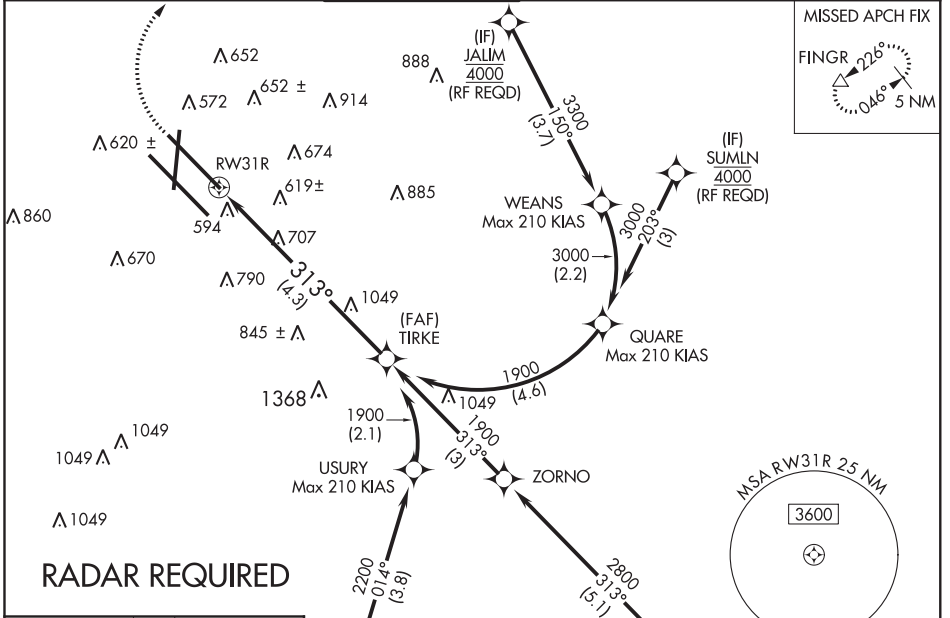
**▼** For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

**MALSR**

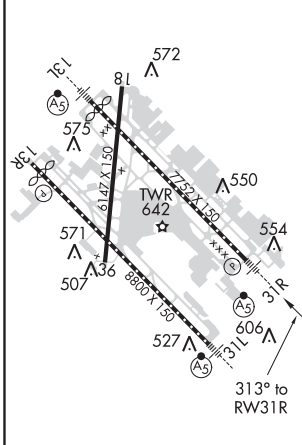


**MISSED APPROACH:** Climb to 900 then climbing right turn to 5000 direct FINGR and hold.

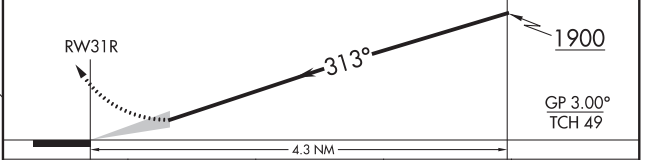
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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ELEV <b>487</b>	<b>D</b>	TDZE <b>487</b>
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900 5000 FINGR See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.16 DA		796/24	309 (400-½)	
RNP 0.30 DA		895/45	408 (500-¾)	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





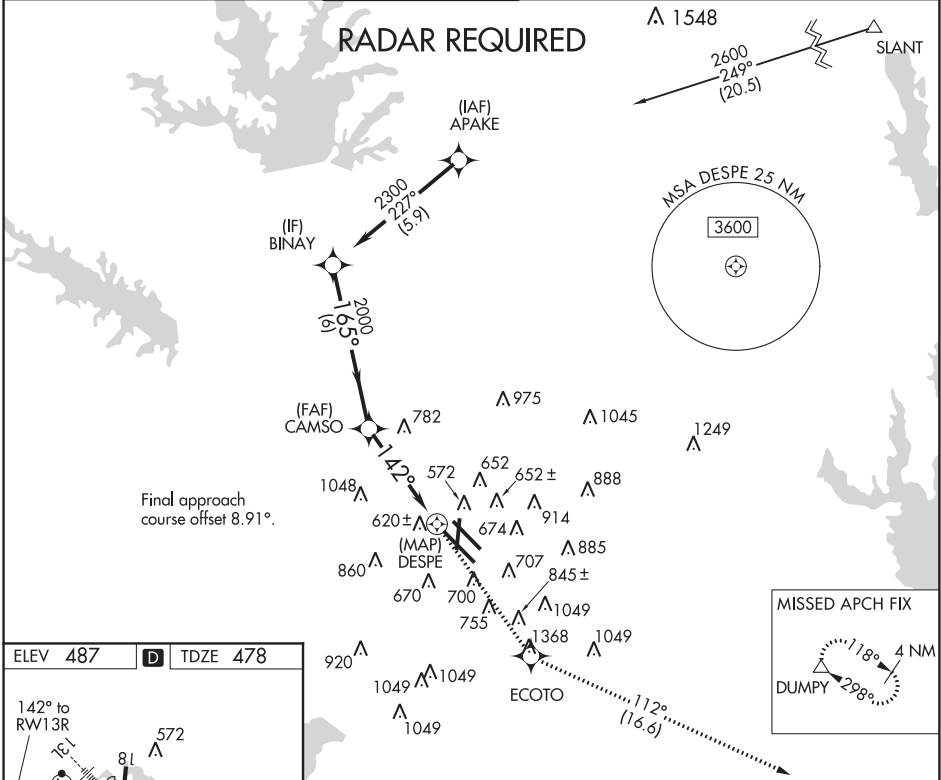
# RNAV (GPS) Y RWY 13R

DALLAS-LOVE FIELD (DAL)

APP CRS	Rwy Idg	<b>8310</b>
<b>142°</b>	TDZE	<b>478</b>
	Apt Elev	<b>487</b>

<p><b>▼</b> Circling NA to Rwy 18 and 36.  <b>▲</b> DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 5000 direct ECOTO and on track 112° to DUMPY and hold.</p>
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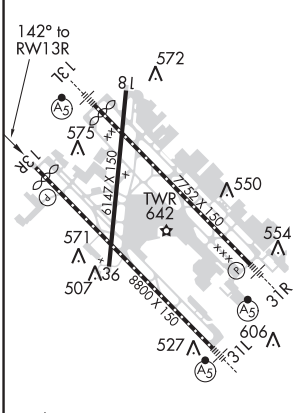
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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SC-2, 10 NOV 2016 to 05 JAN 2017

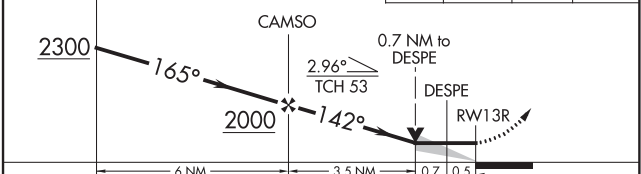
SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>487</b>	<b>D</b>	TDZE <b>478</b>
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TDZ/CL Rwys 13L and 31L  
 HIRL Rwy 18-36, 13L-31R, and 13R-31L

5000	ECOTO	tr 112°	DUMPY
↑	◆		△



CATEGORY	A	B	C	D
LNAV MDA	920/55	442 (500-1¼)	920-1⅓	442 (500-1⅓)
<b>C</b> CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)



WAAS CH <b>87123</b> <b>W31B</b>	APP CRS <b>313°</b>	Rwy Idg <b>6952</b> TDZE <b>487</b> Apt Elev <b>487</b>
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# RNAV (GPS) Y RWY 31R

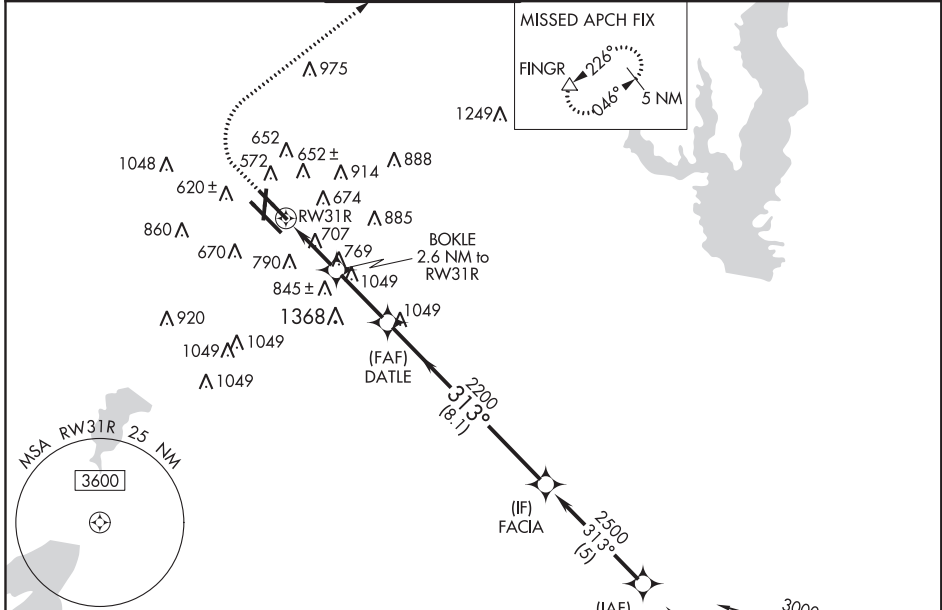
DALLAS-LOVE FIELD (D.A.L.)

**⚠** 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. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Circling NA to Rwy 18 and 36. For inop MALSRS, increase LNAV/VNAV visibility all Cats to 1/2 mile.

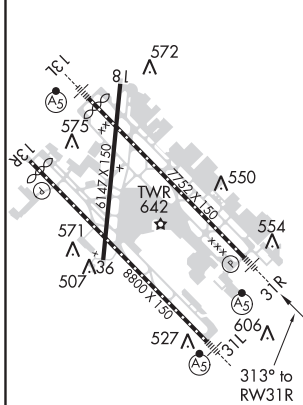


**MISSED APPROACH:**  
Climb to 1000 then climbing right turn to 5000 direct FINGR and hold.

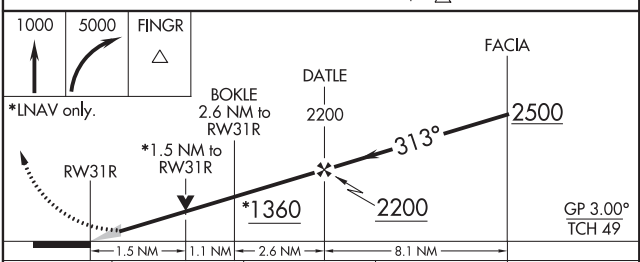
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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ELEV <b>487</b>	<b>D</b>	TDZE <b>487</b>
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TDZ/CL Rwy 13L and 31L  
HIRL Rwy 18-36, 13L-31R, and 13R-31L



CATEGORY	A	B	C	D
LPV DA		687/24	200 (200-1/2)	
LNAV/VNAV DA		915/50	428 (500-1)	
LNAV MDA	1020/24	533 (600-1/2)	1020/55	533 (600-1 1/4)
<b>C</b> CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS, TEXAS

AL-106 (FAA)

16315

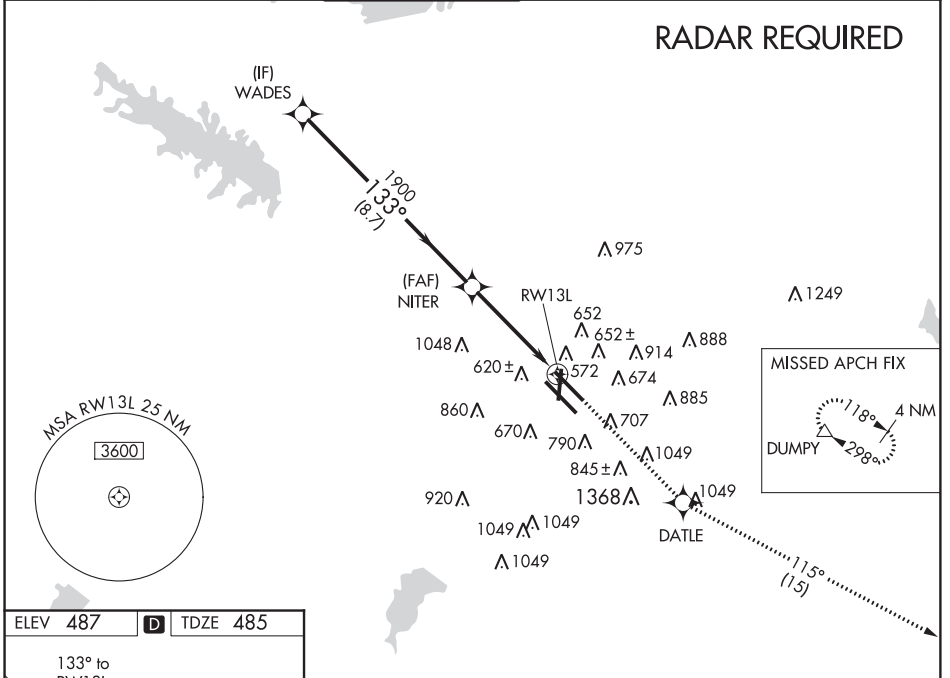
WAAS CH <b>99723</b> <b>W13B</b>	APP CRS <b>133°</b>	Rwy Idg <b>7352</b> TDZE <b>485</b> Apt Elev <b>487</b>
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# RNAV (GPS) Z RWY 13L

DALLAS-LOVE FIELD (D.A.L.)

<p><b>▽</b> 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. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Circling NA to Rwy 18 and 36.</p>	<p>MALSR </p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct DATLE and on track 115° to DUMPY and hold.</p>
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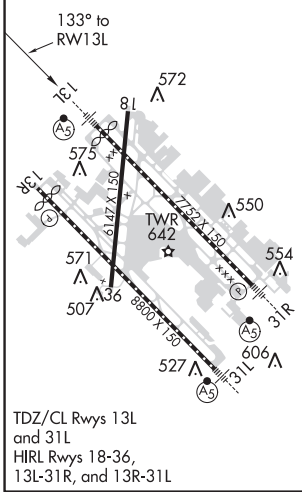
ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>487</b>	<b>D</b>	TDZE <b>485</b>
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<p>WADES <b>2500</b></p> <p>GP 3.00° TCH 40</p>	<p>NITER <b>1900</b></p>	<p>DATLE <b>3000</b></p>	<p>DUMPY</p>	<p>↑</p>	<p></p>	<p>tr 115°</p>	<p>△</p>
				<p>8.7 NM</p>	<p>3 NM</p>	<p>1.3 NM</p>	<p>* 1.3 NM to RWY 13L</p>
<p>CATEGORY</p>	A	B	C	D			
<p>LPV DA</p>	685/24		200 (200-½)				
<p>LNAV/VNAV DA</p>	761/24		276 (300-½)				
<p>LNAV MDA</p>	920/24	435 (500-½)		920/40	435 (500-¾)		
<p><b>C</b> CIRCLING</p>	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1520-3 1033 (1100-3)			

DALLAS, TEXAS  
Amdt 3 31MAR16

32°51'N-96°51'W

# DALLAS-LOVE FIELD (D.A.L.) RNAV (GPS) Z RWY 13L

WAAS CH <b>82436</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>8310</b> <b>478</b> <b>487</b>
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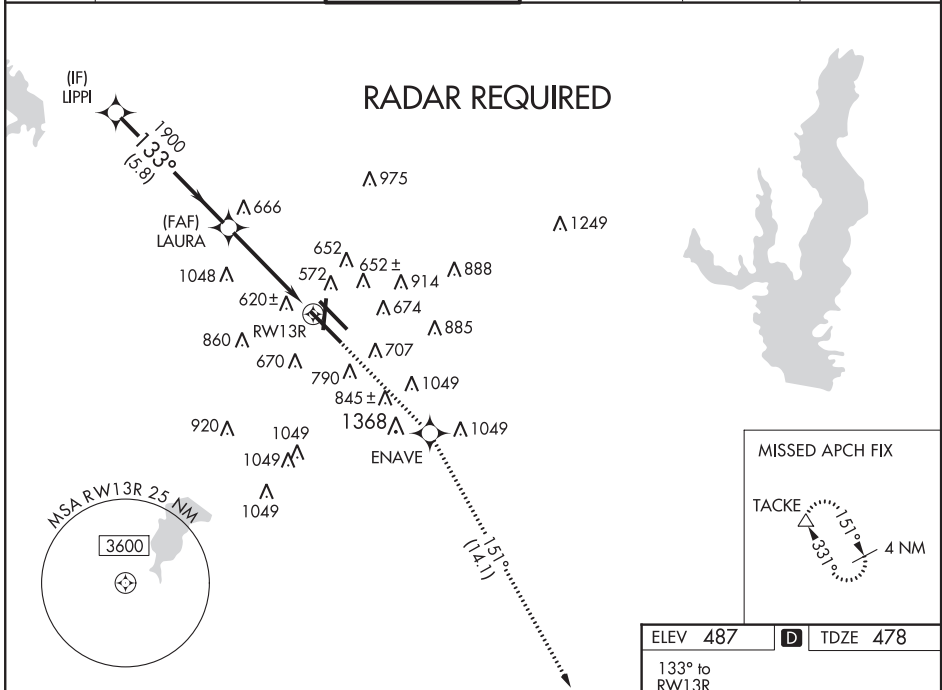
# RNAV (GPS) Z RWY 13R

DALLAS-LOVE FIELD (DAL)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Simultaneous approach authorized. RADAR required. DME/DME RNP-0.3 NA. Circling to Rwy 18/36 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

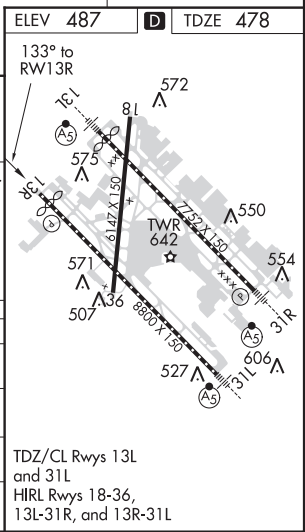
**MISSED APPROACH:** Climb to 3000 direct ENAVE and on track 151° to TACKE and hold.

ATIS <b>120.15</b>	REGIONAL APP CON NORTH <b>124.3 282.275</b> SOUTH <b>125.2 343.65</b>	LOVE TOWER <b>123.7 239.3</b>	GND CON <b>121.75 348.6</b>	CLNC DEL <b>127.9</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

LIPPI	LAURA	RWY 13R	TACKE	
2500	1900	1900	fr 151°	
GP 3.00° TCH 47				
	5.8 NM	2.9 NM	1.4 NM	
CATEGORY	A	B	C	D
LPV DA		678/40	200 (200-¾)	
LNAV/VNAV DA		833/60	355 (400-1¼)	
LNAV MDA	980/55	502 (500-1¼)	980-1⅜	502 (500-1⅜)
CIRCLING	1080-1 593 (600-1)	1140-1 653 (700-1)	1220-2 733 (800-2)	1500-3 1013 (1100-3)

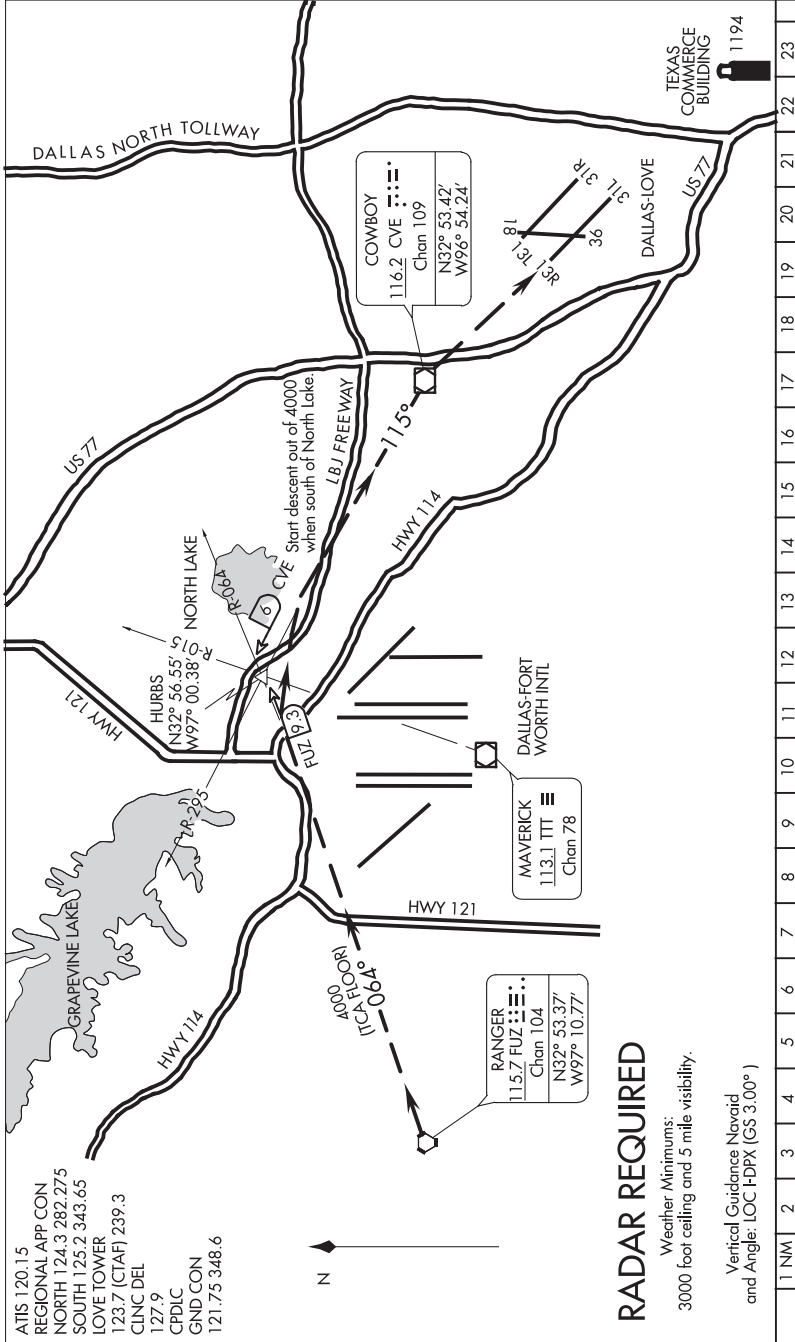


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# LOVE WEST VISUAL RWY 13R

SC-2, 10 NOV 2016 to 05 JAN 2017



ATIS 120.15  
 REGIONAL APP CON  
 NORTH 124.3 282.275  
 SOUTH 125.2 343.65  
 LOVE TOWER  
 123.7 (CTAF) 239.3  
 CLNC DEL  
 127.9  
 CPDLC  
 GND CON  
 121.75 348.6

**RANGER**  
 115.7 FUZ  
 Chan 104  
 N32° 53.37'  
 W97° 10.77'

**MAVERICK**  
 113.1 TTT  
 Chan 78

**COWBOY**  
 116.2 CVE  
 Chan 109  
 N32° 53.42'  
 W96° 54.24'

**RADAR REQUIRED**  
 Weather Minimums:  
 3000 foot ceiling and 5 mile visibility.

Vertical Guidance Noavid  
 and Angle: LOC HDPX (GS 3.00°)

LOVE-WEST VISUAL APPROACH RWY 13R  
PROCEDURE NOT AUTHORIZED AT NIGHT.

**LOVE WEST VISUAL RWY 13R** 32°51'N-96°51'W  
 Orig 25MAR99

DALLAS, TEXAS  
 DALLAS-LOVE FIELD (D.A.L.)

SC-2, 10 NOV 2016 to 05 JAN 2017

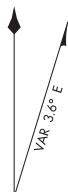
# AIRPORT DIAGRAM

AL-106 (FAA)

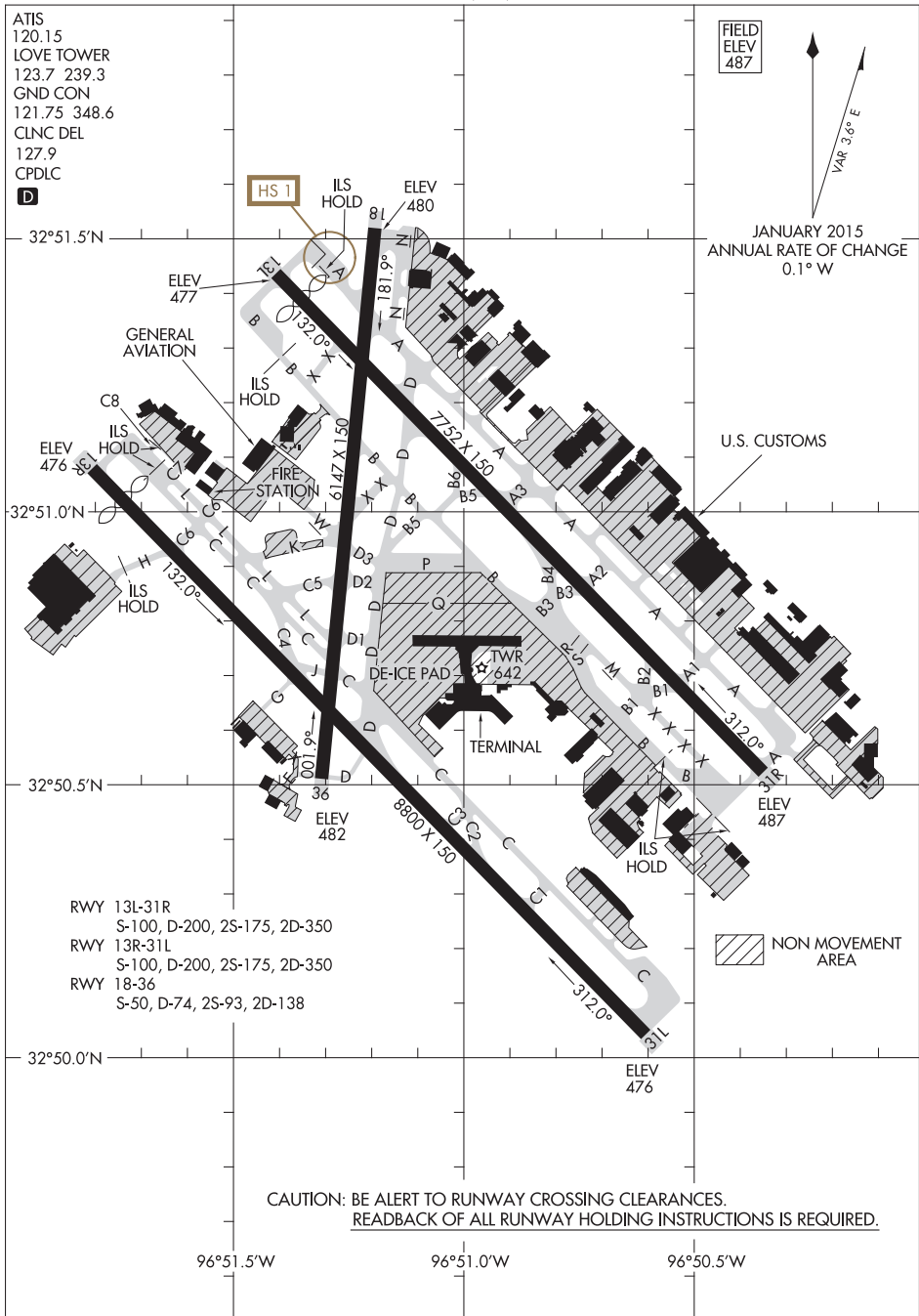
DALLAS LOVE FIELD (DAL)  
DALLAS, TEXAS

ATIS  
120.15  
LOVE TOWER  
123.7 239.3  
GND CON  
121.75 348.6  
CLNC DEL  
127.9  
CPDLC  
**D**

FIELD  
ELEV  
487



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

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

# AIRPORT DIAGRAM

16315

DALLAS, TEXAS  
DALLAS LOVE FIELD (DAL)







DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000' and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

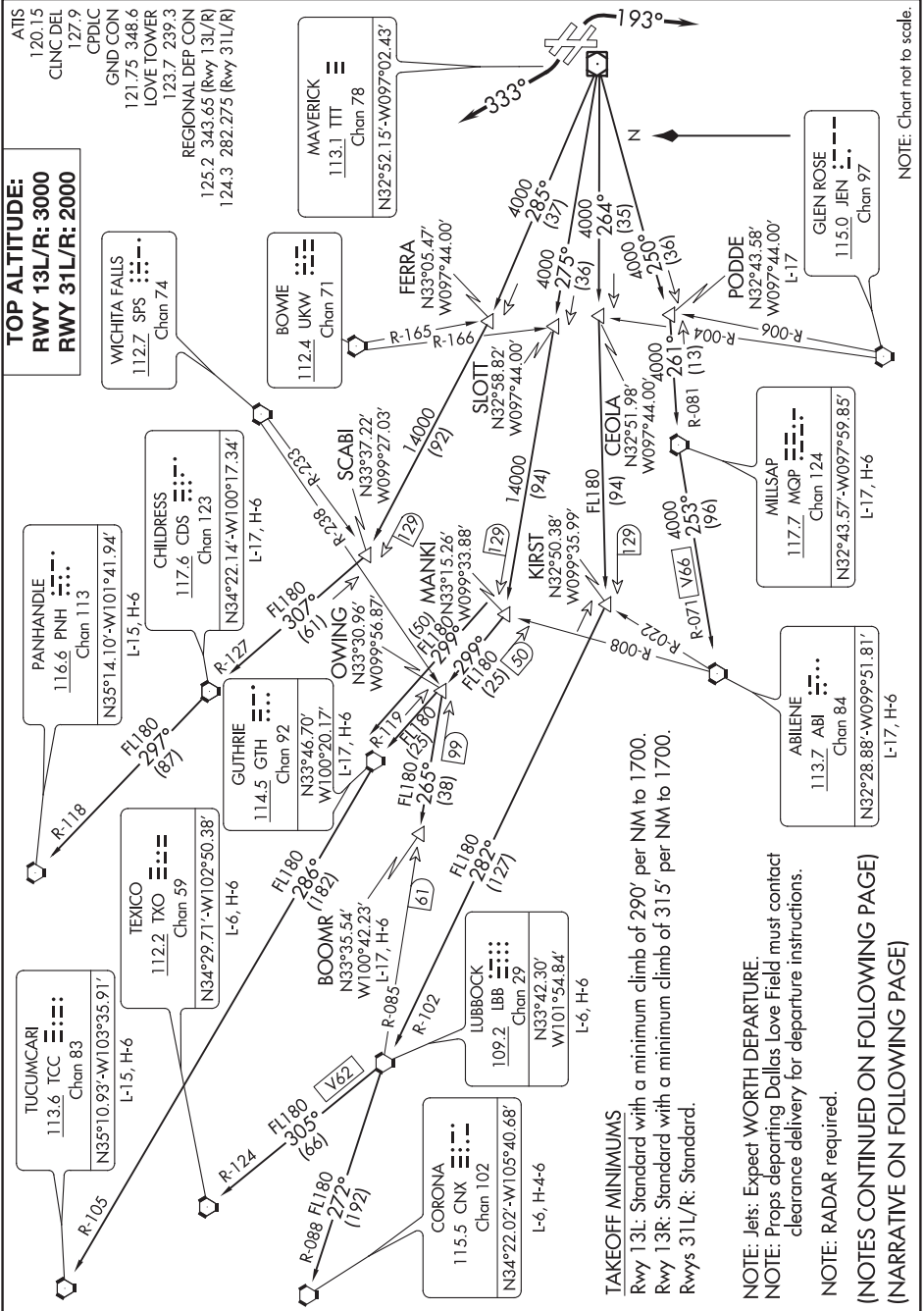
TAKE-OFF OBSTACLES

Rwy 13R: Pole 654' from DER, 614' right of centerline, 23' AGL/500' MSL.  
Trees 1122' from DER, 719' right of centerline, 37' AGL/514' MSL.  
Multiple signs and trees beginning 779' from DER, 669' left of centerline, up to 60' AGL/537' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 193°, expect vectors to appropriate route. Maintain 3000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 333°, expect vectors to appropriate route. Maintain 2000 and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (CYOTE8.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.

BOOMR TRANSITION (CYOTE8.BOOMR): (For aircraft inbound to the Lubbock Terminal area.) From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

CHILDRESS TRANSITION (CYOTE8.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (CYOTE8.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.

GUTHRIE TRANSITION (CYOTE8.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (CYOTE8.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE8.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (CYOTE8.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 (CYOTE8.PODDE): (ATC assigned.) From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (CYOTE8.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.

TUCUMCARI TRANSITION (CYOTE8.TCC): (GTH VORTAC to TCC VORTAC, GPS required.) From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then track 286° to TCC VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 13L: Trees, poles, and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crone 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.
- Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.
- Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.
- Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL. Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL. Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# CURLO FOUR DEPARTURE (RNAV)

DALLAS, TEXAS

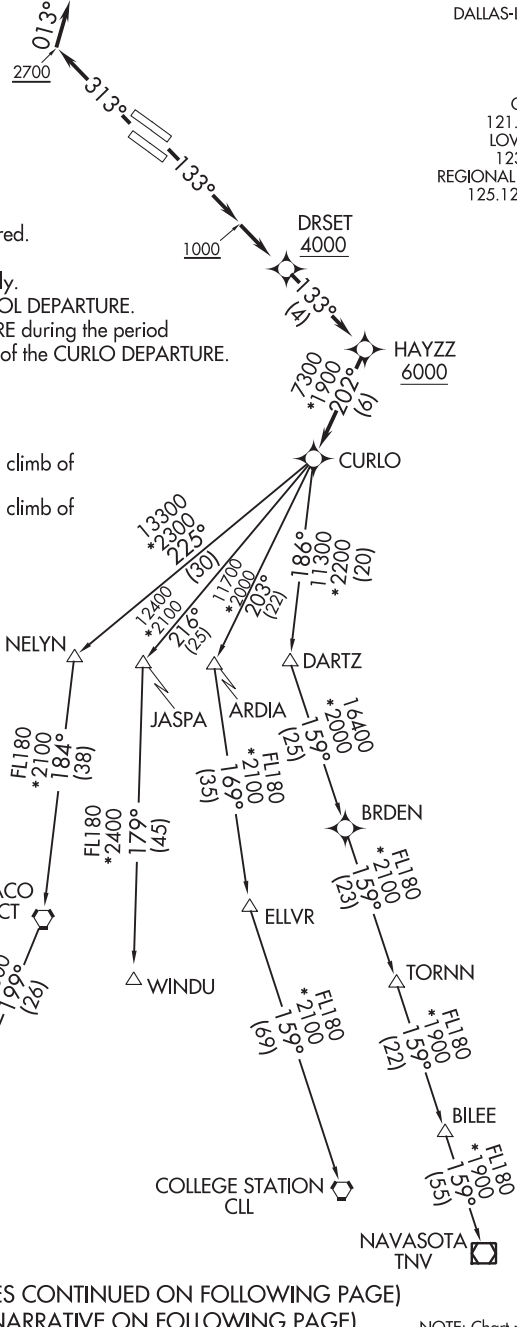
**TOP ALTITUDE:**  
**RWY 13L/R: 8000**  
**RWY 31L/R: 3000**

DALLAS-LOVE ATIS  
 120.15  
 CLNC DEL  
 127.9  
 CPDLC  
 GND CON  
 121.75 348.6  
 LOVE TOWER  
 123.7 239.3  
 REGIONAL DEP CON  
 125.125 353.95

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For use by turbojet aircraft only.
- NOTE: Props file and expect JOE POOL DEPARTURE.
- NOTE: Use the JOE POOL DEPARTURE during the period 2100-0600 local time in lieu of the CURLO DEPARTURE.

### TAKEOFF MINIMUMS

Rwys 13L/R: Standard with minimum climb of 500' per NM to 1200.  
 Rwys 31L/R: Standard with minimum climb of 500' per NM to 1000.



(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# CURLO FOUR DEPARTURE (RNAV)

DALLAS, TEXAS

CURLO FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 133° to 1000, thence. . . .

. . . . direct to cross DRSET at or above 4000, 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 RUNWAYS 31L/R: Climb heading 313° to 2700, thence. . . .

. . . . heading 013° or as assigned by ATC, maintain 3000, expect RADAR vectors to cross HAYZZ at or above 6000, then on track 202° to CURLO, then on (transition). Expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (CURLO4.ARDIA)

BILEE TRANSITION (CURLO4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.)

BRDEN TRANSITION (CURLO4.BRDEN)

COLLEGE STATION TRANSITION (CURLO4.CLL): (For aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (CURLO4.ELLVR): (For aircraft inbound to Houston Hobby, EFD, GLS, and LBX.)

HOARY TRANSITION (CURLO4.HOARY)

JASPA TRANSITION (CURLO4.JASPA)

NAVASOTA TRANSITION (CURLO4.TNV)

NELYN TRANSITION (CURLO4.NELYN)

SAN ANTONIO TRANSITION (CURLO4.SAT): (For aircraft overflying Centex and San Antonio.)

TORNN TRANSITION (CURLO4.TORNN): (For aircraft landing Lafayette, Lake Charles, or Beaumont/Port Arthur airports.)

WACO TRANSITION (CURLO4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.)

WINDU TRANSITION (CURLO4.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.)

TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' From DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

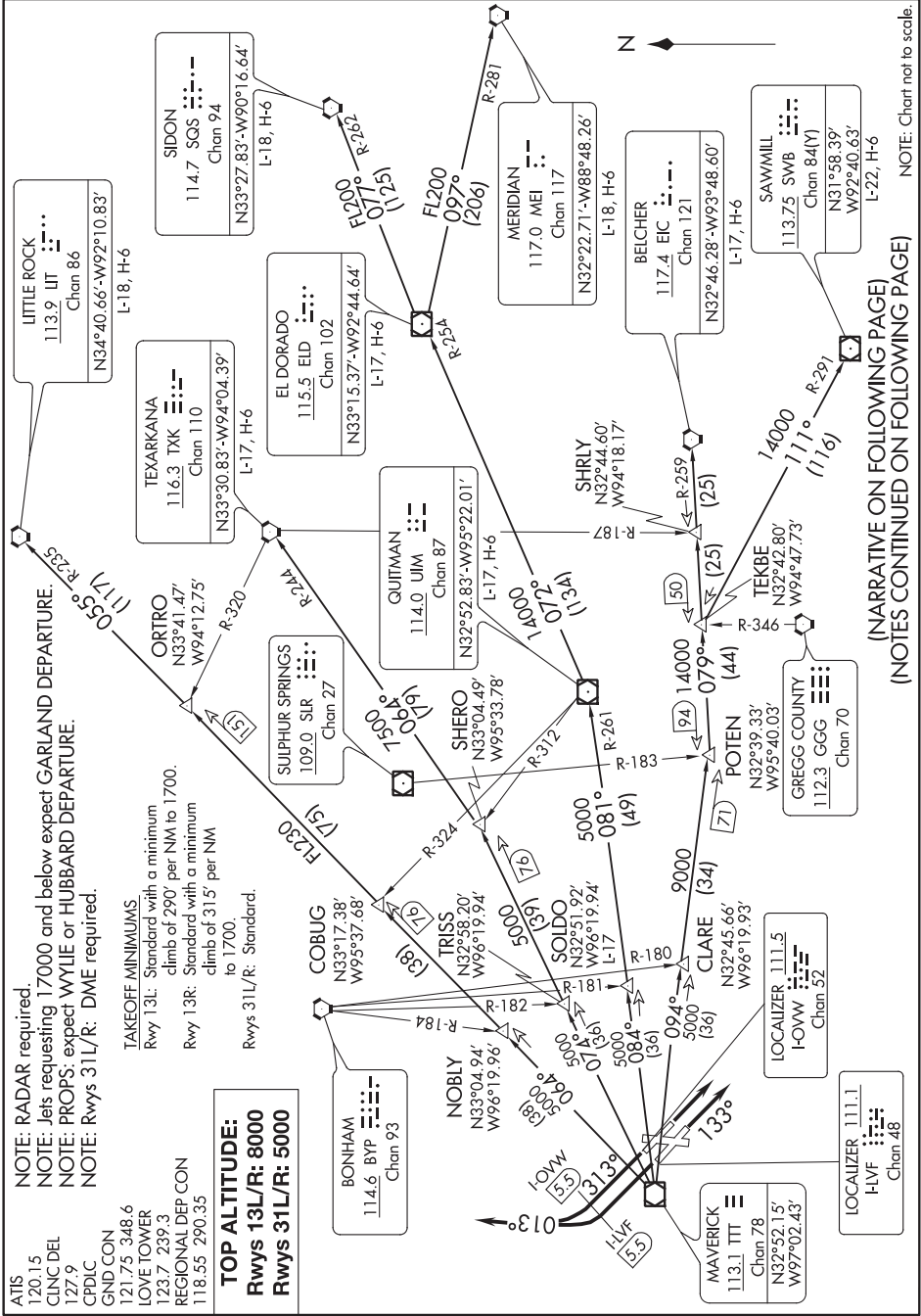
CURLO FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

# DALLAS FOUR DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

### JETS:

TAKEOFF RWYS 13L/R: Climb heading 133°, expect vector to appropriate route. Maintain 8000 and expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 31L/R: Climb heading 313° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 013° for vector to appropriate route, maintain 5000 and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area.

Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UJM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

DALLAS, TEXAS

DALLAS-LOVE FIELD (DAL)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

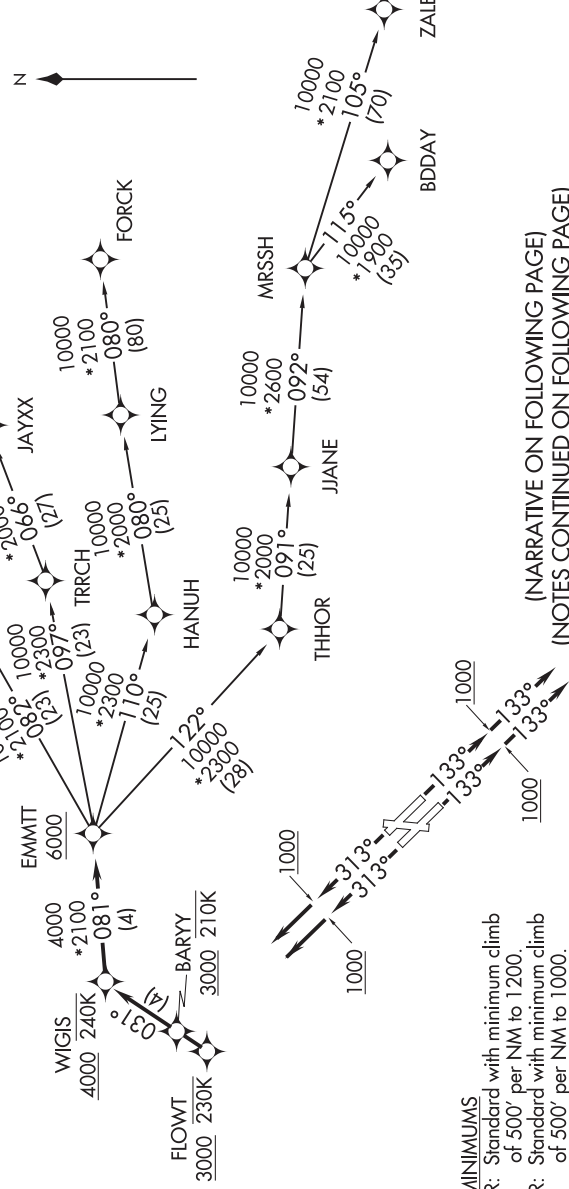
# EMMTT FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
**RWY 13L/R: 3000**  
**RWY 31L/R: 6000**

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For use by turbojet aircraft only.
- NOTE: RNAV-Capable Props: File and expect KUSSO RNAV SID.

ATIS 120.15  
 CLNC DEL 127.9  
 CPDLC  
 GND CON 121.75 348.6  
 LOVE TOWER 123.7 239.3  
 REGIONAL DEP CON 118.55 290.35



**TAKEOFF MINIMUMS**  
 Rwy 13L/R: Standard with minimum climb of 500' per NM to 1200.  
 Rwy 31L/R: Standard with minimum climb of 500' per NM to 1000.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017





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): (ATC assigned only)

BSKAT TRANSITION (EMMTT4.BSKAT)

FORCK TRANSITION (EMMTT4.FORCK)

LOOSE TRANSITION (EMMTT4.LOOSE)

MRSSH TRANSITION (EMMTT4.MRSSH): (For aircraft landing in Shreveport, Jackson and Monroe terminal area airports only)

ZALEA TRANSITION (EMMTT4.ZALEA)

TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

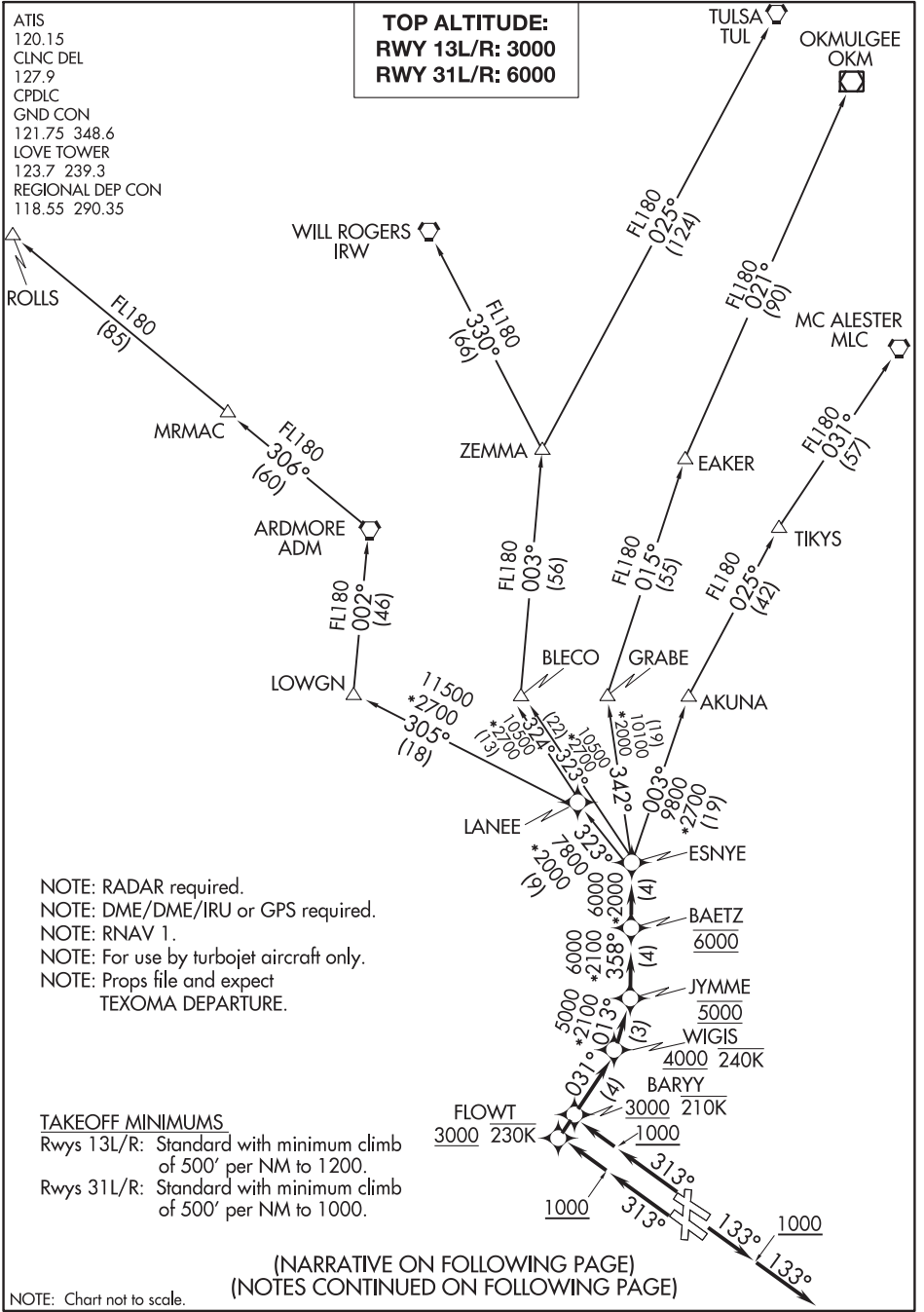
Rwy 31R: Pole 38' From DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

# ESNYE FOUR DEPARTURE (RNAV)

DALLAS, TEXAS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

# ESNYE FOUR DEPARTURE (RNAV)

(ESNYE4.ESNYE) 31MAR16

DALLAS, TEXAS

DALLAS-LOVE FIELD (DAL)

## ESNYE FOUR DEPARTURE (RNAV)

DALLAS, TEXAS



## 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 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 heading 313° to 1000, thence . . . .

. . . . direct to cross FLOWT at or above 3000, then on track 031° 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). Maintain 6000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 31R: Climb heading 313° to 1000, thence . . . .

. . . . direct to cross BARYY at or above 3000, then on track 031° 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). Maintain 6000. Expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (ESNYE4.ADM)

BLECO TRANSITION (ESNYE4.BLECO)

EAKER TRANSITION (ESNYE4.EAKER): (For aircraft inbound to Tulsa terminal area).

GRABE TRANSITION (ESNYE4.GRABE)

MC ALESTER TRANSITION (ESNYE4.MLC): (For aircraft overflying the MLC VORTAC or intercepting J105).

OKMULGEE TRANSITION (ESNYE4.OKM): (For aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north).

ROLLS TRANSITION (ESNYE4.ROLLS): (For aircraft proceeding northwestbound via J52).

TIKYS TRANSITION (ESNYE4.TIKYS)

TULSA TRANSITION (ESNYE4.TUL): (For aircraft overflying TUL VORTAC).

WILL ROGERS TRANSITION (ESNYE4.IRW): (For aircraft overflying the IRW VORTAC).

ZEMMA TRANSITION (ESNYE4.ZEMMA): (Aircraft arriving to Oklahoma City terminal area file and expect the ZEMMA enroute transition).

TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' From DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

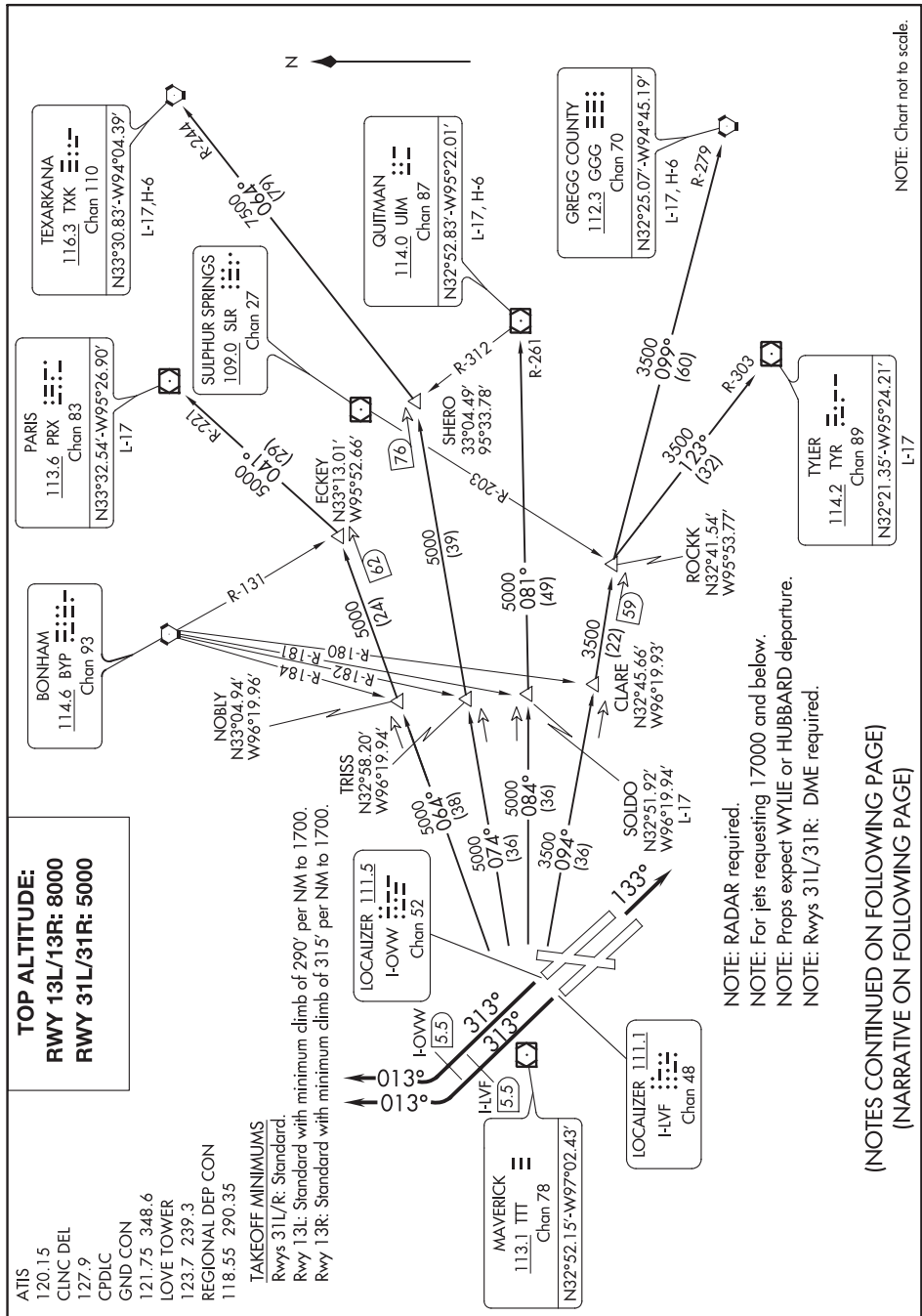
## ESNYE FOUR DEPARTURE (RNAV)

DALLAS, TEXAS

(ESNYE4.ESNYE) 31MAR16

DALLAS-LOVE FIELD (DAL)

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 13L/R:** Climb heading 133°, then fly assigned heading and altitude, expect vector to appropriate route.

**TAKEOFF RUNWAYS 31L/R:** Climb heading 313° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 013°, expect vector to appropriate route, maintain 5000 and expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL. Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL. Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

Rwy 13L: Trees, poles, and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16315

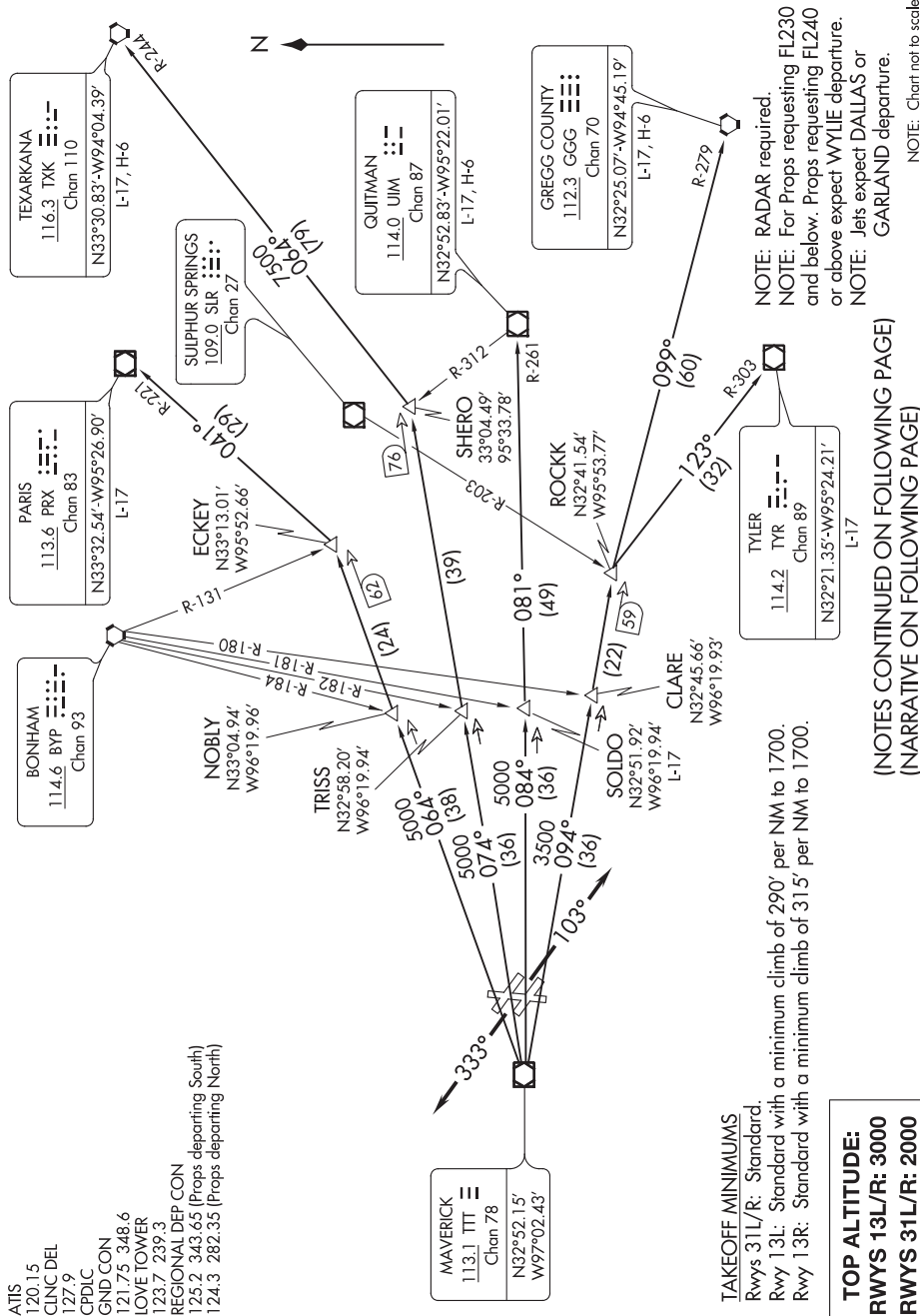
# HUBBARD NINE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

DALLAS, TEXAS

DALLAS-LOVE FIELD (DAL)



DEPARTURE ROUTE DESCRIPTION

All aircraft departing Dallas-Love Field must contact clearance delivery for departure instructions.

TAKEOFF RUNWAYS 13L/R: Climb heading 103°, expect vectors to appropriate route. Maintain 3000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 333°, expect vectors to appropriate route. Maintain 2000 and expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

Rwy 13L: Trees, poles, and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

ATIS 120.15  
 CLNC DEL 127.9  
 CPDLC  
 GND CON 121.75 348.6  
 LOVE TOWER 123.7 239.3  
 REGIONAL DEP CON  
 125.12 353.95 (departing Rwy 13L/R)  
 118.55 290.35 (departing Rwy 31L/R)

**TOP ALTITUDE:**  
**RWY 13L/R: 8000**  
**RWY 31L/R: 5000**

**MAVERICK**  
 113.1 TTT  
 Chan 78  
 N32°52.15'  
 W97°02.43'

NOTE: Rwy 31L/R: DME required.

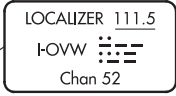
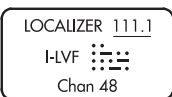
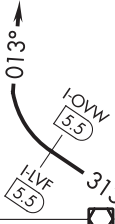
**GLEN ROSE**  
 115.0 JEN  
 Chan 97

**WACO**  
 115.3 ACT  
 Chan 100  
 N31°39.74'  
 W97°16.14'  
 L-19, H-6

**HOARY**  
 N30°34.63'  
 W97°46.52'  
 L-19-21, H-7

**CENTEX**  
 112.8 CWK  
 Chan 75

**SAN ANTONIO**  
 116.8 SAT  
 Chan 115  
 N29°38.64'-W98°27.68'  
 L-19, H-7



**NELYN**  
 N32°17.10'  
 W97°11.15'

**JASPA**  
 N32°17.10'  
 W97°03.54'  
 L-17

**ARDIA**  
 N32°17.10'  
 W96°56.27'  
 L-17

**DARTZ**  
 N32°17.15'  
 W96°48.66'

**BRDEN**  
 N31°53.19'  
 W96°39.35'

**CEDAR CREEK**  
 114.8 CQY  
 Chan 95

**TORNNT**  
 N31°31.22'  
 W96°30.88'  
 H-6

**LEONA**  
 110.8 LOA  
 Chan 45

**ELLVR**  
 N31°42.49'  
 W96°50.27'  
 L-19, H-6

**COLLEGE STATION**  
 113.3 CLL  
 Chan 80  
 N30°36.30'  
 W96°25.24'  
 L-19-21, H-7

**BILEE**  
 N31°09.87'  
 W96°22.89'  
 L-19-21, H-6

NOTE: RADAR required.  
 NOTE: DME required for BRDEN, TORNNT, and BILEE transitions.

**TAKEOFF MINIMUMS**

Rwys 31L/R: Standard.  
 Rwy 13L: Standard with minimum climb of 290' per NM to 1700.  
 Rwy 13R: Standard with minimum climb of 315' per NM to 1700.

**NAVASOTA**  
 115.9 TNV  
 Chan 106

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# JOE POOL NINE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

### PROPS

Props departing DAL must contact clearance delivery for departure instructions.

### JETS

**TAKEOFF RUNWAYS 13L/R:** Climb heading 133°, expect vector to appropriate route, maintain 8000 and expect filed altitude 10 minutes after departure.

**TAKEOFF RUNWAYS 31L/R:** Climb heading 313° until the LVF or OVW localizer 5.5 DME, then right turn heading 013° for vector to the appropriate route, maintain 5000 and expect filed altitude 10 minutes after departure.

**ARDIA TRANSITION (JPOOL9.ARDIA):** (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

**BILEE TRANSITION (JPOOL9.BILEE):** (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

**BRDEN TRANSITION (JPOOL9.BRDEN):** From over TTT VOR/DME via TTT R-156 to BRDEN INT.

**COLLEGE STATION TRANSITION (JPOOL9.CLL):** (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

**ELLVR TRANSITION (JPOOL9.ELLVR):** (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

**HOARY TRANSITION (JPOOL9.HOARY):** From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

**JASPA TRANSITION (JPOOL9.JASPA):** (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

**SAN ANTONIO TRANSITION (JPOOL9.SAT):** (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

**TORNN TRANSITION (JPOOL9.TORNN):** (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

**WACO TRANSITION (JPOOL9.ACT):** (For aircraft inbound to Waco or Gray Terminal Area airports). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

**WINDU TRANSITION (JPOOL9.WINDU):** (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

## JOE POOL NINE DEPARTURE

DALLAS-LOVE FIELD (D.A.L.)  
DALLAS, TEXASTAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

Rwy 13L: Trees, poles, and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

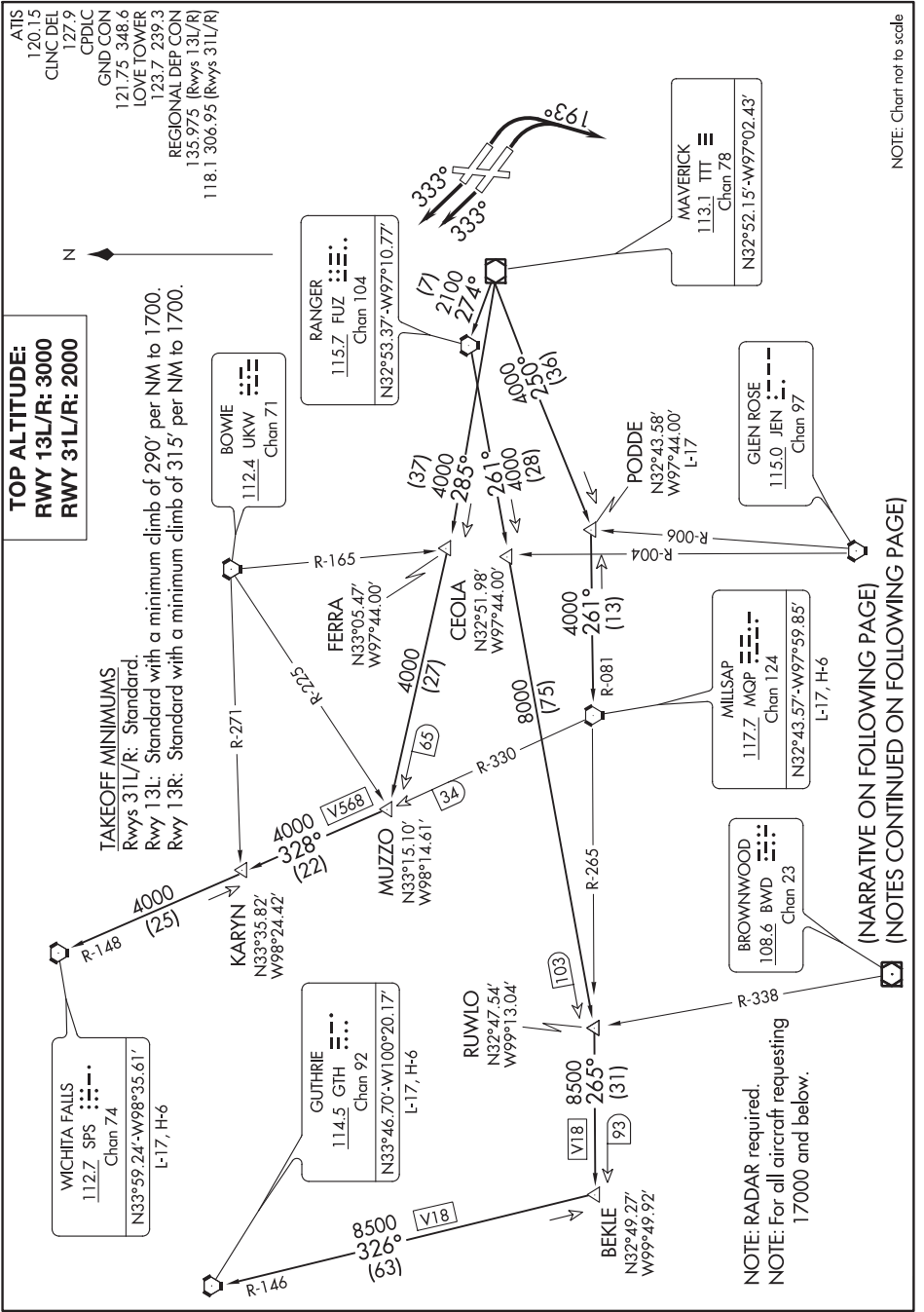
JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

DALLAS, TEXAS  
DALLAS-LOVE FIELD (D.A.L.)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

All jet aircraft departing Dallas-Love Field must contact clearance delivery for departure instructions.

TAKEOFF RUNWAYS 13L/R: Climb heading 193°, expect RADAR vectors to appropriate route. Maintain 3000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 333°, expect RADAR vectors to appropriate route. Maintain 2000 and expect filed altitude 10 minutes after departure.

All jet aircraft must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

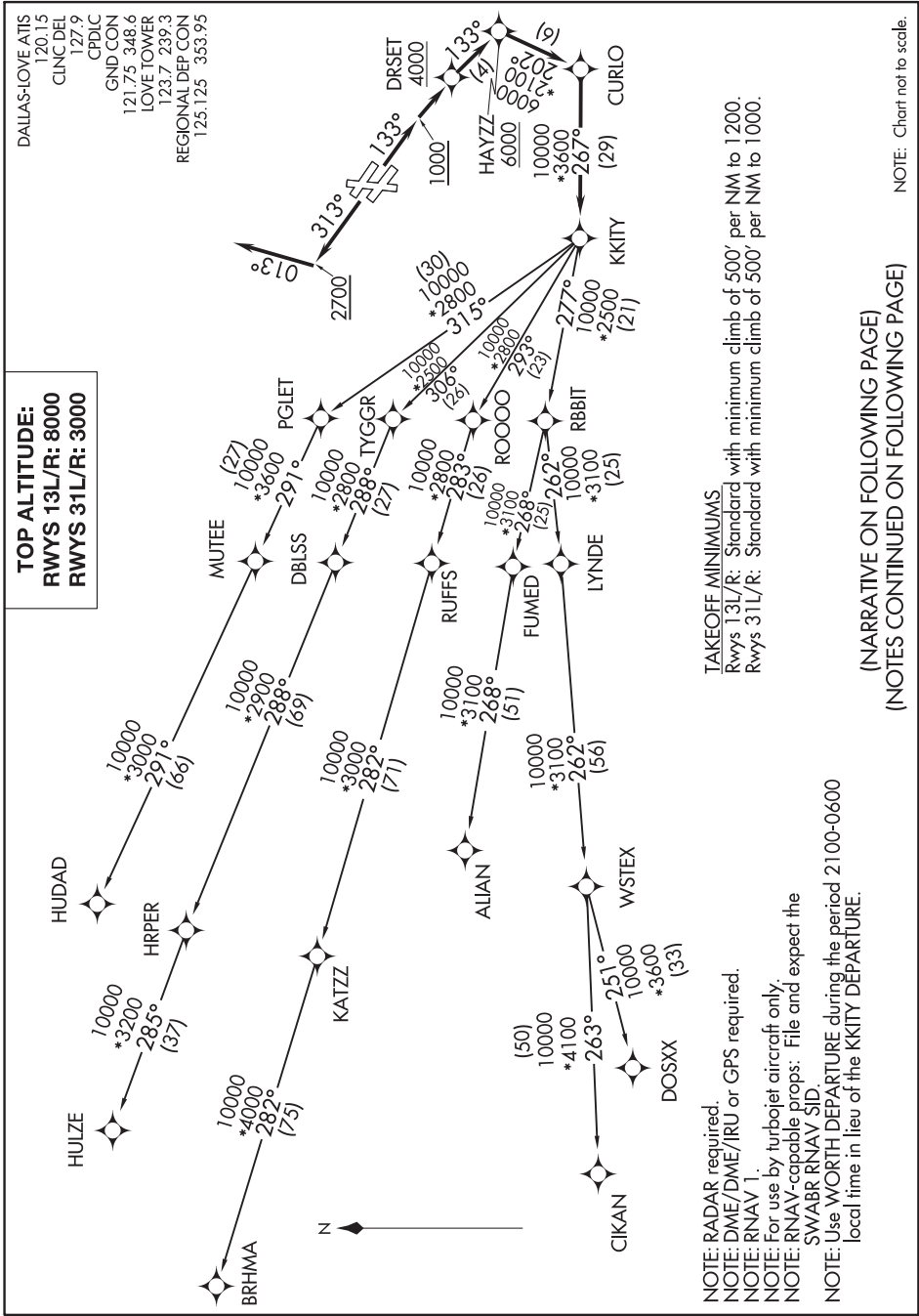
Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KKITY FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# KKITY FOUR DEPARTURE (RNAV)

(KKITY4.KKITY) 31MARI6



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 133° to 1000, thence. . . .

. . . . direct to cross DRSET at or above 4000, 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 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 (KKITY4.ALIAN): (ATC assigned only).

BRHMA TRANSITION (KKITY4.BRHMA): (For aircraft inbound to Lubbock terminal area).

CIKAN TRANSITION (KKITY4.CIKAN)

DOSXX TRANSITION (KKITY4.DOSXX)

HULZE TRANSITION (KITTY4.HULZE)

HUDAD TRANSITION (KKITY4.HUDAD)

WSTEX TRANSITION (KKITY4.WSTEX): (For aircraft inbound to Abilene and San Angelo terminal area airports only).

## TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' From DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

# KRUMM FIVE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS  
120.15  
CLINC DEL  
127.9  
CPDLC  
GND CON  
121.75 348.6  
LOVE TOWER  
123.7 239.3  
REGIONAL DEP CON  
118.55 290.35

**TOP ALTITUDE:  
5000**

**TAKEOFF OBSTACLE NOTES:**

RWY 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

TULSA  
114.4 TUL  
Chan 91  
N36°11.78'-W95°47.29'  
L-15, H-6

OKMULGEE  
114.9 OKM  
Chan 96  
N35°41.58'-W95°51.96'  
L-15, H-6

WILL ROGERS  
114.1 IRW  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

MC ALESTER  
112.0 MLC  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

ROLLS  
N35°43.36'  
W99°28.24'  
L-6-13, H-6

MRMAC  
N34°50.48'  
W98°06.57'  
L-13, H-6

ARDMORE  
116.7 ADM  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

BOWIE  
112.4 UKW  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

AKUNA  
N33°27.04'  
W96°49.39'

BONHAM  
114.6 BYP  
Chan 93

NOTE: This DP is to be used only upon assignment by Love Tower normally between 2100-0600 local time.

NOTE: DME required.

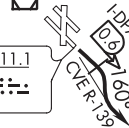
**TAKEOFF MINIMUMS:**

Rwy 13R: Requires a minimum climb of 280 feet per NM to 1600 feet.

RANGER  
115.7 FUZ  
Chan 104  
N32°53.37'-W97°10.77'

LOCALIZER 111.1  
I-DPX  
Chan 48

COWBOY  
116.2 CVE  
Chan 109



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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KRUMM FIVE DEPARTURE

DALLAS, TEXAS

DALLAS-LOVE FIELD (DAL)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (KRUMM5.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM5.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (KRUMM5.EAKER): (For aircraft inbound to the TULSA terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (KRUMM5.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (KRUMM5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (KRUMM5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (KRUMM5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM5.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (KRUMM5.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

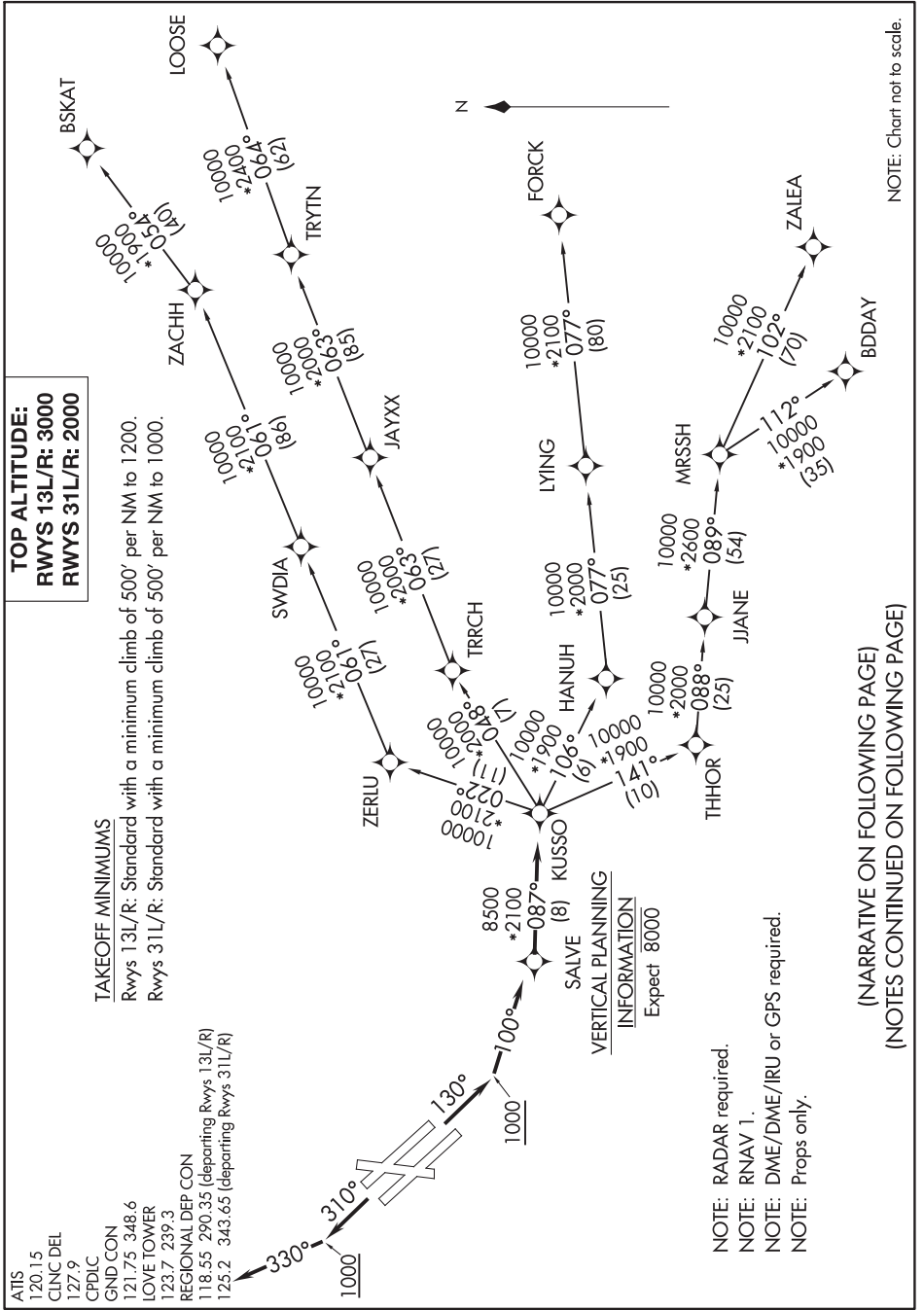
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 130° to 1000, thence . . . .

. . . . then on heading 100° or as assigned by ATC, expect RADAR vectors to SALVE, then on track 087° to KUSSO, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 310° to 1000, thence . . . .

. . . . right turn heading 330° or as assigned by ATC, expect RADAR vectors to SALVE, then on track 087° to KUSSO, then on (transition). Maintain 2000. Expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

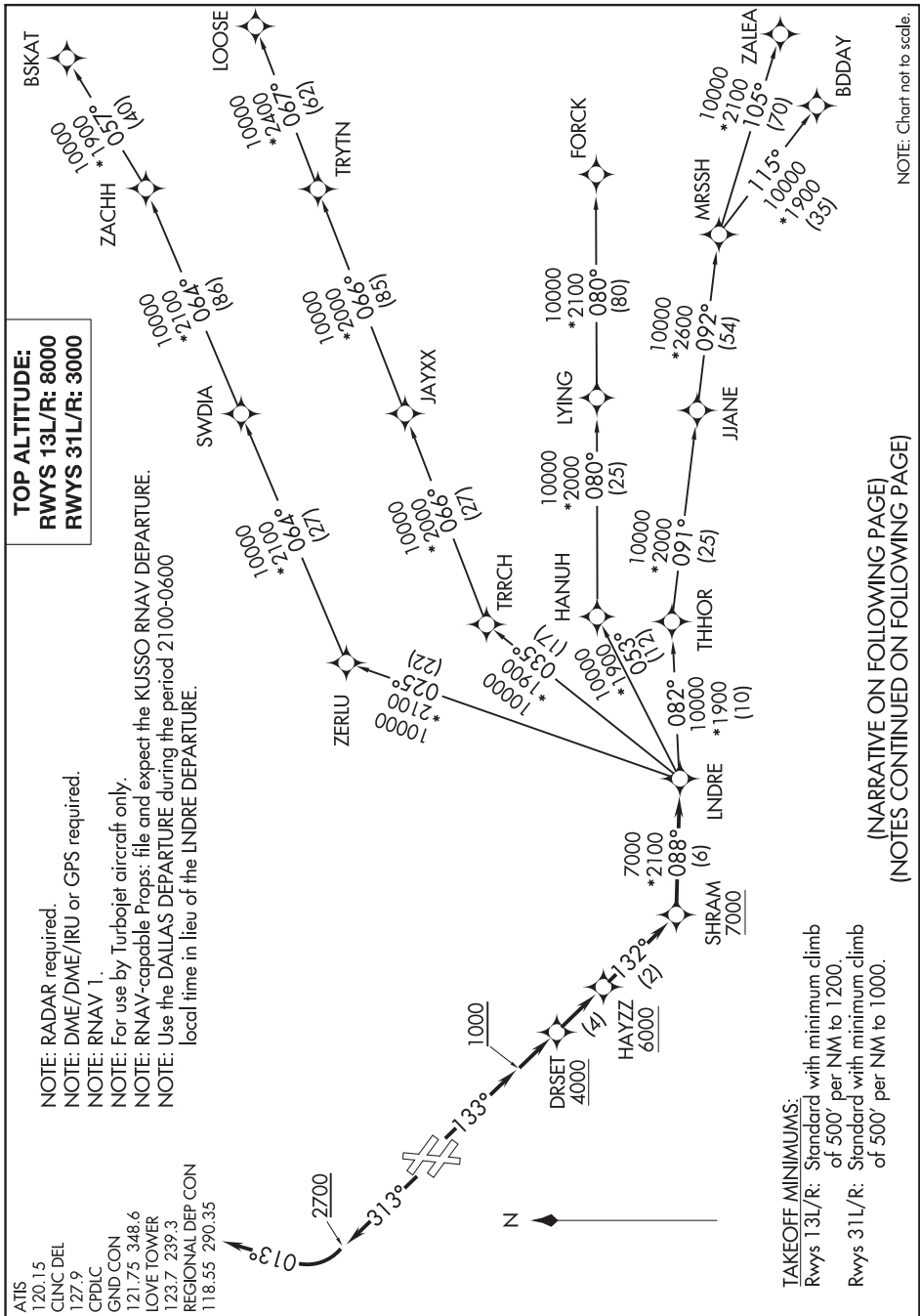
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# LNDRE FOUR DEPARTURE (RNAV)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# LNDRE FOUR DEPARTURE (RNAV)

(LNDRE4.LNDRE) 31MAR16

DALLAS, TEXAS

DALLAS LOVE FIELD (DAL)

SC-2, 10 NOV 2016 to 05 JAN 2017

## LNDRE FOUR DEPARTURE (RNAV)

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 133° to 1000, thence. . . .

. . . . direct to cross DRSET at or above 4000, 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 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 (LNDRE4.BDDAY): (ATC assigned only).

BSKAT TRANSITION (LNDRE4.BSKAT)

FORCK TRANSITION (LNDRE4.FORCK)

LOOSE TRANSITION (LNDRE4.LOOSE)

MRSSH TRANSITION (LNDRE4.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only).

ZALEA TRANSITION (LNDRE4.ZALEA)

TAKEOFF OBSTACLE NOTES:

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.  
Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LNDRE FOUR DEPARTURE (RNAV)

(LNDRE4.LNDRE) 31MAR16

DALLAS, TEXAS

DALLAS LOVE FIELD (DAL)

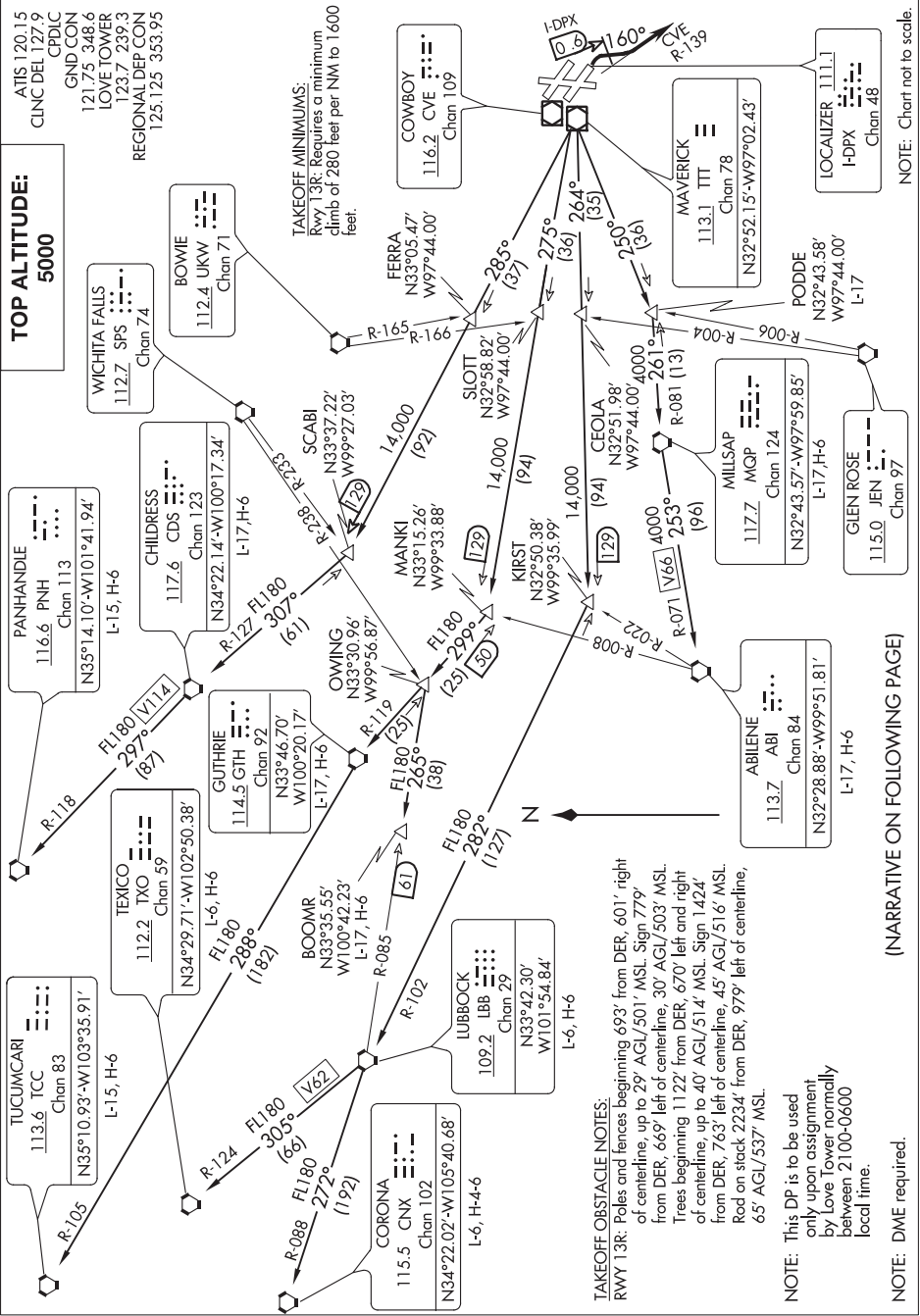
# LOVE THREE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# LOVE THREE DEPARTURE

DALLAS, TEXAS

DALLAS-LOVE FIELD (DAL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE3.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE3.BOOMR): (For aircraft inbound to the Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (LOVE3.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE3.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (LOVE3.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (LOVE3.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (LOVE3.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

PANHANDLE TRANSITION (LOVE3.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (LOVE3.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (LOVE3.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

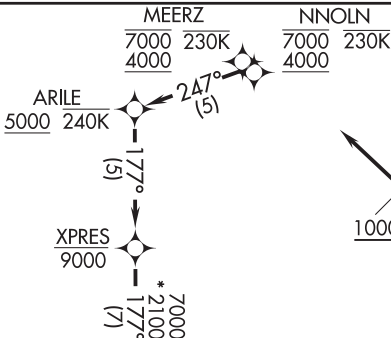
TUCUMCARI TRANSITION (LOVE3.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# RAMBL FIVE DEPARTURE (RNAV)

ATIS  
120.15  
CLNC DEL  
127.9  
CPDLC  
GND CON  
121.75 348.6  
LOVE TOWER  
123.7 239.3  
REGIONAL DEP CON  
126.475 363.15

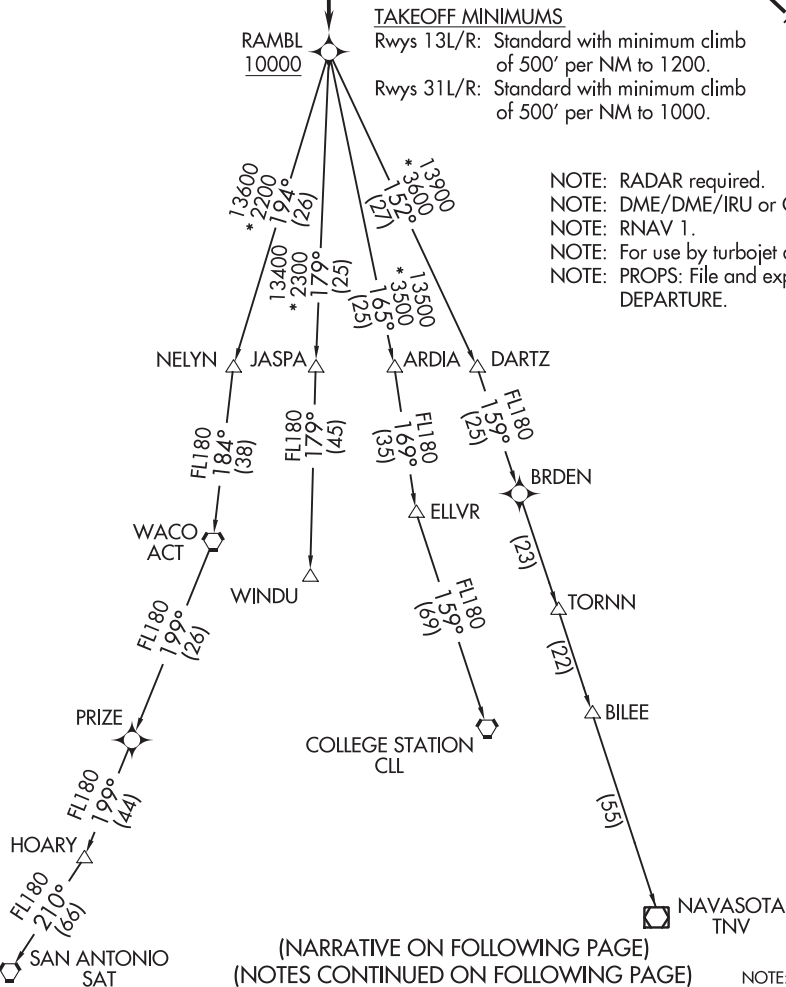


**TOP ALTITUDE:**  
Rwys 13L/R: 3000  
Rwys 31L/R: 10000

### TAKEOFF MINIMUMS

Rwys 13L/R: Standard with minimum climb of 500' per NM to 1200.  
Rwys 31L/R: Standard with minimum climb of 500' per NM to 1000.

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For use by turbojet aircraft only.
- NOTE: PROPS: File and expect JOE POOL DEPARTURE.



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# RAMBL FIVE DEPARTURE (RNAV)

# RAMBL FIVE DEPARTURE (RNAV)



## 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 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 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 RWY 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 (transition). Maintain 10000. Expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (RAMBL5.ARDIA)

BILEE TRANSITION (RAMBL5.BILEE): (For aircraft overflying the BILEE intersection, thence on the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports).

BRDEN TRANSITION (RAMBL5.BRDEN)

COLLEGE STATION TRANSITION (RAMBL5.CLL): (For aircraft inbound to West Houston terminal area airports).

ELLVR TRANSITION (RAMBL5.ELLVR): (For aircraft inbound to Houston Hobby, EFD, GLS, and LBX).

HOARY TRANSITION (RAMBL5.HOARY)

JASPA TRANSITION (RAMBL5.JASPA)

NAVASOTA TRANSITION (RAMBL5.TNV)

NELYN TRANSITION (RAMBL5.NELYN)

SAN ANTONIO TRANSITION (RAMBL5.SAT): (For aircraft overflying Centex and San Antonio).

TORNN TRANSITION (RAMBL5.TORNN): (For aircraft landing Lafayette, Lake Charles, or Beaumont/Port Arthur airports).

WACO TRANSITION (RAMBL5.ACT): (For aircraft inbound to Waco or Gray terminal area airports).

WINDU TRANSITION (RAMBL5.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU).

### TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

# RAMBL FIVE DEPARTURE (RNAV)



# SNSSET FOUR DEPARTURE (RNAV)

DALLAS, TEXAS

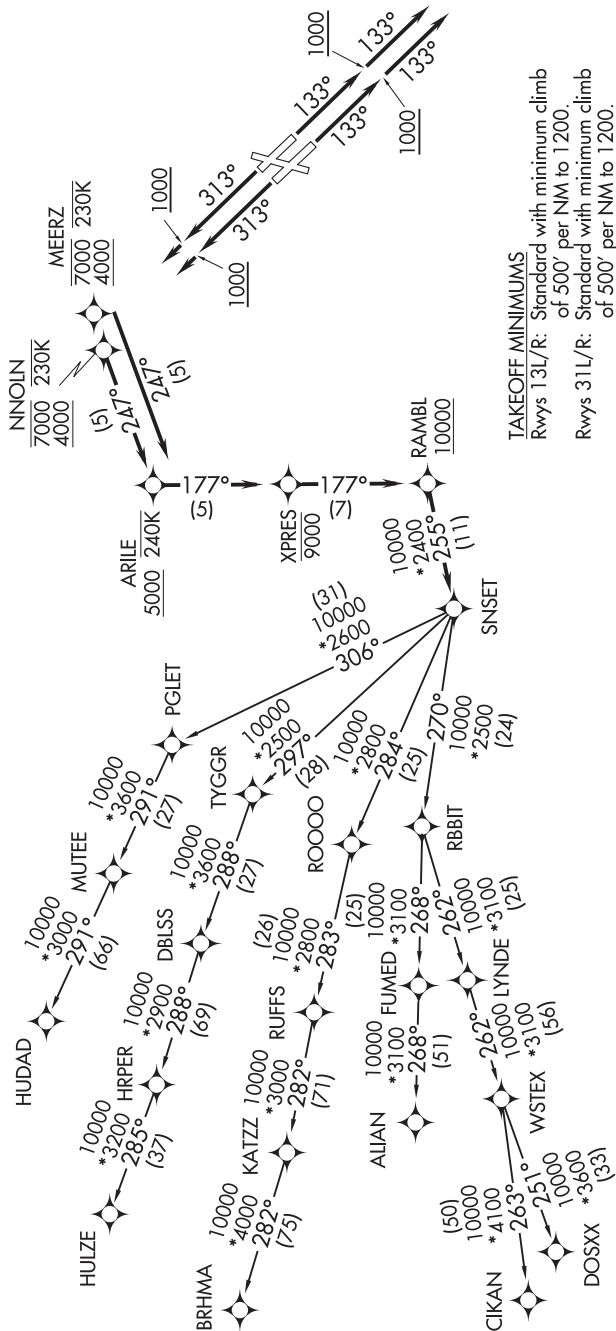
2-10Z NOV 2016 01:00Z 1017Z-C-2

**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: Aircraft landing in Lubbock terminal area file the BRHMA enroute transition.



- ATIS 120.15
- CLNCDEL 127.9
- CPDIC
- GND CON 121.75 348.6
- LOVE TOWER 123.7 239.3
- REGIONAL DEP CON 126.475 363.15



**TAKEOFF MINIMUMS**  
 Rwy 13L/R: Standard with minimum climb of 500' per NM to 1200.  
 Rwy 31L/R: Standard with minimum climb of 500' per NM to 1200.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# SNSSET FOUR DEPARTURE (RNAV)

DALLAS, TEXAS

(SNSSET4.SNSSET) 31MARI6

DALLAS-LOVE FIELD (DAL)

# SNSET FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 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 RWY 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 RWY 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): (ATC assigned only)

BRHMA TRANSITION (SNSET4.BRHMA)

CIKAN TRANSITION (SNSET4.CIKAN)

DOSXX TRANSITION (SNSET4.DOSXX)

HUDAD TRANSITION (SNSET4.HUDAD)

HULZE TRANSITION (SNSET4.HULZE)

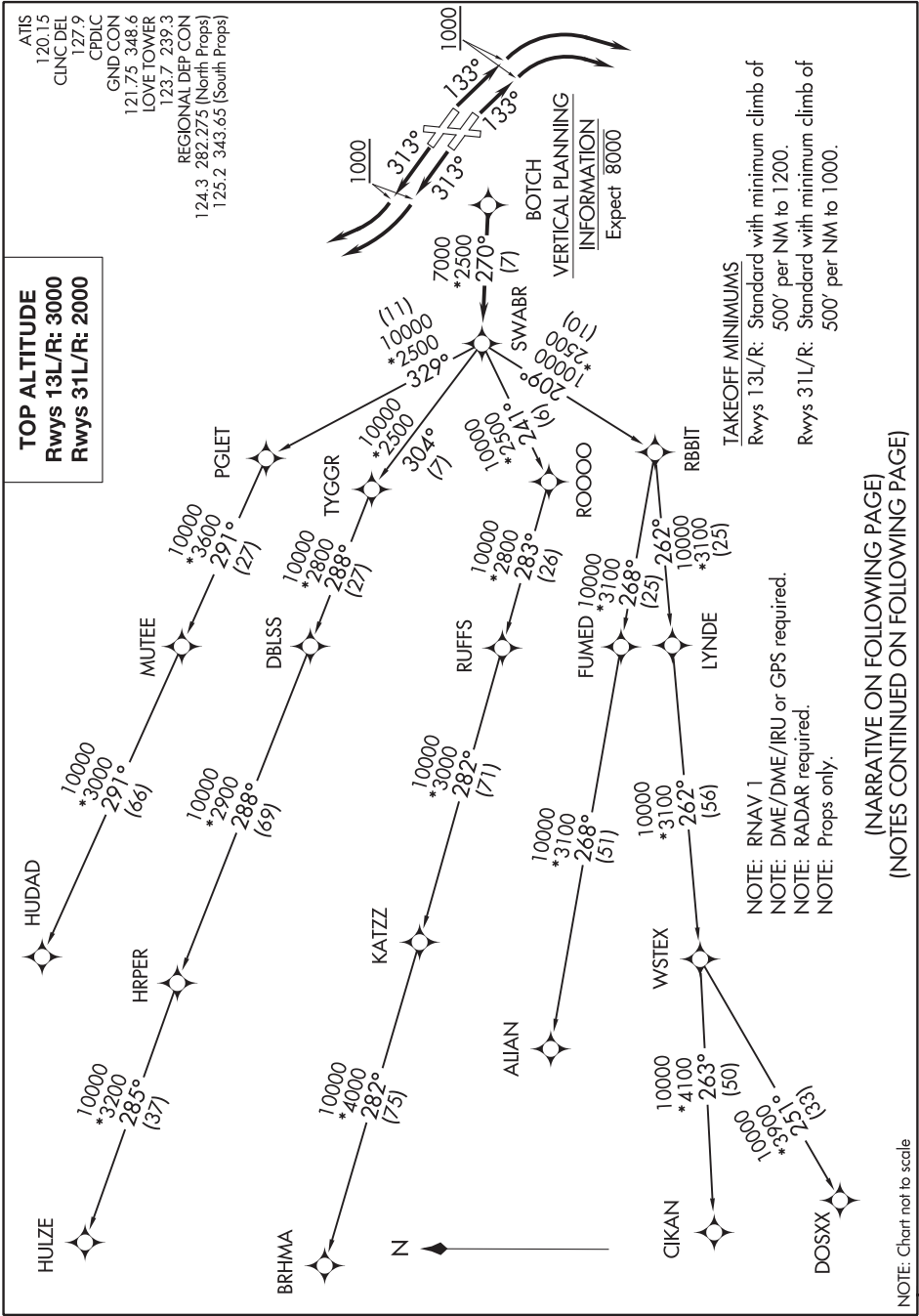
WSTEX TRANSITION (SNSET4.WSTEX)

### TAKEOFF OBSTACLE NOTES

- Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.  
Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.
- Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.  
Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.  
Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.  
Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.  
Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.
- Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.
- Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.  
Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.  
Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

## SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 133° to 1000, thence . . . .  
 . . . . right turn heading 193° or as assigned by ATC, expect RADAR vectors to BOTCH,  
 then on track 270° to SWABR, then on (transition). Maintain 3000. Expect filed  
 altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 313° to 1000, thence . . . .  
 . . . . right turn heading 333° or as assigned by ATC, expect RADAR vectors to BOTCH,  
 then on track 270° to SWABR, then on (transition). Maintain 2000. Expect filed  
 altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline,  
 up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to  
 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to  
 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

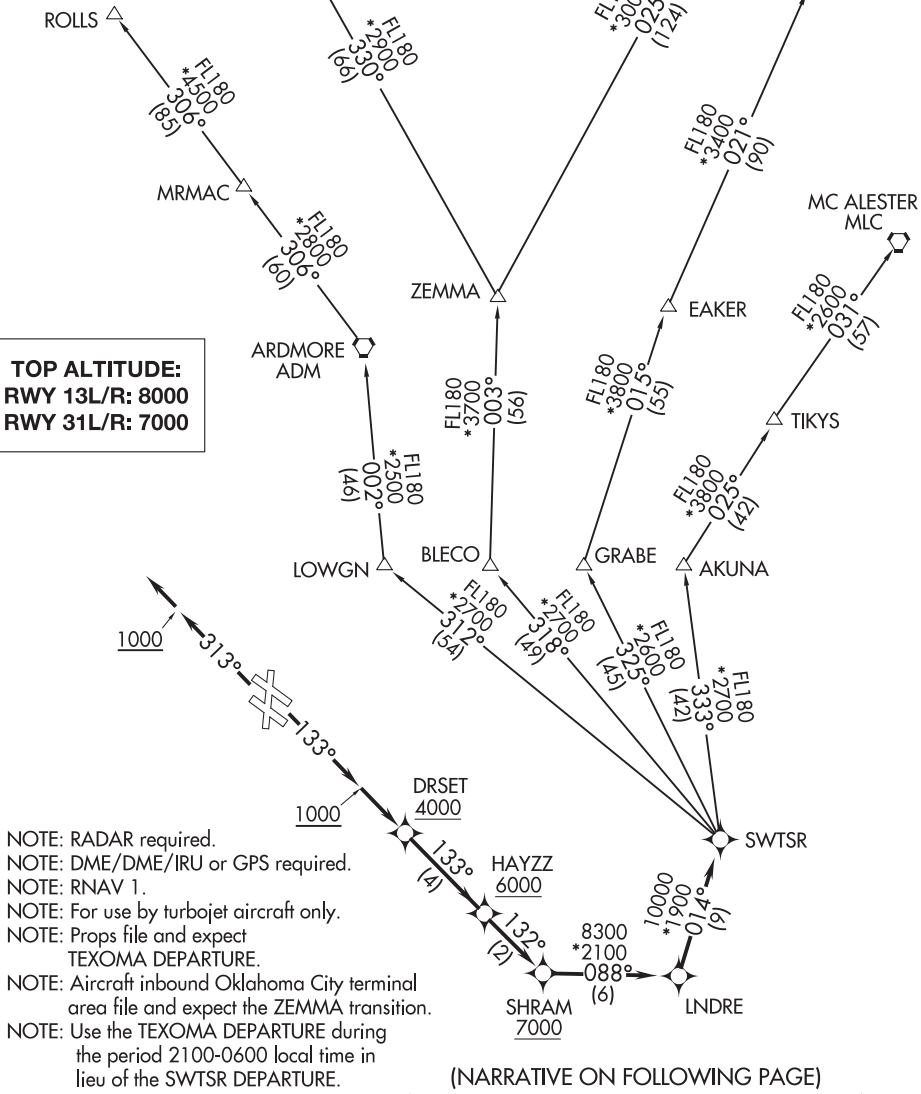
# SWTSR THREE DEPARTURE (RNAV)

DALLAS, TEXAS

ATIS  
120.15  
CLNC DEL  
127.9  
CPDLC  
GND CON  
121.75 348.6  
LOVE TOWER  
123.7 239.3  
REGIONAL DEP CON  
118.55 290.35

### TAKEOFF MINIMUMS

Rwys 13L/R: Standard with minimum climb of 500' per NM to 1200.  
Rwys 31L/R: Standard with minimum climb of 500' per NM to 1000.



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: For use by turbojet aircraft only.  
NOTE: Props file and expect TEXOMA DEPARTURE.  
NOTE: Aircraft inbound Oklahoma City terminal area file and expect the ZEMMA transition.  
NOTE: Use the TEXOMA DEPARTURE during the period 2100-0600 local time in lieu of the SWTSR DEPARTURE.

NOTE: Chart not to scale.

# SWTSR THREE DEPARTURE (RNAV)

(SWTSR3.SWTSR) 31MAR16

DALLAS, TEXAS

DALLAS-LOVE FIELD (DAL)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

## SWTSR THREE DEPARTURE (RNAV)

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 13L/R: Climb heading 133° to 1000, thence...

...direct to cross DRSET at or above 4000, 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 track 014° to SWTSR, then on (transition). Maintain 8000. Expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 31L/R: Climb 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 track 014° to SWTSR, then on (transition). Expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (SWTSR3.ADM)

BLECO TRANSITION (SWTSR3.BLECO)

EAKER TRANSITION (SWTSR3.EAKER): (For aircraft inbound to Tulsa terminal area).

GRABE TRANSITION (SWTSR3.GRABE)

MC ALESTER TRANSITION (SWTSR3.MLC): (For aircraft overflying the MLC VORTAC or intercepting J105).

OKMULGEE TRANSITION (SWTSR3.OKM): (For aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north).

ROLLS TRANSITION (SWTSR3.ROLLS): (For aircraft proceeding northwest bound via J52).

TIKYS TRANSITION (SWTSR3.TIKYS)

TULSA TRANSITION (SWTSR3.TUL): (For aircraft overflying TUL VORTAC).

WILL ROGERS TRANSITION (SWTSR3.IRW): (For aircraft overflying the IRW VORTAC).

ZEMMA TRANSITION (SWTSR3.ZEMMA)

## TAKEOFF OBSTACLE NOTES:

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL.

Crane 5270' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL.

Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL.

Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL.

Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL.

Rod on stake 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL.

Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL.

Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SWTSR THREE DEPARTURE (RNAV)

DALLAS, TEXAS

(SWTSR3.SWTSR) 31MARI16

DALLAS-LOVE FIELD (DAL)

TEXOMA FIVE DEPARTURE

SL-106 (FAA)

DALLAS, TEXAS

ATIS  
120.15  
CLNC DEL  
127.9  
CPDLC  
GND CON  
121.75 348.6  
LOVE TOWER  
123.7 239.3  
REGIONAL DEP CON  
118.55 290.35

**TOP ALTITUDE:**  
**RWY 13L/R: 8000**  
**RWY 31L/R: 5000**

TULSA  
114.4 TUL  
Chan 91  
N36°11.78'  
W95°47.29'  
L-15, H-6

OKMULGEE  
114.9 OKM  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

ADA  
117.8 ADH  
Chan 125

WILL ROGERS  
114.1 IRW  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

DECKK  
N34°52.37'  
W97°16.87'  
L-17, H-6

MC ALESTER  
112.0 MLC  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

ROLLS  
N35°43.36'  
W99°28.24'  
L-15, H-6

15000  
30.3°  
(85)

MRMAC  
N34°50.48'  
W98°06.57'

NOOGY  
N34°25.65'  
W96°59.06'

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

TIKYS  
N34°04.00'  
W96°25.56'

TEXOMA  
114.3 URH  
Chan 90

ARDMORE  
116.7 ADM  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

BONHAM  
114.6 BYP  
Chan 93

BOWIE  
112.4 UKW  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

AKUNA  
N33°27.04'  
W96°49.39'

TAKEOFF MINIMUMS

Rwys 31L/R: Standard.

Rwy 13L: Standard with a minimum climb of 290' per NM to 1700'.

Rwy 13R: Standard with a minimum climb of 315' per NM to 1700'.

NOTE: Rwys 31L/R: DME required.

NOTE: RADAR required.

RANGER  
115.7 FUZ  
Chan 104  
N32°53.37'-W97°10.77'

LOCALIZER  
HLV  
Chan 48

LOCALIZER  
I-0VV  
Chan 52

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale

TEXOMA FIVE DEPARTURE

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 133°, expect vectors to appropriate route. Maintain 8000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 313° until the LVF or OVW localizer 5.50 DME, then right turn heading 013°, expect vectors to appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

## TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL. Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL. Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.


Rwy 13L: Trees, poles, and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.


Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

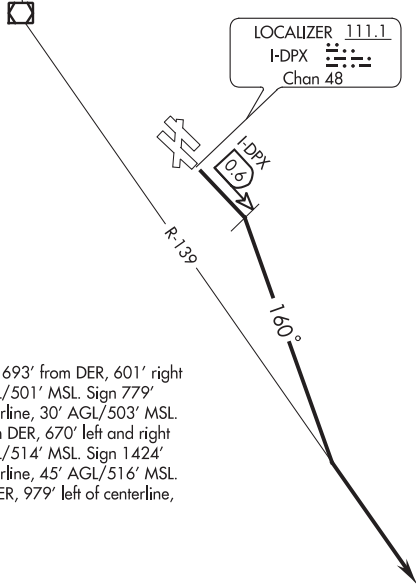


**TOP ALTITUDE:  
5000**

ATIS  
120.15  
CLNC DEL  
127.9  
CPDLC  
GND CON  
121.75 348.6  
LOVE TOWER  
123.7 239.3  
REGIONAL DEP CON  
125.12 353.95 (South and West)  
118.55 290.35 (North and East)

COWBOY  
116.2 CVE   
Chan 109

LOCALIZER 111.1  
I-DPX   
Chan 48



**TAKEOFF OBSTACLE NOTES:**

RWY 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

NOTE: DME required.

NOTE: This SID requires a minimum climb of 280' per NM to 1600'.

NOTE: This SID is to be used only upon assignment by Love Tower normally between 2100-0600 local time.

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 13R:** Turn right heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via the CVE R-139 outbound. Expect RADAR vectors to appropriate route, unless otherwise advised maintain 5000 and expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (VENUS1.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (VENUS1.BILEE): (For non-GPS or DME/DME/IRU equipped aircraft overflying the BILEE INT then via the appropriate STAR to IAH, CXO, or DWH. Also for aircraft overflying the BILEE INT VIA J87 to TNV VOR/DME.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

COLLEGE STATION TRANSITION (VENUS1.CLL): (For piston and turboprop aircraft destined HOU, EFD, GLS, or LBX. For all aircraft types destined all other Houston terminal area airports except IAH, CXO or DWH.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS1.ELLVR): (For turbojet aircraft destined HOU, EFD, GLS, or LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS1.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (VENUS1.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (VENUS1.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS1.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO or DWH. Also for aircraft landing the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS1.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

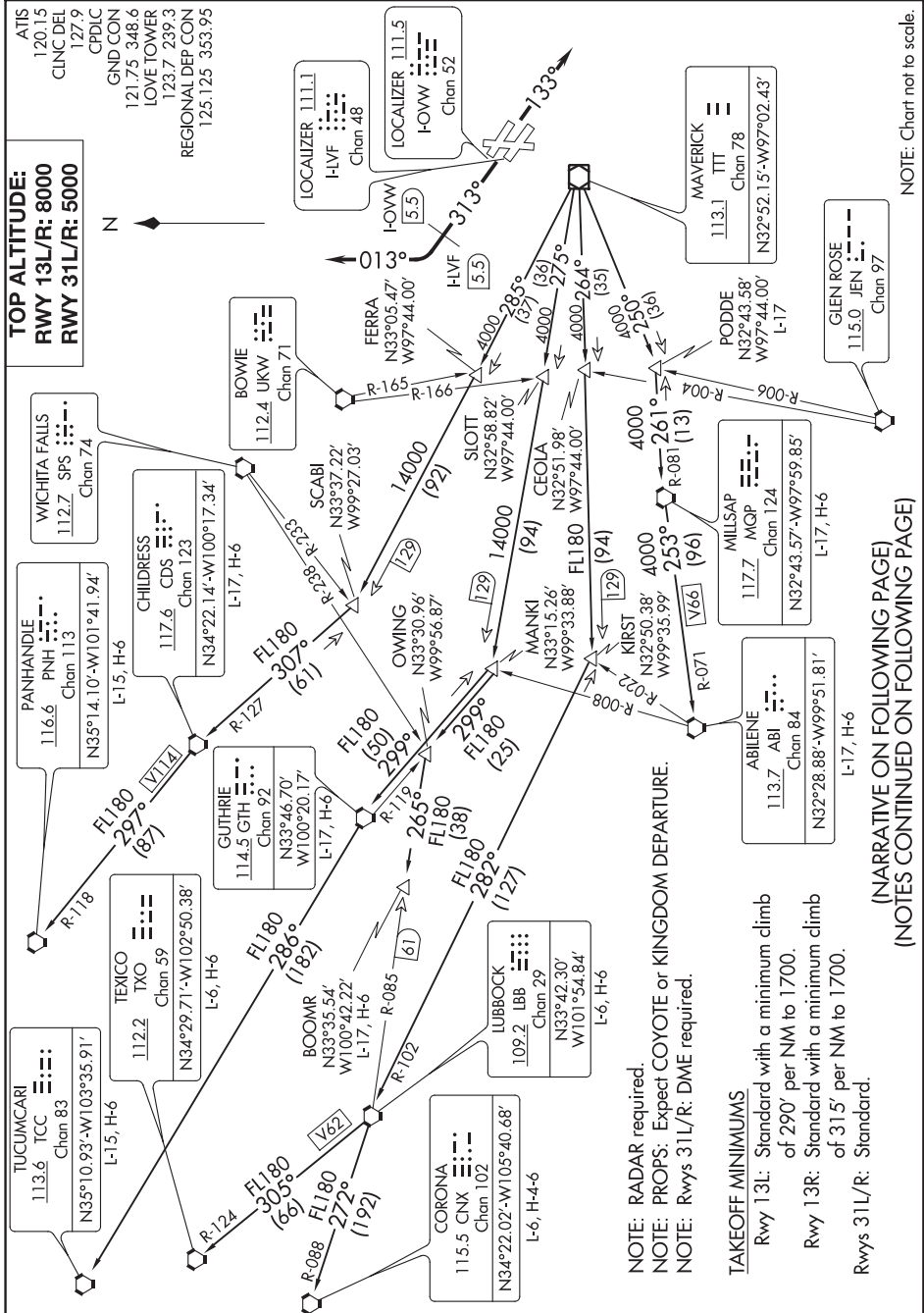
WINDU TRANSITION (VENUS1.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 13L/R: Climb heading 133°, expect vectors to appropriate route. Maintain 8000 and expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 31L/R: Climb heading 313° until LVF or OVW localizer 5.5 DME, then right turn heading 013° for vector to the 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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL. Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL. Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# WYLIE NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb heading 103°, expect vectors to appropriate route. Maintain 3000 and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading 333°, expect vectors to appropriate route. Maintain 2000 and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE9.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE9.ELD): (For aircraft inbound to the Memphis terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLDO, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (WYLIE9.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE9.MEI): (For aircraft inbound to the Atlanta terminal area). From over TTT VOR/DME on TTT R-084 to SOLDO, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE9.UIM): (For aircraft inbound to the Shreveport terminal area). From over TTT VOR/DME on TTT R-084 to SOLDO, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE9.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE9.SQS): From over TTT VOR/DME on TTT R-084 to SOLDO, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE9.SOLDO): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 13L: Trees, poles and electrical systems beginning 844' from DER, 515' left of centerline, up to 45' AGL/541' MSL. Crane 5720' from DER, 568' left of centerline, 130' AGL/630' MSL.

Rwy 13R: Poles and fences beginning 693' from DER, 601' right of centerline, up to 29' AGL/501' MSL. Sign 779' from DER, 669' left of centerline, 30' AGL/503' MSL. Trees beginning 1122' from DER, 670' left and right of centerline, up to 40' AGL/514' MSL. Sign 1424' from DER, 763' left of centerline, 45' AGL/516' MSL. Rod on stack 2234' from DER, 979' left of centerline, 65' AGL/537' MSL.

Rwy 31L: Trees beginning 327' from DER, 374' right of centerline, up to 60' AGL/501' MSL.

Rwy 31R: Pole 38' from DER, 501' left of centerline, 27' AGL/487' MSL. Trees beginning 366' from DER, 552' right of centerline, up to 65' AGL/530' MSL. Pole 1531' from DER, 719' right of centerline, up to 61' AGL/521' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS, TEXAS

AL-6644 (FAA)

16175

LOC/DME I-EFE <b>109.35</b> Chan <b>30 (Y)</b>	APP CRS <b>179°</b>	Rwy Idg <b>7002</b> TDZE <b>576</b> Apt Elev <b>589</b>
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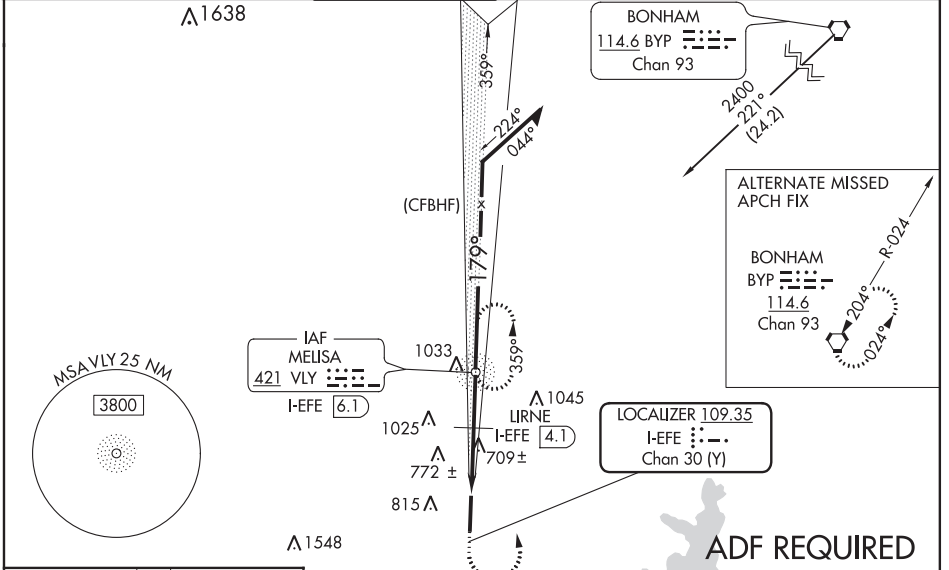
# ILS or LOC RWY 18

MCKINNEY NATIONAL (TKI)

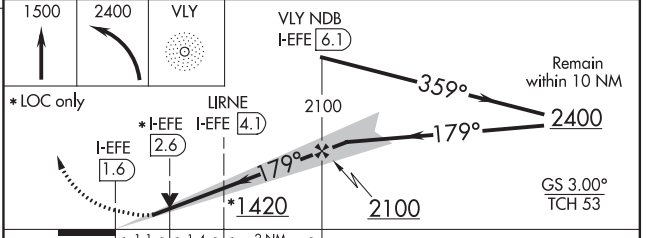
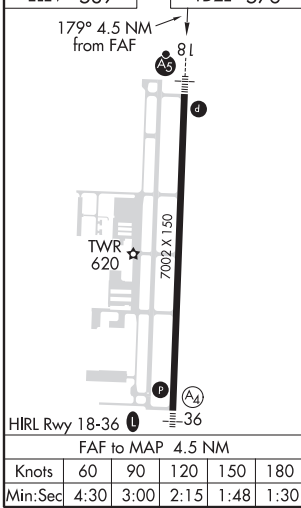
**⚠** When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase S-LOC 18 Cat A visibility ¼ mile, **⚠** Cats C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile. When using URNE Fix Minimums increase S-LOC 18 Cats C/D visibility ¾ mile, and increase Circling Cats C/D visibility ¼ mile. For inop MALSRR increase S-LOC 18 Cats C/D visibility to 2½ mile. For inop MALSRR when using Dallas Love Field altimeter setting, increase S-ILS 18 all Cats visibility to ¾ mile, and when using URNE Fix Minimums increase S-LOC 18 Cats C/D to 1¾ mile. VDP NA when using Dallas Love Field altimeter setting, ADF Required.

**MALSRR**  
Climb to 1500 then climbing left turn to 2400 direct VLY NDB and hold.

ASOS <b>119.925</b>	REGIONAL APP CON <b>124.3 282.275</b>	MCKINNEY TOWER ★ <b>118.825</b> (CTAF) <b>0</b>	GND CON <b>121.875</b>	CLNC DEL★ (when ATCT closed) <b>121.35</b>	UNICOM <b>122.95</b>
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ELEV 589	TDZE 576
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CATEGORY	A	B	C	D
S-ILS 18		776-½	200 (200-½)	
S-LOC 18	1420-½ 844 (900-½)	1420-¾ 844 (900-¾)	1420-1⅞	844 (900-1⅞)
<b>C</b> CIRCLING	1420-1¼	831 (900-1¼)	1420-2½ 831 (900-2½)	1420-2¾ 831 (900-2¾)
URNE FIX MINIMUMS				
S-LOC 18	960-½	384 (400-½)	960-⅝	384 (400-⅝)
<b>C</b> CIRCLING	1040-1 451 (500-1)	1120-1 531 (600-1)	1200-1¾ 611 (700-1¾)	1380-2½ 791 (800-2½)

DALLAS, TEXAS  
Amdt 5B 23JUN16

33°11'N-96°35'W

# MCKINNEY NATIONAL (TKI)

## ILS or LOC RWY 18

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

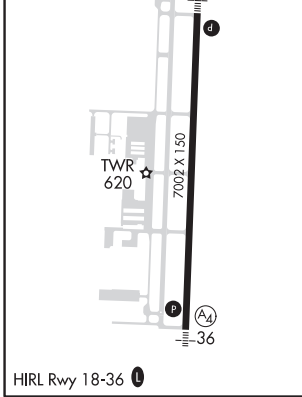
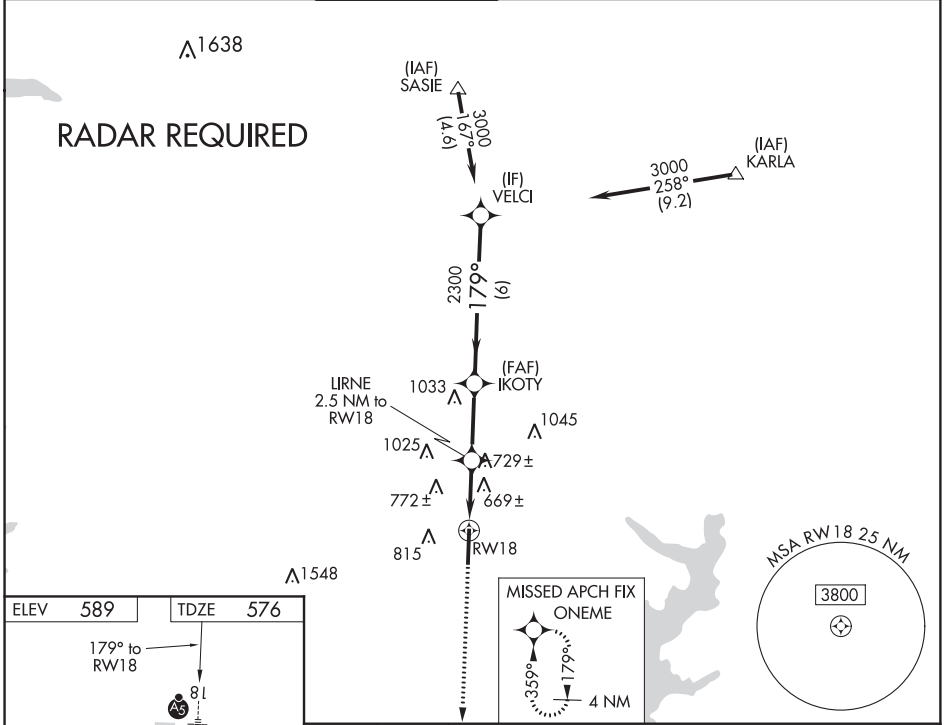


WAAS CH <b>87102</b> W18A	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>7002</b> <b>576</b> <b>589</b>
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# RNAV (GPS) RWY 18

MCKINNEY NATIONAL (TKI)

<p><b>⚠</b> DME/DME RNP-0.3 NA. VDP NA with Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase LNAV Cats C and D 1/8 mile, and Circling Cats C and D visibility 1/4 mile. For inop MALS when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 1 mile.</p>	<p>MALS</p>		<p>MISSED APPROACH: Climb to 3000 direct ONEME and hold.</p>		
	ASOS <b>119.925</b>	REGIONAL APP CON <b>124.3 282.275</b>	MC KINNEY TOWER ★ <b>118.825</b> (CTAF)	GND CON <b>121.875</b>	CLNC DEL★ (when ATCT closed) <b>121.35</b>



ELEV 589	TDZE 576				
<p>179° to RWY 18</p>					
<p>3000 ONEME</p>					
<p>*LNAV only</p> <p>LIRNE 2.5 NM to RWY 18</p> <p>*0.9 NM to RWY 18</p>		<p>IKOTY 2300</p>		<p>VELCI 3000</p>	
<p>0.9 NM</p>		<p>1.6 NM</p>		<p>2300</p>	
<p>GP 3.00°</p> <p>TCH 50</p>					
CATEGORY	A	B	C	D	
LPV DA	776-1/2			200 (200-1/2)	
LNAV MDA	920-1/2	344 (400-1/2)	920-5/8		344 (400-5/8)
CIRCLING	1120-1	531 (600-1)	1120-1 1/2	531 (600-1 1/2)	1200-2
					611 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>49202</b> W36A	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>7002</b> <b>589</b> <b>589</b>
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# RNAV (GPS) RWY 36

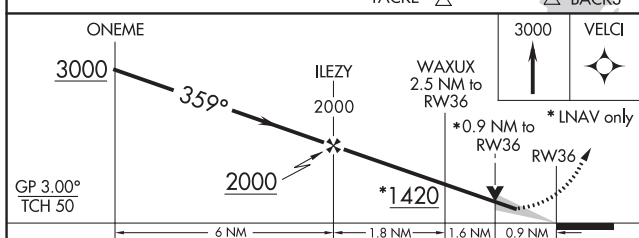
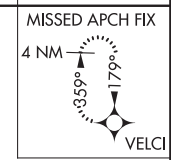
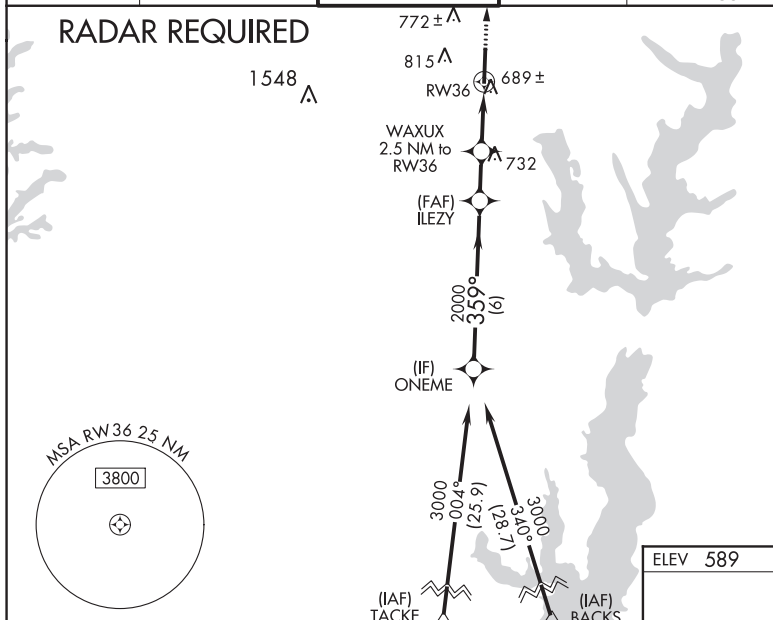
MCKINNEY NATIONAL (TKI)

**⚠** 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 Field altimeter setting and increase all DA 70 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dallas Love Field altimeter setting. For inop MALS increase LNAV/VNAV all Cats visibility to 3/8 mile and LNAV Cat D visibility to 1 mile. For inop MALS when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 7/8 mile, LNAV/VNAV Cat D visibility to 1 1/8 mile, and LNAV Cat D visibility to 1 1/4 mile. Inop table does not apply to LPV all Cats.

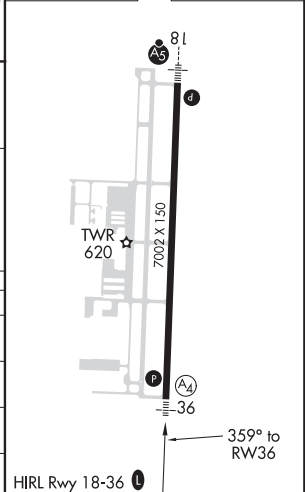
MALS  
**(A4)**

MISSED APPROACH:  
Climb to 3000 direct VELCI and hold.

ASOS <b>119.925</b>	REGIONAL APP CON <b>124.3 282.275</b>	MC KINNEY TOWER ★ <b>118.825</b> (CTAF) <b>0</b>	GND CON <b>121.875</b>	CLNC DEL★ (when ATCT closed) <b>121.35</b>	UNICOM <b>122.95</b>
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ELEV 589	TDZE 589
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CATEGORY	A	B	C	D
LPV DA		789-3/4	200 (200-3/4)	
LNAV/VNAV DA		850-3/4	261 (300-3/4)	
LNAV MDA		940-3/4	351 (400-3/4)	
<b>C</b> CIRCLING	1120-1	531 (600-1)	1200-1 1/4 611 (700-1 1/4)	1380-2 1/2 791 (800-2 1/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

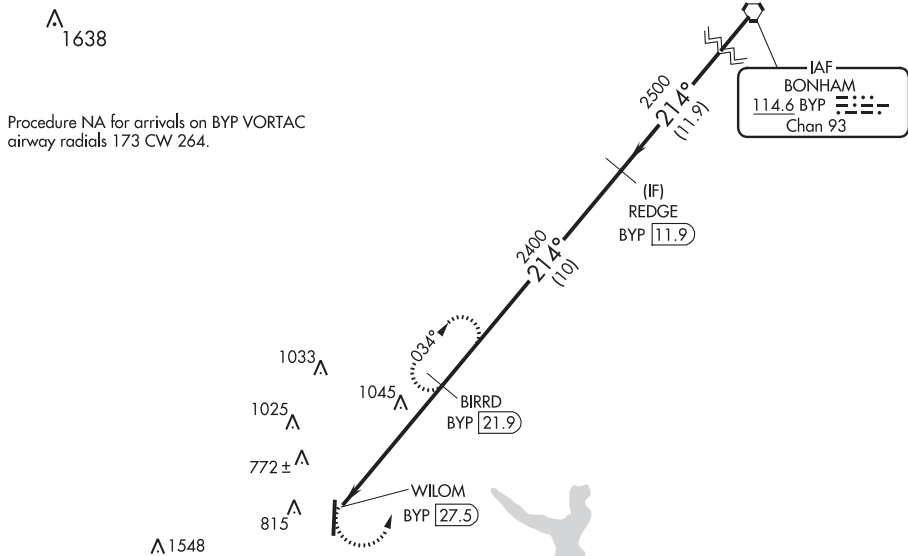
VORTAC BYP <b>114.6</b> Chan <b>93</b>	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev <b>589</b>	<b>N/A</b> <b>N/A</b> <b>589</b>
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**VOR/DME-A**  
MCKINNEY NATIONAL (TKI)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase all MDA 80 feet and Cats C and D visibility 1/4 mile.

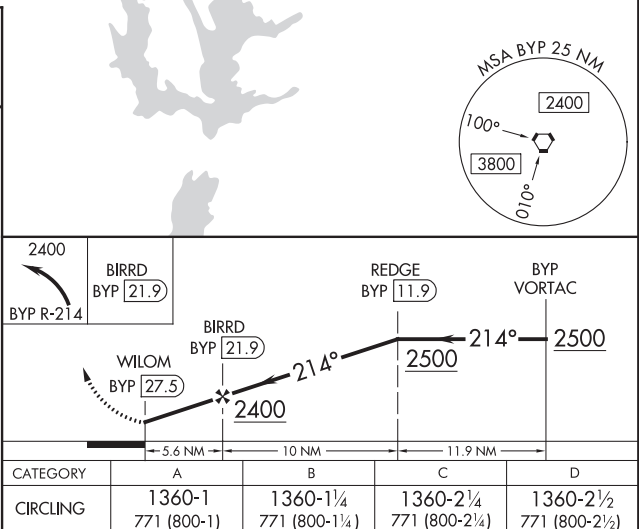
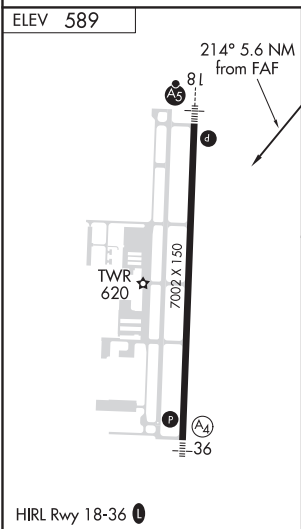
MISSED APPROACH: Climbing left turn to 2400 on BYP VORTAC R-214 to BIRRD/BYP 21.9 DME and hold.

ASOS <b>119.925</b>	REGIONAL APP CON <b>124.3 282.275</b>	MCKINNEY TOWER ★ <b>118.825</b> (CTAF) <b>0</b>	GND CON <b>121.875</b>	CLNC DEL★ (when ATCT closed) <b>121.35</b>	UNICOM <b>122.95</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

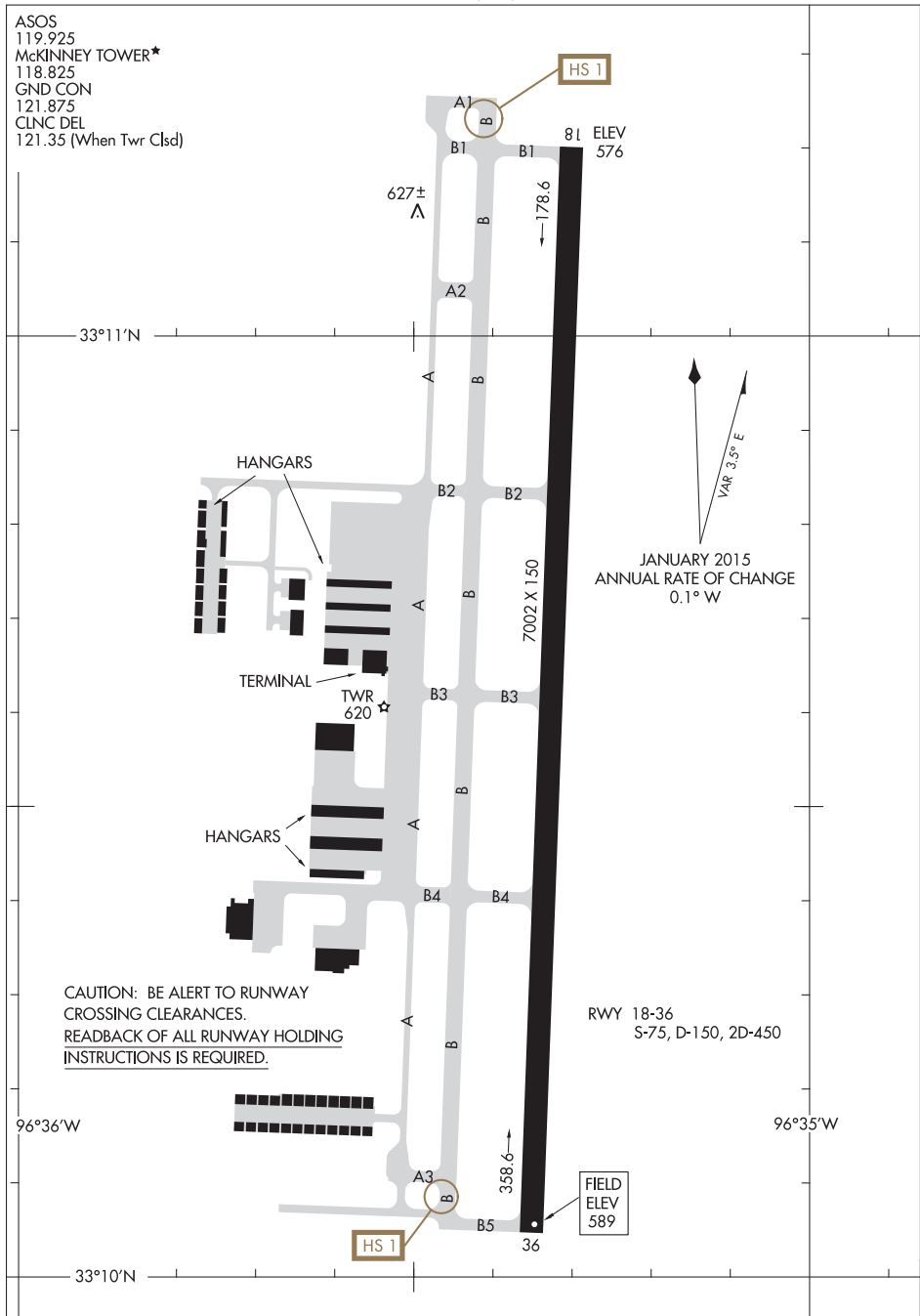
AL-6644 (FAA)

MCKINNEY NATIONAL (TKI)  
DALLAS, TEXAS

ASOS  
119.925  
McKINNEY TOWER\*  
118.825  
GND CON  
121.875  
CLNC DEL  
121.35 (When Twr Clsd)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



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

# AIRPORT DIAGRAM

16203

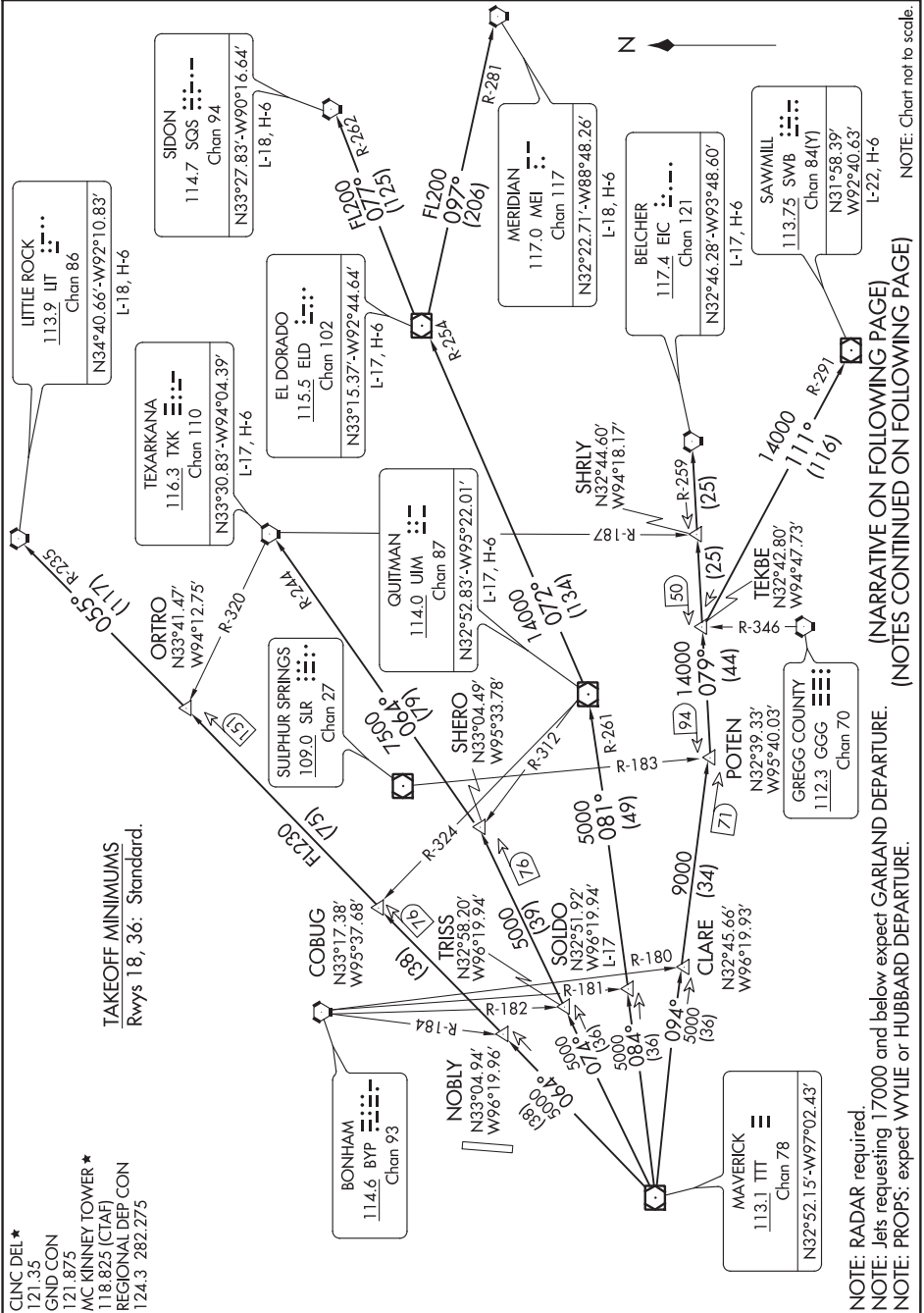
DALLAS, TEXAS  
MCKINNEY NATIONAL (TKI)

# DALLAS FOUR DEPARTURE

SL-6644 (FAA)

DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# DALLAS FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 18: Tree 2445' from DER, 689' right of centerline, 70' AGL/653' MSL.

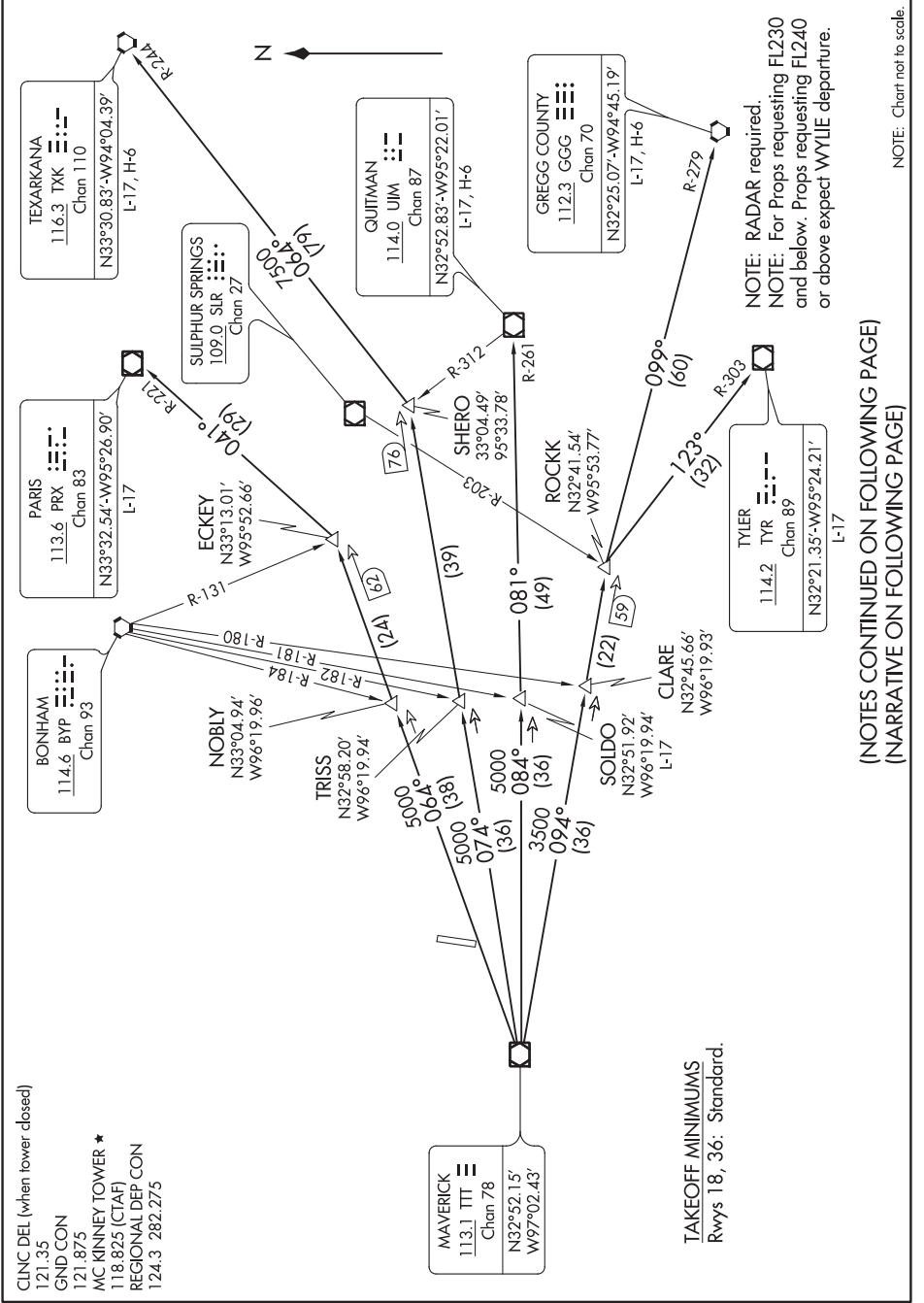
Rwy 36: Tree 1126' from DER, 703' right of centerline, 35' AGL/610' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6644 (FAA)

MCKINNEY NATIONAL (TKI)  
DALLAS, TEXAS

## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (HUBB9.SOLD0): From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

DALLAS, TEXAS  
MCKINNEY NATIONAL (TKI)

# JOE POOL NINE DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**

CLNC DEL  
121.35  
GND CON  
121.875  
MC KINNEY TOWER ★  
118.825 (CTAF)  
REGIONAL DEP CON  
124.3 282.275

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'  
W97°02.43'

GLEN ROSE  
115.0 JEN  
Chan 97

WACO  
115.3 ACT  
Chan 100  
N31°39.74'  
W97°16.14'  
L-19, H-6

HOARY  
N30°34.63'  
W97°46.52'  
L-19-21, H-7

CENTEX  
112.8 CWK  
Chan 75

SAN ANTONIO  
116.8 SAT  
Chan 115  
N29°38.64'-W98°27.68'  
L-19, H-7

NELYN  
N32°17.10'  
W97°11.15'

JASPA  
N32°17.10'  
W97°03.54'  
L-17

ARDIA  
N32°17.10'  
W96°56.27'  
L-17

DARTZ  
N32°17.15'  
W96°48.66'

BRDEN  
N31°53.19'  
W96°39.35'

CEDAR CREEK  
114.8 CQY  
Chan 95

TORNNT  
N31°31.22'  
W96°30.88'  
H-6

LEONA  
110.8 LOA  
Chan 45

COLLEGE STATION  
113.3 CLL  
Chan 80  
N30°36.30'  
W96°25.24'  
L-19-21, H-7

ELLVR  
N31°42.49'  
W96°50.27'  
L-19, H-6

BILEE  
N31°09.87'  
W96°22.89'  
L-19-21, H-6

NAVASOTA  
115.9 TNV  
Chan 106

NOTE: RADAR required.  
NOTE: DME required for BRDEN, TORNNT,  
and BILEE transitions.

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

## JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

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

SC-2, 10 NOV 2016 to 05 JAN 2017

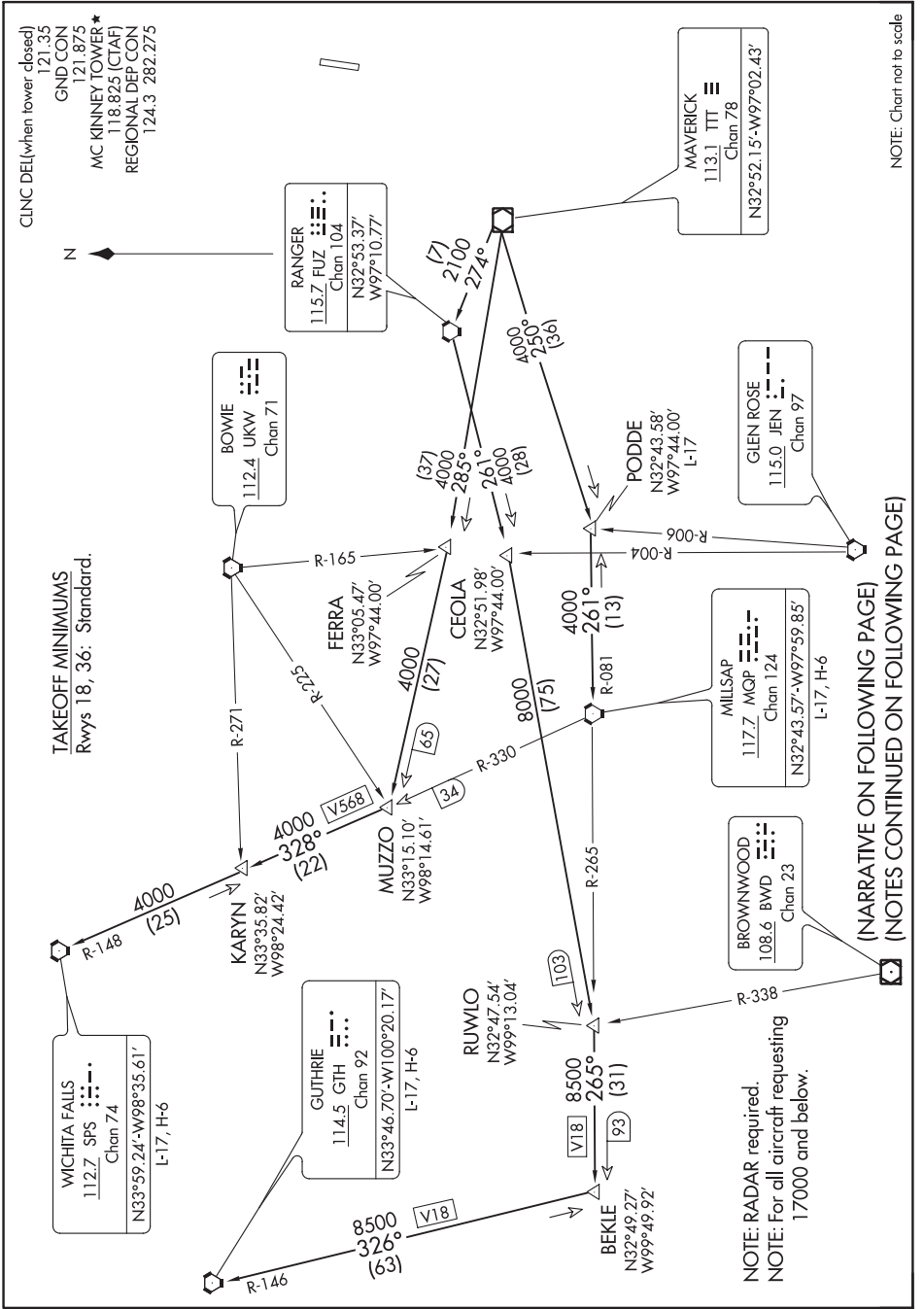
SC-2, 10 NOV 2016 to 05 JAN 2017

## JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

DALLAS, TEXAS  
MCKINNEY NATIONAL (TKI)

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

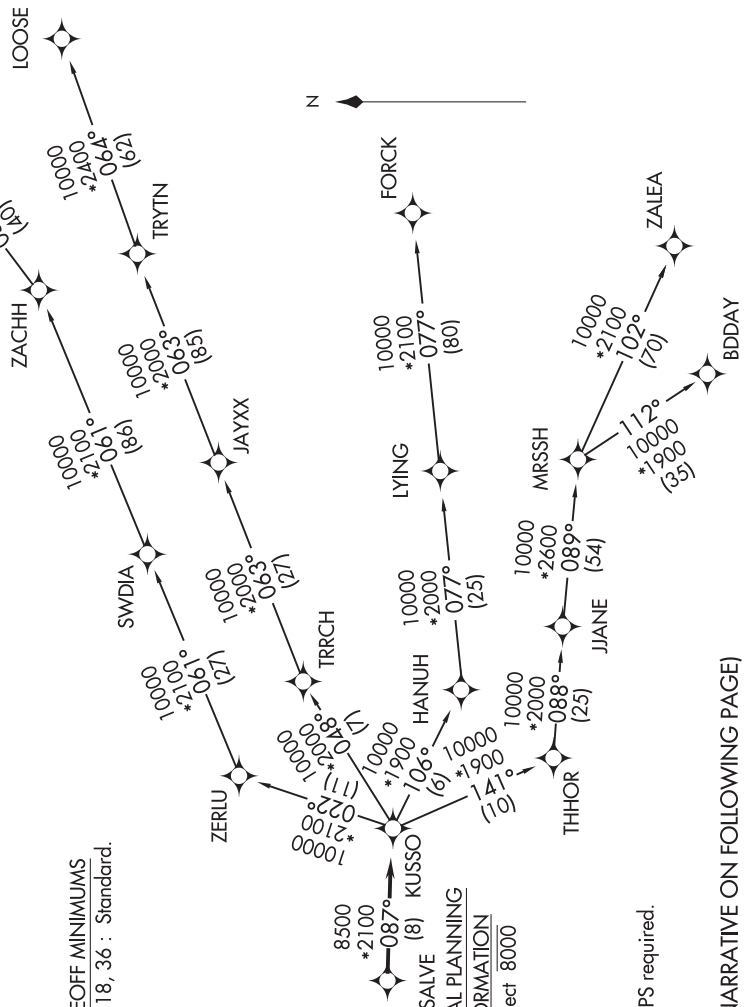
DALLAS, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

CLNC DEL\*  
when ATCT closed  
121.35  
GND CON  
121.875  
MC KINNEY TOWER\*  
118.825 (CTAF)  
REGIONAL DEP CON  
124.3 282.275

TAKEOFF MINIMUMS  
Rwy 18, 36 : Standard.



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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### 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.

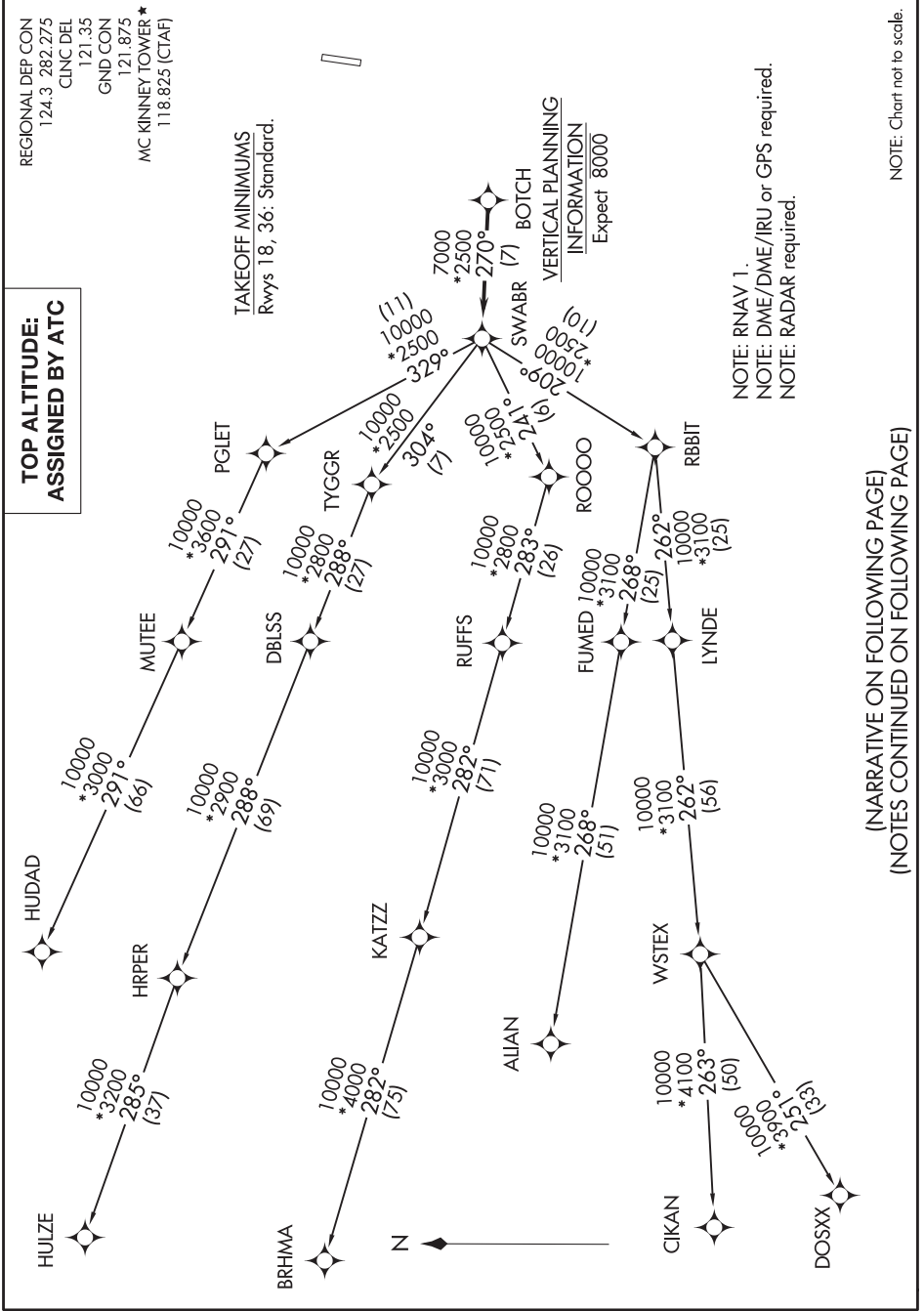
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CLNC DEL (when ATCT closed)  
 121.35  
 GND CON  
 121.875  
 MC KINNEY TOWER ★  
 118.825 (CTAF)  
 REGIONAL DEP CON  
 124.3 282.275

**TULSA**  
 114.4 TUL  
 Chan 91  
 N36°11.78'  
 W95°47.29'  
 L-15, H-6

**OKMULGEE**  
 114.9 OKM  
 Chan 96  
 N35°41.59'  
 W95°51.96'  
 L-15, H-6

**ADA**  
 117.8 ADH  
 Chan 125

**WILL ROGERS**  
 114.1 IRW  
 Chan 88  
 N35°21.52'  
 W97°36.55'  
 L-15, H-6

**DECKK**  
 N34°52.37'  
 W97°16.87'  
 L-17, H-6

**MC ALESTER**  
 112.0 MLC  
 Chan 57  
 N34°50.97'  
 W95°46.94'  
 L-17, H-6

**ROLLS**  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

**ROLLS**  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

**ROLLS**  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

**MRMAC**  
 N34°50.48'  
 W98°06.57'

**NOOGY**  
 N34°25.65'  
 W96°59.06'

**EAKER**  
 N34°19.05'  
 W96°37.19'  
 L-17, H-6

**ZEMMA**  
 N34°23.03'  
 W96°59.40'  
 L-17, H-6

**TIKYS**  
 N34°04.00'  
 W96°25.56'

**ARDMORE**  
 116.7 ADM  
 Chan 114  
 N34°12.70'-W97°10.09'  
 L-17, H-6

**TEXOMA**  
 114.3 URH  
 Chan 90

**BLECO**  
 N33°27.05'  
 W97°06.54'  
 L-17

**GRABE**  
 N33°27.09'  
 W96°57.69'  
 L-17

**BOWIE**  
 112.4 UKW  
 Chan 71

**LOWGN**  
 N33°27.05'  
 W97°14.99'

**BONHAM**  
 114.6 BYP  
 Chan 93

**AKUNA**  
 N33°27.04'  
 W96°49.39'

**RANGER**  
 115.7 FUZ  
 Chan 104  
 N32°53.37'-W97°10.77'

TAKEOFF MINIMUMS  
 Rws 18, 36: Standard.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(TEX5.FUZ) 16091

MCKINNEY NATIONAL (TKI)

## TEXOMA FIVE DEPARTURE

SL-6644 (FAA)

DALLAS, TEXAS



## DEPARTURE ROUTE DESCRIPTION

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

## 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.

TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

DALLAS, TEXAS

MCKINNEY NATIONAL (TKI)

SC-2, 10 NOV 2016 to 05 JAN 2017

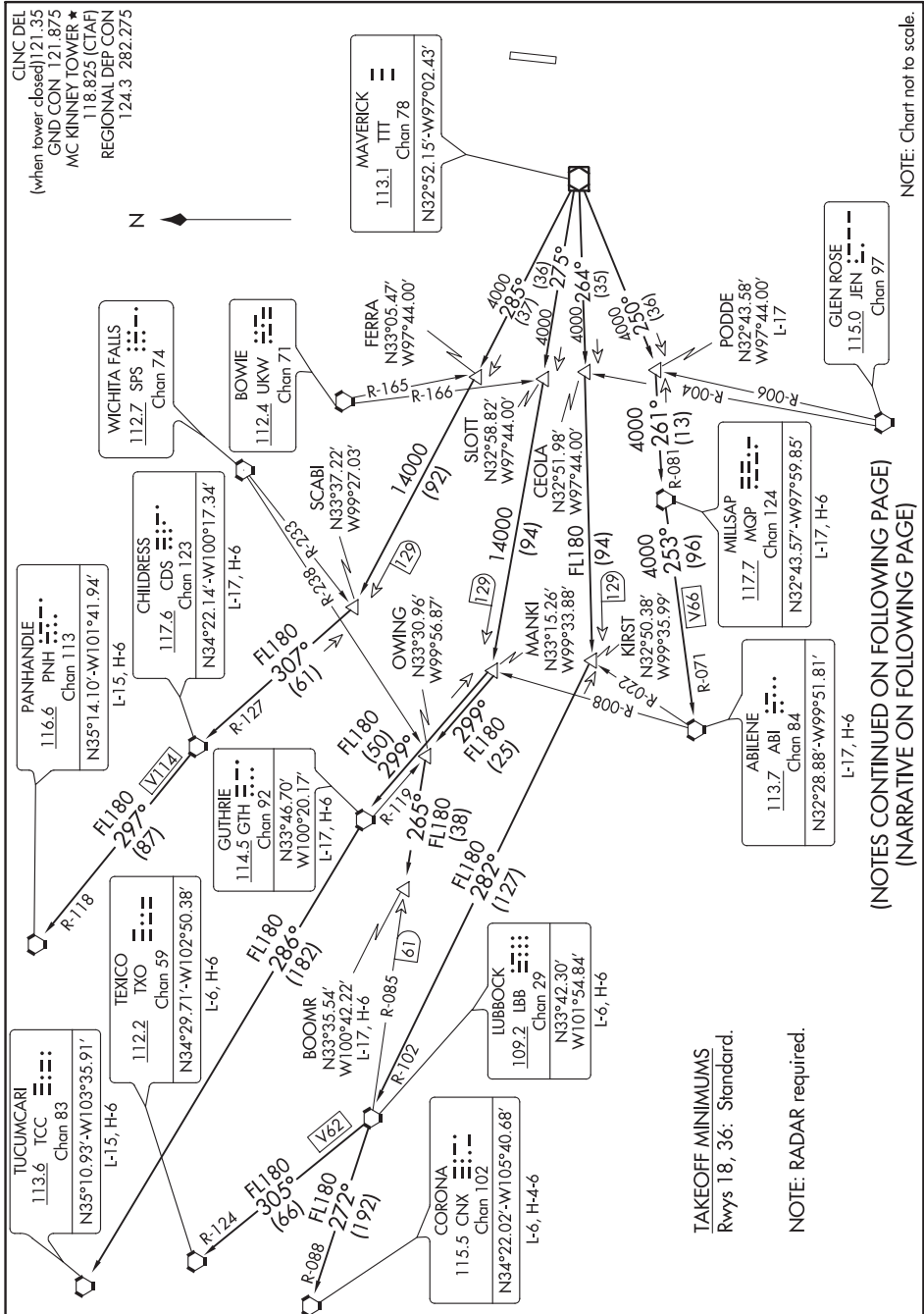
SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

SL-6644 (FAA)

MCKINNEY NATIONAL (TKI)

DALLAS, TEXAS



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.  
  
NOTE: RADAR required.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

DALLAS, TEXAS

MCKINNEY NATIONAL (TKI)



## DEPARTURE ROUTE DESCRIPTION

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

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.

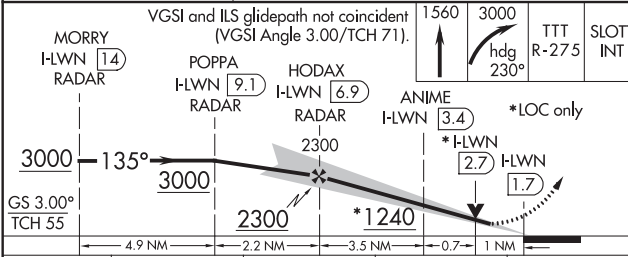
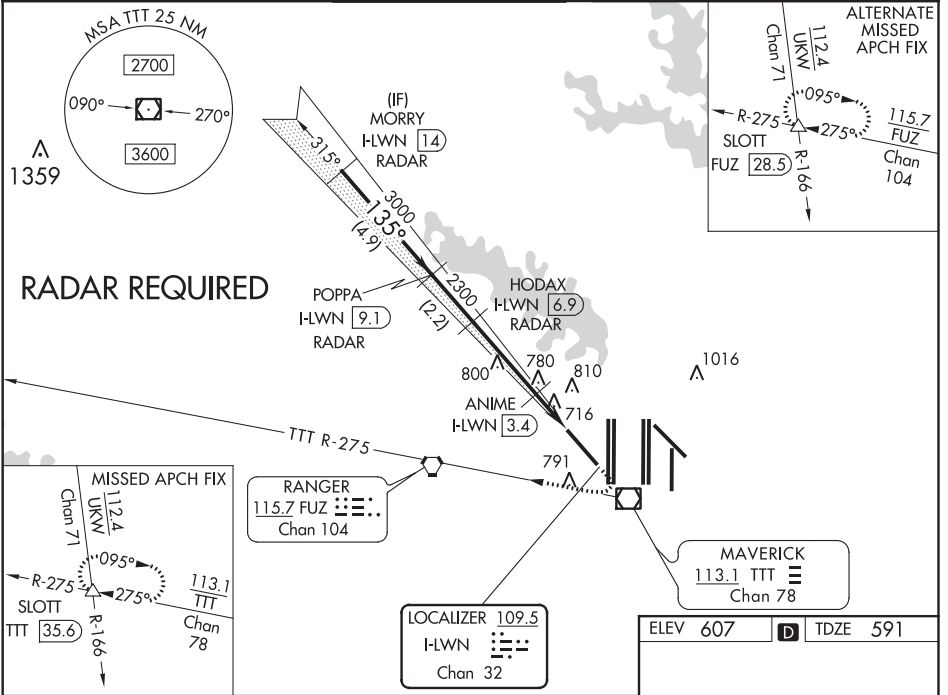
LOC/DME I-LWN <b>109.5</b> Chan <b>32</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>9301</b> <b>591</b> <b>607</b>
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# ILS or LOC RWY 13R

## DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1560 then climbing right turn to 3000 on heading 230° and TTT VOR/DME R-275 to SLOTT/TTT 35.6 DME and hold.
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ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.1 133.15</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 13R	791/18 200 (200-½)			
S-LOC 13R	1240/24	649 (700-½)	1240-1⅓	649 (700-1⅓)
ANIME FIX MINIMUMS				
S-LOC 13R	980/24	389 (400-½)	980/35	389 (400-¾)

ELEV 607	TDZE 591
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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

16315

LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy 17C Idg <b>13401</b> TDZE <b>562</b> Apt Elev <b>607</b>	Rwy 17R Idg <b>13401</b> TDZE <b>567</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 17C

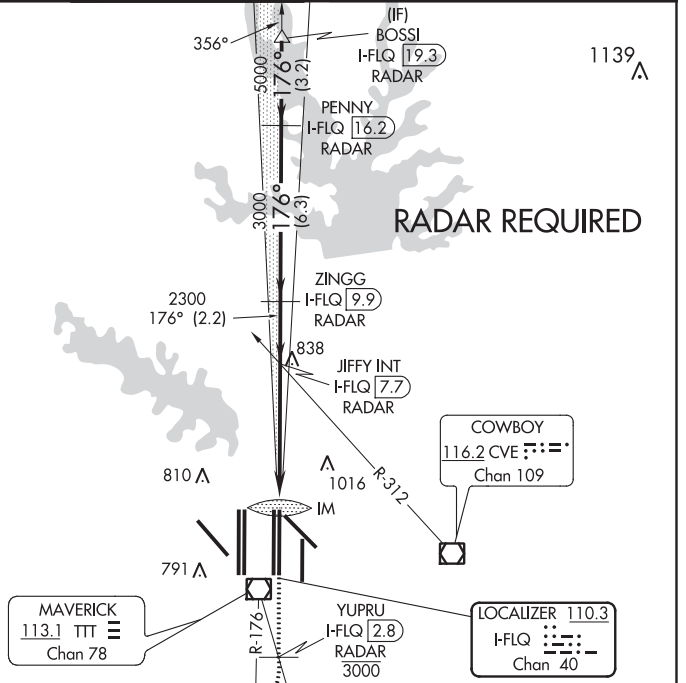
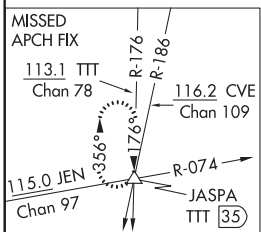
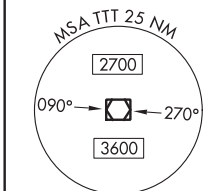
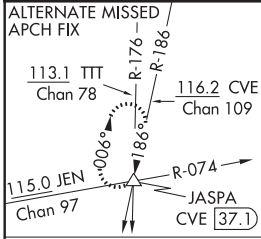
DALLAS-FORT WORTH INTL (DFW)

**▼** DME or RADAR required. Simultaneous approach authorized with Rwy 17L, 18L/R. Inop table does not apply to sidestep 17R Cats A and B.

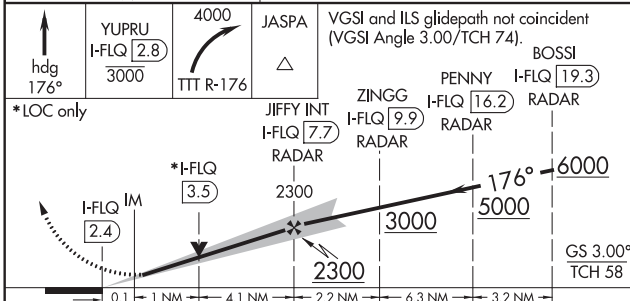
Rwy 17C ALSF-2 Rwy 17R MALS R

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 INT/TTT 35 DME and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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**RADAR REQUIRED**



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 (600-1¼)		1140-1½ 573 (600-1½)	

ELEV 607 **D** TDZE 562 17C  
TDZE 567 17R  
176° 5.3 NM from FAF

HIRL all Rwy's  
REIL Rwy's 13L and 31L  
TDZ/CL all Rwy's 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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS-FORT WORTH, TEXAS  
Amdt 11 18SEP14

32°54'N-97°02'W

DALLAS-FORT WORTH INTL (DFW)  
**ILS or LOC RWY 17C**





DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

16315

LOC/DME I-JHZ <b>111.35</b> Chan 50 (Y)	APP CRS <b>176°</b>	Rwy 17R Idg <b>13401</b> TDZE <b>567</b> Apt Elev <b>607</b>	Rwy 17C Idg <b>13401</b> TDZE <b>562</b> Apt Elev <b>607</b>
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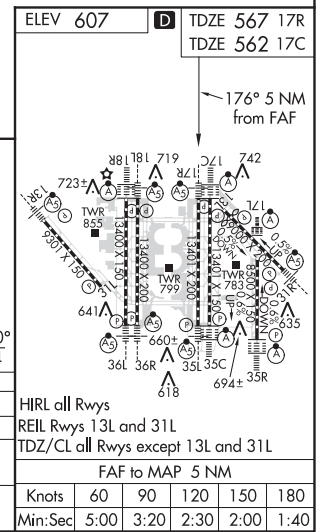
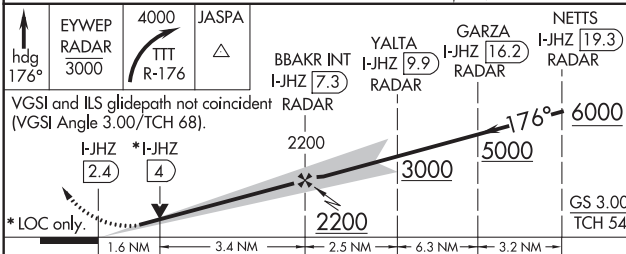
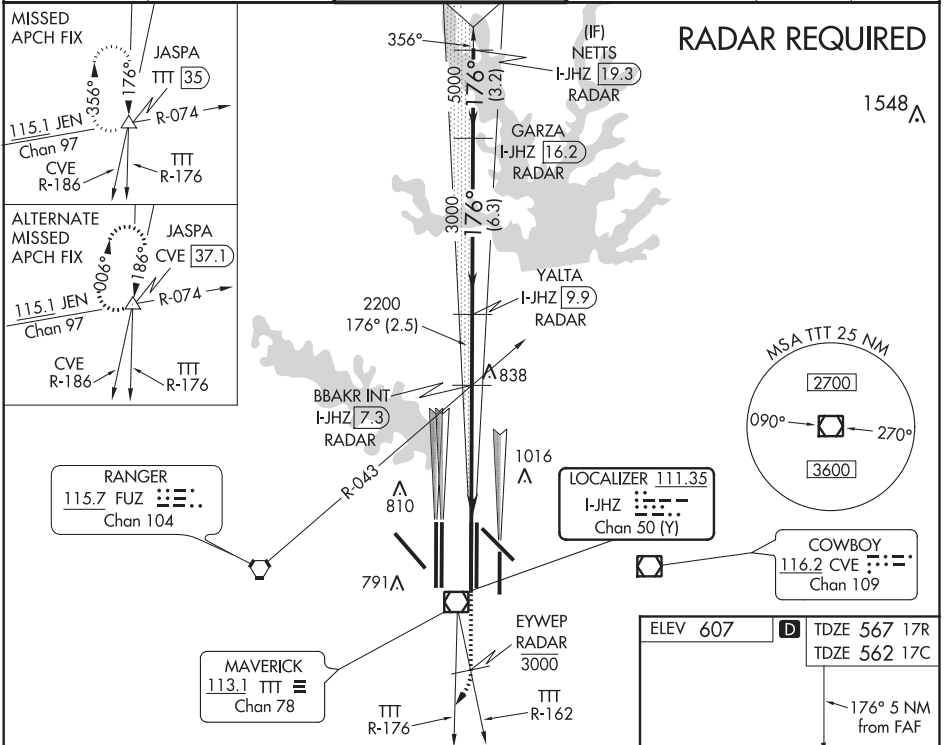
# ILS or LOC RWY 17R

DALLAS-FORT WORTH INTL (DFW)

**▽** DME or RADAR required. Simultaneous approach authorized with Rwy 17L and Rws 18L/R.

Rwy 17R MALSRS Rwy 17C ALSF-2   
**MISSED APPROACH:** Climb on heading 176° to cross to EYWEP/RADAR at or below 3000, then climbing right turn to 4000 on TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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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	1140-2
			578 (600-1½)	578 (600-2)

DALLAS-FORT WORTH, TEXAS  
Amdt 23B 18SEP14

32°54'N-97°02'W

# DALLAS-FORT WORTH INTL (DFW)

## ILS or LOC RWY 17R

SC-2, 10 NOV 2016 to 05 JAN 2017

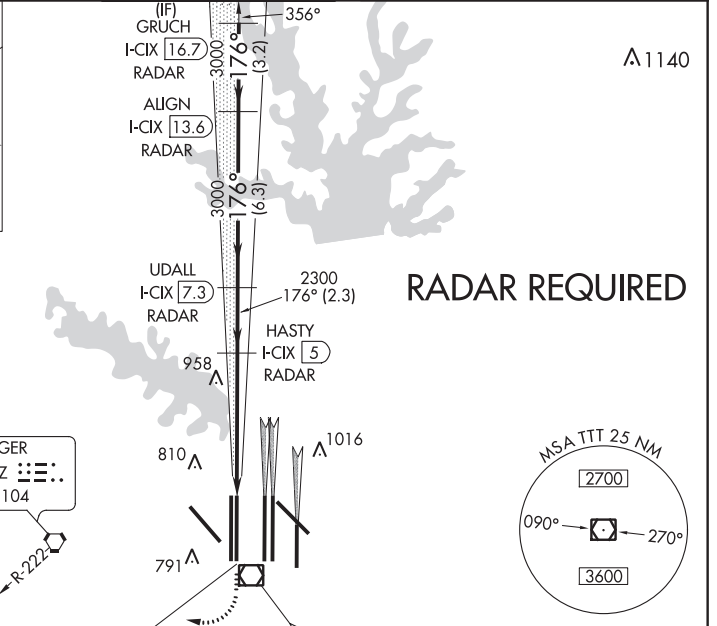
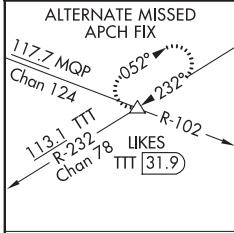
SC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CIX <b>110.55</b> Chan <b>42 (Y)</b>	APP CRS <b>176°</b>	Rwy 18L Idg <b>13400</b> TDZE <b>602</b> Apt Elev <b>607</b>	Rwy 18R Idg <b>13400</b> TDZE <b>607</b> Apt Elev <b>607</b>
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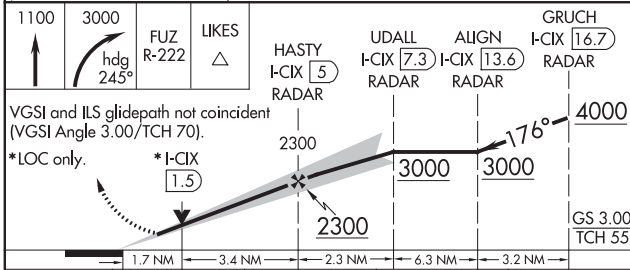
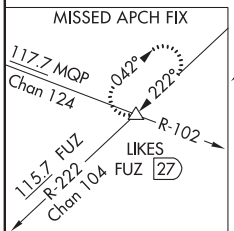
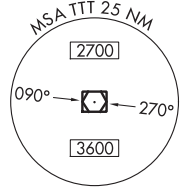
# ILS or LOC RWY 18L

DALLAS-FORT WORTH INTL (DFW)

<p>⚠ Simultaneous approach authorized with Rwy 17L/C/R. For Inop MALSR/ALSF, increase S-LOC 18L Cat C/D and sidestep 18R Cat C visibility to 1 1/4 mile. Inop table does not apply to sidestep 18R Cats A and B. DME or RADAR required.</p>		Rwy 18L MALSR AS	Rwy 18R ALSF-2 A	MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 on heading 245° and FUZ VORTAC R-222 to LKES INT/FUZ 27 DME and hold.		
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST		GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC



**RADAR REQUIRED**



CATEGORY	A	B	C	D
S-ILS 18L	802/18			
S-LOC 18L	1220/24	618 (700-1/2)	1220-1 3/8	618 (700-1 3/8)
SIDESTEP 18R	1220/50	613 (700-1)	1220-1 3/8	1220-1 1/2
			613 (700-1 3/8)	613 (700-1 1/2)

ELEV 607 **D** TDZE 602 18L  
TDZE 607 18R

176° 5.2 NM from FAF

HRL all Rwys  
REL 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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

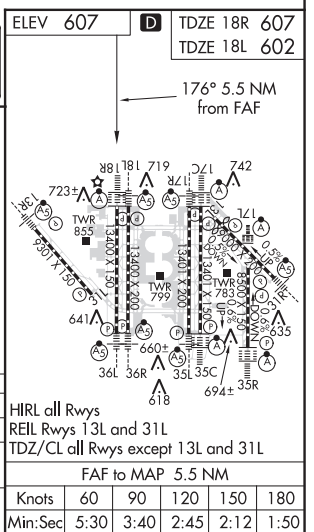
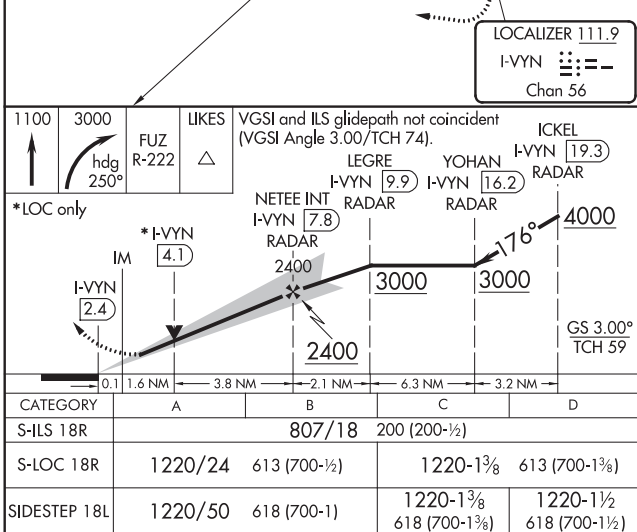
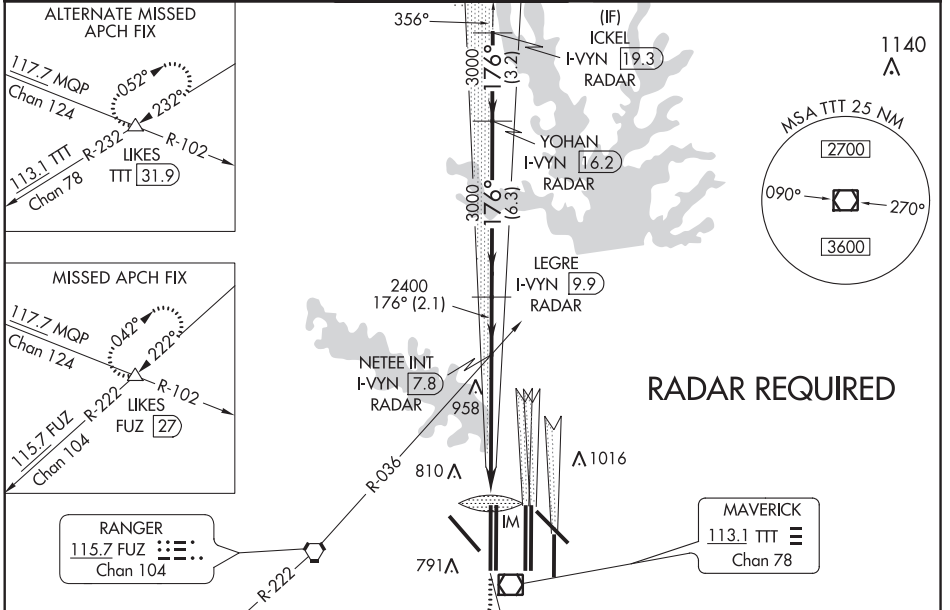
16315

LOC/DME I-VYIN <b>111.9</b> Chan <b>56</b>	APP CRS <b>176°</b>	Rwy Idg 18R 18L	<b>13400</b> <b>13400</b>
		TDZE <b>607</b> <b>602</b>	
		Apt Elev <b>607</b> <b>607</b>	

# ILS or LOC RWY 18R

DALLAS-FORT WORTH INTL (DFW)

<p>▼ 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 1/4 mile.</p>		<p>Rwy 18R ALSF-2</p>	<p>Rwy 18L MALSR</p>	<p>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.</p>	
<p>ATIS ARR <b>123.775</b> DEP <b>135.925</b></p>	<p>REGIONAL APP CON <b>118.425</b></p>	<p>DFW TOWER <b>126.55</b> <b>127.5</b> EAST <b>124.15</b> <b>134.9</b> WEST</p>	<p>GND CON <b>121.65</b> <b>121.8</b> EAST <b>121.85</b> WEST</p>	<p>CLNC DEL <b>128.25</b></p>	<p>CPDLC</p>



DALLAS-FORT WORTH, TEXAS  
Amdt 8A 18SEP14

32°54'N-97°02'W

# DALLAS-FORT WORTH INTL (DFW) ILS or LOC RWY 18R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

16315

LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy 35C Idg <b>13401</b> TDZE <b>563</b> Apt Elev <b>607</b>	Rwy 35L Idg <b>13401</b> TDZE <b>564</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 35C

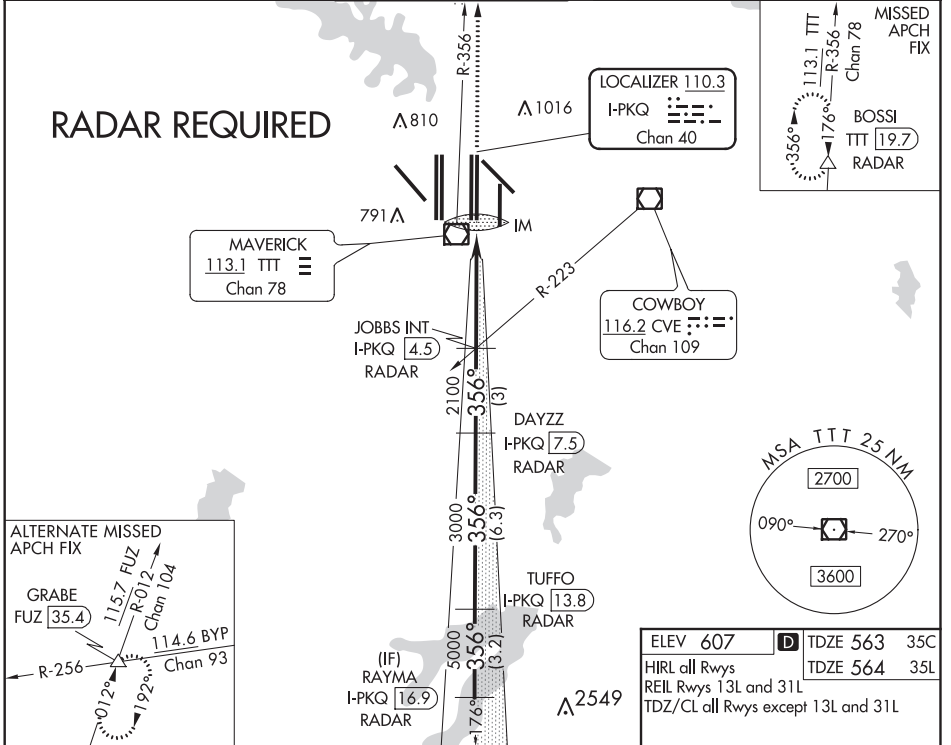
DALLAS-FORT WORTH INTL (DFW)

**▽** 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.

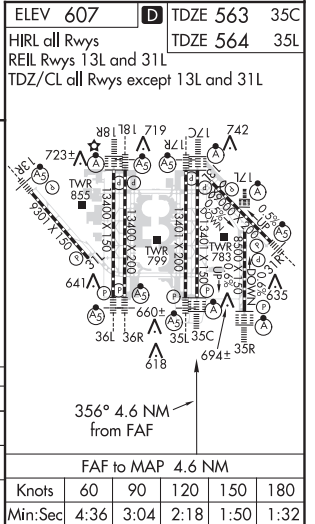
Rwy 35C ALSF-2 Rwy 35L MALSR

MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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3000 ↑ TTT R-356	BOSSI △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).	RAYMA I-PKQ 16.9 RADAR
*LOC only	JOBB'S INT I-PKQ 4.5 RADAR	DAYZZ I-PKQ 7.5 RADAR	TUFFO I-PKQ 13.8 RADAR
IM	*I-PKQ 1	3000	6000
0.1 NM	3.5 NM	3 NM	6.3 NM
2100	3000	5000	6000
GS 3.00° TCH 59			
CATEGORY	A	B	C
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 (400-1¼)	1000-1½ 436 (400-1½)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS-FORT WORTH, TEXAS  
Amdt 3 18SEP14

32°54'N-97°02'W

# DALLAS-FORT WORTH INTL (DFW)

## ILS or LOC RWY 35C

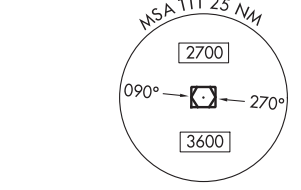
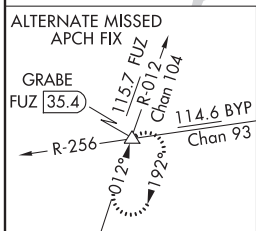
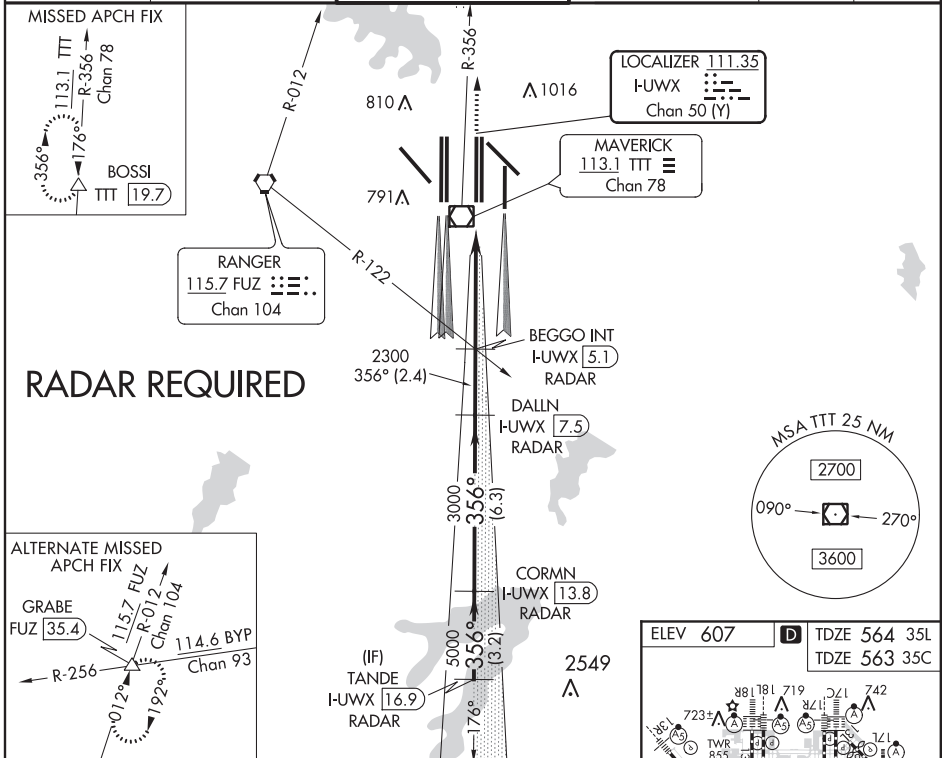
LOC/DME I-UWX <b>111.35</b> Chan <b>50 (Y)</b>	APP CRS <b>356°</b>	Rwy 35L Idg <b>13401</b> TDZE <b>564</b> Apt Elev <b>607</b>	Rwy 35C Idg <b>13401</b> TDZE <b>563</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 35L

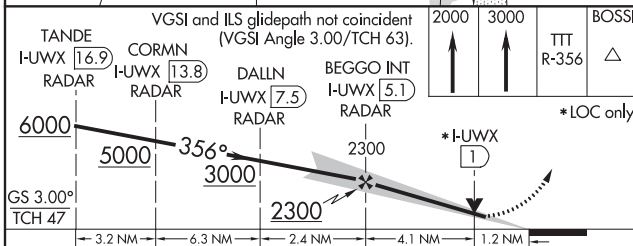
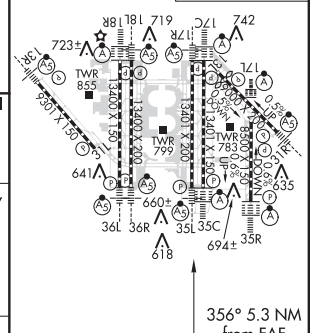
DALLAS-FORT WORTH INTL (DFW)

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 MALS R	Rwy 35C ALS F-2	MISSED APPROACH: Climb to 2000 then climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 607	<b>D</b> TDZE 564 35L
	TDZE 563 35C



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	1000-2
			437 (400-½)	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, 10 NOV 2016 to 05 JAN 2017

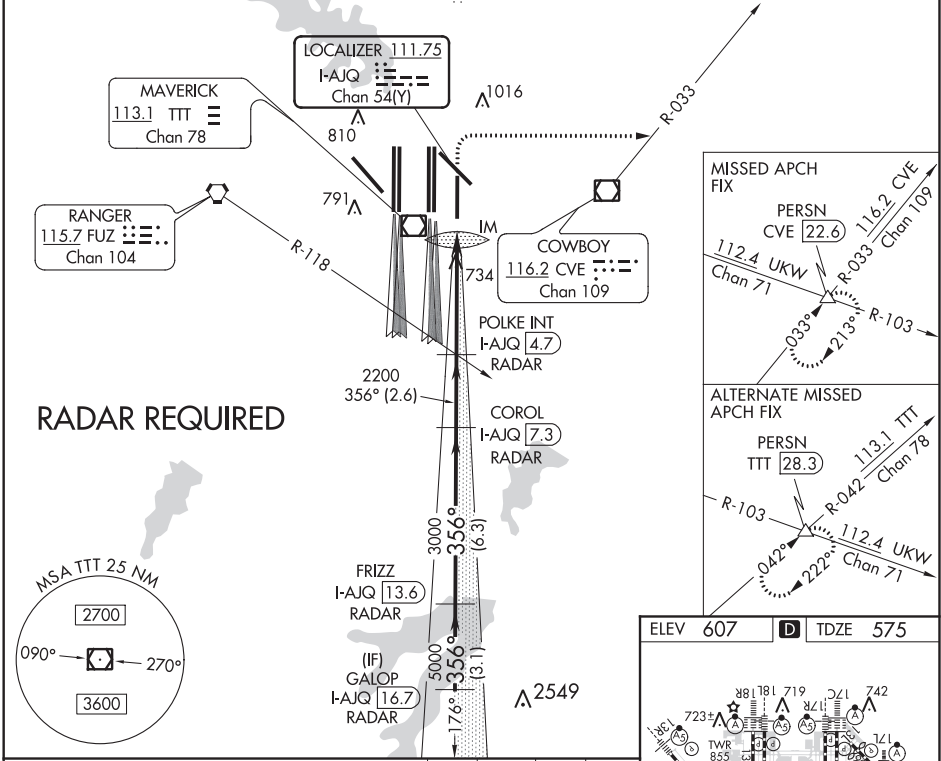
SC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-AJQ <b>111.75</b> Chan <b>54(Y)</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>575</b> <b>607</b>
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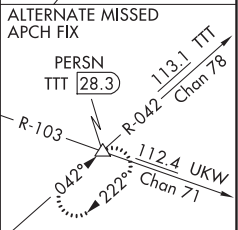
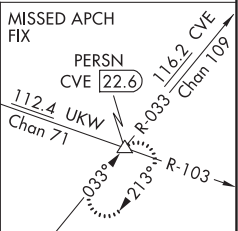
# ILS or LOC RWY 35R

DALLAS-FORT WORTH INTL (DFW)

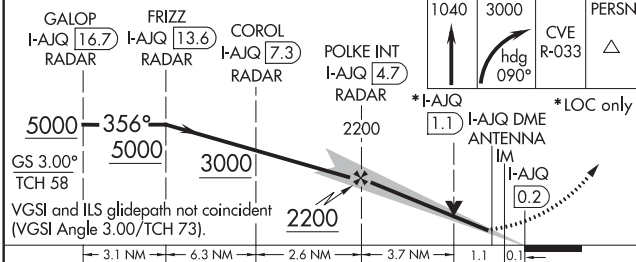
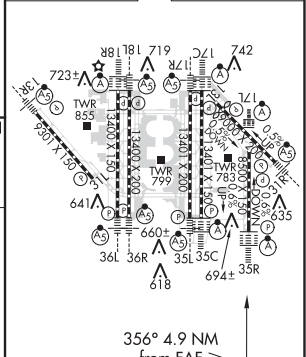
Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. DME required.		ALSF-2 	MISSED APPROACH: Climb to 1040 then climbing right turn to 3000 on heading 090° and CVE VOR/DME R-033 to PERSN/CVE 22.6 DME and hold.		
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC



**RADAR REQUIRED**



ELEV 607	<b>D</b>	TDZE 575
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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)

HIRL all Rwy's				
REIL Rwy's 13L and 31L				
TDZ/CL all Rwy's except 13L, and 31L				
FAF to MAP 4.9 NM				
Knots	60	90	120	150 180
Min:Sec	4:54	3:16	2:27	1:58 1:38

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-BXN <b>111.9</b> Chan <b>56</b>	APP CRS <b>356°</b>	Rwy 36L Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>607</b>	Rwy 36R Idg <b>13400</b> TDZE <b>581</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 36L

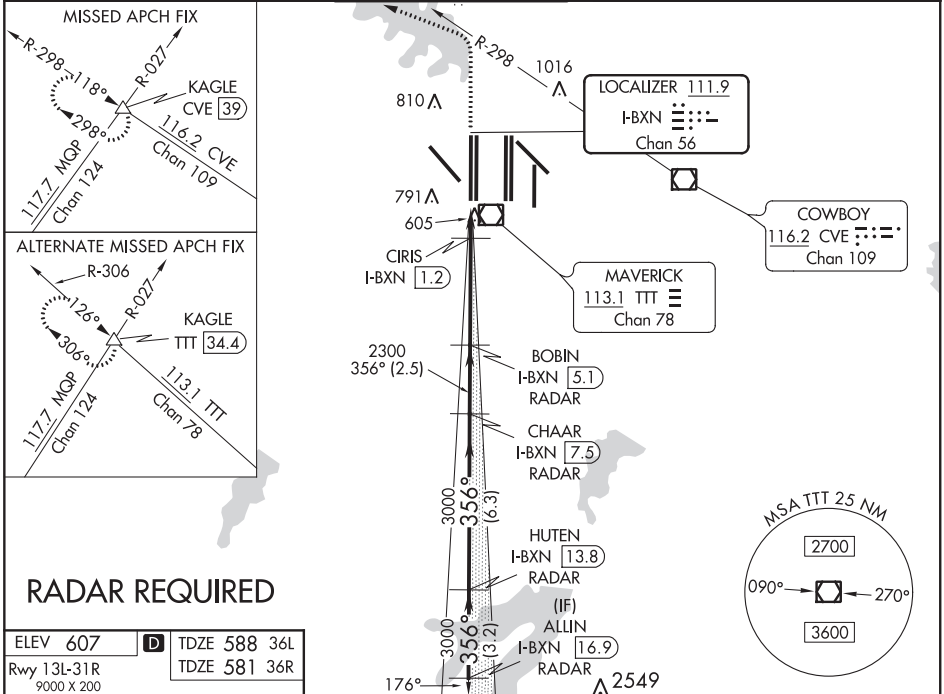
## DALLAS-FORT WORTH INTL (DFW)

**⚠ DME or RADAR required.** Simultaneous approach authorized with Rwy 35L/C/R. Inop table does not apply to Sidestep 36R. For inop MALSR, increase S-LOC 36L Cat C and D visibility to 1 1/2 mile. For inop MALSR, increase CIRIS fix minimums Cat C and D visibility to RVR 4500.

Rwys 36L/R  
MALSR  
Ⓜ

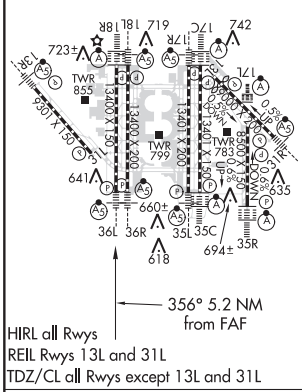
**MISSED APPROACH:** Climb to 1100, then climbing left turn to 3000 on heading 305° and CVE VOR/DME R-298 to KAGLE INT/ CVE VOR/DME 39 DME and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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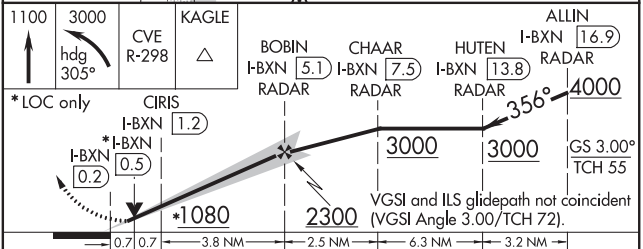


ELEV <b>607</b>	<b>D</b>	TDZE <b>588 36L</b> TDZE <b>581 36R</b>
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Rwy 13L-31R  
9000 X 200



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 (200-1/2)			
S-LOC 36L	1080/24	492 (500-1/2)	1080/50	492 (500-1)
SIDESTEP 36R	1080/50	499 (500-1)	1080/1 1/2	499 (500-1 1/2)
CIRIS FIX MINIMUMS (DME Required)				
S-LOC 36L	880/24 292 (300-1/2)			

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

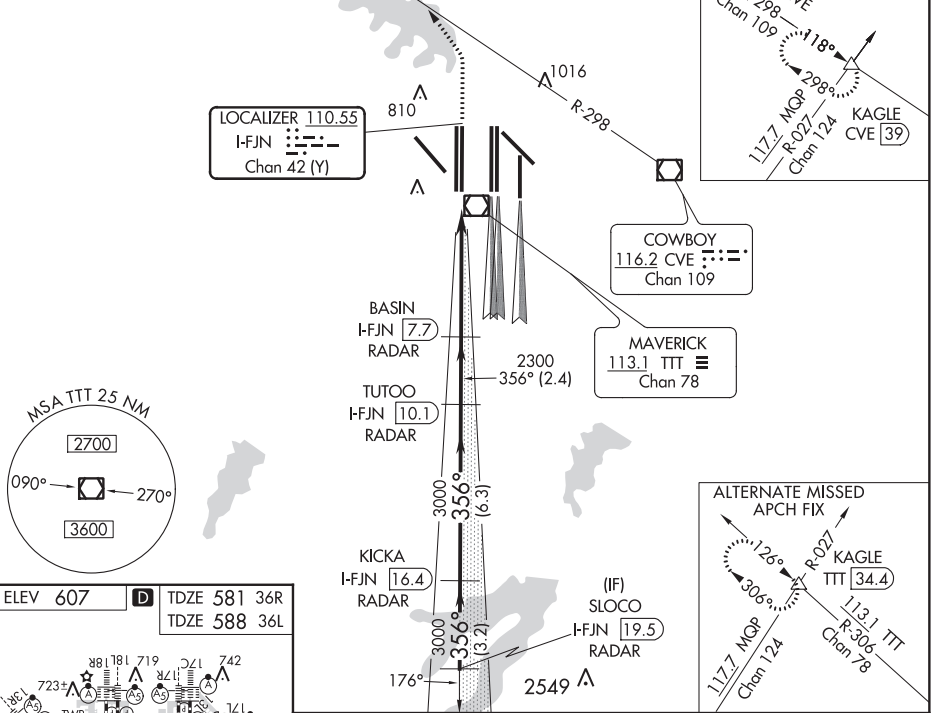
LOC/DME I-FJN <b>110.55</b> Chan <b>42 (Y)</b>	APP CRS <b>356°</b>	Rwy 36R Idg <b>13400</b> TDZE <b>581</b> Apt Elev <b>607</b>	Rwy 36L Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>607</b>
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# ILS or LOC RWY 36R

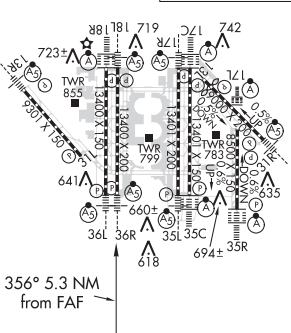
DALLAS-FORT WORTH INTL (DFW)

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.		
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC

## RADAR REQUIRED



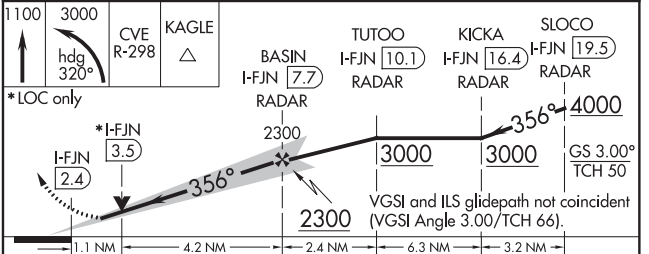
ELEV <b>607</b>	<b>D</b>	TDZE <b>581 36R</b> TDZE <b>588 36L</b>
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HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



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)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

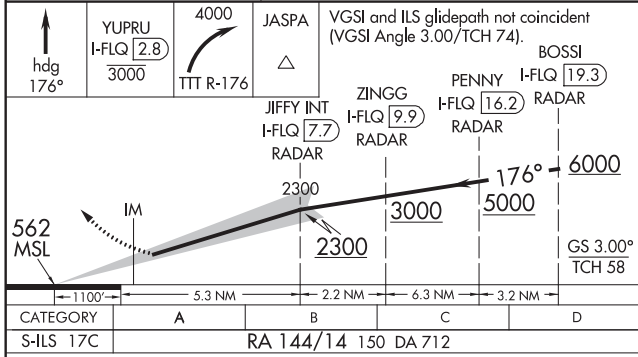
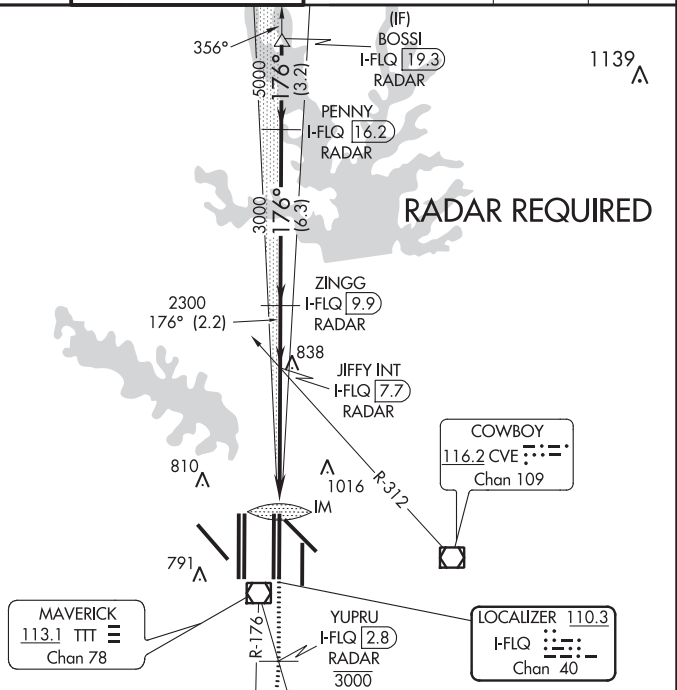
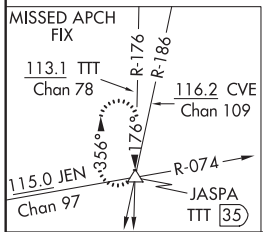
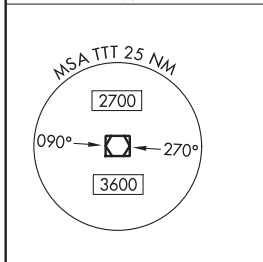
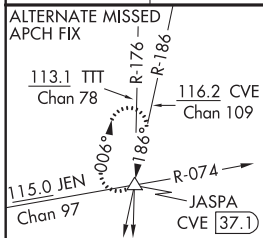
LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>562</b> <b>607</b>
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# ILS RWY 17C (SA CAT I)

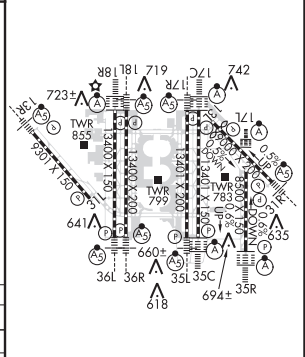
## DALLAS-FORT WORTH INTL (DFW)

▼ DME or RADAR required. Simultaneous approach authorized with Rwy 17L, 18L/R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.	ALS-F-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 INT/TTT 35 DME and hold.			
	ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.1 133.15</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.1 133.15</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 607	TDZE 562
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**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwws  
REIL Rwws 13L and 31L  
TDZ/CL all Rwws except 13L and 31L

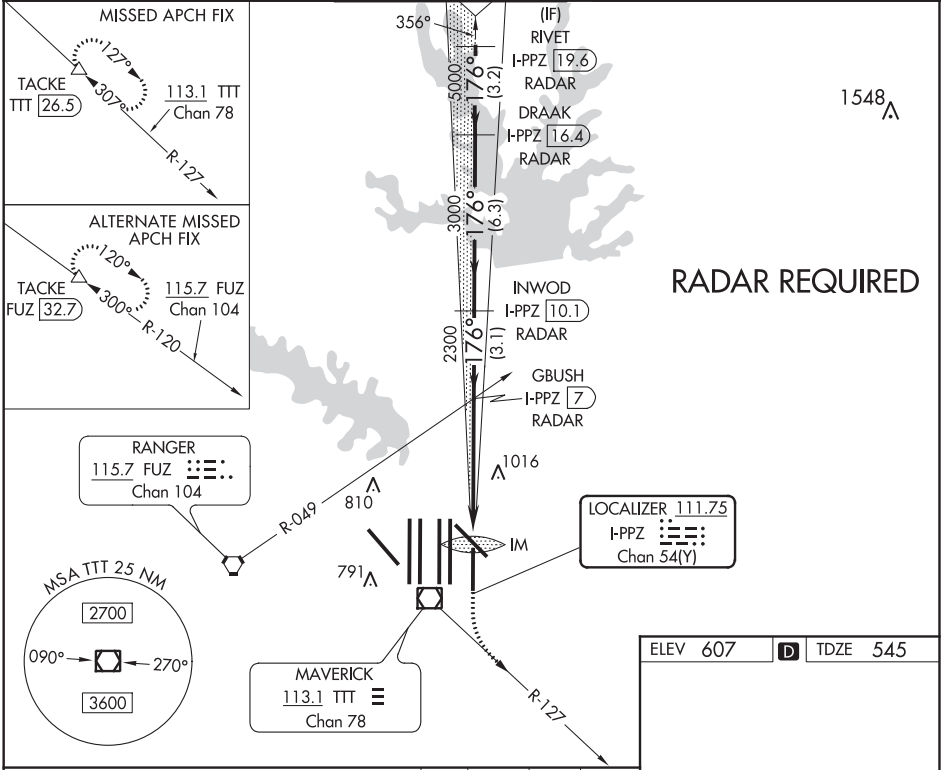
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

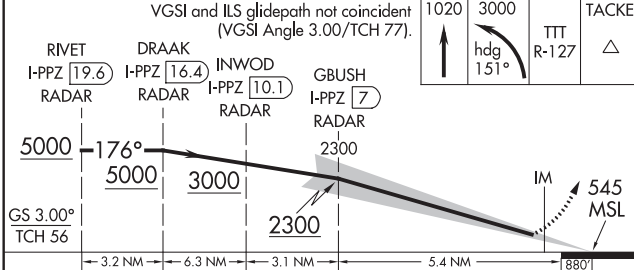
LOC/DME I-PPZ <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>545</b> <b>607</b>
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**ILS RWY 17L (SA CAT I)**  
DALLAS-FORT WORTH INTL (DFW)

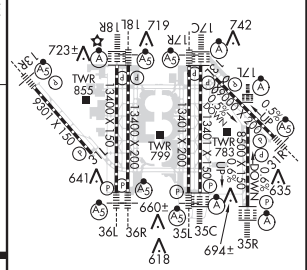
⚠ Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.		ALSF-2 	MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 on heading 151° and TTT VOR/DME R-127 to TACKE/TTT 26.5 DME and hold.		
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC



ELEV 607	<b>D</b>	TDZE 545
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CATEGORY	A	B	C	D
S-ILS 17L	RA 165/14 150 DA 695			



HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

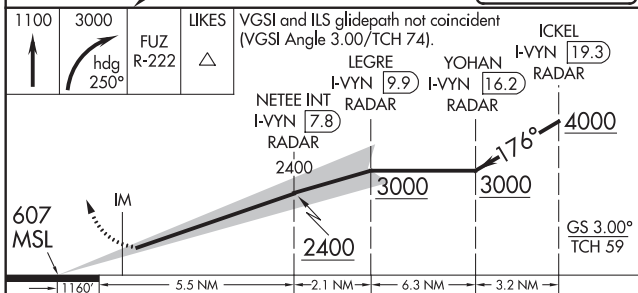
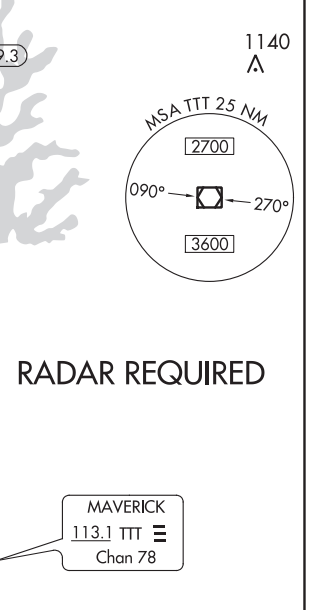
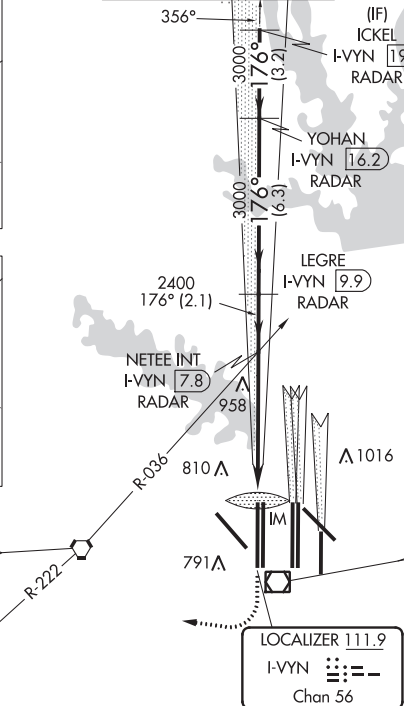
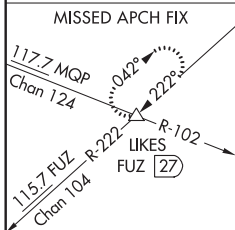
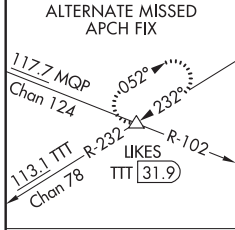
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

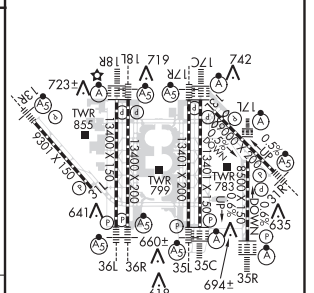
LOC/DME I-VYIN <b>111.9</b> Chan <b>56</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>607</b> <b>607</b>
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**ILS RWY 18R (SA CAT I)**  
DALLAS-FORT WORTH INTL (DFW)

⚠ 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 ALS-F2 	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.	
		ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>
		CLNC DEL <b>128.25</b>	CPDLC



ELEV 607	<b>D</b> TDZE 607
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1100	3000	LIKES	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	ICKEL I-VYIN [19.3] RADAR
hdg 250°	FUZ R-222	△	LEGRE I-VYIN [9.9] RADAR	YOHAN I-VYIN [16.2] RADAR
			NETEE INT I-VYIN [7.8] RADAR	

607 MSL	IM	2400	3000	3000	4000	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	RA 158/14		150 DA 757			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

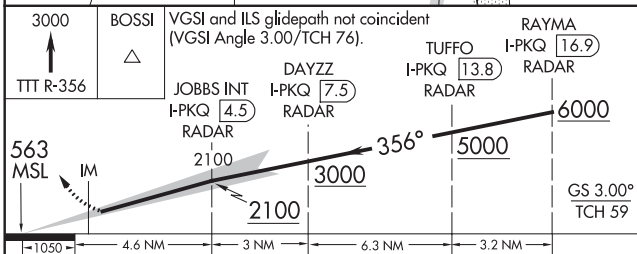
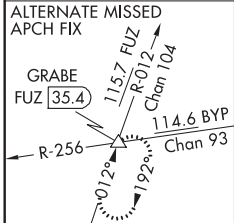
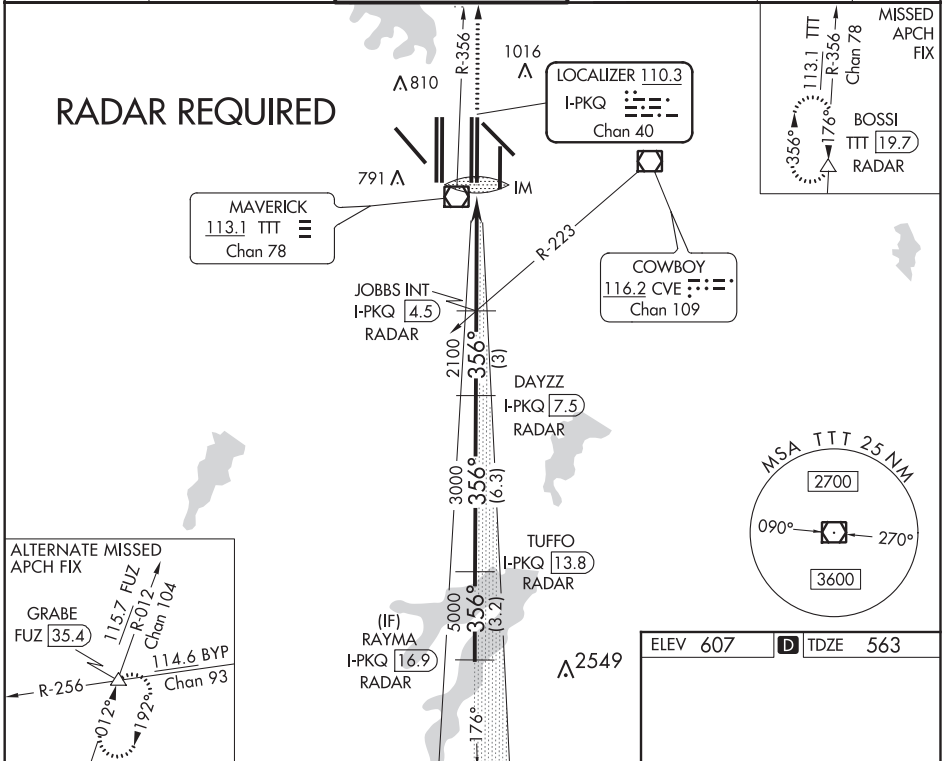
LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>563</b> <b>607</b>
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**ILS RWY 35C (SA CAT I)**  
DALLAS-FORT WORTH INTL (DFW)

**▽** 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.

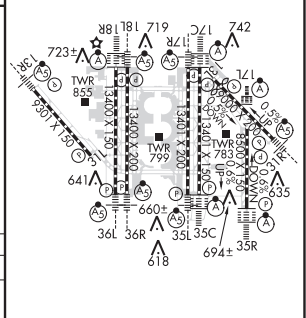
ALSF-2   
MISSED APPROACH: Climb to 3000 on TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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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 Rwy 13L and 31L  
TDZ/CL all Rwy except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

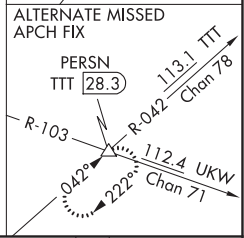
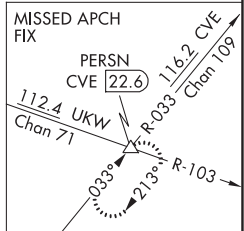
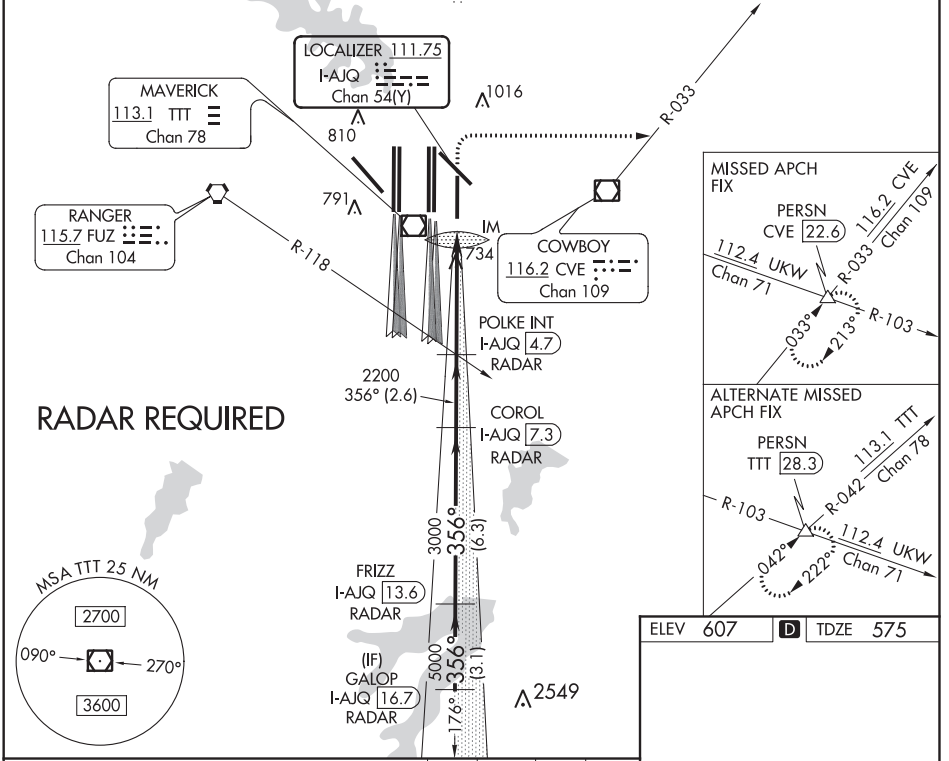
SC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-AJQ <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>575</b> <b>607</b>
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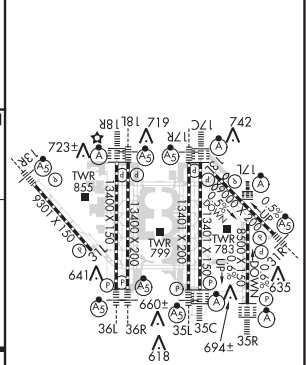
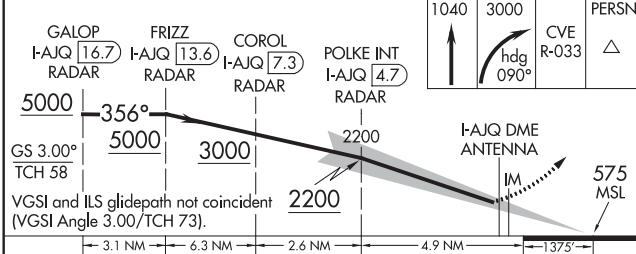
# ILS RWY 35R (SA CAT I)

## DALLAS-FORT WORTH INTL (DFW)

<b>Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.</b> DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		ALSF-2 	<b>MISSED APPROACH:</b> 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.		
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC



ELEV 607	<b>D</b>	TDZE 575
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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 Rwy's  
REIL Rwy's 13L and 31L  
TDZ/CL all Rwy's except 13L, and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





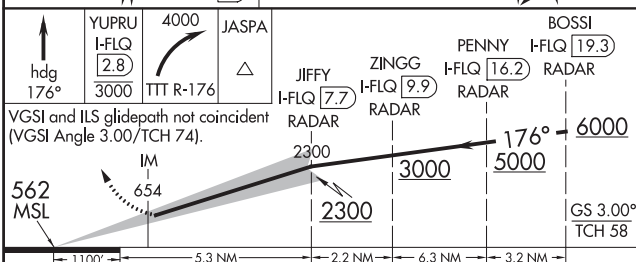
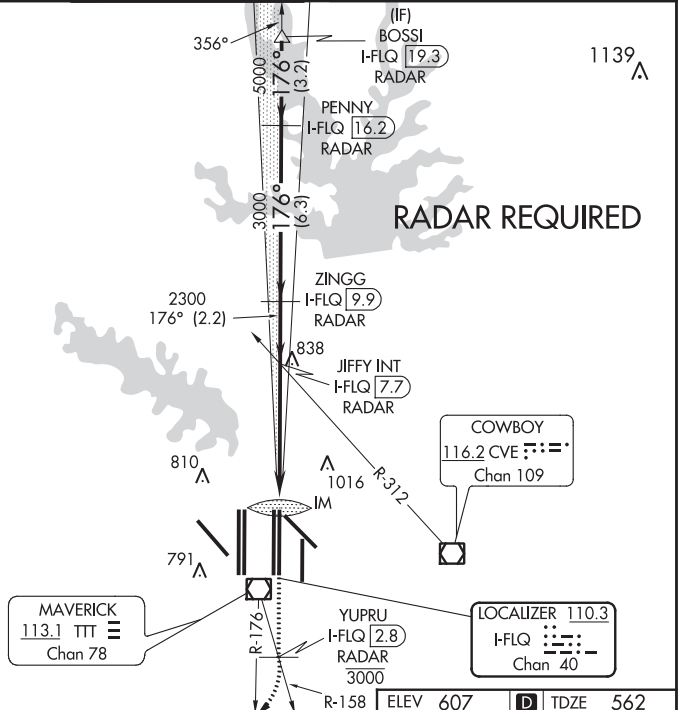
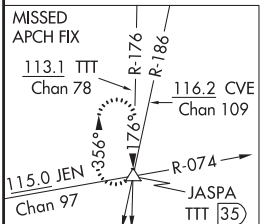
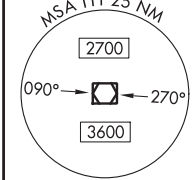
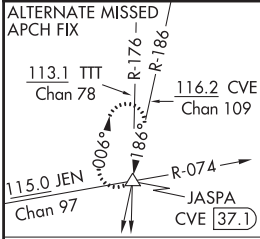


LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>562</b> <b>607</b>
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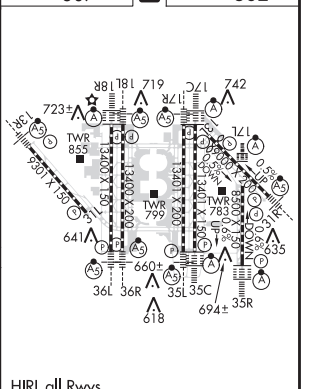
# ILS RWY 17C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

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 INT/TTT 35 DME and hold.	ALSF-2 	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
	DME or RADAR required. Simultaneous approach authorized with Rwy 17L, 18L/R.				



CATEGORY	A	B	C	D
S-ILS 17C	CAT II RA 102/12 100 DA 662			
S-ILS 17C	CAT IIIa RVR 07			
S-ILS 17C	CAT IIIb RVR 06			
S-ILS 17C	CAT IIIc NA			



## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwws  
REIL Rwws 13L and 31L  
TDZ/CL all Rwws except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

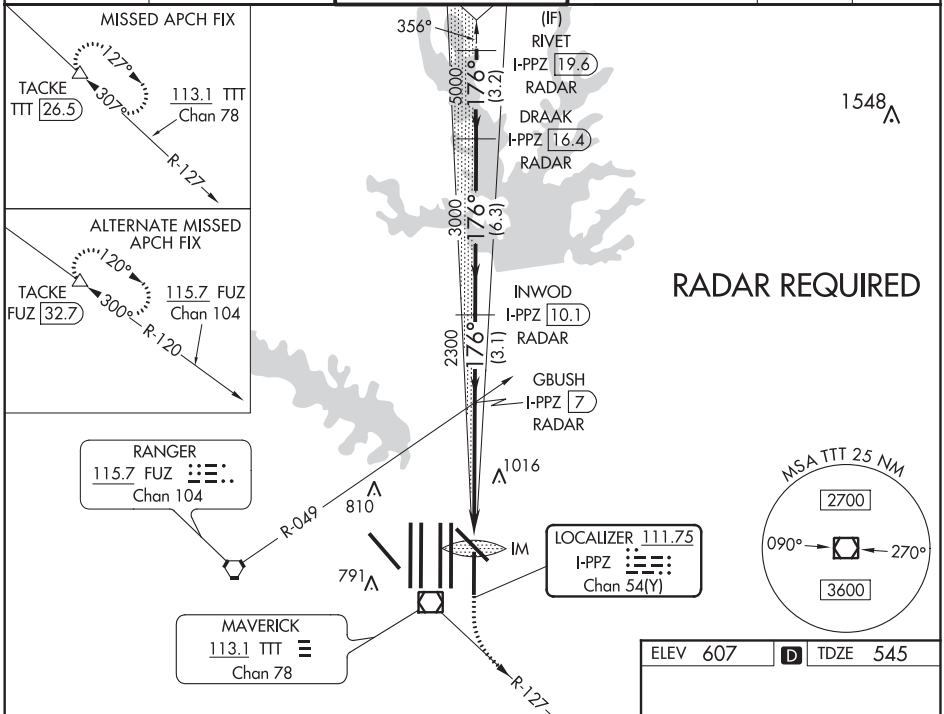
SC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PPZ <b>111.75</b> Chan 54 (Y)	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>545</b> <b>607</b>
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# ILS RWY 17L (CAT II & III)

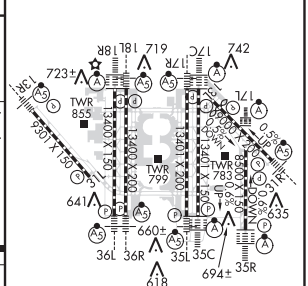
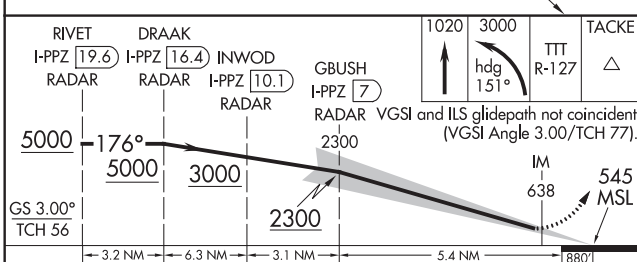
DALLAS-FORT WORTH INTL (DFW)

<p>Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. DME required.</p>		<p>ALSIF-2</p>	<p>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.</p>		
<p>ATIS ARR <b>123.775</b> DEP <b>135.925</b></p>	<p>REGIONAL APP CON <b>119.4</b></p>	<p>DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST</p>	<p>GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST</p>	<p>CLNC DEL <b>128.25</b></p>	<p>CPDLC</p>



**RADAR REQUIRED**

ELEV 607	<b>D</b> TDZE 545
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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 Rwy 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

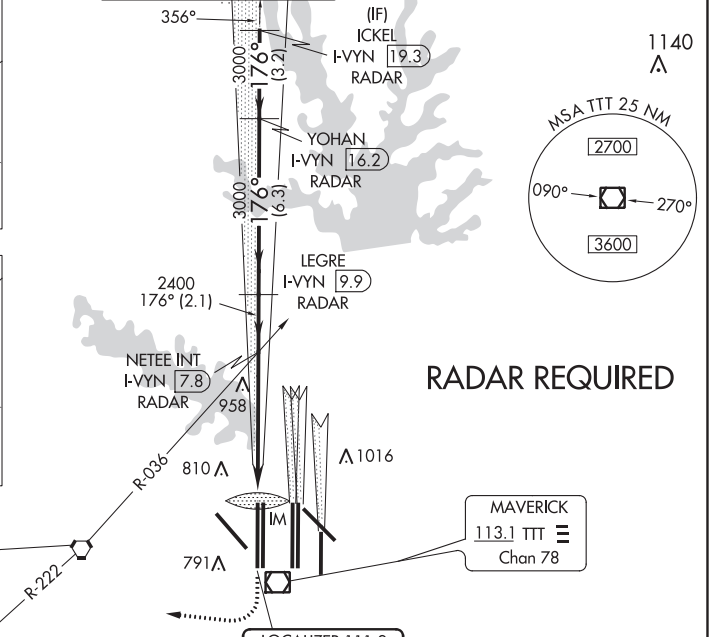
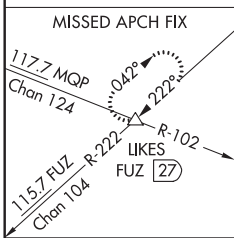
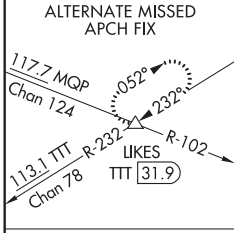
LOC/DME I-VYV <b>111.9</b> Chan <b>56</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>607</b> <b>607</b>
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# ILS RWY 18R (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

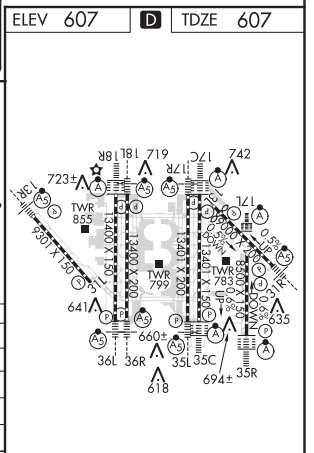
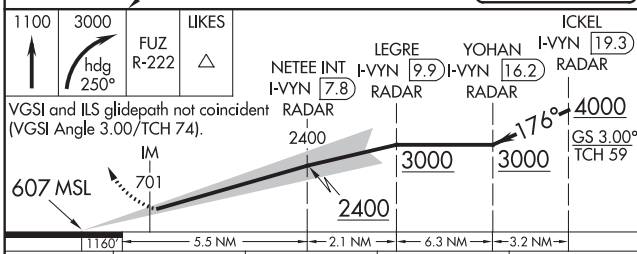
**⚠** DME or RADAR required. Simultaneous approach authorized with Rwy 17 L/C/R. **ALSIF-2** MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 250° and FUZ VORTAC R-222 to LIKES INT/FUZ VORTAC 27 DME and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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**RADAR REQUIRED**

ELEV 607	<b>D</b> TDZE 607
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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 Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

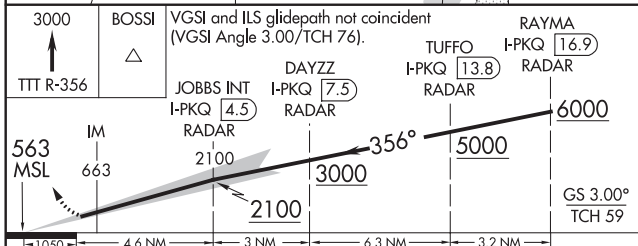
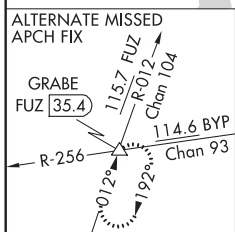
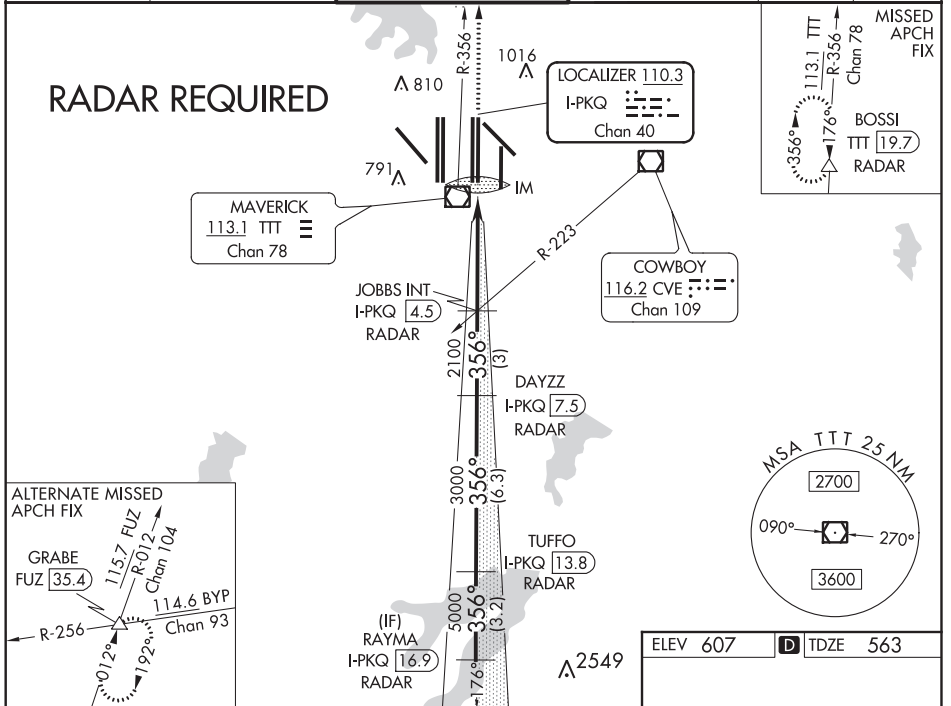
LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>563</b> <b>607</b>
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# ILS RWY 35C (CAT II & III)

DALLAS-FORT WORTH INTL (DFW)

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.		
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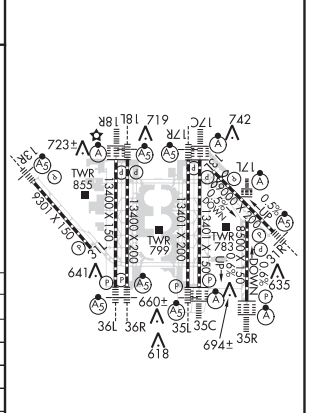
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 35C	CAT II 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

ELEV 607	TDZE 563
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HIRL all Rwys  
REIL Rwy 13L and 31L  
TDZ/CL all Rwy except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

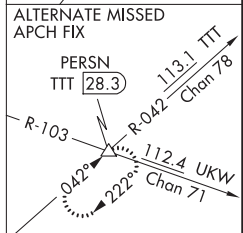
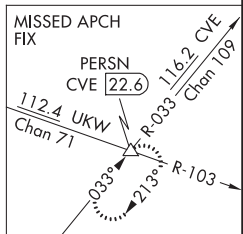
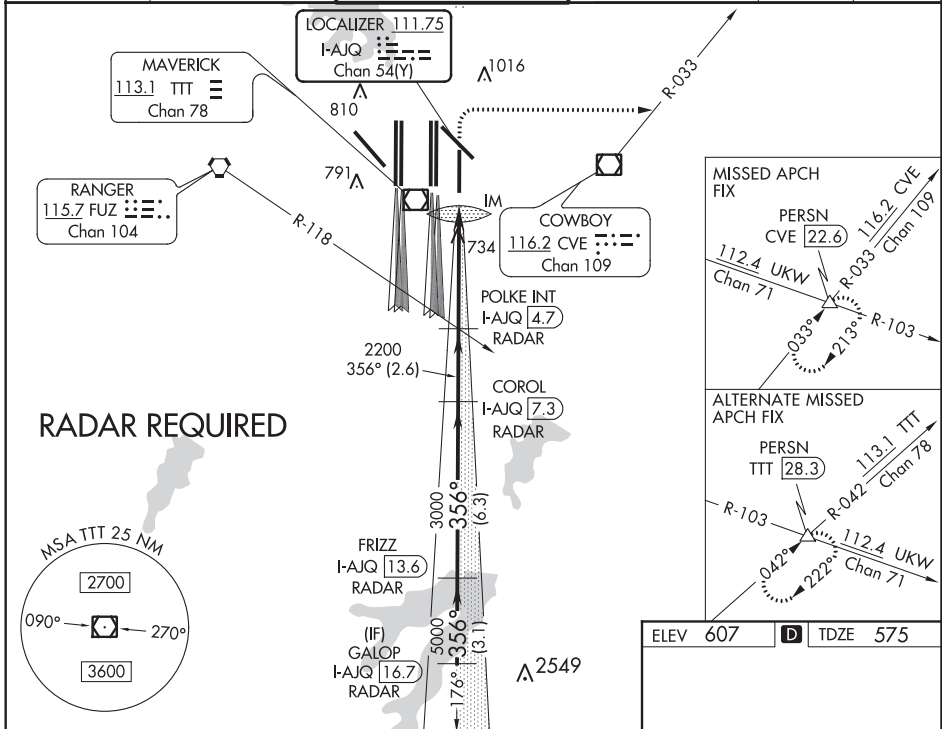
LOC/DME I-AJQ <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>575</b> <b>607</b>
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# ILS RWY 35R (CAT II & III)

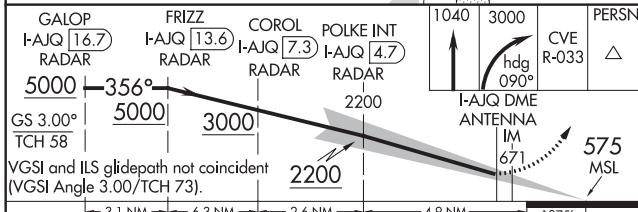
DALLAS-FORT WORTH INTL (DFW)

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.

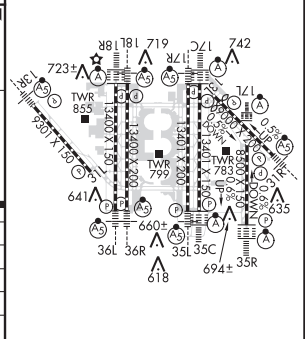
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 607	<b>D</b> TDZE 575
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GS 3.00° TCH 58	3.1 NM	6.3 NM	2.6 NM	4.9 NM	1375'
	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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-LWN <b>109.5</b> Chan <b>32</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev <b>9301</b> <b>591</b> <b>607</b>
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# CONVERGING ILS RWY 13R

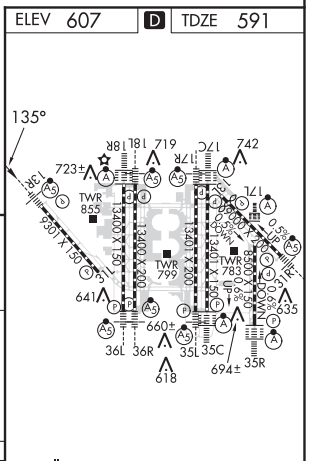
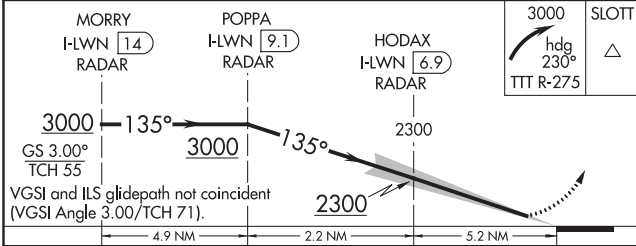
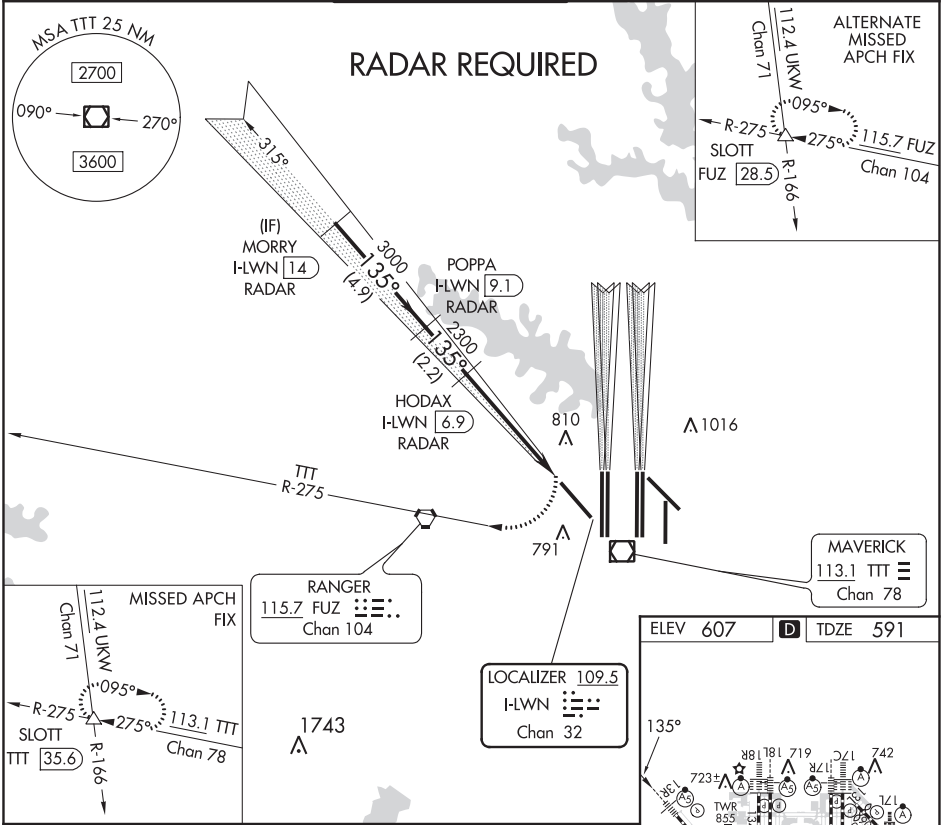
DALLAS-FORT WORTH INTL (DFW)

**⚠** Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. For inop MALSR, increase ILS 13R all Cats visibility to 2 $\frac{3}{4}$ .

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.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.1 133.15</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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CATEGORY	A	B	C	D	HIRL all Rws
S-ILS 13R	1401-2 $\frac{1}{2}$	810 (800-2 $\frac{1}{2}$ )	1441-2 $\frac{1}{2}$ 850 (900-2 $\frac{1}{2}$ )	NA	REIL Rws 13L and 31L TDZ/CL all Rws except 13L, and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



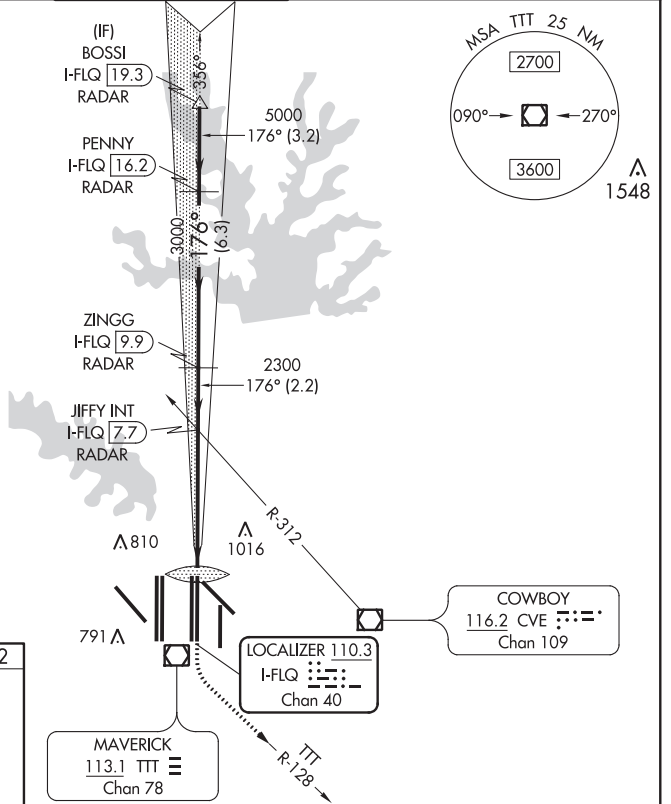
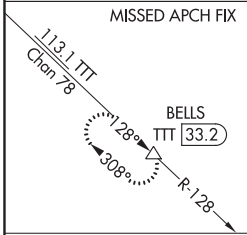
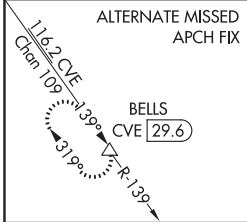
LOC/DME I-FLQ <b>110.3</b> Chan <b>40</b>	APP CRS <b>176°</b>	Rwy ldg <b>13400</b> TDZE <b>562</b> Apt Elev <b>607</b>
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# CONVERGING ILS RWY 17C

DALLAS-FORT WORTH INTL (DFW)

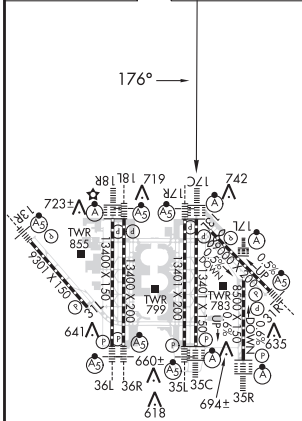
<b>▽</b> DME or RADAR required. Simultaneous approach authorized with Converging ILS Rwy 13R.		ALSF-2 	MISSED APPROACH: Climb to 3000 then climbing left turn to 3000 on TTT VOR/DME R-128 to BELLS/TTT 33.2 DME and hold.
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ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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## RADAR REQUIRED

ELEV 607	D	TDZE 562
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1300	3000	BELLS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	
↑	TTT R-128	△	ZINGG I-FLQ 9.9 RADAR	PENNY I-FLQ 16.2 RADAR
			JIFFY INT I-FLQ 7.7 RADAR	BOSSI I-FLQ 19.3 RADAR
			IM 654	2300
			3000	5000
			176°	6000
			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 (200-1/2)	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





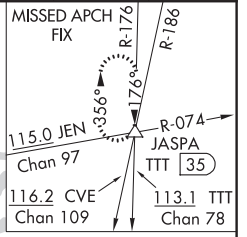
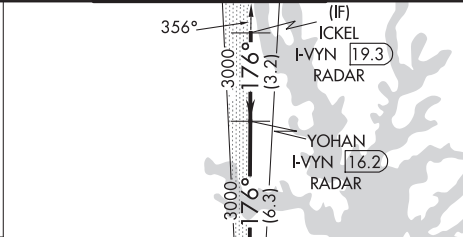
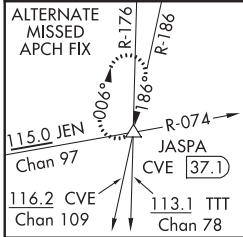
LOC/DME I-VYIN <b>111.9</b> Chan 56	APP CRS <b>176°</b>	Rwy Idg <b>13400</b> TDZE <b>607</b> Apt Elev <b>607</b>
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# CONVERGING ILS RWY 18R

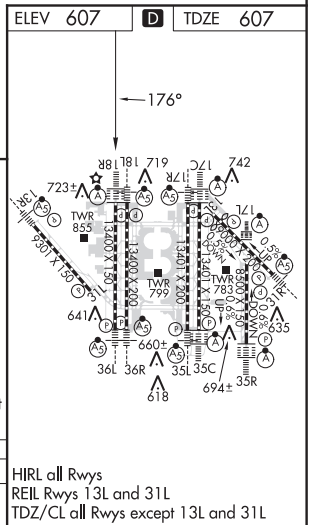
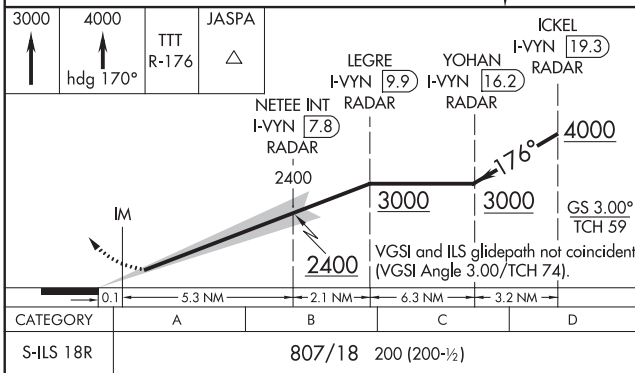
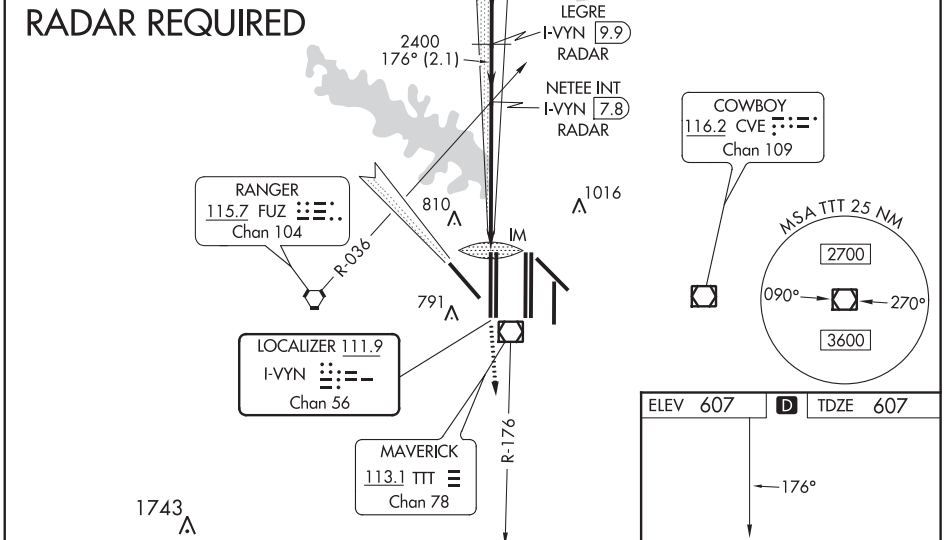
DALLAS-FORT WORTH INTL (DFW)

<b>▽</b> DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 13R.	ALSIF-2	MISSED APPROACH: Climb to 3000 then climb to 4000 on heading 170° and TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.
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ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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## RADAR REQUIRED



# CONVERGING ILS RWY 18R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



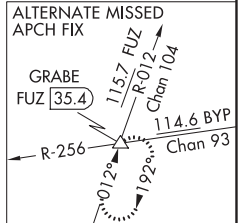
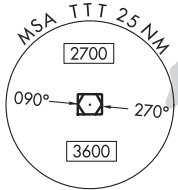
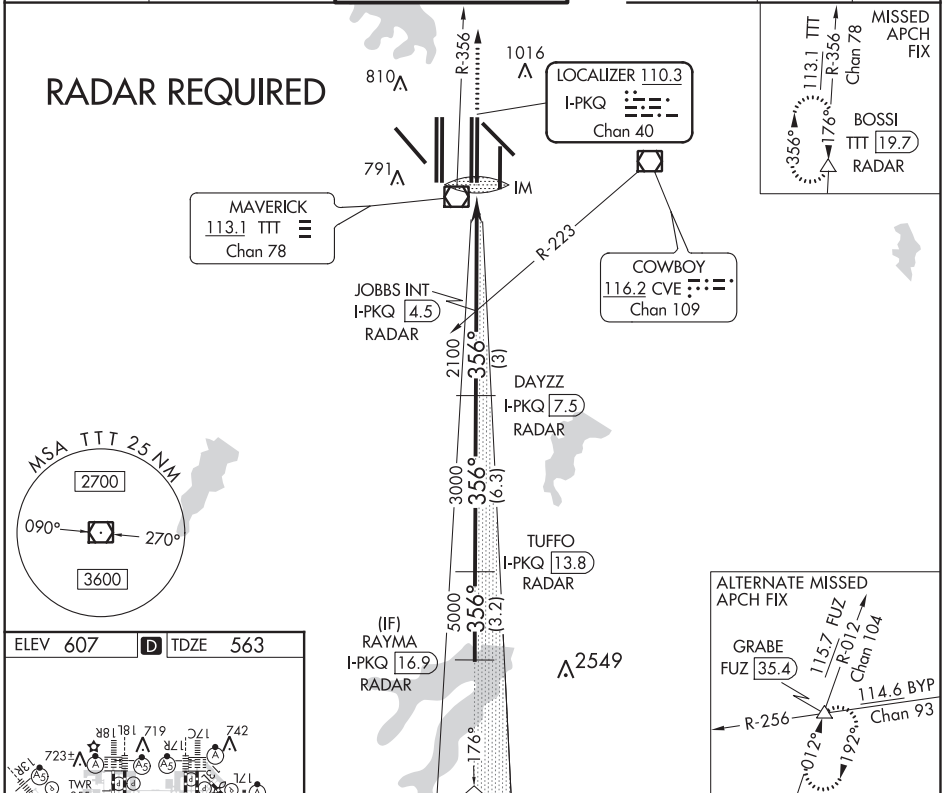
LOC/DME I-PKQ <b>110.3</b> Chan 40	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13401</b> <b>563</b> <b>607</b>
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# CONVERGING ILS RWY 35C

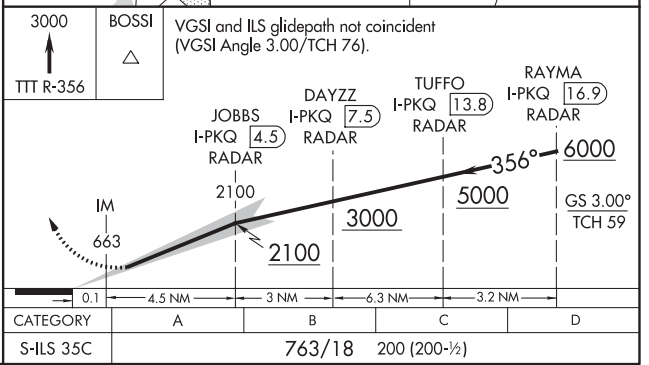
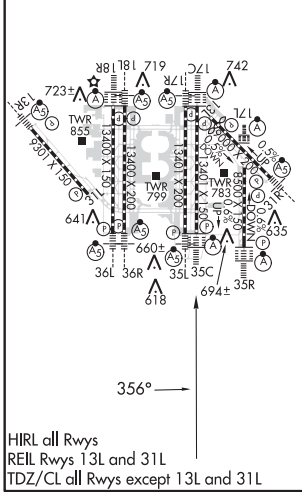
DALLAS-FORT WORTH INTL (DFW)

<b>▽</b> 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.		
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	<b>DFW TOWER</b> <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC

**RADAR REQUIRED**



ELEV 607	<b>D</b>	TDZE 563
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CATEGORY	A	B	C	D
S-ILS 35C	763/18 200 (200-1/2)			

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





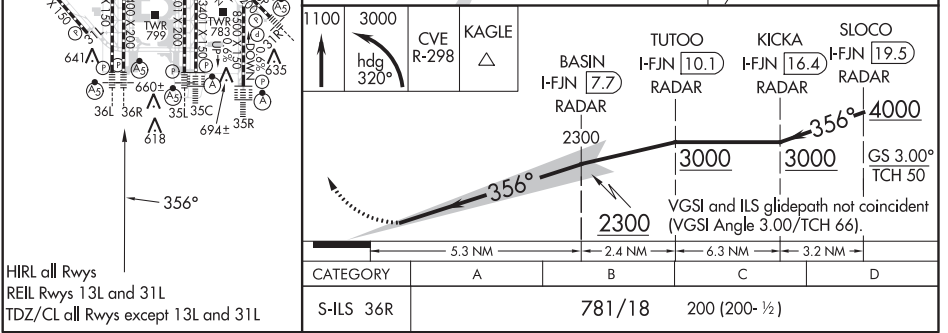
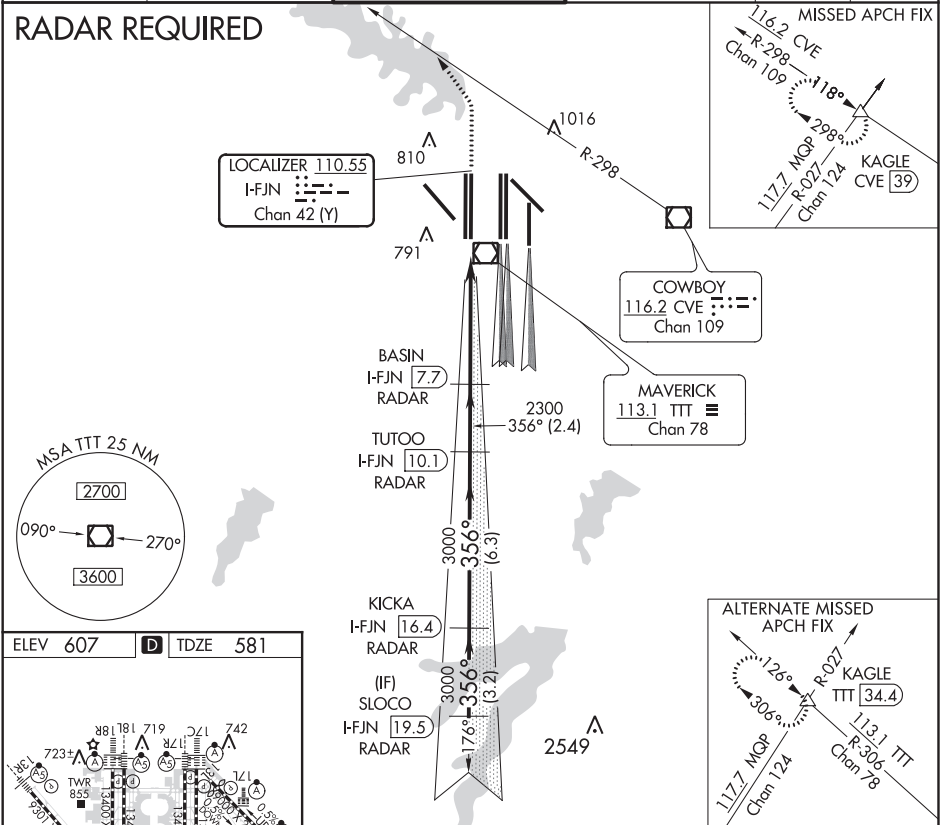


LOC/DME I-FJN <b>110.55</b> Chan <b>42</b> (Y)	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>13400</b> <b>581</b> <b>607</b>
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# CONVERGING ILS RWY 36R

DALLAS-FORT WORTH INTL (DFW)

<b>ATIS</b> ARR <b>123.775</b> DEP <b>135.925</b>	<b>REGIONAL APP CON</b> <b>118.425</b>	<b>DFW TOWER</b> <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST		<b>GND CON</b> <b>121.65 121.8</b> EAST <b>121.85</b> WEST		<b>CLNC DEL</b> <b>128.25</b>	<b>CPDLC</b>
		Simultaneous approach authorized with Converging ILS Rwy 31R. DME or Radar required.					



HIRL all Rwys  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





# RNAV (RNP) Z RWY 31R

DALLAS-FORT WORTH INTL (DFW)

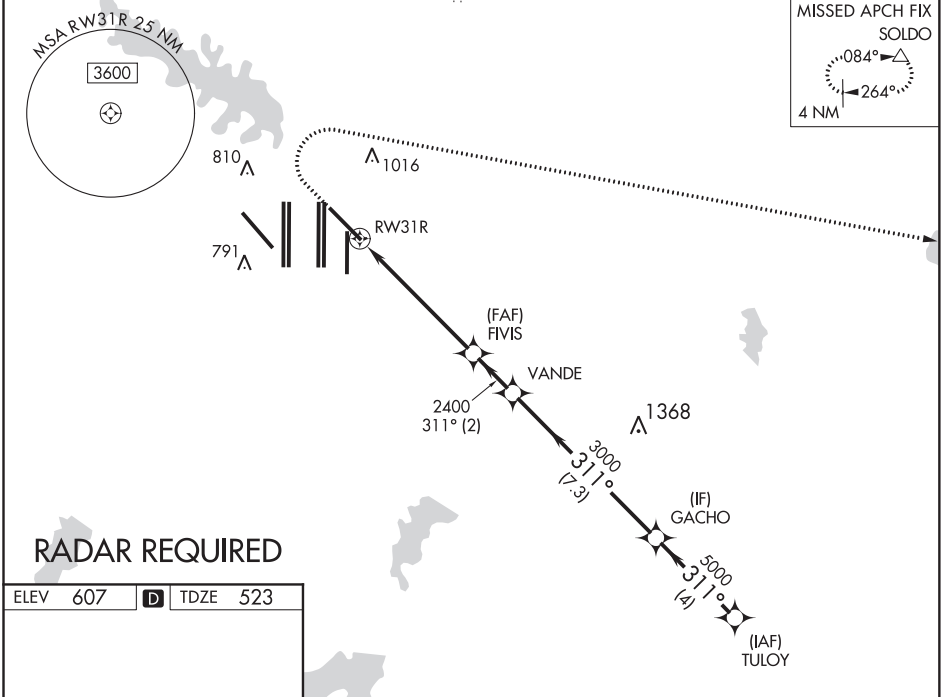
APP CRS <b>311°</b>	Rwy Idg <b>8375</b>
	TDZE <b>523</b>
	Apt Elev <b>607</b>

**▼** For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.14 all Cats visibility to RVR 5100, RNP 0.23 all Cats visibility to 1 3/8 mile, RNP 0.30 all Cats visibility to 1 1/2 mile. Simultaneous approach authorized with Rwy 31L. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



**MISSED APPROACH:** Climb to 1100 then climbing right turn to 3000 direct SOLDO and hold.

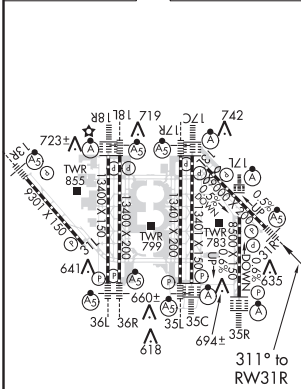
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>125.2 135.5</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 607	<b>D</b>	TDZE 523
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HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

1100	3000	SOLDO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	
			GACHO TULYO	
			VANDE	
			FIVIS	
			RWY 31R	
			GP 3.00° TCH 53	
			5.8 NM	
			2 NM	
			7.3 NM	
			4 NM	
CATEGORY	A	B	C	D
RNP 0.14 DA		838/27	315 (300-5%)	
RNP 0.23 DA		928/44	405 (400-7%)	
RNP 0.30 DA		987/55	464 (400-1 1/4)	

## AUTHORIZATION REQUIRED

WAAS CH <b>97324</b> <b>W17D</b>	APP CRS <b>176°</b>	Rwy Idg <b>13401</b> TDZE <b>562</b> Apt Elev <b>607</b>
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# 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.

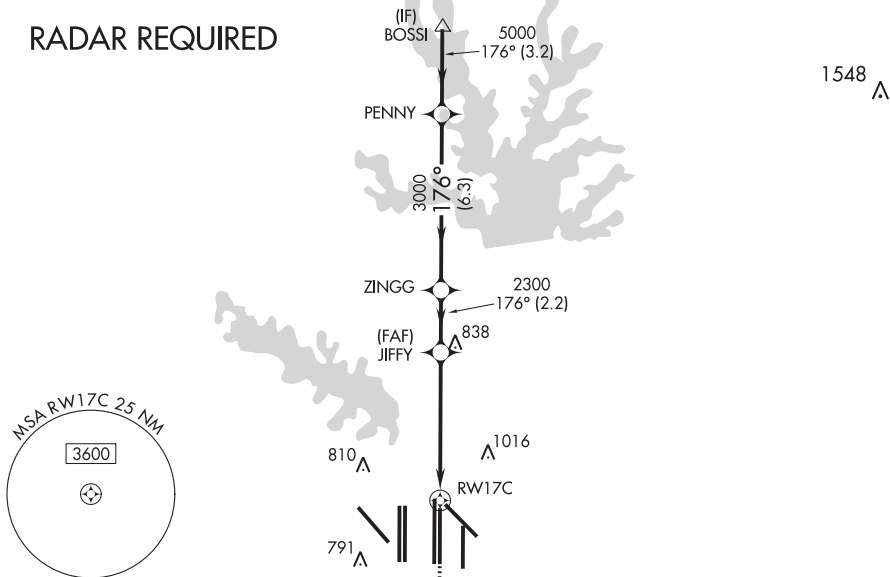
ALSF-2



MISSED APPROACH: Climb to at or below 3000 direct YUPRU then climb to 4000 on track 176° to RAYMA and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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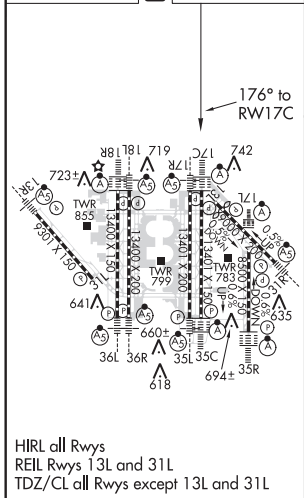
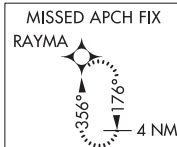
## RADAR REQUIRED



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>607</b>	<b>D</b>	TDZE <b>562</b>
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3000	YUPRU	4000	RAYMA	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).			
↑	✦	↑	✦	BOSSI			
*INAV only				JIFFY	ZINGG	PENNY	BOSSI
				*1.1 NM to RWY17C	2300	3000	6000
				RWY17C	2300	5000	GS 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	762/24		200 (200-½)				
LNAV/VNAV DA	1068/60		506 (500-¼)				
LNAV MDA	1000/24	438 (400-½)		1000/40		438 (400-¾)	

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

16315

WAAS CH <b>40008</b> <b>W17B</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>545</b> <b>607</b>
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# 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.

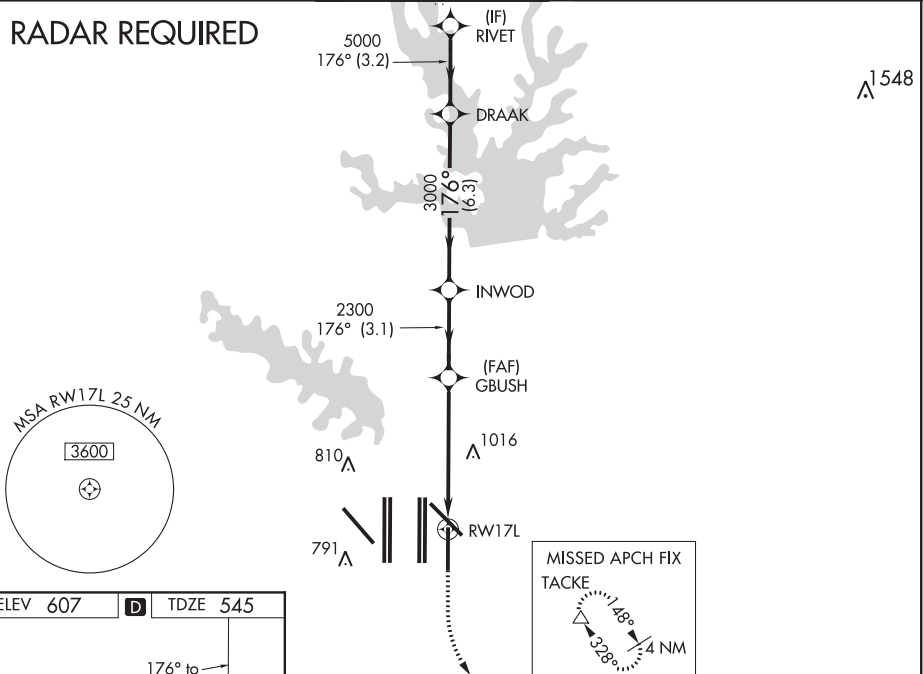
ALSF-2



MISSED APPROACH: Climb to 1020 then climbing left turn to 3000 direct TACKE and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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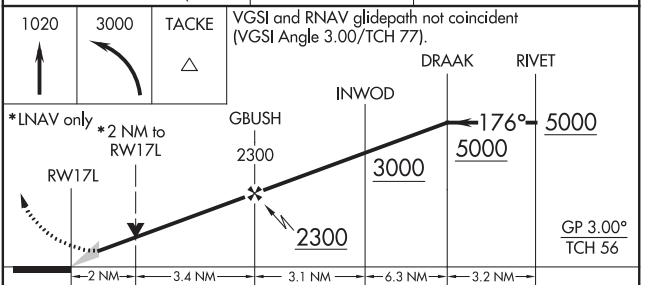
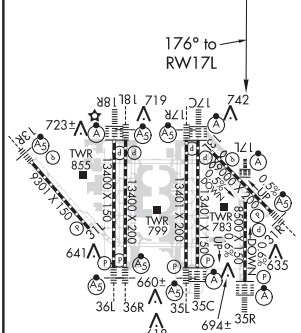
## RADAR REQUIRED



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>607</b>	<b>D</b>	TDZE <b>545</b>
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CATEGORY	A	B	C	D
LPV DA		745/24	200 (200-½)	
LNAV/VNAV DA		1063/60	518 (500-1¼)	
LNAV MDA	1240/24	695 (700-½)	1240-1½	695 (700-1½)

HIRL all Rwy's  
REIL Rwy's 13L and 31L  
TDZ/CL all Rwy's except 13L and 31L

DALLAS-FORT WORTH, TEXAS  
Amdt 5 18SEP14

32°54'N-97°02'W

# DALLAS-FORT WORTH INTL (DFW) RNAV (GPS) RWY 17L

WAAS CH <b>53505</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg <b>13401</b> TDZE <b>567</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 17R

DALLAS/FORT WORTH INTL (DFW)

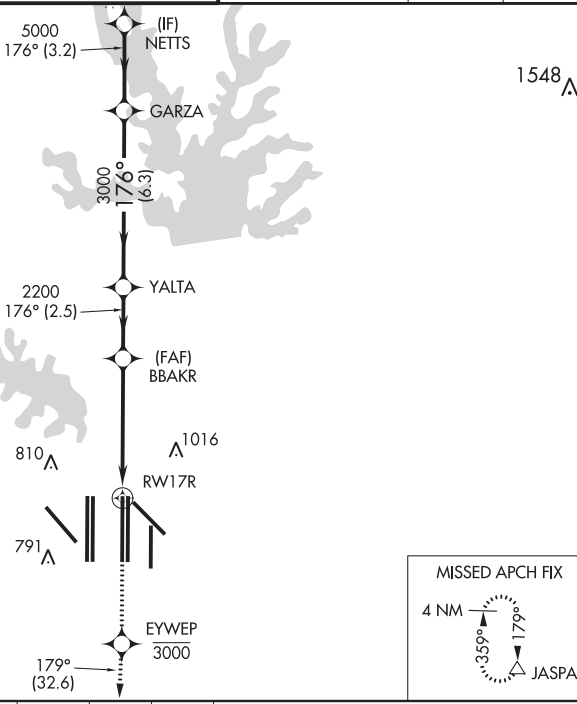
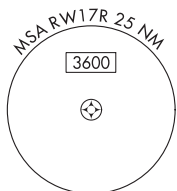
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17L and Rwys 18L/R. DME/DME RNP-0.3 NA. For inop MALSR increase LNAV/VNAV all Cats visibility to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



**MISSED APPROACH:** Climb to at or below 3000 direct EYWEP then climb to 4000 on track 179° to JASPA and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>127.075</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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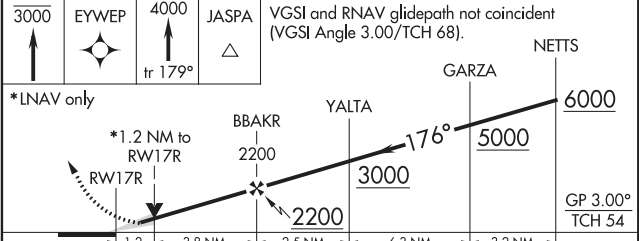
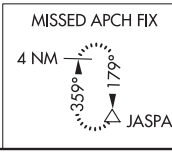
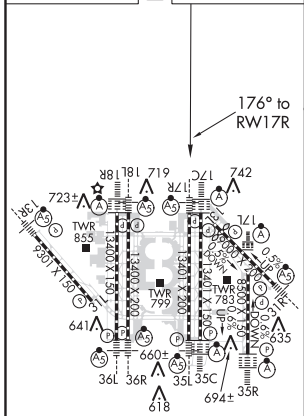
## RADAR REQUIRED



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>607</b>	<b>D</b>	TDZE <b>567</b>
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CATEGORY	A	B	C	D
LPV DA		767/24	200 (200-½)	
LNAV/VNAV DA		1066/60	499 (500-¼)	
LNAV MDA	1000/24	433 (400-½)	1000/40	433 (400-¾)

HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

16315

WAAS CH <b>86807</b> W18A	APP CRS <b>176°</b>	Rwy Idg <b>13400</b> TDZE <b>602</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 18L

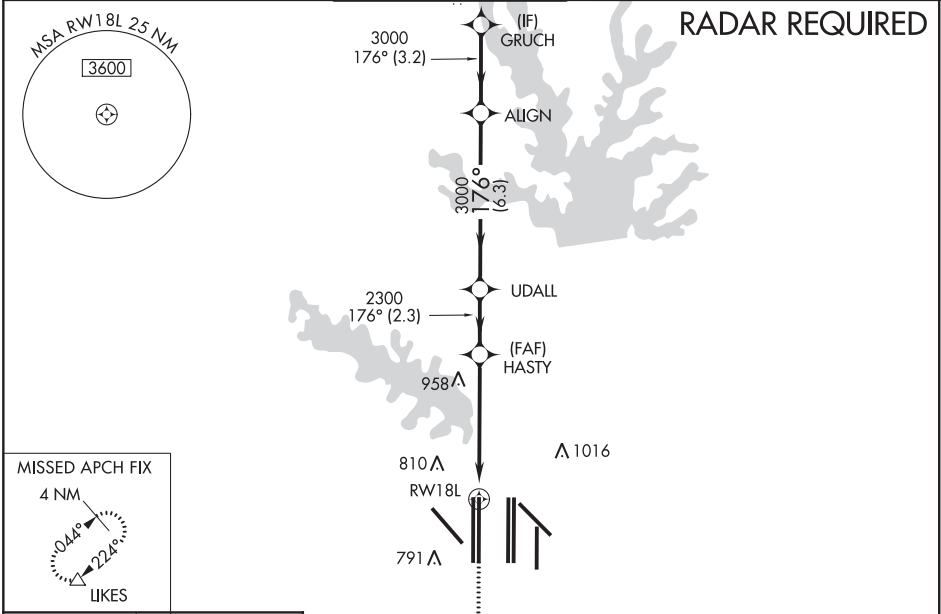
DALLAS/FORT WORTH INTL (DFW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA Below -4°C (25°F) or above 54°C (130°F). For inop MALS/R, increase LNAV Cats C and D visibility to 1¾. Simultaneous approach authorized with Rwy 17L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

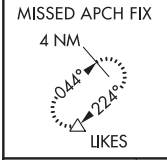


**MISSED APPROACH:** Climb to 1100, then climbing right turn to 3000 direct LIKES and hold.

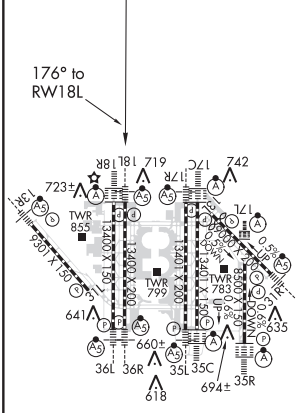
ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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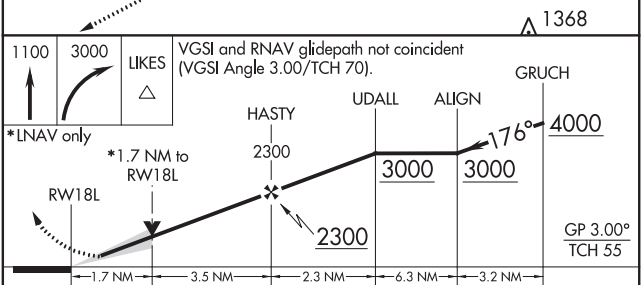
**RADAR REQUIRED**



ELEV <b>607</b>	<b>D</b>	TDZE <b>602</b>
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HIRL all Rwys  
REIL Rws 13L and 31L  
TDZ/CL all Rws except 13L and 31L



CATEGORY	A	B	C	D
LPV DA		802/24	200 (200-½)	
LNAV/VNAV DA		980/40	378 (400-¾)	
LNAV MDA	1220/24	618 (700-½)	1220-1¾	618 (700-1¾)

DALLAS-FORT WORTH, TEXAS  
Amdt 1A 18SEP14

32°54'N-97°02'W

# DALLAS/FORT WORTH INTL (DFW) RNAV (GPS) RWY 18L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>99407</b> <b>W18B</b>	APP CRS <b>176°</b>	Rwy Idg <b>13400</b> TDZE <b>607</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 18R

DALLAS/FORT WORTH INTL (DFW)

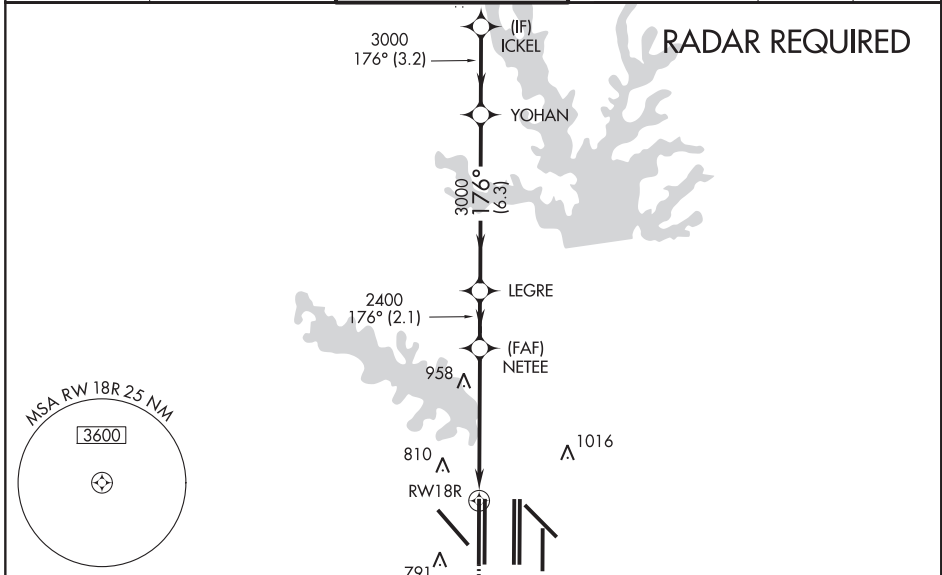
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV Cat C/D visibility to 1½ mile. Simultaneous approach authorized with Rwy 17L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

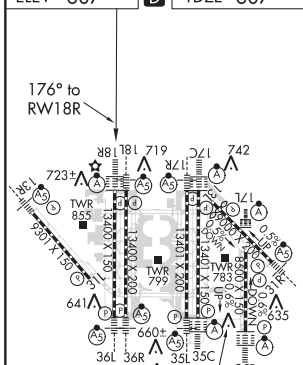


MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct LIKES and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55</b> EAST <b>124.15</b> WEST	GND CON <b>121.65</b> EAST <b>121.8</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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ELEV <b>607</b>	<b>D</b>	TDZE <b>607</b>
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1100	3000	LIKES	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	ICKEL
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*LNAV only	NETEE	LEGRE	YOHAN	4000
*1.7 NM to RW18R	2400	3000	3000	GP 3.00° TCH 59
1.7	3.8	2.1	6.3	3.2

CATEGORY	A	B	C	D
LPV DA		807/24	200 (200-½)	
LNAV/ VNAV DA		980/40	373 (400-¾)	
LNAV MDA	1220/24	613 (700-½)	1220-1¾	613 (700-1¾)

HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

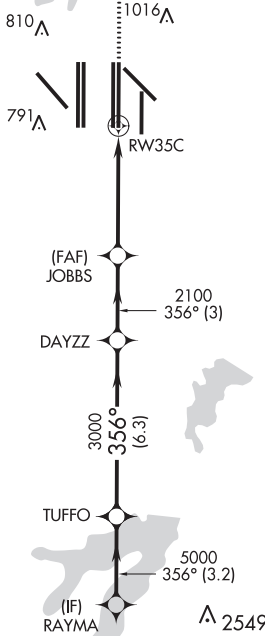
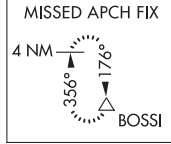
WAAS CH <b>40025</b> <b>W35D</b>	APP CRS <b>356°</b>	Rwy Idg <b>13401</b> TDZE <b>563</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 35C

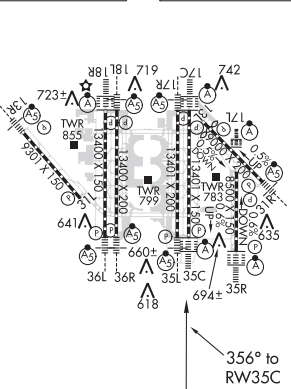
DALLAS/FORT WORTH INTL (DFW)

<p>⚠ 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.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 direct BOSSI and hold.</p>		
<p>ATIS ARR <b>123.775</b> DEP <b>135.925</b></p>	<p>REGIONAL APP CON <b>127.075</b></p>	<p>DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST</p>	<p>GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST</p>	<p>CLNC DEL <b>128.25</b></p>	<p>CPDLC</p>

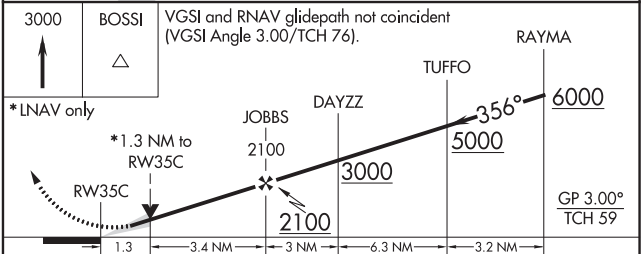
**RADAR REQUIRED**



ELEV 607 **D** TDZE 563



HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L



CATEGORY	A	B	C	D
LPV DA		763/24	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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>40401</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Idg <b>8500</b> TDZE <b>575</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 35R

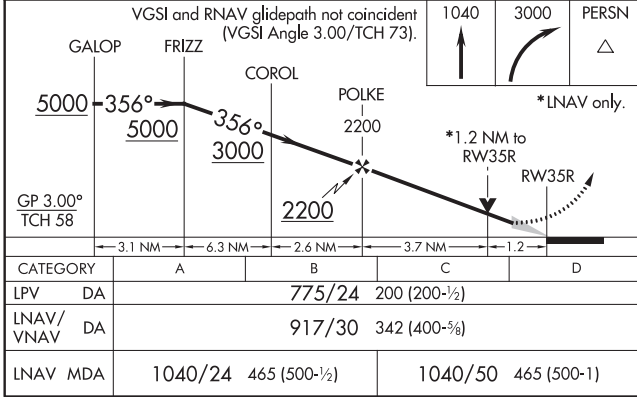
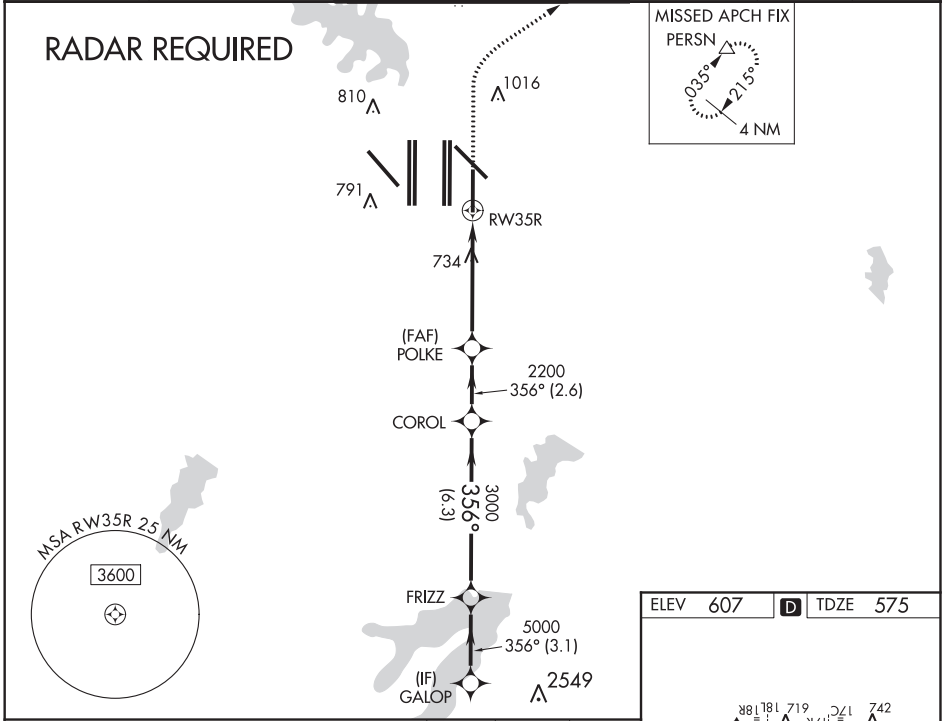
DALLAS-FORT WORTH INTL (DFW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000, increase LNAV Cat C/D visibility to 1 $\frac{3}{8}$  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.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>119.4</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 607	<b>D</b> TDZE 575
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HIRL all Rwws  
REIL Rwws 13L and 31L  
TDZ/CL all Rwws except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017


SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93805</b> <b>W36B</b>	APP CRS <b>356°</b>	Rwy Idg <b>13400</b> TDZE <b>588</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 36L

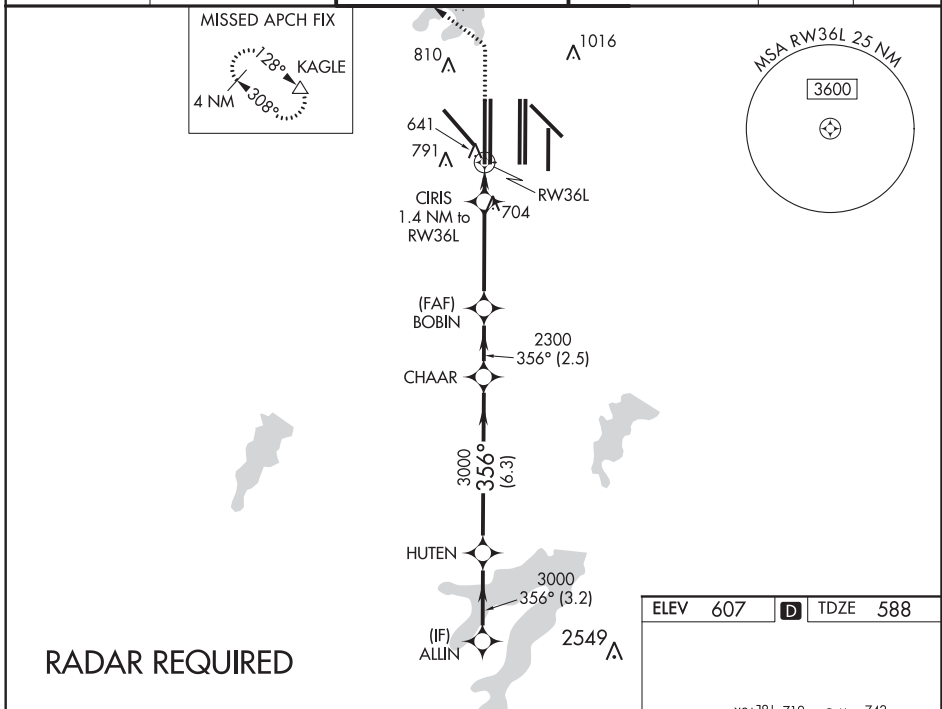
DALLAS-FORT WORTH INTL (DFW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALSR, increase LNAV Cat C/D visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L/C/R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR 

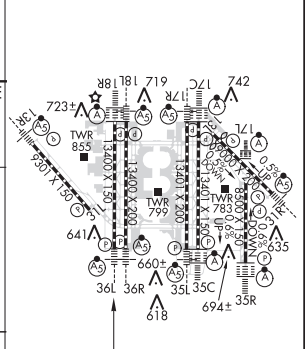
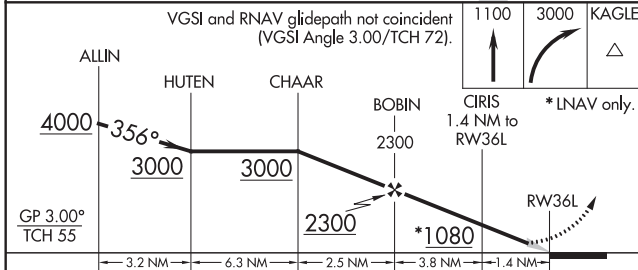
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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**RADAR REQUIRED**

ELEV 607	<b>D</b> TDZE 588
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CATEGORY	A	B	C	D
LPV DA	788/24		200 (200-1/2)	
LNAV/VNAV DA	987/45	399 (400-7/8)	987/45	399 (400-7/8)
LNAV MDA	960/24	372 (400-1/2)	960/35	372 (400-3/4)

HIRL all Rwws  
REIL Rwws 13L and 31L  
TDZ/CL all Rwws except 13L and 31L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>87005</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg <b>13400</b> TDZE <b>581</b> Apt Elev <b>607</b>
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# RNAV (GPS) RWY 36R

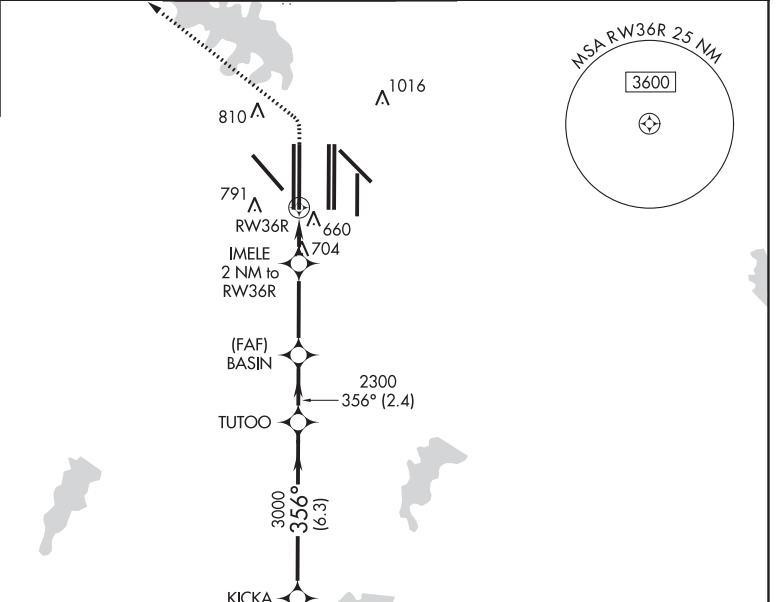
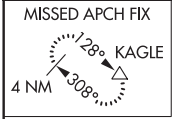
DALLAS-FORT WORTH INTL (DFW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inop MALS/R, 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.

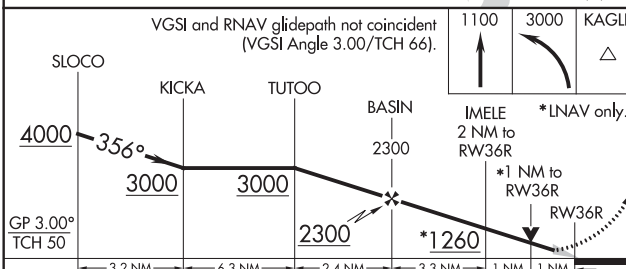
**MALSR**

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct KAGLE and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.425</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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**RADAR REQUIRED**



ELEV 607	<b>D</b>	TDZE 581
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HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

CATEGORY	A	B	C	D
LPV DA		781/24	200 (200-½)	
LNAV/VNAV DA		941/40	360 (400-¾)	
LNAV MDA	960/24	379 (400-½)	960/35	379 (400-¾)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

16315

WAAS CH <b>99703</b> <b>W31A</b>	APP CRS <b>315°</b>	Rwy Idg <b>9301</b> TDZE <b>581</b> Apt Elev <b>607</b>
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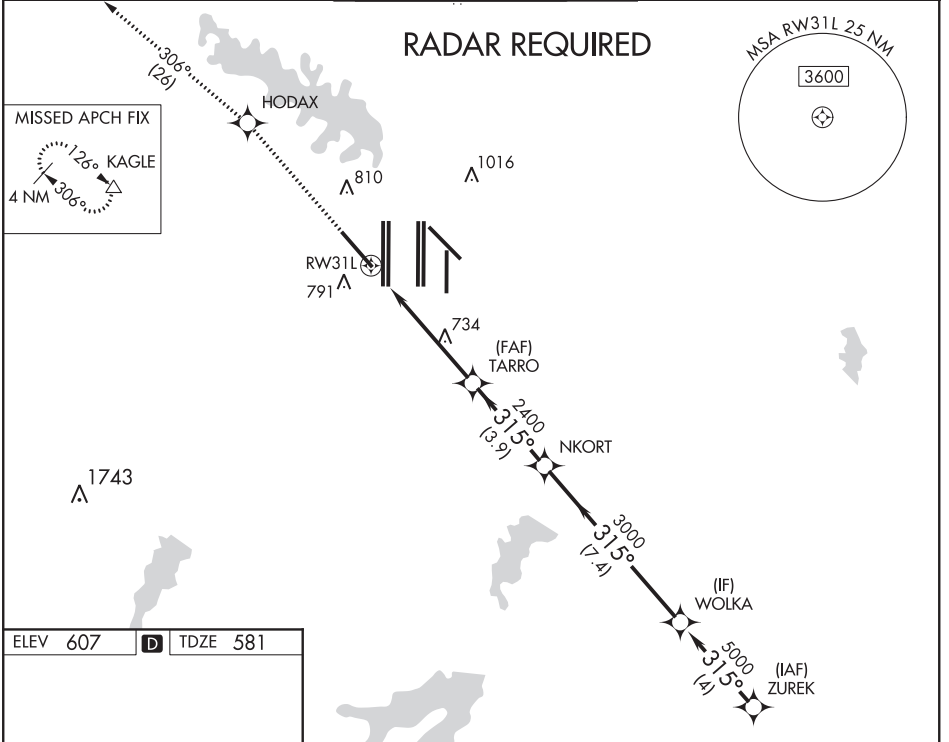
# RNAV (GPS) Y RWY 31L

DALLAS-FORT WORTH INTL (DFW)

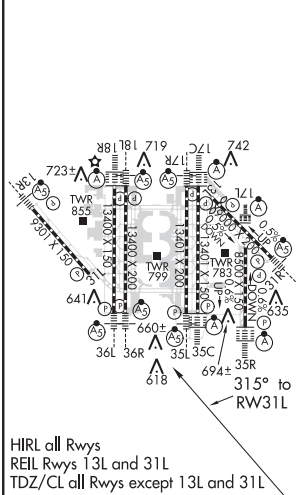
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 31R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct HODAX and on track 306° to KAGLE and hold.

ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>118.1 133.15</b>	DFW TOWER <b>126.55 127.5</b> EAST <b>124.15 134.9</b> WEST	GND CON <b>121.65 121.8</b> EAST <b>121.85</b> WEST	CLNC DEL <b>128.25</b>	CPDLC
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ELEV 607	<b>D</b>	TDZE 581
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3000	HODAX	tr 306°	KAGLE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.13/TCH 72).			
*LNAV only.				WOLKA ZUREK			
RW31L				TARRO 2400	NKORT	315° 5000	
*1.2 NM to RW31L				GP 3.00° TCH 54			
1.2				4.4 NM		3.9 NM	
7.4 NM				4 NM			
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 (500-1¼)		1060-1⅓		479 (500-1⅓)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS-FORT WORTH, TEXAS  
Amdt 1B 18SEP14

32°54'N-97°02'W

# RNAV (GPS) Y RWY 31L



APP CRS <b>311°</b>	Rwy Idg <b>8375</b>
	TDZE <b>523</b>
	Apt Elev <b>607</b>

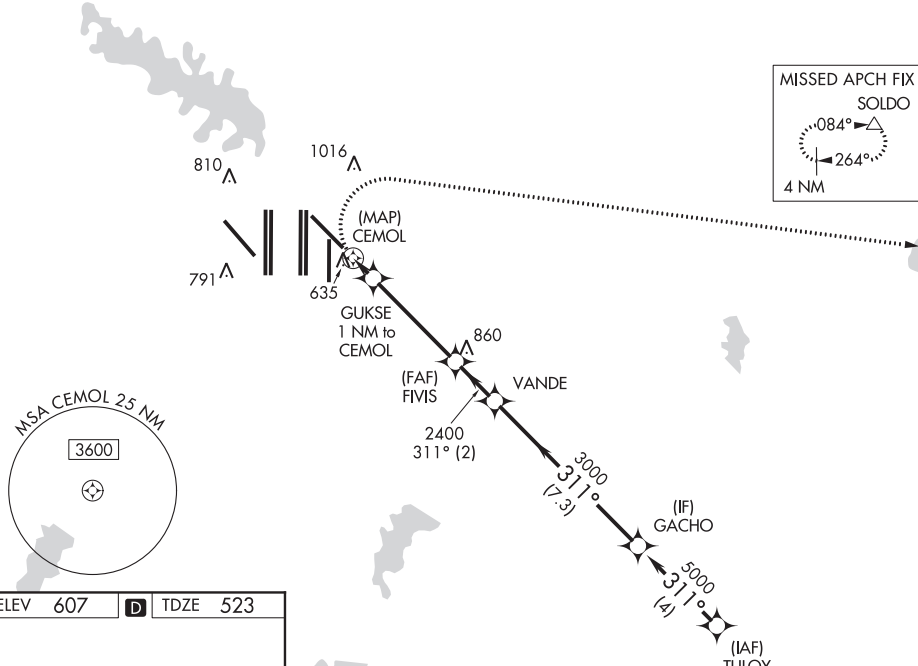
# RNAV (GPS) Y RWY 31R

DALLAS-FORT WORTH INTL (DFW)

DME/DME RNP-0.3 NA.		MALSR 	MISSED APPROACH: Climbing right turn to 3000 direct SOLDO and hold.	
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ATIS ARR <b>123.775</b> DEP <b>135.925</b>	REGIONAL APP CON <b>125.2 135.5</b>	DFW TOWER <b>126.55 127.5 EAST</b> <b>124.15 134.9 WEST</b>	GND CON <b>121.65 121.8 EAST</b> <b>121.85 WEST</b>	CLNC DEL <b>128.25</b>	CPDLC
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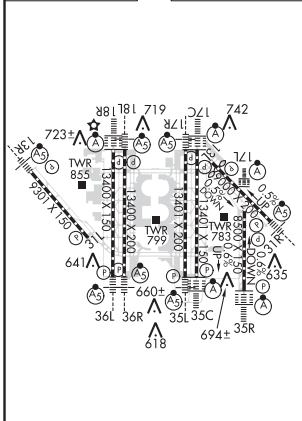
## RADAR REQUIRED



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 607	<b>D</b>	TDZE 523
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HIRL all Rwys  
REIL Rwys 13L and 31L  
TDZ/CL all Rwys except 13L and 31L

2549		3000 SOLDO		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 69).	
CEMOL		GUKSE 1 NM to CEMOL		VANDE	
1060		3.00° TCH 53		311°	
0.6		1		4.2 NM	
CATEGORY		A		B	
LNVA MDA		940/24		417 (400-½)	
		C		D	
		940/40		417 (400-¾)	



# AKUNA SIX DEPARTURE (RNAV)

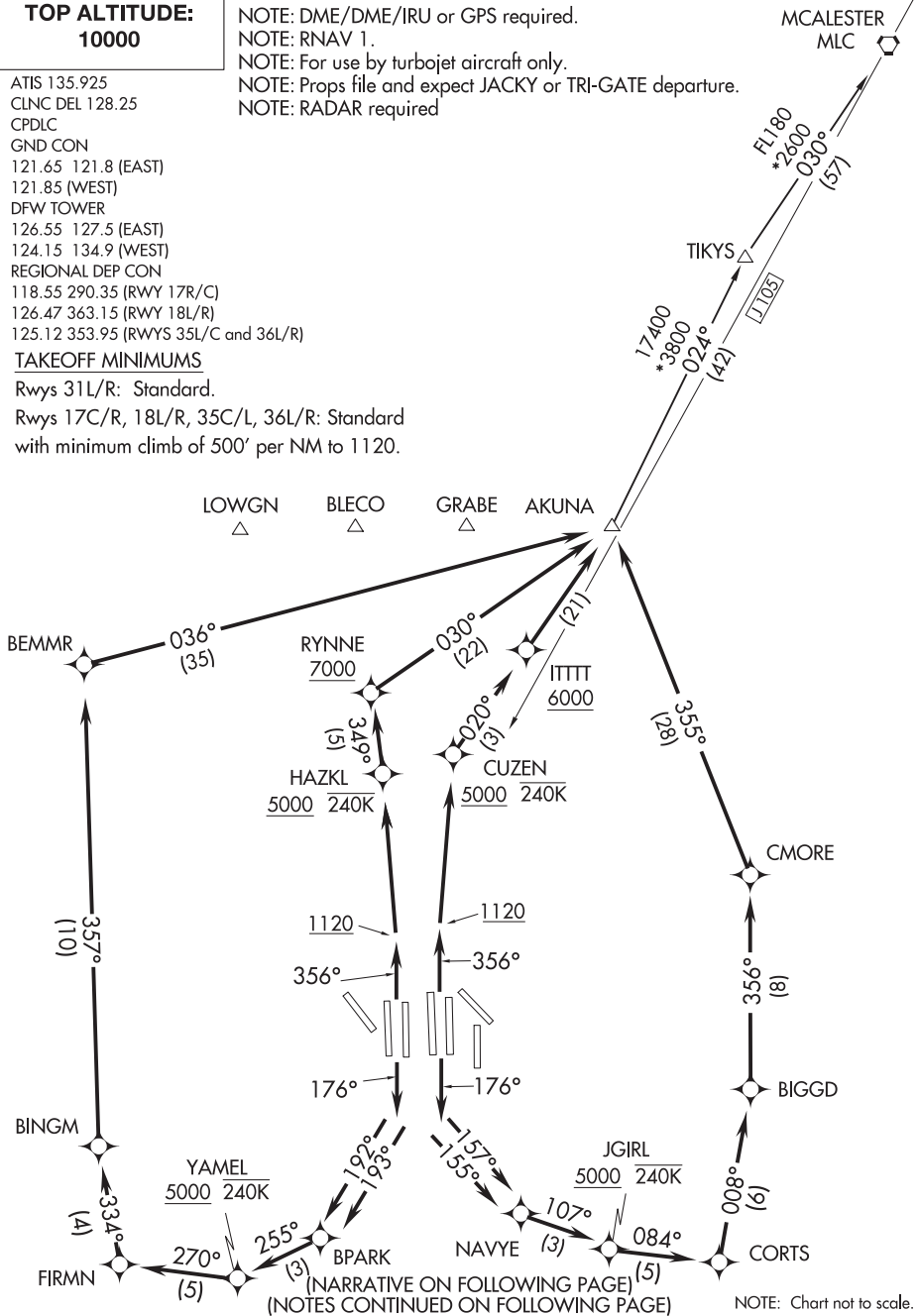
**TOP ALTITUDE:**  
**10000**

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

ATIS 135.925  
CLNC DEL 128.25  
CPDLC  
GND CON  
121.65 121.8 (EAST)  
121.85 (WEST)  
DFW TOWER  
126.55 127.5 (EAST)  
124.15 134.9 (WEST)  
REGIONAL DEP CON  
118.55 290.35 (RWY 17R/C)  
126.47 363.15 (RWY 18L/R)  
125.12 353.95 (RWYS 35L/C and 36L/R)

### 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.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AKUNA SIX DEPARTURE (RNAV)

(AKUNA6.AKUNA) 30APR15

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



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to AKUNA, thence . . . .

TAKEOFF RWY 17R: Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to AKUNA, 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 AKUNA, 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 AKUNA, thence . . . .

TAKEOFF RWYS 31L/R: Climb heading assigned by ATC, expect radar vectors to AKUNA, maintain 5000, thence . . . .

TAKEOFF RWY 35L/C: Climb heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000 and at/below 240K, then on track 020° to cross ITTTT at or above 6000, then on depicted route to AKUNA, thence . . . .

TAKEOFF RWYS 36L/R: Climb heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000 and at/below 240K, then on track 349° to cross RYNNE at or above 7000, then on depicted route to AKUNA, thence . . . .

. . . . (transition). Maintain 10000, expect filed altitude ten minutes after departure.

MC ALESTER TRANSITION (AKUNA6.MLC): For aircraft overflying MLC VORTAC or intercepting J105.

TAKEOFF OBSTACLE NOTES

- Rwy31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.  
Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.  
Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.
- Rwy31R: Building 732' from DER, 633' left of centerline, 34' AGL/604' MSL.

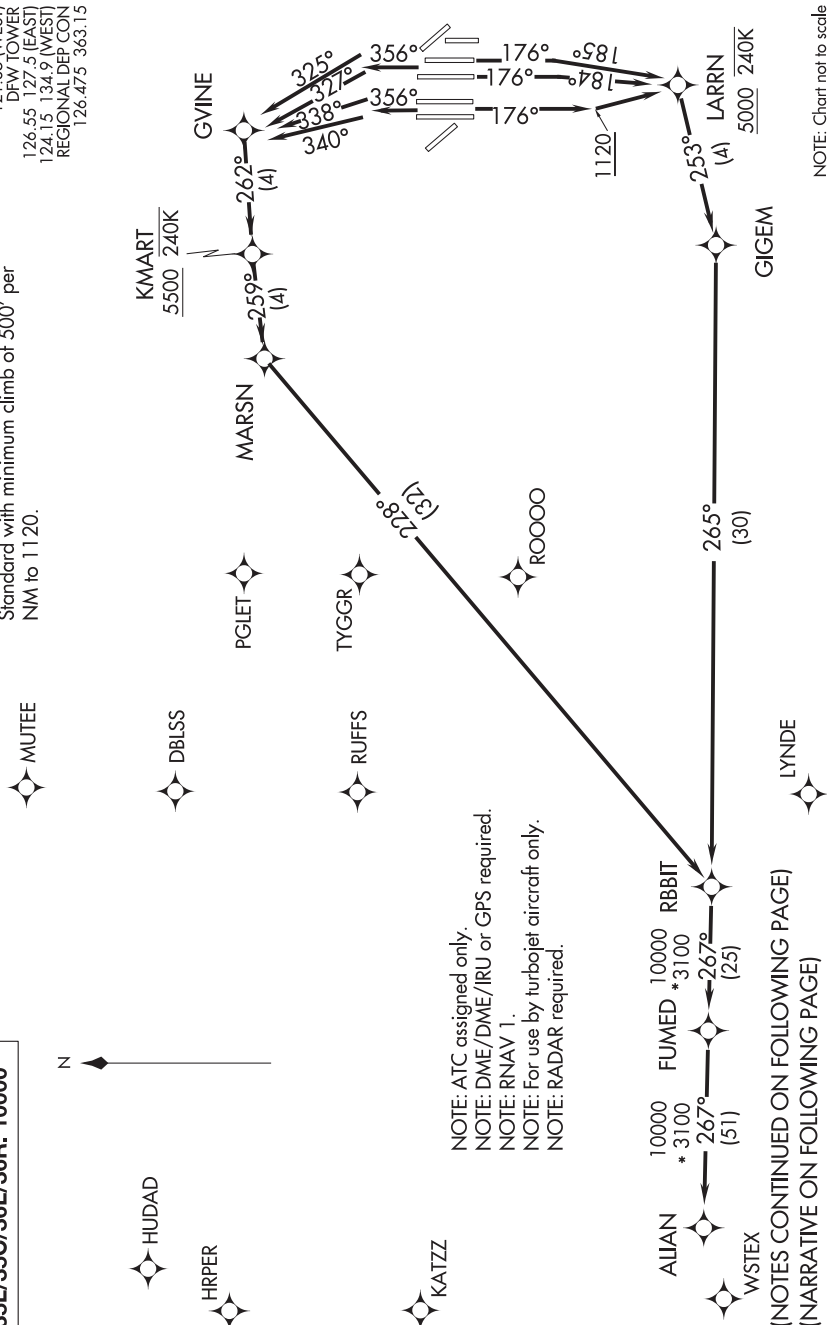
# ALIAN TWO DEPARTURE (RNAV)

210Z NOV 2016 01:01Z VON 10.1Z-CG

ATIS 135.925  
 CINCLBL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 126.475 363.15

**TAKEOFF MINIMUMS**  
 Rwy 31L/R: Standard  
 Rwy 17C/R, 18L/R, 35L/C, 36L/R:  
 Standard with minimum climb of 500' per  
 NM to 1120.

**TOP ALTITUDE:**  
 RWY 31L/31R: 5000;  
 RWY 17C/17R/18L/18R/  
 35L/35C/36L/36R: 10000



NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

# ALIAN TWO DEPARTURE (RNAV)

## 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.

## TAKEOFF OBSTACLE NOTES

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

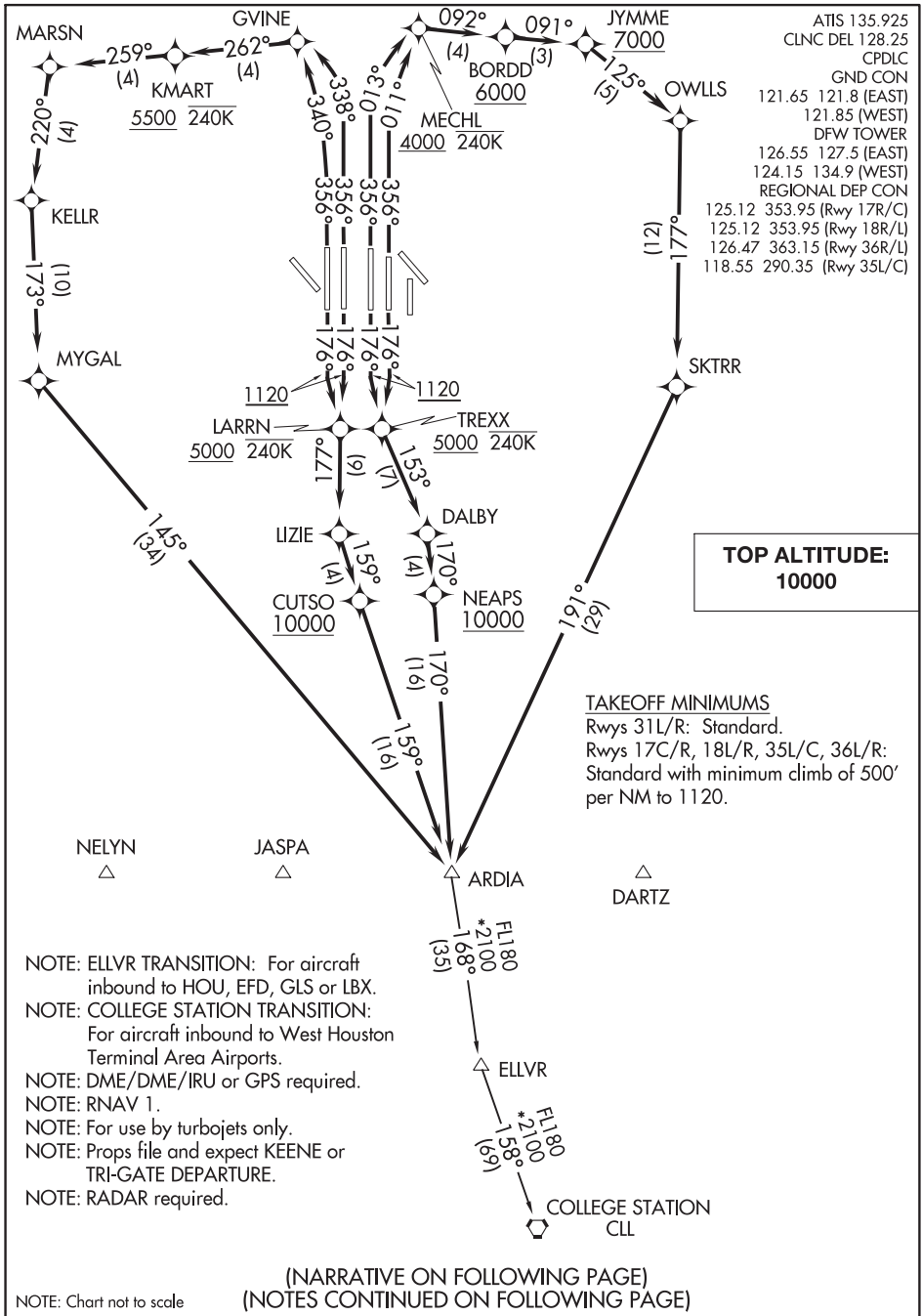
(ARDIA6.ARDIA) 16315

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

# ARDIA SIX DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# ARDIA SIX DEPARTURE (RNAV)

(ARDIA6.ARDIA) 30APR15

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb 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 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 heading assigned by ATC, expect RADAR vectors to ARDIA, maintain 5000, thence . . . .

TAKEOFF RUNWAY 35C: Climb 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 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 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 (ARDIA6.CLL):

ELLVR TRANSITION (ARDIA6.ELLVR):

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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



(BLECO7.BLECO) 16315

SL-6039 (FAA)

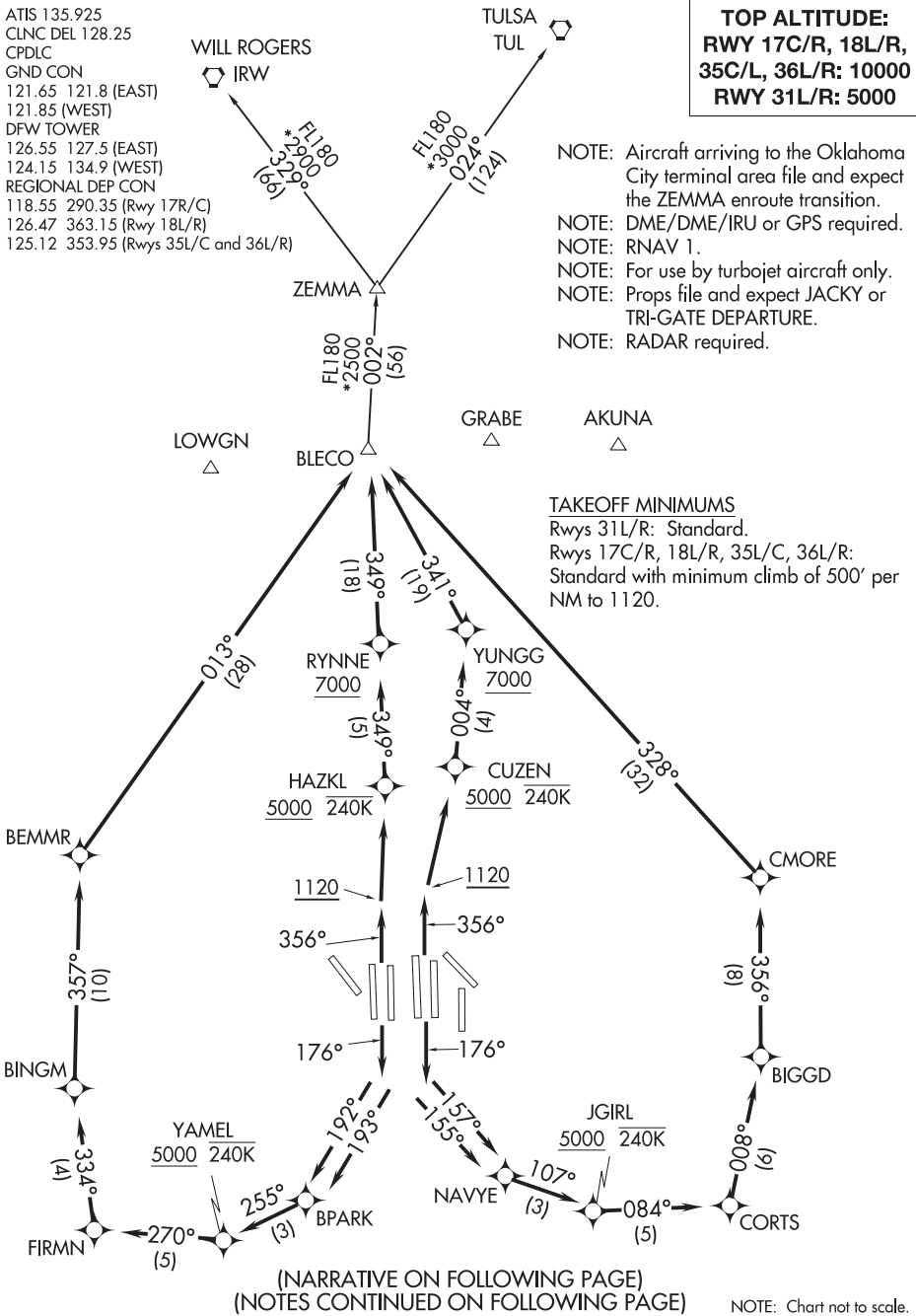
DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TEXAS

# BLECO SEVEN DEPARTURE (RNAV)

ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 118.55 290.35 (Rwy 17R/C)  
 126.47 363.15 (Rwy 18L/R)  
 125.12 353.95 (Rwys 35L/C and 36L/R)

**TOP ALTITUDE:**  
**RWY 17C/R, 18L/R,**  
**35C/L, 36L/R: 10000**  
**RWY 31L/R: 5000**

- 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.



(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# BLECO SEVEN DEPARTURE (RNAV)

(BLECO7.BLECO) 25JUN15

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000, then on depicted route to BLECO, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000, then on depicted route to BLECO, 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 depicted route to BLECO, 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 depicted route to BLECO, thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to BLECO, maintain 5000, thence. . . .

TAKEOFF RUNWAYS 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 RUNWAYS 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. . . .

. . . .(transition). Maintain 10000, expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO7.TUL): (For all aircraft overflying the TUL VORTAC.)

WILL ROGERS TRANSITION (BLECO7.IRW): (For all aircraft overflying the IRW VORTAC.)

ZEMMA TRANSITION (BLECO7.ZEMMA)

## TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

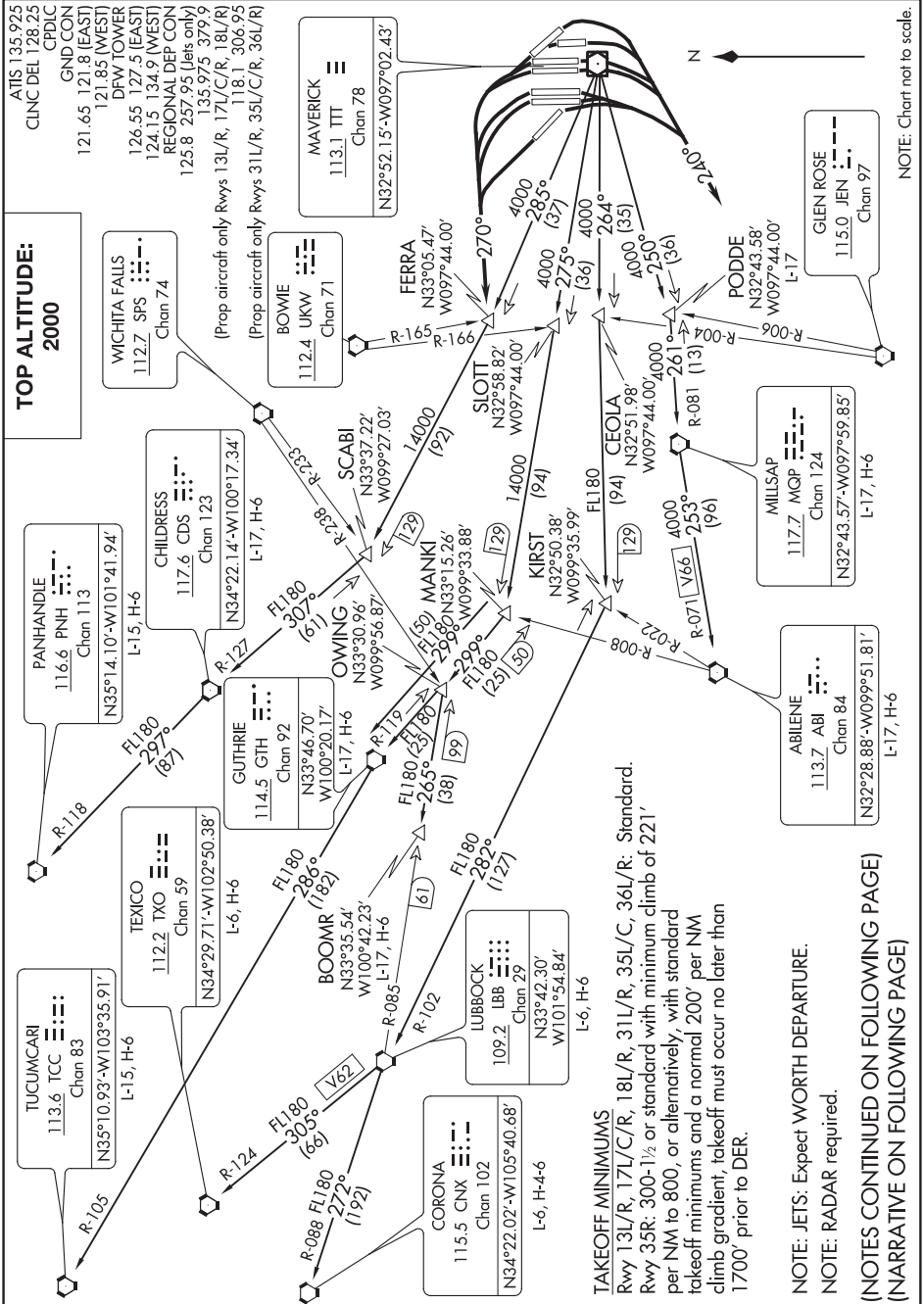
# COYOTE EIGHT DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

**TAKEOFF MINIMUMS**  
 Rwy 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.  
 Rwy 35R: 300-1/2 or standard with minimum climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient; takeoff must occur no later than 1700' prior to DER.

**NOTE: JETS: Expect WORTH DEPARTURE.**  
**NOTE: RADAR required.**

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# COYOTE EIGHT DEPARTURE

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

## COYOTE EIGHT DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb heading 240°, expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Climb heading 270°, expect vector to appropriate route, thence . . . .

. . . . maintain 2000 and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (COYTE8.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.

BOOMR TRANSITION (COYTE8.BOOMR): (For aircraft inbound to the Lubbock Terminal area.) From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

CHILDRESS TRANSITION (COYTE8.CDS): From over TTT VOR/DME on TTT R-285 to SCABI, then on CDS R-127 to CDS VORTAC.

CORONA TRANSITION (COYTE8.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.

GUTHRIE TRANSITION (COYTE8.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (COYTE8.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (COYTE8.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (COYTE8.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 (COYTE8.PODDE): (ATC assigned.) From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (COYTE8.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.

TUCUMCARI TRANSITION (COYTE8.TCC): (GTH VORTAC to TCC VORTAC, GPS required.) From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then track 286° to TCC VORTAC.

TAKEOFF OBSTACLE NOTES

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

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

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

## COYOTE EIGHT DEPARTURE

(COYTE8.TTT) 31MAR16

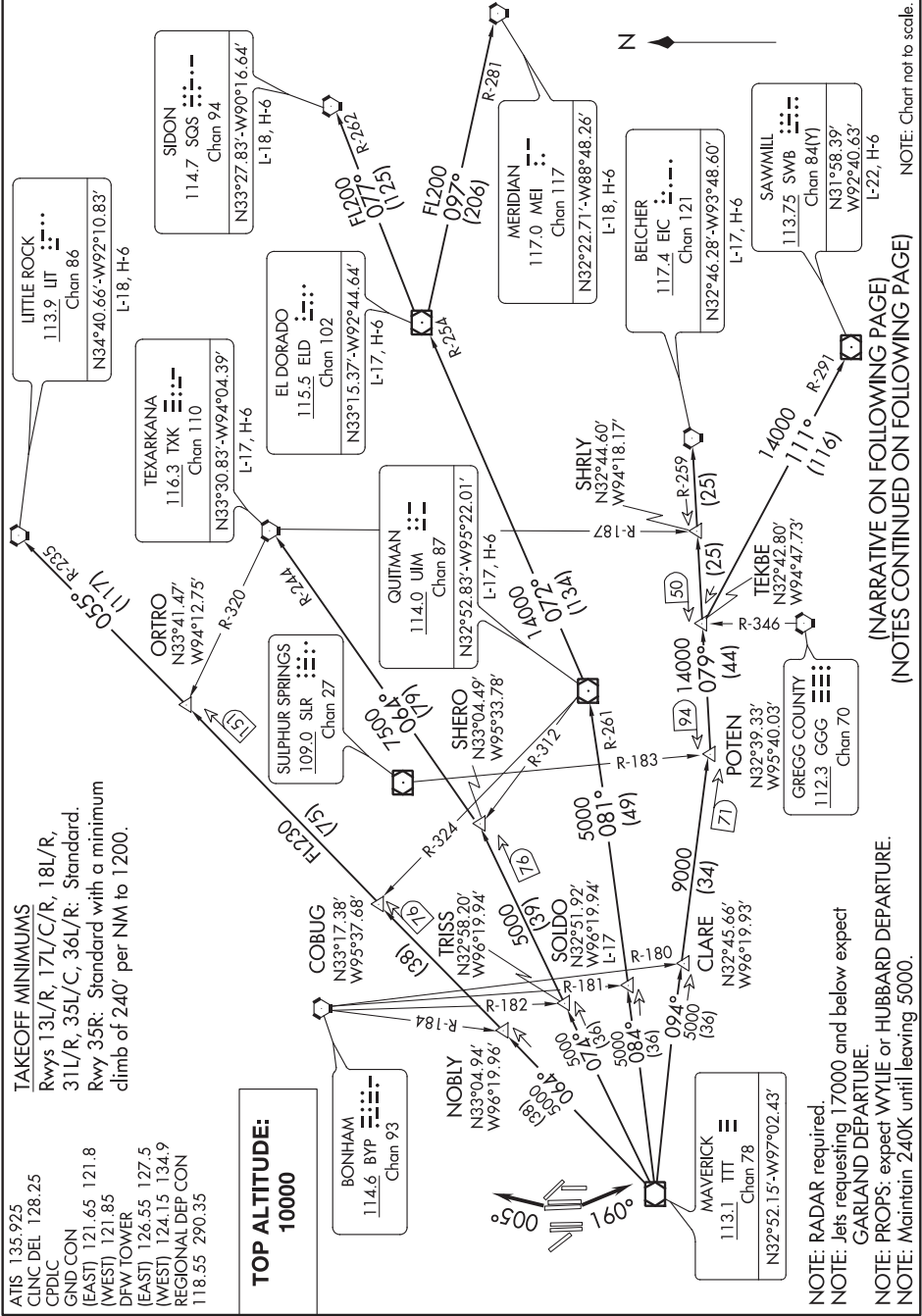
DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

# DALLAS FOUR DEPARTURE

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



**TAKEOFF MINIMUMS**  
 Rwy 13L/R, 17L/C/R, 18L/R,  
 31L/R, 35L/C, 36L/R: Standard.  
 Rwy 35R: Standard with a minimum  
 climb of 240' per NM to 1200.

ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON  
 (EAST) 121.65 121.8  
 (WEST) 121.85  
 DFW TOWER  
 (EAST) 126.55 127.5  
 (WEST) 124.15 134.9  
 REGIONAL DEP CON  
 118.55 290.35

**TOP ALTITUDE:  
 10000**

**BONHAM**  
 114.6 BYP  
 Chan 93

**MAVERICK**  
 113.1 TTT  
 Chan 78  
 N32°52.15'-W97°02.43'

NOTE: RADAR required.  
 NOTE: Jets requesting 17000 and below expect  
 GARLAND DEPARTURE.  
 NOTE: PROPS: expect WYLLIE or HUBBARD DEPARTURE.  
 NOTE: Maintain 240K until leaving 5000.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

DALLAS-FORT WORTH, TEXAS

# DALLAS FOUR DEPARTURE

DALLAS-FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R: Climb on assigned heading and altitude, thence. . . .

TAKEOFF RWYS 17C/R: Climb heading 160°, thence. . . .

TAKEOFF RWYS 35L/C: Climb heading 005°, thence. . . .

. . . .expect vectors to appropriate route, unless otherwise advised maintain 10000 and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

Rwy 35R: Building 5466' from DER, 758' right of centerline, 135' AGL/674' MSL.

Building 1.1 NM from DER, 240' right of centerline, 173' AGL/714' MSL.

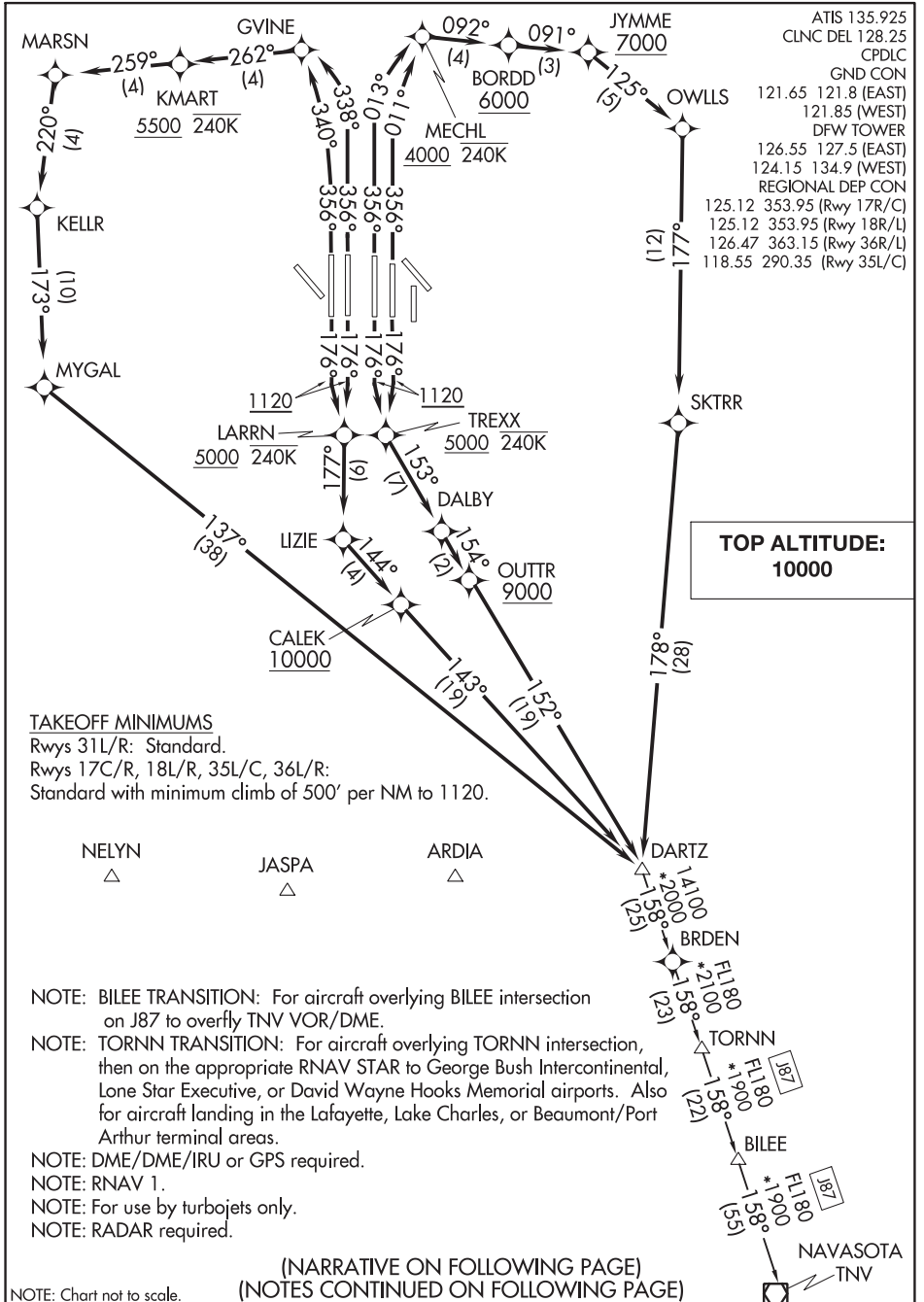
(DARTZ7.DARTZ) 16315

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

# DARTZ SEVEN DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**TAKEOFF MINIMUMS**  
 Rwys 31L/R: Standard.  
 Rwys 17C/R, 18L/R, 35L/C, 36L/R:  
 Standard with minimum climb of 500' per NM to 1120.

**TOP ALTITUDE:  
10000**

- NOTE: BILEE TRANSITION: For aircraft overlying BILEE intersection on J87 to overfly TNV VOR/DME.
- NOTE: TORNN TRANSITION: For aircraft overlying TORNN intersection, then on the appropriate RNAV STAR to George Bush Intercontinental, Lone Star Executive, or David Wayne Hooks Memorial airports. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For use by turbojets only.
- NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# DARTZ SEVEN DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

(DARTZ7.DARTZ) 10NOV16

DALLAS-FORT WORTH INTL (DFW)

## DARTZ SEVEN DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb 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 depicted route to DARTZ, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb 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 depicted route to DARTZ, thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to DARTZ, maintain 5000, thence. . . .

TAKEOFF RUNWAY 35C: Climb 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 DARTZ, thence. . . .

TAKEOFF RUNWAY 35L: Climb 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 DARTZ, thence. . . .

TAKEOFF RUNWAY 36L: Climb 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 DARTZ, 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 DARTZ, thence. . . .

. . . .(transition) Maintain 10000, expect filed altitude ten minutes after departure.

BILEE TRANSITION (DARTZ7.BILEE):

NAVASOTA TRANSITION (DARTZ7.TNV):

TORNN TRANSITION (DARTZ7.TORNN):

## TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

DARTZ SEVEN DEPARTURE (RNAV)

(DARTZ7.DARTZ) 10NOV16

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

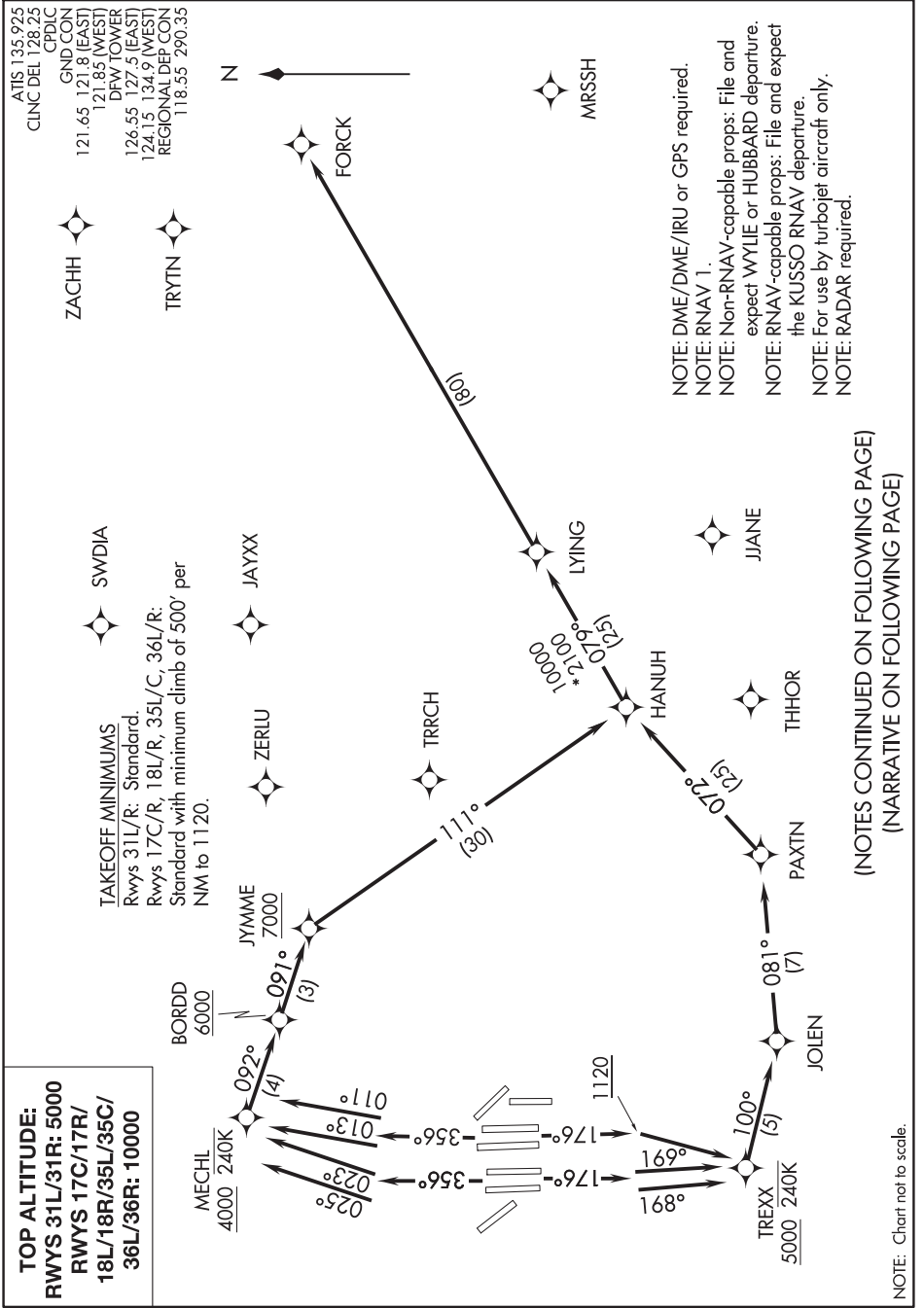


FORCK TWO DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

FORCK TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb 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 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 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 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 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 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 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 heading assigned by ATC, expect 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

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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



(GARL6.TTT) 16091

## GARLAND SIX DEPARTURE

SL-6039 (FAA)

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

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13 L/R, 17L, 18L/R, 31L/R, 35R, 36L/R: Climb on assigned heading and altitude, expect vector to appropriate route, thence....

TAKEOFF RUNWAYS 17C/R: Climb heading 160°, expect vector to appropriate route, thence....

TAKEOFF RUNWAYS 35C/L: Climb heading 005°, expect vector to appropriate route, thence....

....unless otherwise advised maintain 10000 and expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

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

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

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GARLAND SIX DEPARTURE  
(GARL6.TTT) 31MAR16DALLAS-FORT WORTH, TEXAS  
DALLAS/FORT WORTH INTL (DFW)

# GRABE SEVEN DEPARTURE (RNAV)

ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 118.55 290.35 (Rwy 17R/C)  
 126.47 363.15 (Rwy 18L/R)  
 125.12 353.95 (Rwys 35L/C and 36L/R)

**TOP ALTITUDE:**  
**RWY 17C/R, 18L/R,**  
**35C/L, 36L/R: 10000**  
**RWY 31L/R: 5000**

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.

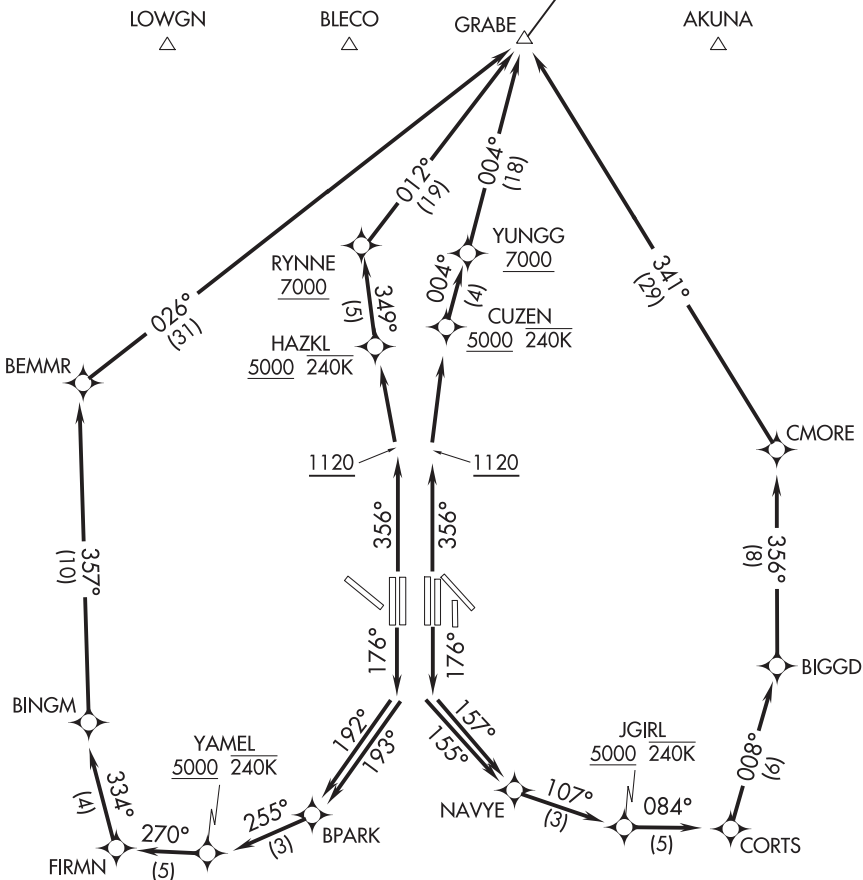
### TAKEOFF MINIMUMS

Rwys 31L/R: Standard.  
 Rwys 17C/R, 18L/R, 35L/C, 36L/R:  
 Standard with minimum climb of 500' per NM to 1120.

OKMULGEE  
OKM

FL180  
+3400  
020°  
(90)

FL180  
+3700  
014°  
(55)



(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GRABE SEVEN DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000, then on depicted route to GRABE, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000, then on depicted route to GRABE, 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 depicted route to GRABE, 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 depicted route to GRABE, thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to GRABE, maintain 5000, thence. . . .

TAKEOFF RUNWAYS 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 RUNWAYS 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. . . .

. . . (transition). Maintain 10000, expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE7.EAKER): (For aircraft inbound to the Tulsa terminal area).

OKMULGEE TRANSITION (GRABE7.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF VORTAC then to destinations in the Chicago terminal area and north).

## TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

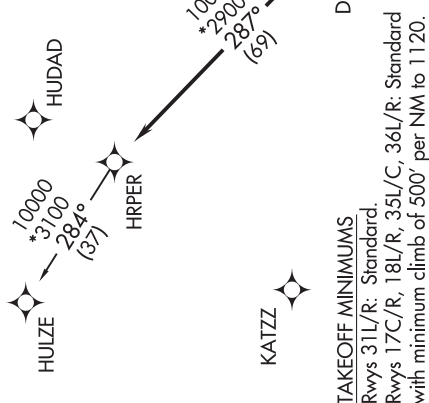
# HRPER THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS 135.925  
 CLNC DEL 128.25  
 CPDIC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 126.47 363.15

**TOP ALTITUDE:**  
**RWY 31L/31R: 5000;**  
**RWY 17C/17R/18L/18R/**  
**35L/35C/36L/36R: 10000**



**TAKEOFF MINIMUMS**  
 Rwys 31L/R: Standard.  
 Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard  
 with minimum climb of 500' per NM to 1120.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: For use by turbojets only.
- NOTE: Non-RNAV props file and expect KINGDOM or COYOTE DEPARTURE.
- NOTE: RNAV-capable props: File and expect the SWABR RNAV SID.
- NOTE: Aircraft landing Lubbock terminal area file and/or expect the KATZ RNAV DEPARTURE.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# HRPER THREE DEPARTURE (RNAV)

(HRPER3.HRPER) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS/FORT WORTH INTL (DFW)

SC-2, 10 NOV 2016 to 05 JAN 2017



## 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)TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline,  
up to 110' AGL/730' MSL.

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





(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6039 (FAA)

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

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13L: Climb heading 129°, expect vector to appropriate route, thence . . .

TAKEOFF RUNWAYS 13R, 17C/L/R, 18L/R: Climb heading 130°, expect vector to appropriate route, thence . . .

TAKEOFF RUNWAYS 31L/R, 35C/L, 36L/R: Climb heading 030°, expect vector to appropriate route, thence . . .

. . . maintain 2000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (HUBB9.SOLD0): From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

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

# HUDAD TWO DEPARTURE (RNAV)

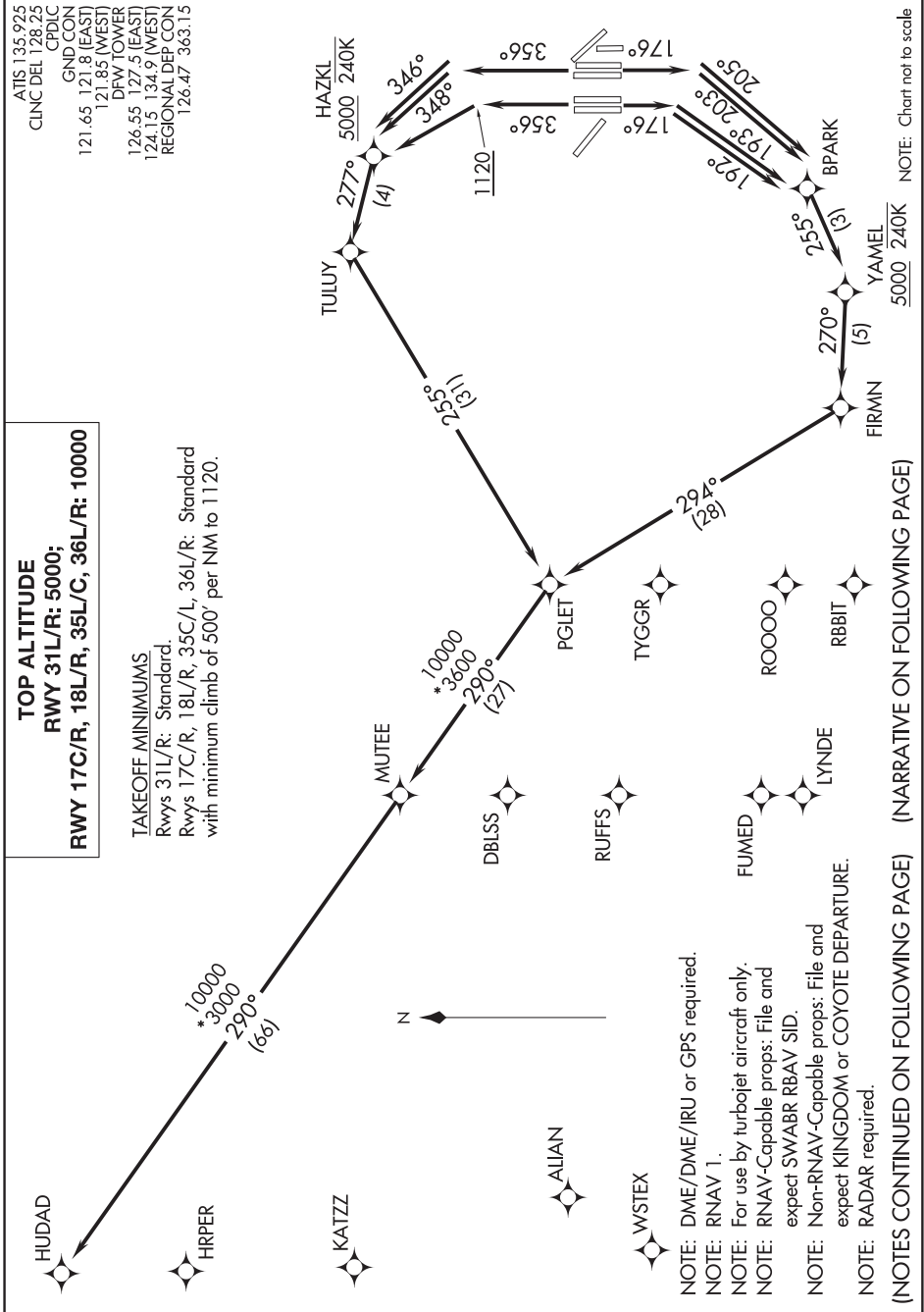
SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE**  
**RWY 31L/R: 5000;**  
**RWY 17C/R, 18L/R, 35L/C, 36L/R: 10000**

### 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.

ATIS 135.925  
 CINC DEL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 126.47 363.15



NOTE: Chart not to scale

(NOTES CONTINUED ON FOLLOWING PAGE) (NARRATIVE ON FOLLOWING PAGE)

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 RBV SID.  
 NOTE: Non-RNAV-Capable props: File and expect KINGDOM or COYOTE DEPARTURE.  
 NOTE: RADAR required.

SC-2, 10 NOV 2016 to 05 JAN 2017

# HUDAD TWO DEPARTURE (RNAV)



## 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 MUTE, then on track 290° to HUDDAD. 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 MUTE, then on track 290° to HUDDAD. Maintain 5000, expect filed altitude ten minutes after departure.

## TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

**TOP ALTITUDE:  
2000**

**ROLLS**  
△ N35°43.36'  
W099°28.24'  
L-15, H-6

**TULSA**  
114.4 TUL  
Chan 91  
N36°11.78'-W095°47.29'  
L-15, H-6

ATIS 135.925  
CLNC DEL 128.25  
CPDLC  
GND CON 121.65 121.8 (EAST)  
121.85 (WEST)  
DFW TOWER 126.55 127.5 (EAST)  
124.15 134.9 (WEST)  
REGIONAL DEP CON 118.1 306.95

**WILL ROGERS**  
114.1 IRW  
Chan 88  
N35°21.52'-W097°36.55'  
L-15, H-6

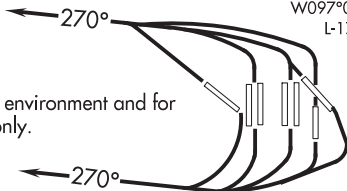
**DECKK**  
N34°52.37'  
W97°16.87'  
L-17, H-6  
△

**NOOGY**  
N34°25.65'  
W096°59.06'  
L-17, H-6  
△

**ARDMORE**  
116.7 ADM  
Chan 114  
N34°12.70'-W097°10.09'  
L-17, H-6

**ZEMMA**  
N34°23.03'  
W096°59.40'  
L-17, H-6  
△

**BLECO**  
N33°27.05'  
W097°06.54'  
L-17  
△



NOTE: Applicable in RADAR environment and for non-turbojet aircraft only.

TAKEOFF MINIMUMS

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard  
Rwy 35R: 300-1½ or standard with minimum climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKEOFF ALL RUNWAYS: Fly heading 270°, expect vector to appropriate fix, maintain 2000 and expect filed altitude ten minutes after departure.



# JASPA FIVE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb 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 depicted route to JASPA, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb 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 depicted route to JASPA, thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to JASPA, maintain 5000, thence. . . .

TAKEOFF RUNWAY 35C: Climb 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 JASPA, thence. . . .

TAKEOFF RUNWAY 35L: Climb 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 JASPA, thence. . . .

TAKEOFF RUNWAY 36L: Climb 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 JASPA, 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 JASPA, thence. . . .

. . . . (transition) maintain 10000, expect filed altitude ten minutes after departure.

### WINDU TRANSITION (JASPA5.WINDU):

#### TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.  
Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

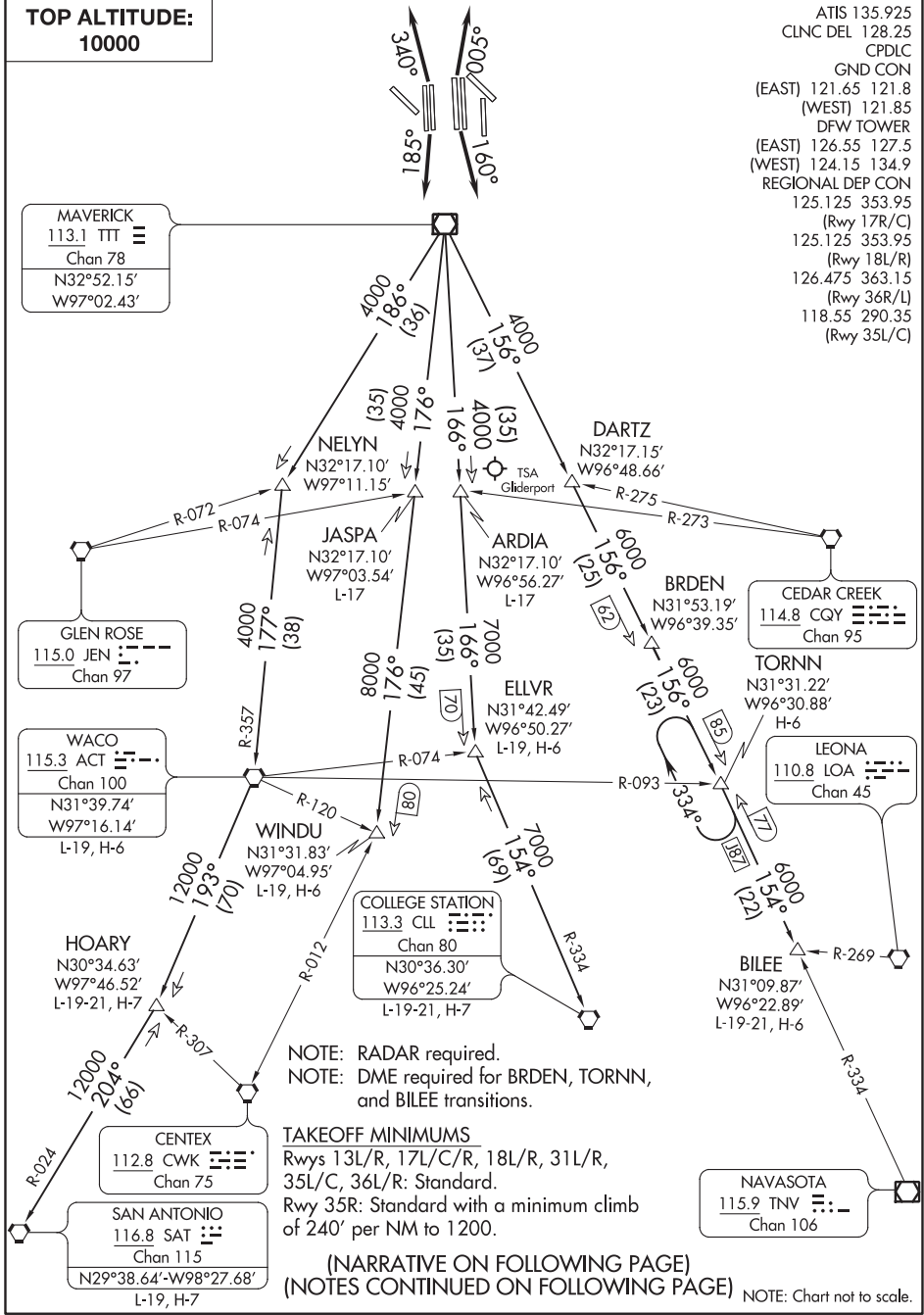
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

**TOP ALTITUDE:  
10000**

ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON  
 (EAST) 121.65 121.8  
 (WEST) 121.85  
 DFW TOWER  
 (EAST) 126.55 127.5  
 (WEST) 124.15 134.9  
 REGIONAL DEP CON  
 125.125 353.95  
 (Rwy 17R/C)  
 125.125 353.95  
 (Rwy 18L/R)  
 126.475 363.15  
 (Rwy 36R/L)  
 118.55 290.35  
 (Rwy 35L/C)



**MAVERICK**  
 113.1 TTT  
 Chan 78  
 N32°52.15'  
 W97°02.43'

**GLEN ROSE**  
 115.0 JEN  
 Chan 97

**WACO**  
 115.3 ACT  
 Chan 100  
 N31°39.74'  
 W97°16.14'  
 L-19, H-6

**HOARY**  
 N30°34.63'  
 W97°46.52'  
 L-19-21, H-7

**CENTEX**  
 112.8 CWK  
 Chan 75

**SAN ANTONIO**  
 116.8 SAT  
 Chan 115  
 N29°38.64'-W98°27.68'  
 L-19, H-7

**NELYN**  
 N32°17.10'  
 W97°11.15'

**JASPA**  
 N32°17.10'  
 W97°03.54'  
 L-17

**ARDIA**  
 N32°17.10'  
 W96°56.27'  
 L-17

**DARTZ**  
 N32°17.15'  
 W96°48.66'

**BRDEN**  
 N31°53.19'  
 W96°39.35'

**CEDAR CREEK**  
 114.8 CQY  
 Chan 95

**TORNN**  
 N31°31.22'  
 W96°30.88'  
 H-6

**LEONA**  
 110.8 LOA  
 Chan 45

**ELLVR**  
 N31°42.49'  
 W96°50.27'  
 L-19, H-6

**COLLEGE STATION**  
 113.3 CLL  
 Chan 80  
 N30°36.30'  
 W96°25.24'  
 L-19-21, H-7

**BILEE**  
 N31°09.87'  
 W96°22.89'  
 L-19-21, H-6

**NAVASOTA**  
 115.9 TNV  
 Chan 106

NOTE: RADAR required.  
 NOTE: DME required for BRDEN, TORNN,  
 and BILEE transitions.

**TAKEOFF MINIMUMS**  
 Rwy 13L/R, 17L/C/R, 18L/R, 31L/R,  
 35L/C, 36L/R: Standard.  
 Rwy 35R: Standard with a minimum climb  
 of 240' per NM to 1200.

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

PROPS

Expect KEENE or TRI-GATE DEPARTURE.

TAKEOFF RUNWAYS 13L/R, 31L/R, 17L, 35R: Climb on assigned heading and altitude, thence...

TAKEOFF RUNWAYS 17C/R: Climb heading 160°, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb heading 185°, thence. . . .

TAKEOFF RUNWAYS 35L/C: Climb heading 005°, thence. . . .

TAKEOFF RUNWAYS 36L/R: Climb heading 340°, thence. . . .

. . . .expect vectors to appropriate route, unless otherwise advised maintain 10000 and expect filed altitude 10 minutes after departure. Maintain 240K until leaving 5000.

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNNT INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNNT TRANSITION (JPOOL9.TORNNT): (For GPS or DME/DME/IRU equipped aircraft overflying TORNNT INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNNT INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

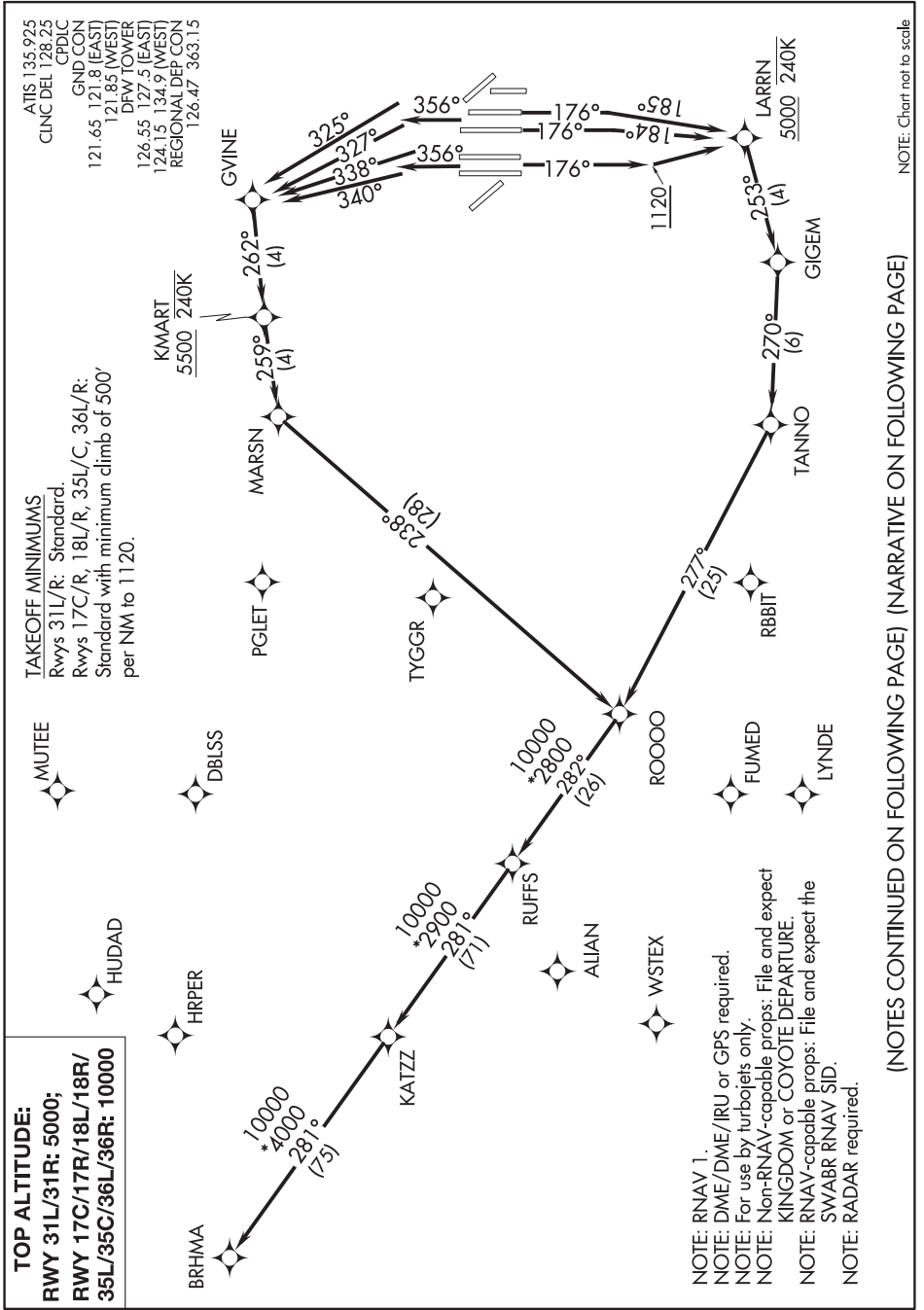
Rwy 31R: Building 732' from DER, 633' left of centerline, 34' AGL/604' MSL.

Rwy 35R: Building 5466' from DER, 758' right of centerline, 135' AGL/674' MSL.

Building 1.1 NM from DER, 240' right of centerline, 173' AGL/714' MSL.

# KATZZ TWO DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NOTES CONTINUED ON FOLLOWING PAGE) (NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KATZZ TWO DEPARTURE (RNAV)



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)

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

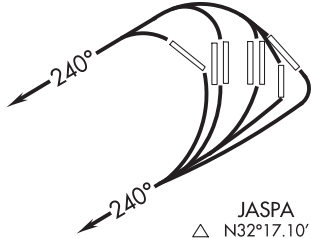
# KEENE NINE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS

ATIS  
 135.925  
 CLNC DEL  
 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 118.1 306.95

**TOP ALTITUDE:  
 2000**



**WACO**  
 115.3 ACT  
 Chan 100  
 N31°39.74'-W097°16.14'  
 L-19, H-6

**ELLVR**  
 N31°42.49' △  
 W096°50.27'  
 L-19, H-6

**GROESBECK**  
 108.8 GNL  
 Chan 25  
 N31°34.89'-W096°32.95'  
 L-19

**WINDU**  
 N31°31.83' △  
 W097°04.95'  
 L-19, H-6

**TORN N**  
 △ N31°31.22'  
 W096°30.88'  
 L-19-21, H-6

NOTE: Applicable in RADAR environment and for non-turbojet aircraft only.

### TAKEOFF MINIMUMS

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.  
 Rwy 35R: 300-1½ or standard with minimum climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

**COLLEGE STATION**  
 113.3 CLL  
 Chan 80  
 N30°36.30'-W096°25.24'  
 L-19-21, H-7

**BILEE**  
 △ N31°09.87'  
 W096°22.89'  
 L-19-21, H-6

**NAVASOTA**  
 115.9 TNV  
 Chan 106  
 N30°17.31'-W096°03.49'  
 L-19-21, H-7

### TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



### DEPARTURE ROUTE DESCRIPTION

### NON-TURBOJET AIRCRAFT ONLY

TAKEOFF ALL RUNWAYS: Climb heading 240°, expect vector to appropriate fix. Maintain 2000 and expect filed altitude ten minutes after departure.



# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

### JETS

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C/R, 36L/R: Fly assigned heading, expect 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 heading 240°, thence . . . .

TAKEOFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Climb heading 270°, thence . . . .

. . . . expect vectors to appropriate route, maintain 2000 and expect filed altitude 10 minutes after departure.

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

Rwy 35R: Building 5466' from DER, 758' right of centerline, 135' AGL/674' MSL.

Building 1.1 NM from DER, 240' right of centerline, 173' AGL/714' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

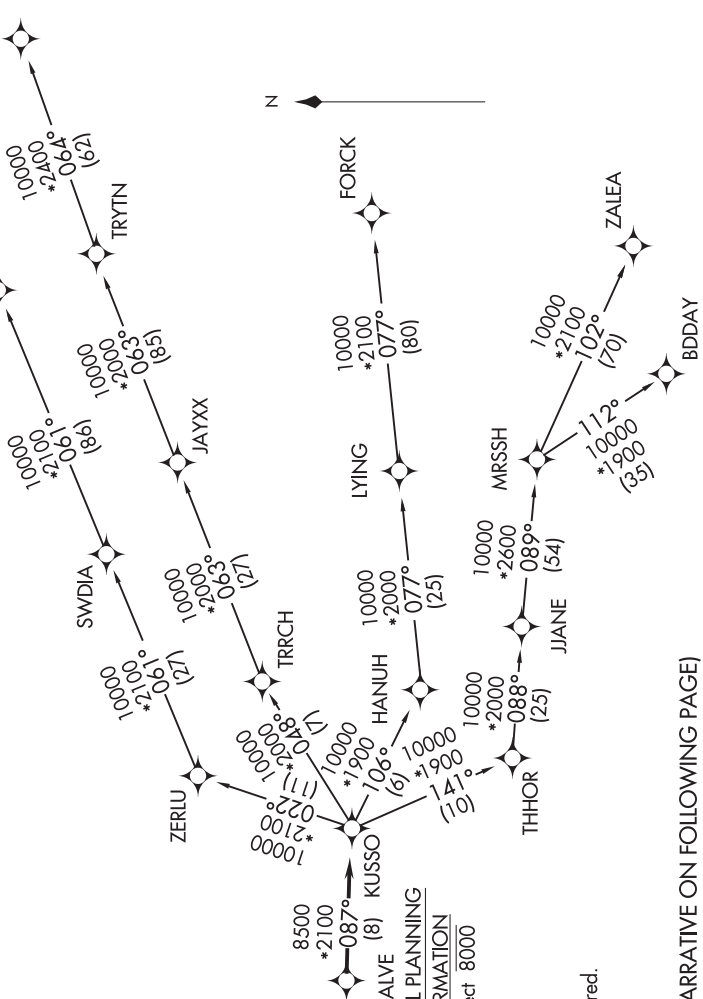
### ATIS

- 135.925
- CLNC DEL
- 128.25
- CPDLC
- GND CON
- 121.65 121.8 (EAST)
- 121.85 (WEST)
- DFW TOWER
- 126.55 127.5 (EAST)
- 124.15 134.9 (WEST)
- REGIONAL DEP CON
- 125.8 257.95 (JETS ONLY)
- 135.975 379.9 (PROPS ONLY)
- (Rwys 13L/R, 17L/C/R, 18L/R)
- 118.1 306.95 (PROPS ONLY)
- (Rwys 31L/R, 35L/C/R, 36L/R)

### TAKEOFF MINIMUMS

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.  
 Rwy 35R: 300-1½ or standard with minimum climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

### TOP ALTITUDE: 2000



**VERTICAL PLANNING INFORMATION**  
 Expect 8000

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

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

(KUSSO3.KUSSO) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

## KUSSO THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



## 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 087° to KUSSO, then on (transition). Maintain 2000.  
Expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

Rwy 35R: Building 5466' from DER, 758' right of centerline, 135' AGL/674' MSL.

Building 1.1 NM from DER, 240' right of centerline, 173' AGL/714' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# LOWGN SEVEN DEPARTURE (RNAV)

NOTE: ROLLS TRANSITION: For all aircraft proceeding northwest bound on J52.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: For use by turbojet aircraft only.

NOTE: RADAR required.

ATIS 135.925

CLNC DEL 128.25

CPDLC

GND CON

121.65 121.8 (EAST)

121.85 (WEST)

DFW TOWER

126.55 127.5 (EAST)

124.15 134.9 (WEST)

REGIONAL DEP CON

118.55 290.35 (Rwy 17R/C)

126.47 363.15 (Rwy 18L/R)

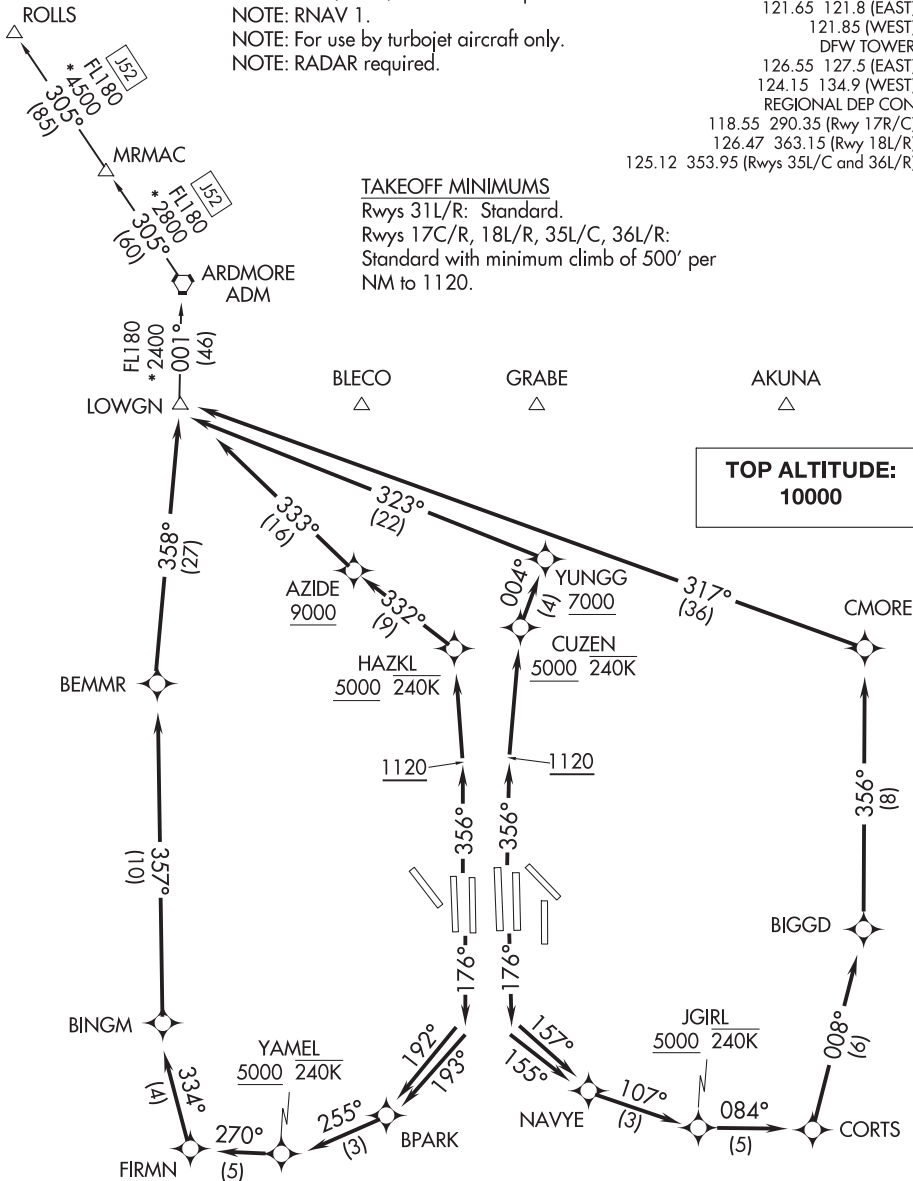
125.12 353.95 (Rwys 35L/C and 36L/R)

### TAKEOFF MINIMUMS

Rwys 31L/R: Standard.

Rwys 17C/R, 18L/R, 35L/C, 36L/R:

Standard with minimum climb of 500' per NM to 1120.



**TOP ALTITUDE:  
10000**

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# LOWGN SEVEN DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(LOWGN7.LOWGN) 16315

LOWGN SEVEN DEPARTURE (RNAV) SL-6039 (FAA)

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

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 157° to NAVYE, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to LOWGN, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 176° to intercept course 155° to NAVYE, then on track 107° to cross JGIRL at or above 5000 and at or below 240K, then on depicted route to LOWGN, thence. . . .

TAKEOFF RUNWAY 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 RUNWAY 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 RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to LOWGN, maintain 5000, thence. . . .

TAKEOFF RUNWAYS 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 RUNWAYS 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. . . .

. . . (transition). Maintain 10000, expect filed altitude ten minutes after departure.

ARDMORE TRANSITION (LOWGN7.ADM):

ROLLS TRANSITION (LOWGN7.ROLLS):

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

LOWGN SEVEN DEPARTURE (RNAV)  
(LOWGN7.LOWGN) 30APR15

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

2.10Z NAV 16.0Z VON 01. 'Z-C-2

TAKEOFF OBSTACLE NOTES

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

ATIS 135.925  
 CLNC DEL 128.25  
 CRDLC 128.25  
 GND CON 121.65  
 GND CON 121.85 (EAST)  
 DFW TOWER 126.55  
 DFW TOWER 127.5 (EAST)  
 REGIONAL DEP CON 124.15  
 REGIONAL DEP CON 118.55  
 290.35

**TOP ALTITUDE:**  
 RWY 17C/17R/18L/18R/  
 35L/35C/36L/36R: 10000;  
 RWY 31L/31R: 5000



MECHL 4000 240K  
 BORDD 6000



JYMME 7000

092° (4)

091° (3)

121° (33)

10000 \*2000

090° (25)

10000 \*2600

091° (54)

10000

2100

104° (70)

114°

10000

19000 (35)

10000

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## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb 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 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 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 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 THORR, thence . . . .

TAKEOFF RUNWAY 35L: Climb 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 THORR, thence . . . .

TAKEOFF RUNWAY 36L: Climb 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 THORR, thence . . . .

TAKEOFF RUNWAY 36R: Climb 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 THORR, thence . . . .

. . . then on track 090° to JJANE, then on track 091° to MRSSH, 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 THHOR, thence . . . .

. . . then on track 090° to JJANE, then on track 091° to MRSSH, then on (transition). Maintain 5000, expect filed altitude ten minutes after departure.

BDDAY TRANSITION (MRSSH2.BDDAY): (ATC assigned only).

ZALEA TRANSITION (MRSSH2.ZALEA)

(NELYN5.NELYN) 16315

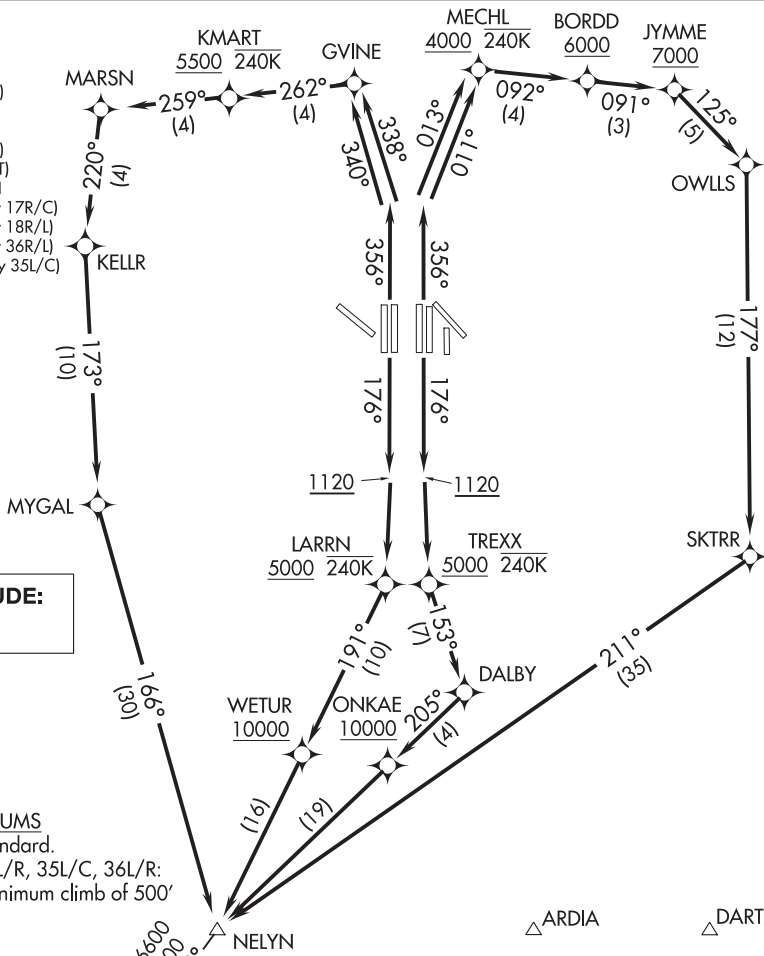
SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

# NELYN FIVE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 125.12 353.95 (Rwy 17R/C)  
 125.12 353.95 (Rwy 18R/L)  
 126.47 363.15 (Rwy 36R/L)  
 118.55 290.35 (Rwy 35L/C)



**TOP ALTITUDE:  
10000**

### TAKEOFF MINIMUMS

Rwy 31L/R: Standard.  
 Rwy 17C/R, 18L/R, 35L/C, 36L/R:  
 Standard with minimum climb of 500'  
 per NM to 1120.

- NOTE: SAN ANTONIO TRANSITION: For aircraft overflying CENTEX and SAN ANTONIO.
- NOTE: WACO TRANSITION: For aircraft inbound to Waco or Grayterminal area airports.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For use by turbojets only.
- NOTE: Turbojet aircraft landing San Antonio and Austin terminals areas expect the JASPA DEPARTURE.
- NOTE: Props file and expect KEENE or TRI-GATE DEPARTURE.
- NOTE: RADAR required.

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

# NELYN FIVE DEPARTURE (RNAV)

(NELYN5.NELYN) 30APR15

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17C/R: Climb 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 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 RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to NELYN, maintain 5000, thence. . . .

TAKEOFF RUNWAY 35C: Climb 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 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 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 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. . . .

. . . .(transition) Maintain 10000, expect filed altitude ten minutes after departure.

HOARY TRANSITION (NELYN5.HOARY):

SAN ANTONIO TRANSITION (NELYN5.SAT): (For aircraft overflying CENTEX and SAN ANTONIO).

WACO TRANSITION (NELYN5.ACT): (For aircraft inbound to Waco or Gray terminal area airports).

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

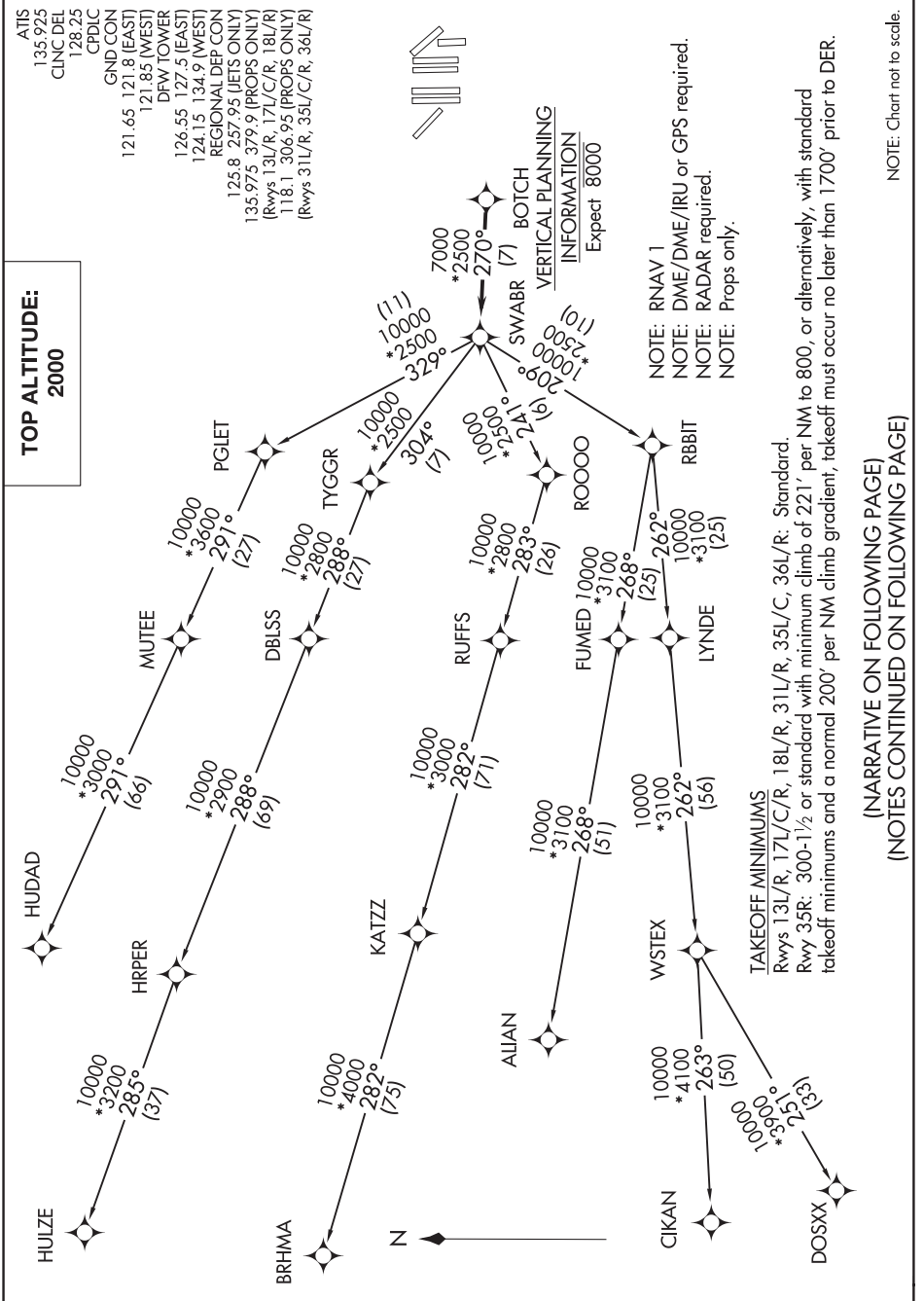
Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

# SWABR FOUR DEPARTURE (RNAV)



## 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 BOTCH. Then on track 270° to SWABR, then on (transition). Maintain 2000. Expect filed altitude 10 minutes after departure.

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON 121.65 121.8 (EAST) 121.85 (WEST)  
 DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 118.55 290.35 (Rwy 17R/C)  
 126.47 363.15 (Rwy 18R/L)  
 125.12 353.95 (Rwy 36R/L)  
 125.12 353.95 (Rwy 35L/C)

**ROLLS**  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

**WILL ROGERS**  
 114.1 IRW  
 Chan 88  
 N35°21.52'  
 W97°36.55'  
 L-15, H-6

**ADA**  
 117.8 ADH  
 Chan 125

**TULSA**  
 114.4 TUL  
 Chan 91  
 N35°11.78'  
 W95°47.29'  
 L-15, H-6

**OKMULGEE**  
 114.9 OKM  
 Chan 96  
 N35°41.59'  
 W95°51.96'  
 L-15, H-6

**MC ALESTER**  
 112.0 MLC  
 Chan 57  
 N34°50.97'  
 W95°46.94'  
 L-17, H-6

**DECKK**  
 N34°52.37'  
 W97°16.87'  
 L-17, H-6

**NOOGY**  
 N34°25.65'  
 W96°59.06'

**EAKER**  
 N34°19.05'  
 W96°37.19'  
 L-17, H-6

**MRMAC**  
 N34°50.48'  
 W98°06.57'

**ARDMORE**  
 116.7 ADM  
 Chan 114  
 N34°12.70'-W97°10.09'  
 L-17, H-6

**TEXOMA**  
 114.3 URH  
 Chan 90

**BLECO**  
 N33°27.05'  
 W97°06.54'  
 L-17

**GRABE**  
 N33°27.09'  
 W96°57.69'  
 L-17

**AKUNA**  
 N33°27.04'  
 W96°49.39'

**BOWIE**  
 112.4 UKW  
 Chan 71

**LOWGN**  
 N33°27.05'  
 W97°14.99'

**BONHAM**  
 114.6 BYP  
 Chan 93

### TAKEOFF MINIMUMS

Rwys 13L/R, 17L/C/R, 18L/R,  
 31L/R, 35L/C, 36L/R: Standard.  
 Rwy 35R: Standard with a minimum  
 climb of 240' per NM to 1200.

NOTE: RADAR required.  
 NOTE: PROPS: Expect JACKY or  
 TRI-GATE DEPARTURE.

**RANGER**  
 115.7 FUZ  
 Chan 104  
 N32°53.37'-W97°10.77'

**TOP ALTITUDE:**  
**10000**

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(TEX5.FUZ) 16091

DALLAS-FORT WORTH INTL (DFW)

## TEXOMA FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb on assigned heading and altitude, thence. . . .

TAKEOFF RUNWAYS 17C/R: Climb on heading 160°, thence. . . .

TAKEOFF RUNWAYS 18L/R: Climb on heading 185°, thence. . . .

TAKEOFF RUNWAYS 35L/C: Climb on heading 005°, thence. . . .

TAKEOFF RUNWAYS 36L/R: Climb on heading 340°, thence. . . .

. . . . expect vectors to appropriate route, unless otherwise advised maintain 10000 and expect filed altitude 10 minutes after departure. Maintain 240K until leaving 5000.

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

Rwy 35R: Building 5466' from DER, 758' right of centerline, 135' AGL/674' MSL.

Building 1.1 NM from DER, 240' right of centerline, 173' AGL/714' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

## TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

DALLAS-FORT WORTH, TEXAS


DALLAS-FORT WORTH INTL (DFW)


TRI-GATE NINE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS


ATIS  
 135.925  
 CLNC DEL  
 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 124.3 282.275 (NORTH)  
 125.2 343.65 (SOUTH)

OKMULGEE  
 114.9 OKM   
 Chan 96  
 N35°41.58'-W095°51.96'  
 L-15, H-6

MC ALESTER  
 112 MLC   
 Chan 57  
 N34°50.97'-W095°46.94'  
 L-17, H-6

EAKER  
 N34°19.05'  
 W096°37.19' Δ  
 L-17, H-6

TIKYS  
 N34°04.00'  
 W096°25.56'  
 L-17, H-6

TEXOMA  
 114.3 URH   
 Chan 90  
 N33°56.65'-W096°23.51'  
 L-17, H-6

GRABE  
 N33°27.09'  
 W096°57.69' Δ  
 L-17

TAKEOFF MINIMUMS  
 Rwy 35R: NA-ATC.  
 Rwys 13L/R, 17L/C/R, 18L/R,  
 31L/R, 35L/C, 36L/R: Standard.


TOP ALTITUDE:  
 2000

ARDIA  
 N32°17.10'  
 W096°56.27' Δ  
 L-17


NOTE: RADAR required.  
 NOTE: For non-turbojet aircraft only.

ELLVR  
 N31°42.49' Δ  
 W096°50.27'  
 L-19, H-6

TORNNT  
 Δ N31°31.22'  
 W096°30.88'  
 L-19, H-6

GROESBECK  
 108.8 GNL   
 Chan 25  
 N31°34.89'-W096°32.95'  
 L-19

BILEE Δ  
 N31°09.87'  
 W096°22.89'  
 L-19-21, H-6

NAVASOTA  
 115.9 TNV   
 Chan 106  
 N30°17.31'-W096°03.49'  
 L-19-21, H-7

TAKEOFF OBSTACLES NOTES

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate fix, thence . . . .

TAKEOFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate fix, thence . . . .

. . . . maintain 2000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# TRYTN TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
**RWY 31L/31R: 5000;**  
**RWY 17C/17R/18L/18R/  
 35L/35C/36L/36R: 10000**

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: For use by turbojet aircraft only.

NOTE: Non-RNAV capable props: File and expect WYJIE or HUBBARD DEPARTURE.

NOTE: RNAV capable props: File and expect the KUSSO RNAV SID.

NOTE: RADAR required.

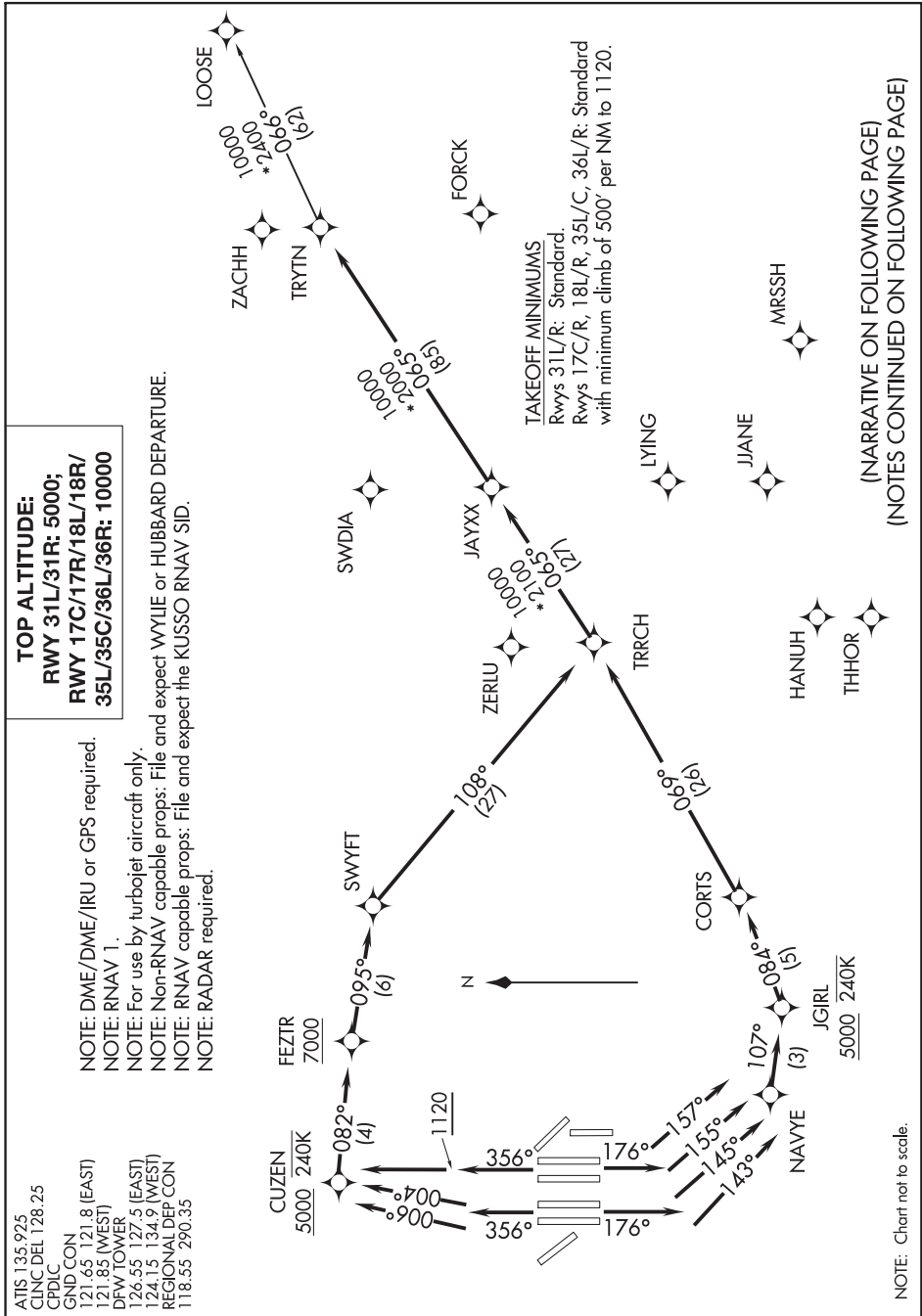
ATIS 135.925  
 UNIC DEL 128.25  
 GND CON  
 121.65 (WEST)  
 121.85 (EAST)  
 DFW TOWER  
 126.55 (EAST)  
 127.5 (EAST)  
 REGIONAL DEP CON  
 124.15 (WEST)  
 134.9 (WEST)  
 118.55 290.35

# TRYTN TWO DEPARTURE (RNAV)

(TRYTN2.TRYTN) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS/FORT WORTH INTL (DFW)



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 157° to NAVYE, 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 RUNWAY 17R: Climb heading 176° to intercept course 155° to NAVYE, 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 RUNWAY 18L: Climb heading 176° to intercept course 145° to NAVYE, 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 RUNWAY 18R: Climb heading 176° to intercept course 143° to NAVYE, 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 RUNWAYS 35L/C: Climb 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 RUNWAY 36L: Climb 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 RUNWAY 36R: Climb 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 ten minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb 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 ten minutes after departure.

LOOSE TRANSITION (TRYTN2.LOOSE)

TAKEOFF OBSTACLE NOTES

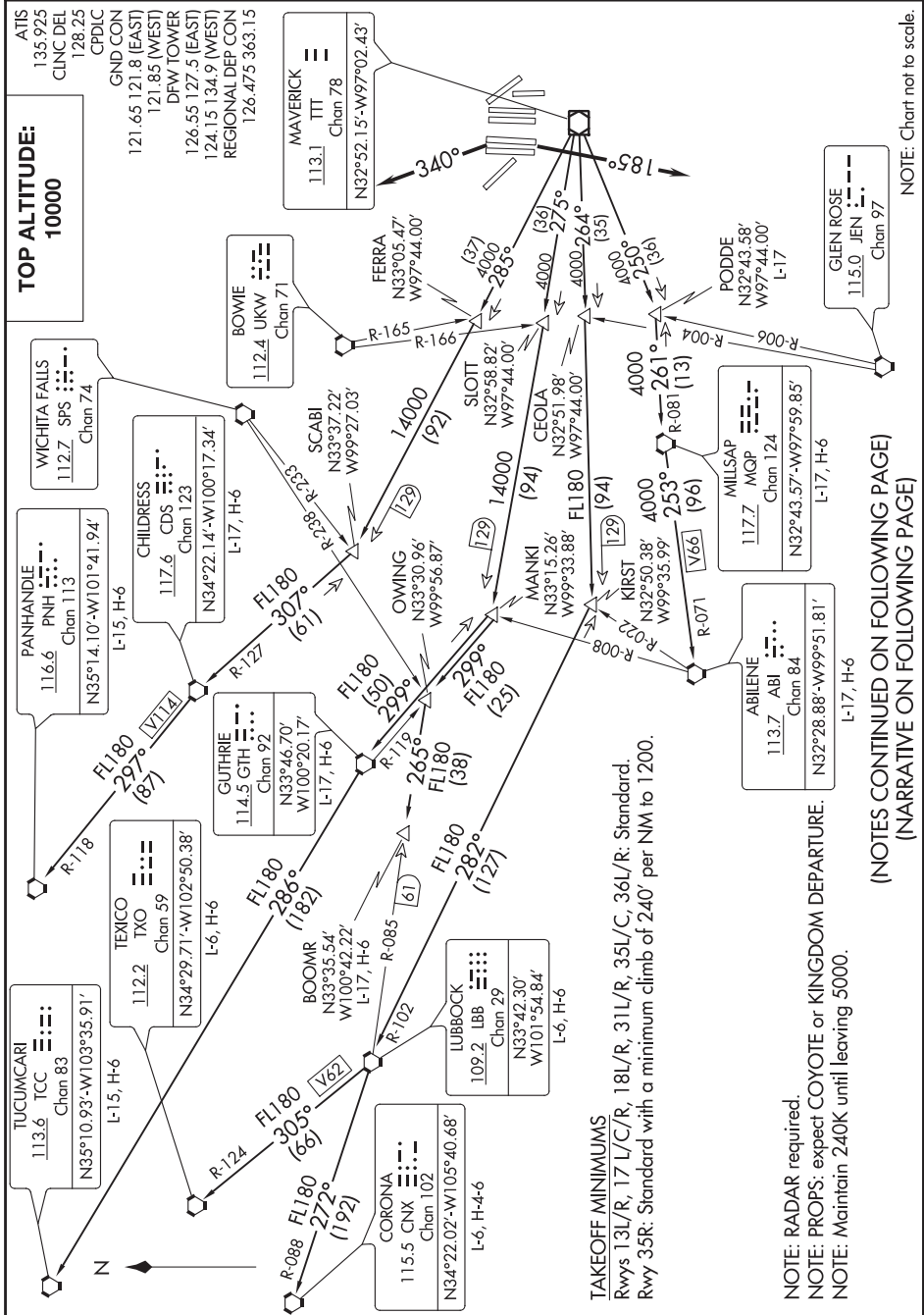
- Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.  
Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.  
Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.
- Rwy 31R: Building 732' from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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb on assigned heading and altitude, thence. . . .

TAKEOFF RWYS 18L/R: Climb heading 185°, thence. . . .

TAKEOFF RWYS 36L/R: Climb heading 340°, thence. . . .

. . . .expect RADAR vectors to appropriate route, unless otherwise advised maintain 10000 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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 31L: Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

Trees 1229' from DER, 729' right of centerline, up to 28' AGL/637' MSL.

Transmission poles and towers beginning 3402' from DER, 1398' right of centerline, up to 110' AGL/730' MSL.

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

Rwy 35R: Building 5466' from DER, 758' right of centerline, 135' AGL/674' MSL.

Building 1.1 NM from DER, 240' right of centerline, 173' AGL/714' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

# WSTEX TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS

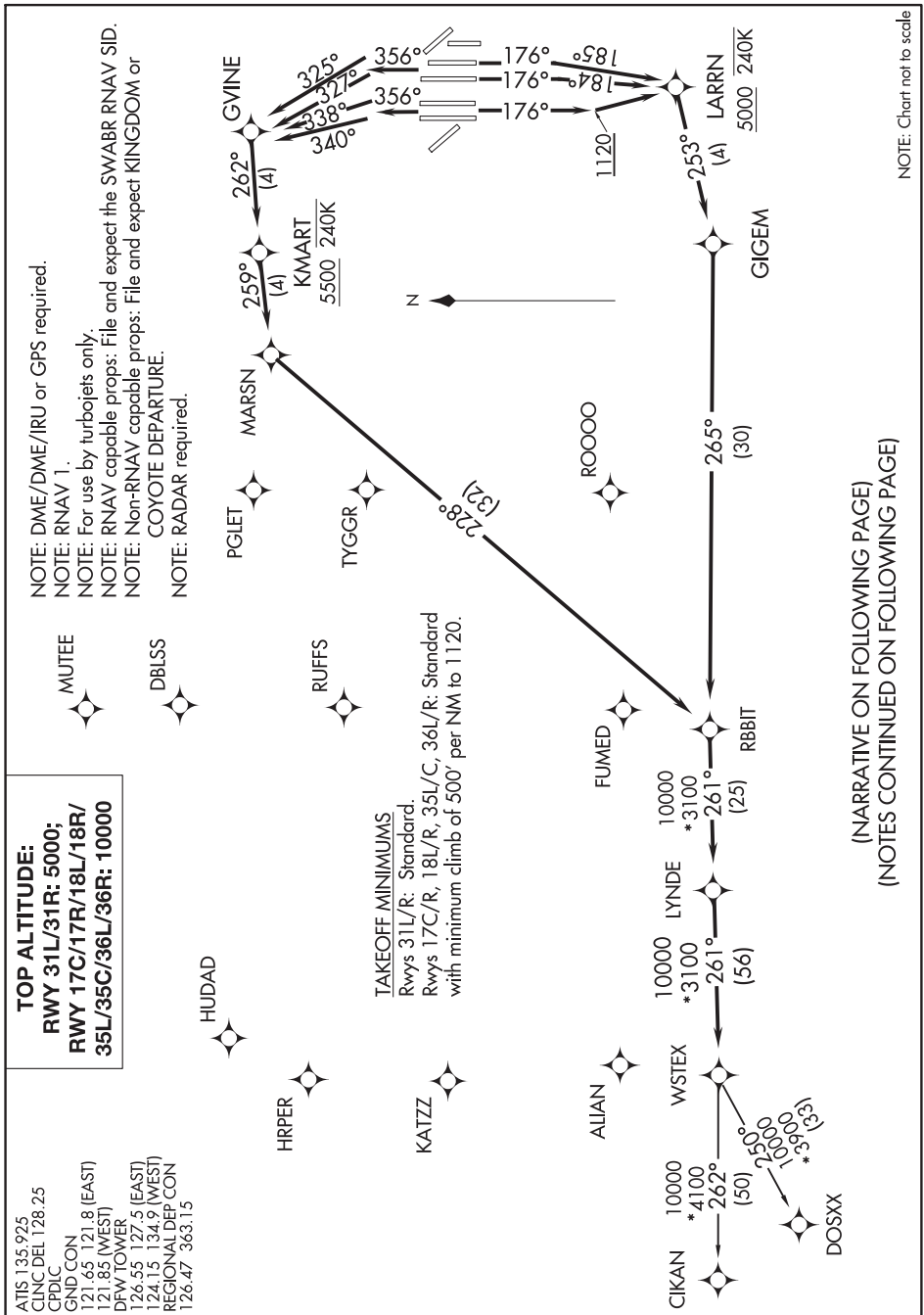
SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
**RWY 31L/31R: 5000;**  
**RWY 17C/17R/18L/18R/  
 35L/35C/36L/36R: 10000**

ATIS 135.925  
 CLINC DEL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 126.47 363.15

NOTE: DME/DME/IRU or GPS required.  
 NOTE: RNAV 1.  
 NOTE: For use by turbojets only.  
 NOTE: RNAV capable props: File and expect the SWABR RNAV SID.  
 NOTE: Non-RNAV capable props: File and expect KINGDOM or COYOTE DEPARTURE.  
 NOTE: RADAR required.

TAKEOFF MINIMUMS  
 Rws 31L/R: Standard.  
 Rws 17C/R, 18L/R, 35L/C, 36L/R: Standard  
 with minimum climb of 500' per NM to 1120.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# WSTEX TWO DEPARTURE (RNAV)

(WSTEX2.WSTEX) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS/FORT WORTH INTL (DFW)



# WSTEX TWO DEPARTURE (RNAV)



## 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)

### TAKEOFF OBSTACLE NOTES

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WSTEX TWO DEPARTURE (RNAV)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAY 35R: Climb heading 356° to 1200, then on heading 030°, expect vector to appropriate route, thence . . . .

. . . . maintain 2000 and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE9.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE9.ELD): (For aircraft inbound to the Memphis terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (WYLIE9.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE9.MEI): (For aircraft inbound to the Atlanta terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE9.UIM): (For aircraft inbound to the Shreveport terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE9.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE9.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (WYLIE9.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (WYLIE9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

TAKEOFF OBSTACLE NOTES

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

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

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

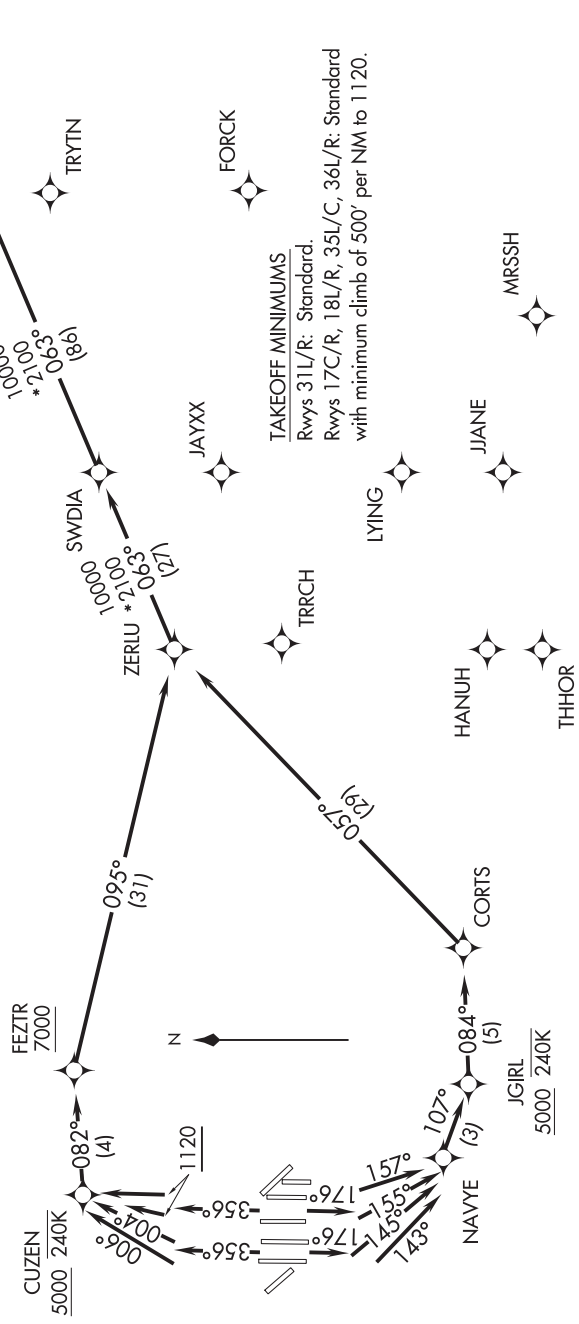
# ZACHH TWO DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
**RWY 31L/31R: 5000**  
**RWYS 17C/R, 18L/R, 35L/C, 36L/R: 10000**

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: For use by turboprop aircraft only.
- NOTE: Non-RNAV capable props: File and expect WYLLIE or HUBBARD DEPARTURE.
- NOTE: RNAV capable props: File and expect the SWABR RNAV SID.
- NOTE: RADAR required.

ATIS 135.925  
 CLNC DEL 128.25  
 CPDLC  
 GND CON  
 121.65 121.8 (EAST)  
 121.85 (WEST)  
 DFW TOWER  
 126.55 127.5 (EAST)  
 124.15 134.9 (WEST)  
 REGIONAL DEP CON  
 118.55 290.35



(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 157° to NAVYE, 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 RUNWAY 17R: Climb heading 176° to intercept course 155° to NAVYE, 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 RUNWAY 18L: Climb heading 176° to intercept course 145° to NAVYE, 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 RUNWAY 18R: Climb heading 176° to intercept course 143° to NAVYE, 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 RUNWAYS 35C/L: Climb 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 RUNWAY 36L: Climb 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 RUNWAY 36R: Climb 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 ten minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to ZERLU, thence . . . .

. . . . on track 063° to SWDIA, then on track 063° to ZACHH, then on (transition).  
Maintain 5000, expect filed altitude ten minutes after departure.

BSKAT TRANSITION (ZACHH2.BSKAT)

TAKEOFF OBSTACLE NOTES

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DECATUR, TEXAS

AL-6190 (FAA)

# RNAV (GPS) RWY 17

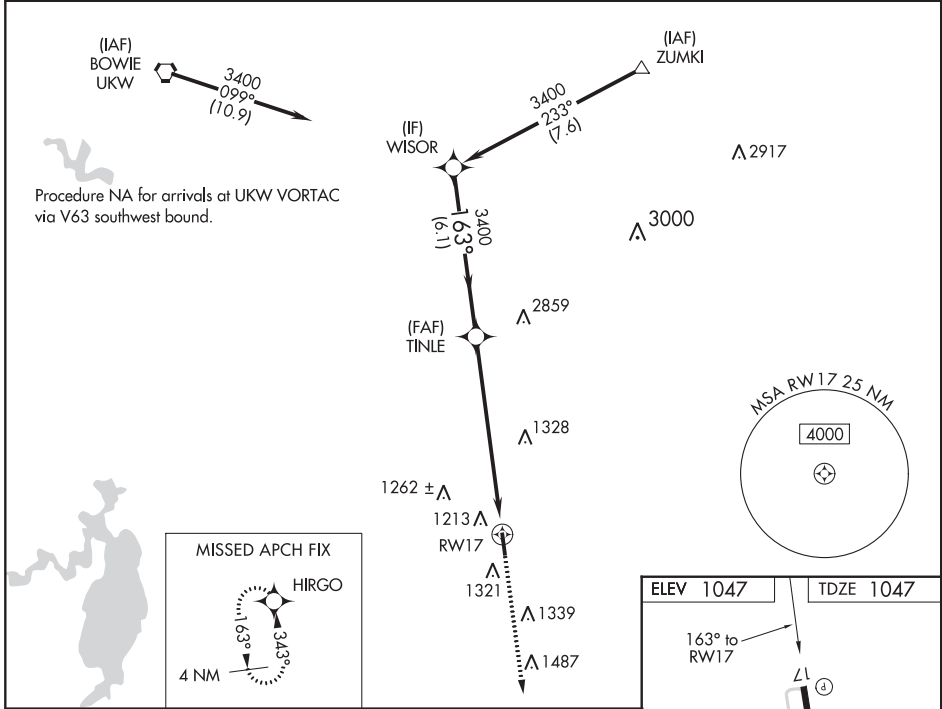
DECATUR MUNI (LUD)

WAAS CH <b>40107</b> <b>W17A</b>	APP CRS <b>163°</b>	Rwy Idg <b>4200</b> TDZE <b>1047</b> Apt Elev <b>1047</b>
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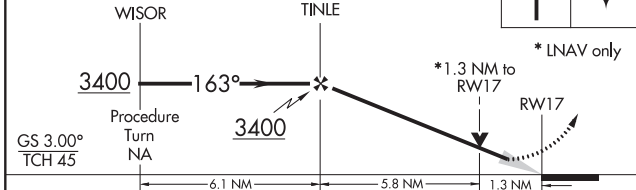
**▼** When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HIRGO and hold.

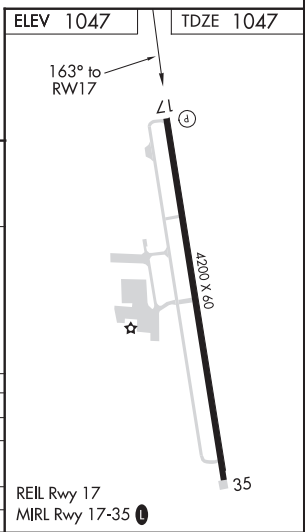
AWOS-3 <b>118.225</b>	REGIONAL APP CON <b>118.1 306.95</b>	UNICOM <b>122.8(CTAF) 0</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 23).



CATEGORY	A		B		C	D
	1	2	1	2		
LPV DA	1297-1	250 (300-1)				NA
LNAV/VNAV DA	1459-1½	412 (500-1½)				NA
LNAV MDA	1560-1	513 (600-1)				NA
CIRCLING	1680-1	633 (700-1)				NA



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DECATUR, TEXAS  
Orig 12320

33°15'N-97°35'W

# DECATUR MUNI (LUD) RNAV (GPS) RWY 17

# RNAV (GPS) RWY 35

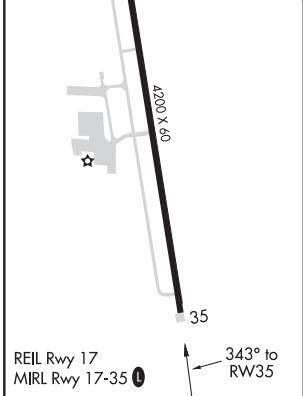
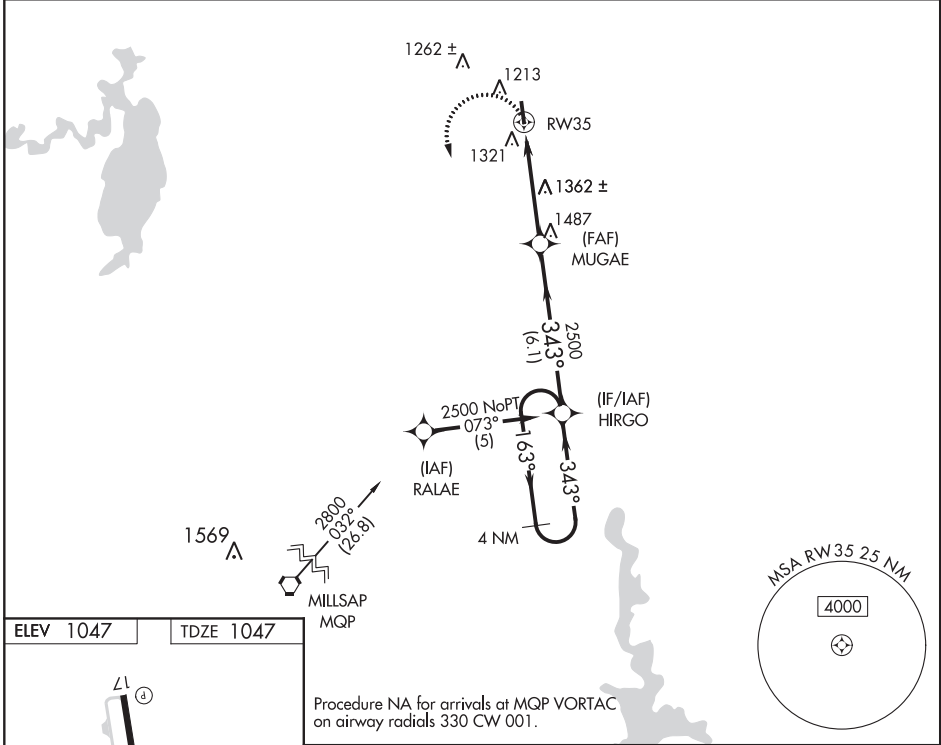
DECATUR MUNI (LUD)

APP CRS	Rwy Idg	<b>4200</b>
<b>343°</b>	TDZE	<b>1047</b>
	Apt Elev	<b>1047</b>

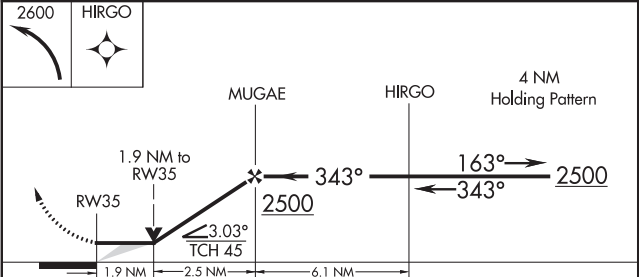
▼ When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all MDAs 120 feet, and Cat B visibilities ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HIRGO and hold.

AWOS-3 <b>118.225</b>	REGIONAL APP CON <b>118.1 306.95</b>	UNICOM <b>122.8(CTAF) 0</b>
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Procedure NA for arrivals at MQP VORTAC on airway radials 330 CW 001.



CATEGORY	A	B	C	D
LNAV MDA	1680-1	633 (700-1)	NA	
CIRCLING	1680-1	633 (700-1)	NA	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DECATUR, TEXAS

AL-6190 (FAA)

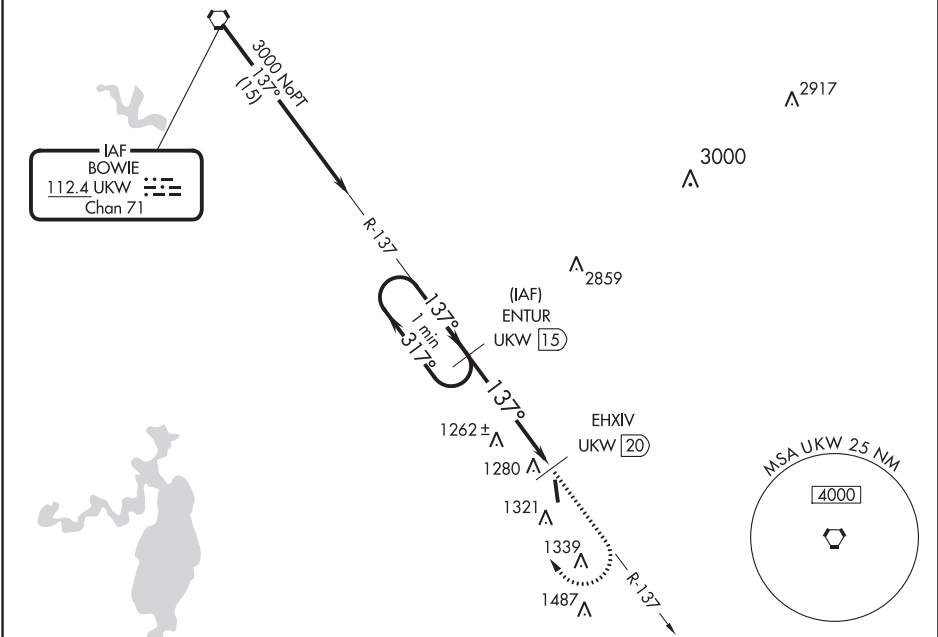
VOR/DME RWY 17  
DECATUR MUNI (LUD)

VORTAC UKW <b>112.4</b> Chan <b>71</b>	APP CRS <b>137°</b>	Rwy Idg <b>4200</b> TDZE <b>1047</b> Apt Elev <b>1047</b>
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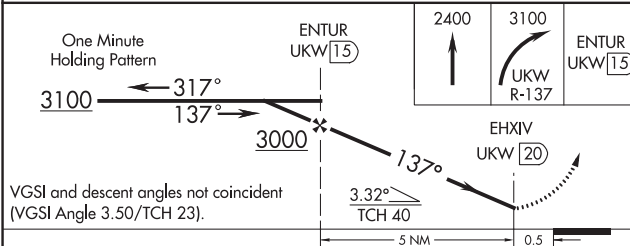
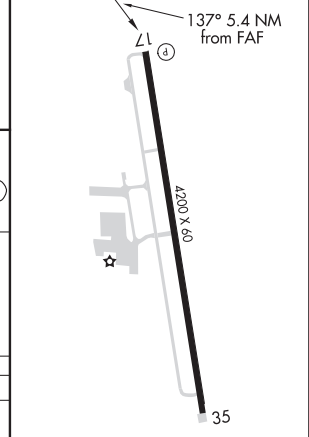
Use Forth Worth Meacham Intl altimeter setting.  
NA

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to ENTUR/15 DME and hold.

AWOS-3 <b>118.225</b>	REGIONAL APP CON <b>118.1 306.95</b>	UNICOM <b>122.8(CTAF)</b>
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ELEV 1047	TDZE 1047
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CATEGORY	A	B	C	D
S-17	1700-1 653 (700-1)	1700-1¼ 653 (700-1¼)		NA
CIRCLING	1800-1 753 (800-1)	1800-1¼ 753 (800-1¼)		NA

REIL Rwy 17  
MRL Rwy 17-35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

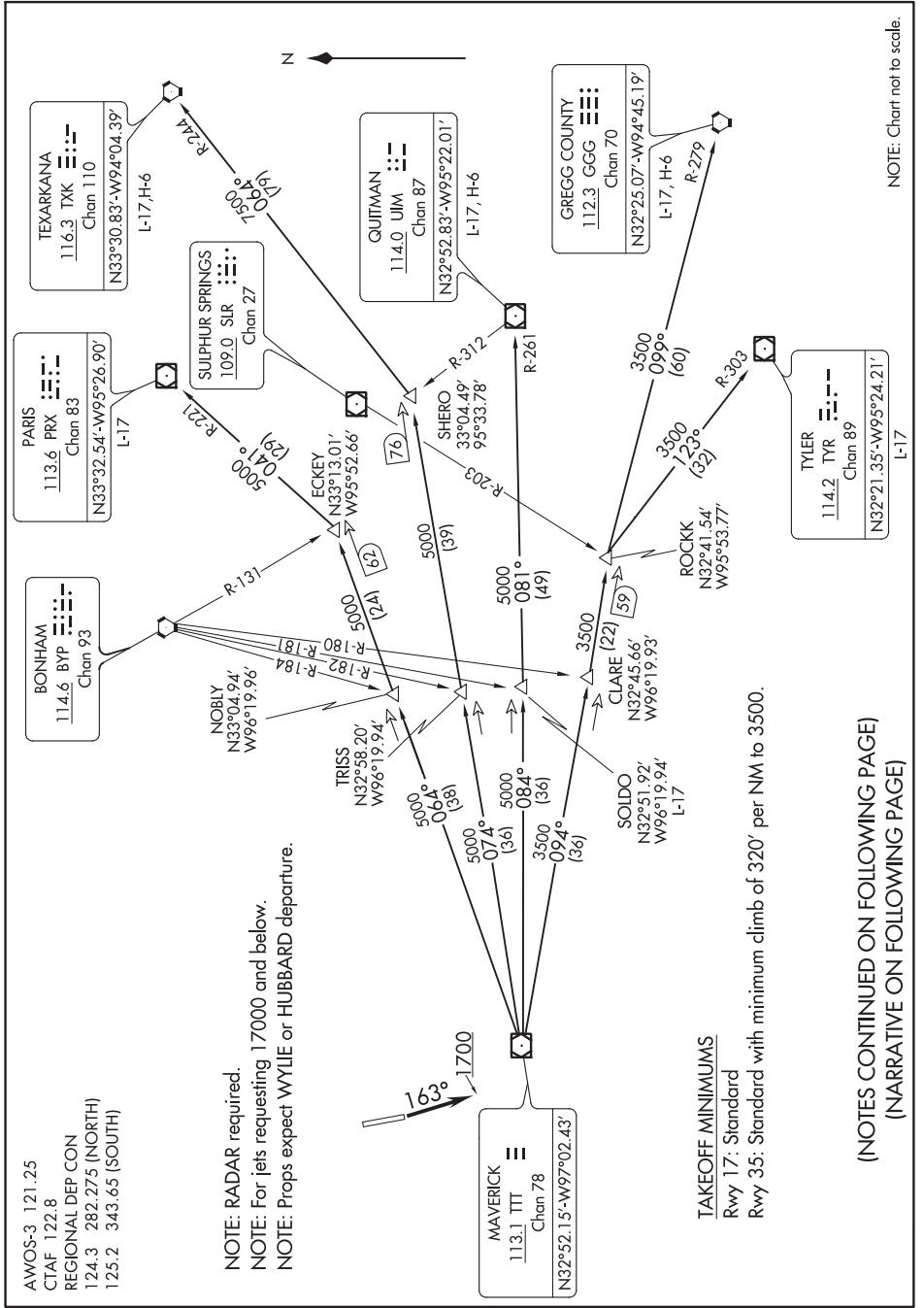
DECATUR, TEXAS  
Amdt 2A 12320

33°15'N-97°35'W

DECATUR MUNI (LUD)  
VOR/DME RWY 17



SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 163° to 1700 before proceeding north.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

- Rwy 17: Trees and poles beginning 120' from DER, 372' left of centerline, up to 51' AGL/1071' MSL. Terrain and trees beginning 327' from DER, 452' right of centerline, up to 18' AGL/1067' MSL. Poles 766' from DER, 45' right of centerline, up to 33' AGL/1065' MSL. Poles 2287' from DER, 662' left of centerline, up to 54' AGL/1095' MSL. Stacks and buildings beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL. Tower 5149' from DER, 895' right of centerline, 117 AGL/1173' MSL.
- Rwy 35: Trees beginning 378' from DER, 276' right of centerline, up to 31' AGL/1050' MSL.



(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6190 (FAA)

DECATUR MUNI (LUD)  
DECATUR, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 163° to 1700 before proceeding north.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES NOTES

Rwy 17: Trees and poles beginning 120' from DER, 372' left of centerline, up to 51' AGL/1071' MSL.

Terrain and trees beginning 327' from DER, 452' right of centerline, up to 18' AGL/1067' MSL.

Poles 766' from DER, 45' right of centerline, up to 33' AGL/1065' MSL.

Poles 2287' from DER, 662' left of centerline, up to 54' AGL/1095' MSL.

Stacks and buildings beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL.

Tower 5149' from DER, 895' right of centerline, 117' AGL/1173' MSL.

Rwy 35: Trees beginning 378' from DER, 276' right of centerline, up to 31' AGL/1050' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

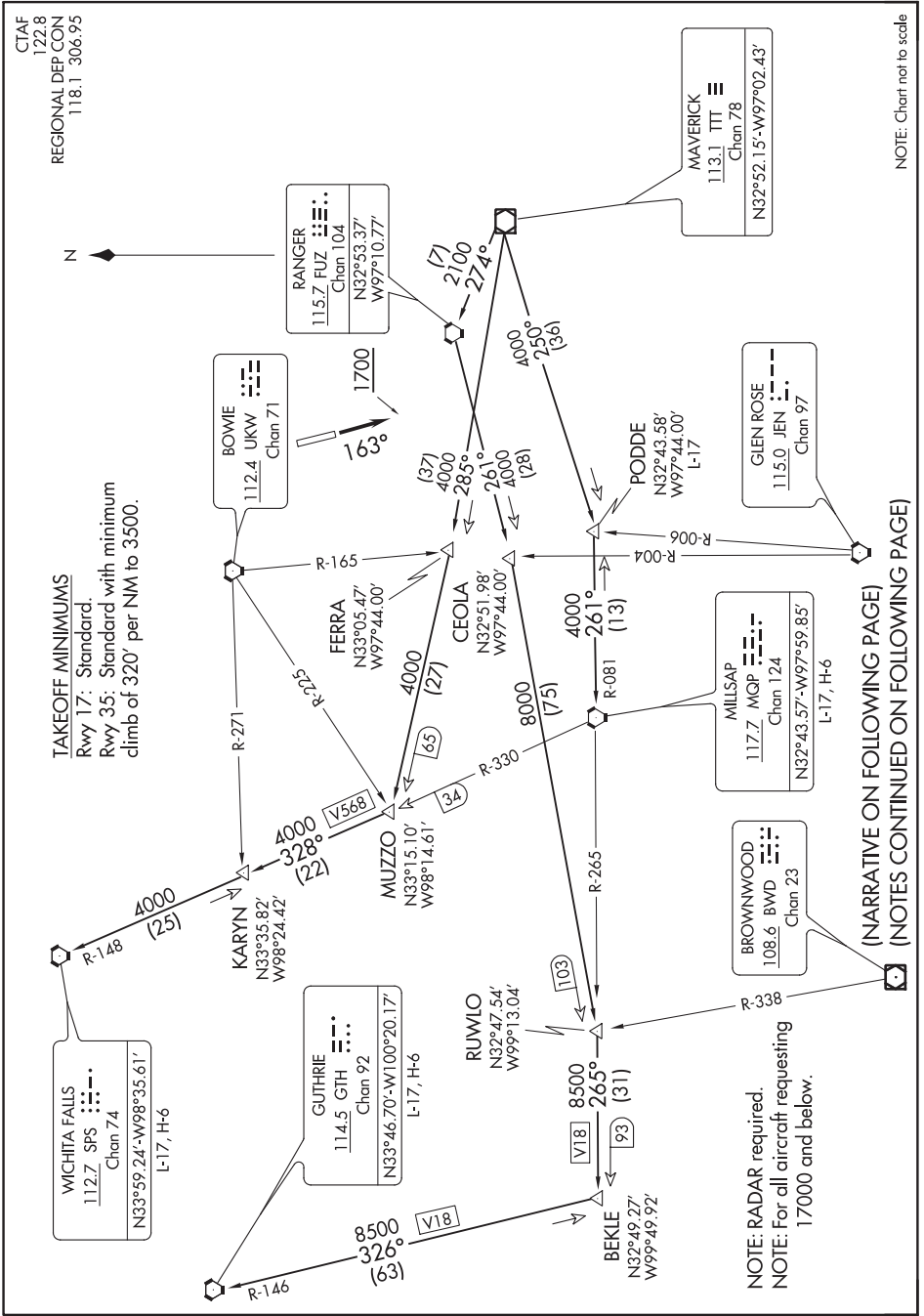
HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

DECATUR, TEXAS  
DECATUR MUNI (LUD)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required.  
NOTE: For all aircraft requesting 17000 and below.

# KINGDOM TWO DEPARTURE (KING2.TTT) 31MAR16

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 163° to 1700 before proceeding north.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Trees and poles beginning 120' from DER, 372' left of centerline, up to 51' AGL/1071' MSL.

Terrain and trees beginning 327' from DER, 452' right of centerline, up to 18' AGL/1067' MSL.

Poles 766' from DER, 45' right of centerline, up to 33' AGL/1065' MSL.

Poles 2287' from DER, 662' left of centerline, up to 54' AGL/1095' MSL.

Stacks and buildings beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL.

Tower 5149' from DER, 895' right of centerline, 117' AGL/1173' MSL.

Rwy 35: Trees beginning 378' from DER, 276' right of centerline, up to 31' AGL/1050' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climb heading 163° to 1700 before proceeding north.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

Rwy 17: Trees and poles beginning 120' from DER, 372' left of centerline, up to 51' AGL/1071' MSL. Terrain and trees beginning 327' from DER, 452' right of centerline, up to 18' AGL/1067' MSL. Poles 766' from DER, 45' right of centerline, up to 33' AGL/1065' MSL. Poles 2287' from DER, 662' left of centerline, up to 54' AGL/1095' MSL. Stacks and buildings beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL. Tower 5149' from DER, 895' right of centerline, 117' AGL/1173' MSL.

Rwy 35: Trees beginning 378' from DER, 276' right of centerline, up to 31' AGL/1050' MSL.

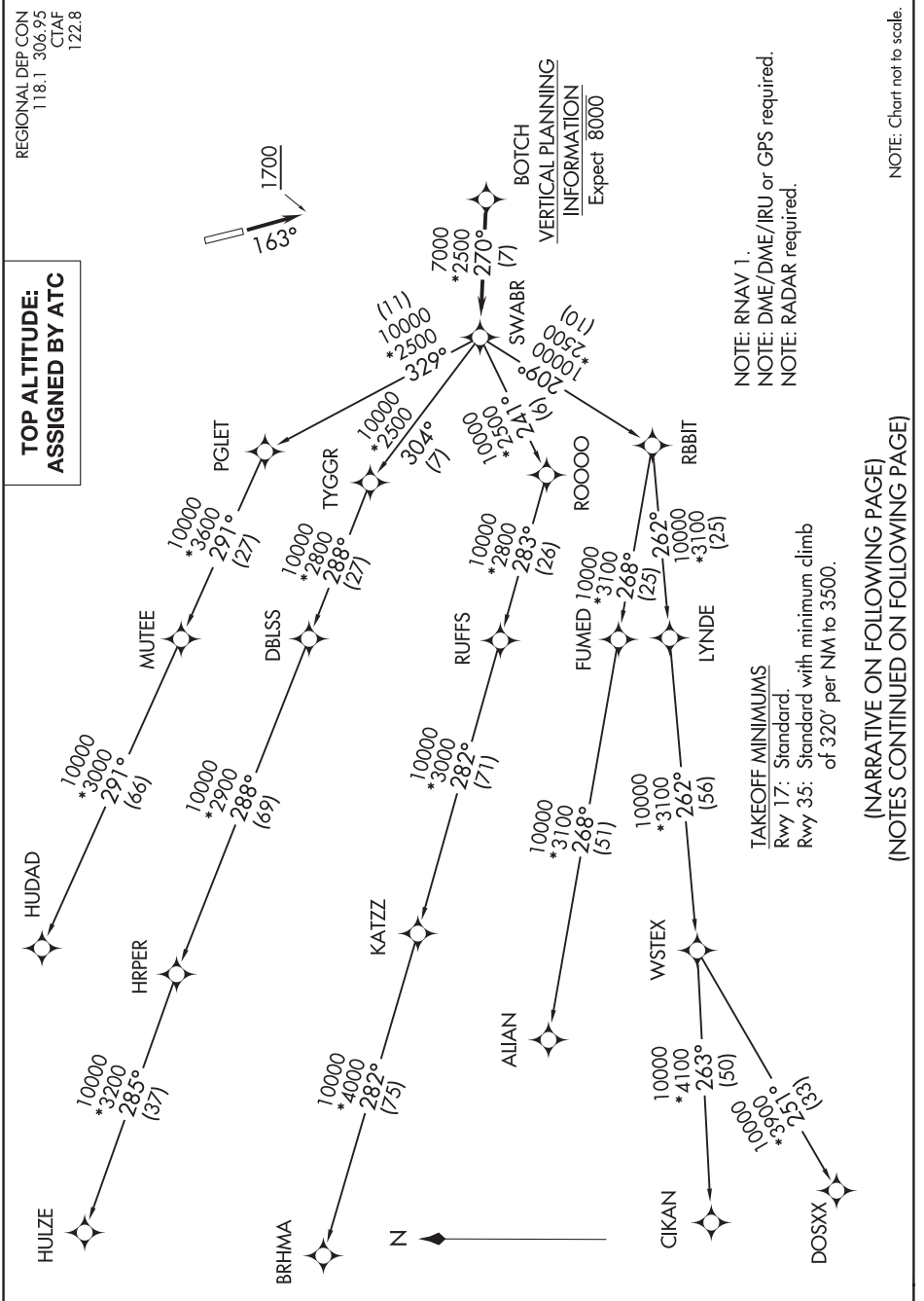
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 163° to 1700 before proceeding north.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

Rwy 17: Trees and poles beginning 120' from DER, 372' left of centerline, up to 51' AGL/1071' MSL. Terrain and trees beginning 327' from DER, 452' right of centerline, up to 18' AGL/1067' MSL. Poles 766' from DER, 45' right of centerline, up to 33' AGL/1065' MSL. Poles 2287' from DER, 662' left of centerline, up to 54' AGL/1095' MSL. Stacks and buildings beginning 2495' from DER, 786' right of centerline, up to 62' AGL/1112' MSL. Tower 5149' from DER, 895' right of centerline, 117' AGL/1173' MSL.

Rwy 35: Trees beginning 378' from DER, 276' right of centerline, up to 31' AGL/1050' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-DTO <b>109.1</b>	APP CRS <b>177°</b>	Rwy Idg 6502
		TDZE 640
		Apt Elev 642

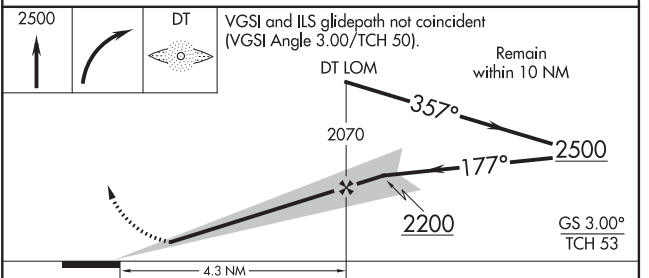
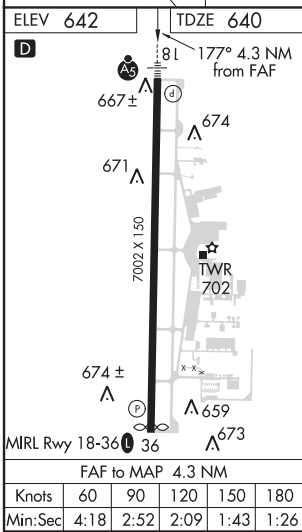
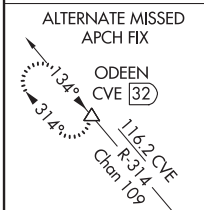
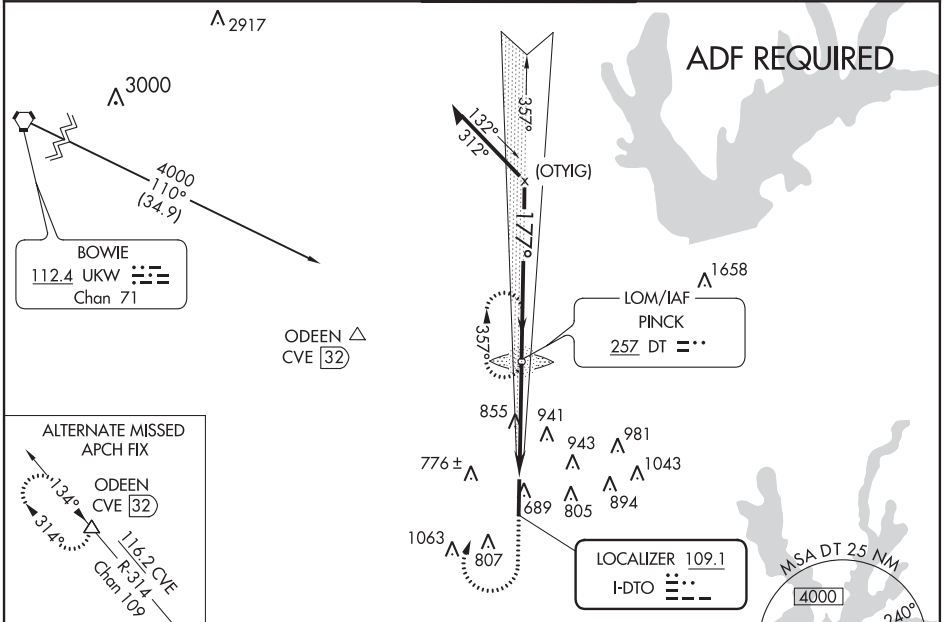
# ILS or LOC RWY 18

DENTON ENTERPRISE (D'TO)

**ADF Required.** When local altimeter setting not received, use Fort Worth Alliance altimeter setting and increase all DA 44 feet and all MDA 60 feet, increase S-LOC 18 Cat C/D and Circling Cat D visibility 1/4 mile. For inoperative MALSRL, increase S-LOC 18 visibility Cats C and D to 1 1/8 mile.

**MALSRL** MISSED APPROACH: Climb to 2500 then right turn direct PINCK LOM and hold.

ASOS <b>119.325</b>	REGIONAL APP CON <b>118.1 306.95</b>	DENTON TOWER★ <b>119.95 (CTAF) 0</b>	GND CON <b>123.95</b>	CLNC DEL <b>123.95</b>
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CATEGORY	A	B	C	D
S-ILS 18		840-1/2	200 (200-1/2)	
S-LOC 18	1120-1/2	480 (500-1/2)	1120-1	480 (500-1)
CIRCLING	1160-1	518 (600-1)	1160-1/2 518 (600-1/2)	1260-2 618 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DENTON, TEXAS

AL-5866 (FAA)

16175

WAAS CH <b>50520</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>6502</b> <b>640</b> <b>642</b>
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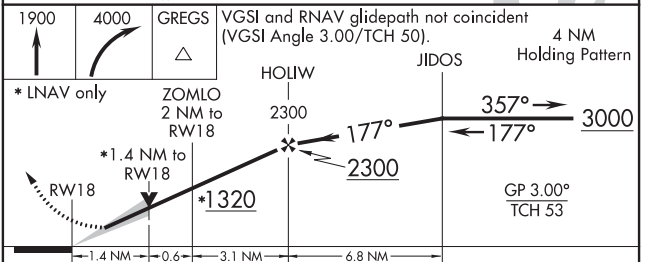
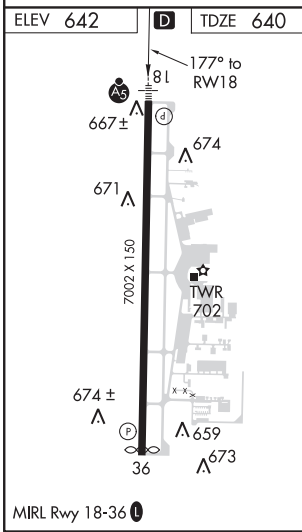
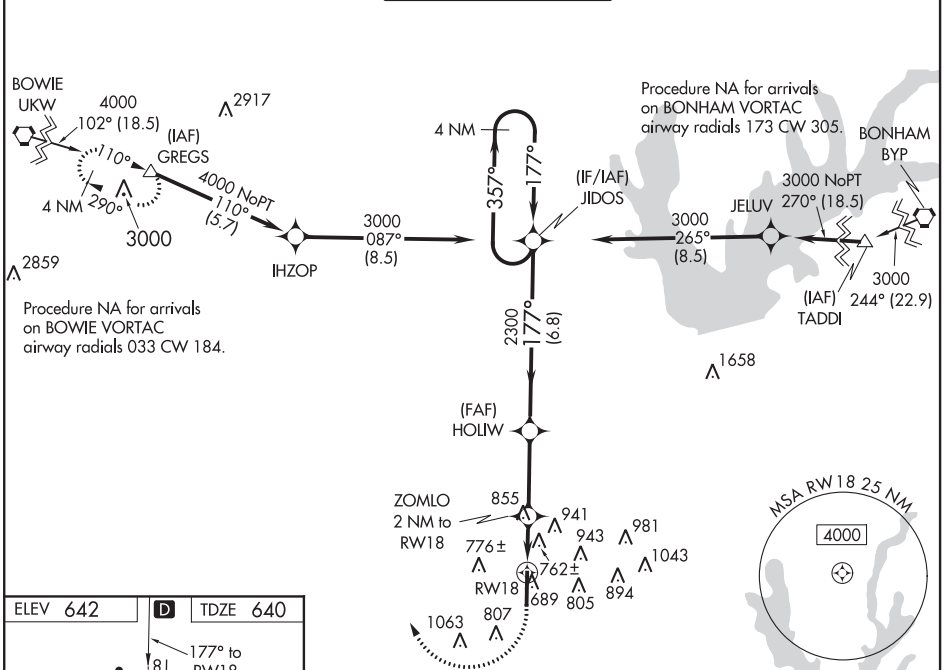
# RNAV (GPS) RWY 18

DENTON ENTERPRISE (D'TO)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Worth Alliance altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LNAV/VNAV visibility 1/8 mile all Cats, increase Circling Cat D visibility 1/4 mile. For inop MALS, increase visibility LNAV Cat C/D and LNAV/VNAV all Cats, 3/8 mile. Baro-VNAV and VDP NA when using Fort Worth Alliance altimeter setting.

**MALS** **MISSED APPROACH:** Climb to 1900 then climbing right turn to 4000 direct GREGS and hold.

ASOS <b>119.325</b>	REGIONAL APP CON <b>118.1 306.95</b>	DENTON TOWER★ <b>119.95 (CTAF)</b>	GND CON <b>123.95</b>	CLNC DEL <b>123.95</b>
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CATEGORY	A	B	C	D
LPV DA		840-1/2	200 (200-1/2)	
LNAV/VNAV DA		1103-1 1/8	463 (500-1/8)	
LNAV MDA	1120-1/2	480 (500-1/2)	1120-1	480 (500-1)
CIRCLING	1160-1	518 (600-1)	1160-1 1/2 518 (600-1 1/2)	1260-2 618 (700-2)

DENTON, TEXAS  
Orig-B 23JUN16

33°12'N-97°12' W

# DENTON ENTERPRISE (D'TO) RNAV (GPS) RWY 18

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DENTON, TEXAS

AL-5866 (FAA)


16175

LOM DT <b>257</b>	APP CRS <b>177°</b>	Rwy Idg <b>6502</b>
		TDZE <b>640</b>
		Apt Elev <b>642</b>

**NDB RWY 18**  
DENTON ENTERPRISE (D'TO)

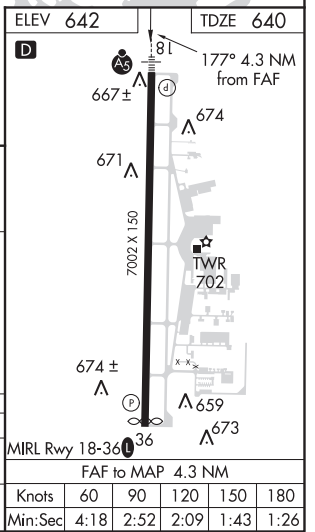
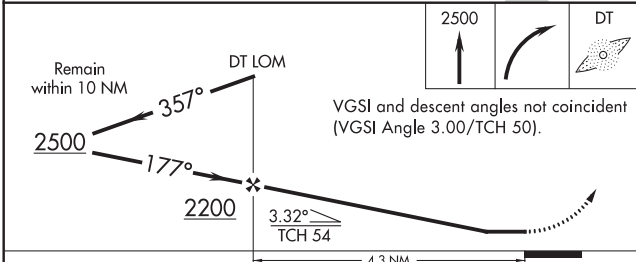
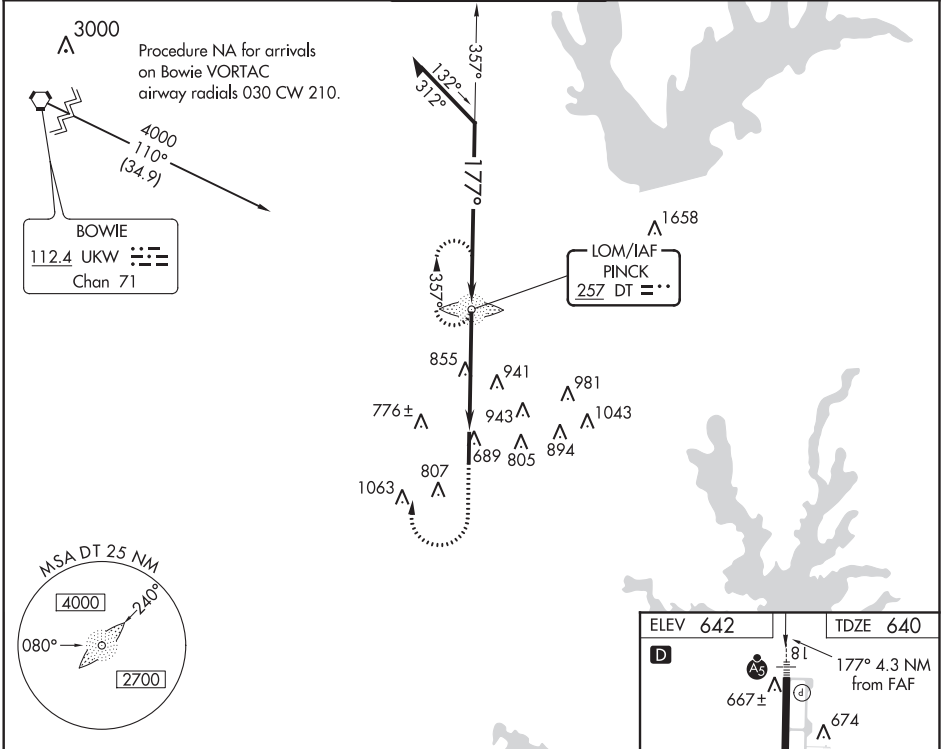
**▼** When local altimeter setting not received, use Fort Worth Alliance altimeter setting and increase all MDA 60 feet. Increase S-18 Cat C/D and Circling Cat C visibility 1/4 mile. For inoperative MALS, increase S-18 Cat C/D visibility 3/8 mile. For inoperative MALS when using Fort Worth Alliance altimeter setting, increase S-18 Cat C/D visibility 3/8 mile.

**▲ NA**

MALS 

MISSED APPROACH: Climb to 2500, then right turn direct PINCK LOM and hold.

ASOS <b>119.325</b>	REGIONAL APP CON <b>118.1 306.95</b>	DENTON TOWER★ <b>119.95 (CTAF)</b> 	GND CON <b>123.95</b>	CLNC DEL <b>123.95</b>
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CATEGORY	A	B	C	D
S-18	1260-3/4 620 (700-3/4)		1260-13/8 620 (700-13/8)	
CIRCLING	1260-1 618 (700-1)		1260-13/4 618 (700-13/4)	1260-2 618 (700-2)

DENTON, TEXAS  
Amdt 7B 23JUN16

33°12'N-97°12'W

DENTON ENTERPRISE (D'TO)  
**NDB RWY 18**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

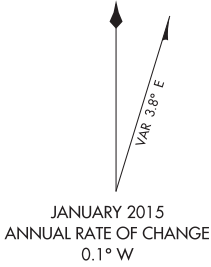
AL-5866 (FAA)

DENTON ENTERPRISE (D'TO)  
DENTON, TEXAS

ASOS  
119.325  
DENTON TOWER\*  
119.95  
GND CON  
123.95  
CLNC DEL  
123.95



33°12.5'N



33°12.0'N

RWY 18-36  
S-70, D-100

33°11.5'N

ELEV 639

81

A1

A2

A3

A4

A5

A6

A7

A

A

A

A

A

A

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FIELD ELEV 642

HS 1

7002 X 150

TERMINAL

TWR 702

FBO

FBO

FBO

FBO

FBO

FBO

FBO

FBO

FBO

FBO

FBO

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

97°12.0'W

97°11.5'W

# AIRPORT DIAGRAM

DENTON, TEXAS  
DENTON ENTERPRISE (D'TO)

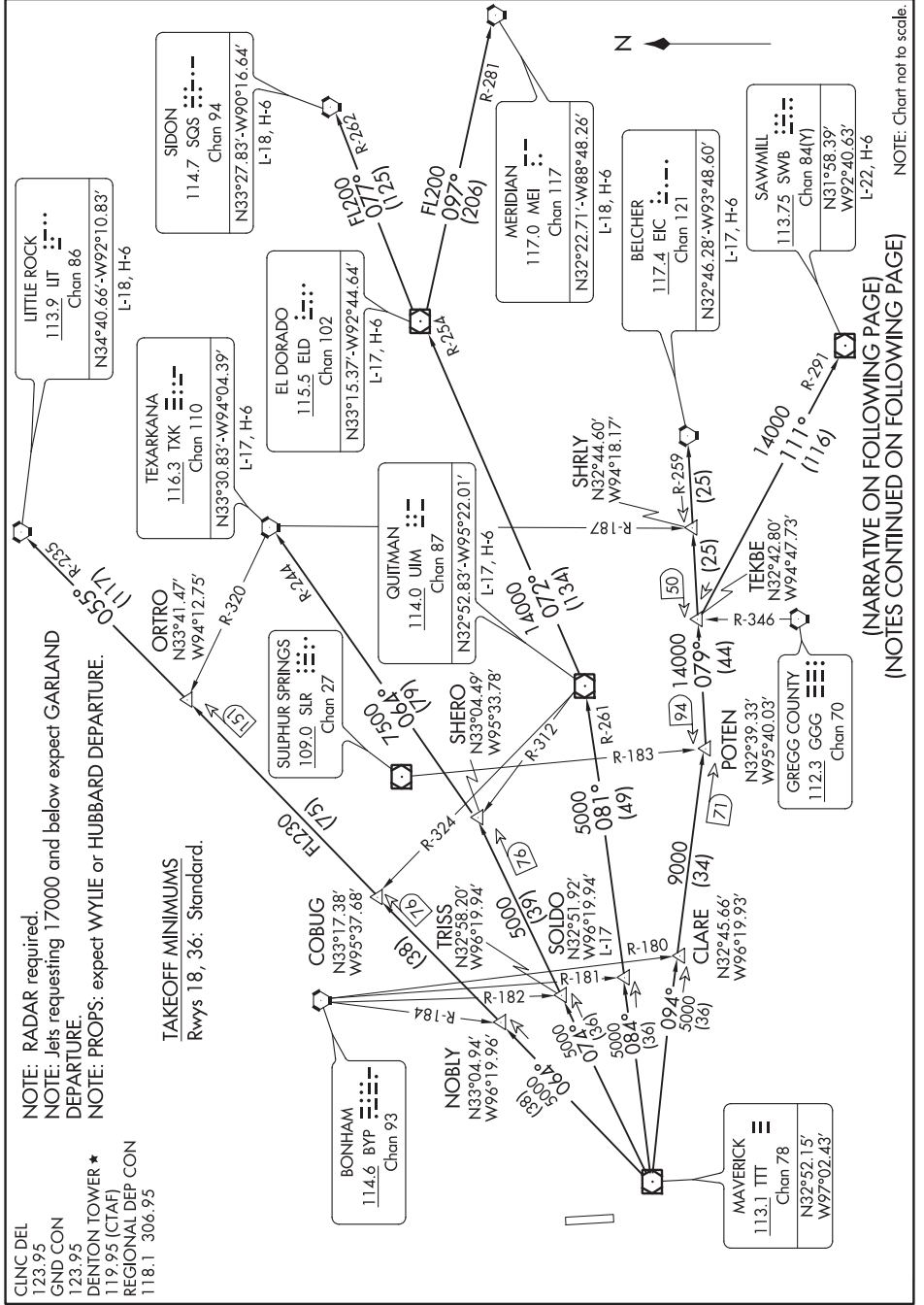
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

DENTON, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# DALLAS FOUR DEPARTURE

DENTON, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



# DALLAS FOUR DEPARTURE

DENTON, TEXAS



## DEPARTURE ROUTE DESCRIPTION

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL. Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.

Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL. Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL. Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL. Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

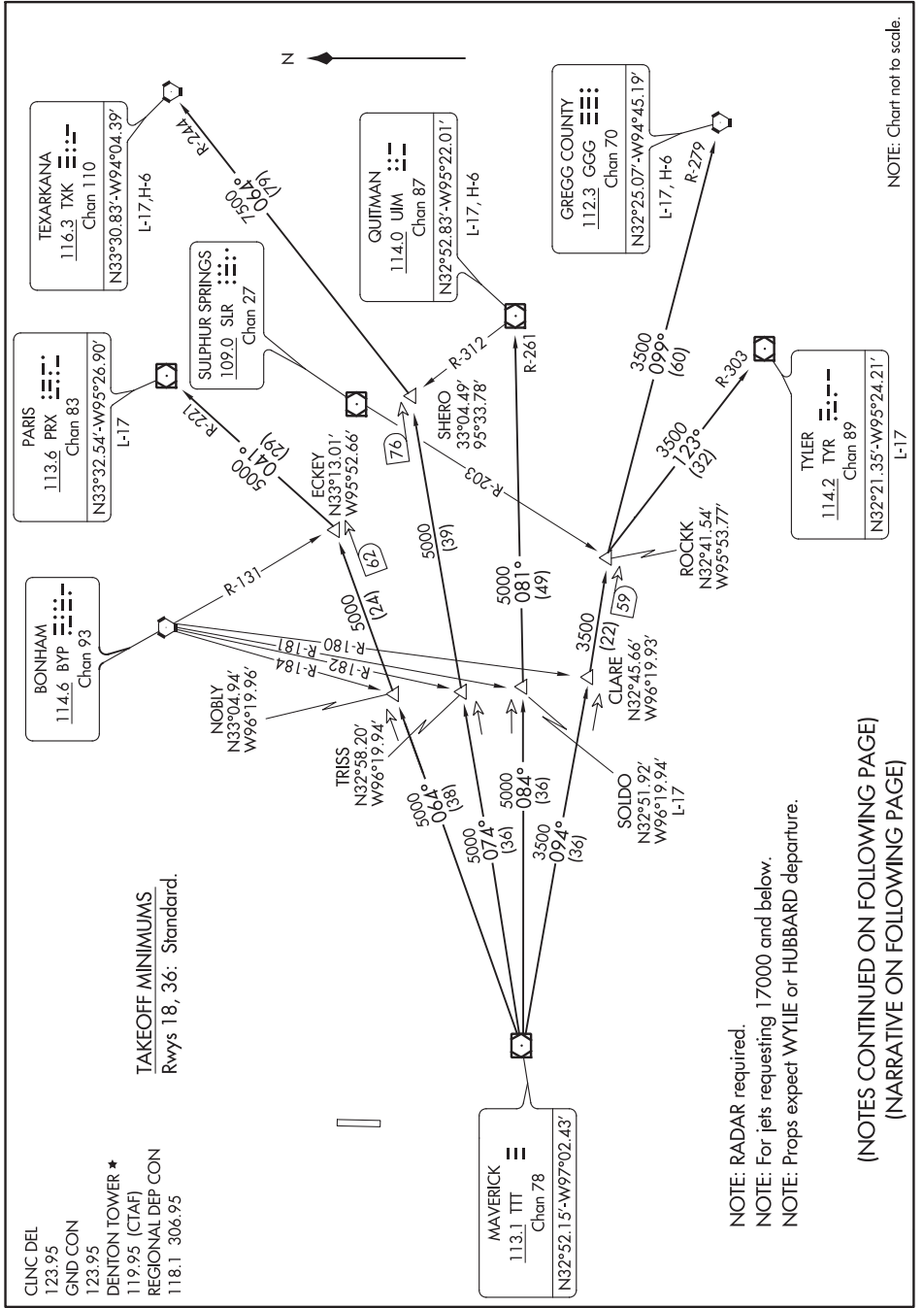
# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

DENTON, TEXAS

DENTON ENTERPRISE (D'TO)

SC-2, 10 NOV 2016 to 05 JAN 2017



TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

CINC DEL  
123.95  
GND CON  
123.95  
DENTON TOWER \*  
119.95 (CTAF)  
REGIONAL DEP CON  
118.1 306.95

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'-W97°02.43'

NOTE: RADAR required.  
NOTE: For jets requesting 17000 and below.  
NOTE: Props expect WYILE or HUBBARD departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



**DEPARTURE ROUTE DESCRIPTION**

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.

Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.

Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.

Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL.

Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL.

Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

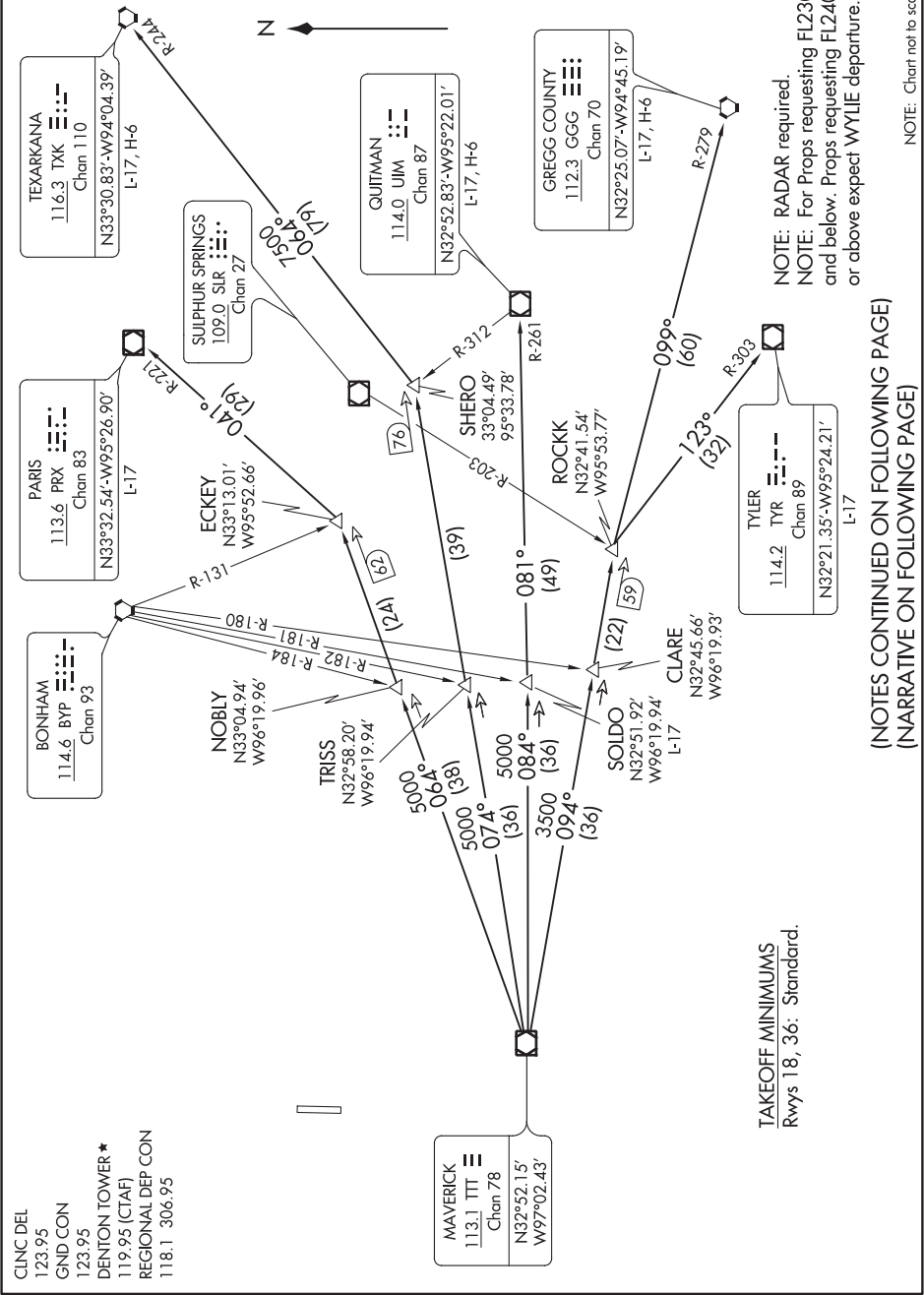
# HUBBARD NINE DEPARTURE

SL-5866 (FAA)

DENTON ENTERPRISE (DTON)  
DENTON, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

CINC DEL  
123.95  
GND.CON  
123.95  
DENTON TOWER \*  
119.95 (CTAF)  
REGIONAL DEP CON  
118.1 306.95



# HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

DENTON, TEXAS  
DENTON ENTERPRISE (DTON)

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

NOTE: RADAR required.  
NOTE: For Props requesting FL230 and below. Props requesting FL240 or above expect WYLE departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES NOTES

- Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.  
Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.
- Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.  
Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL.  
Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL.  
Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

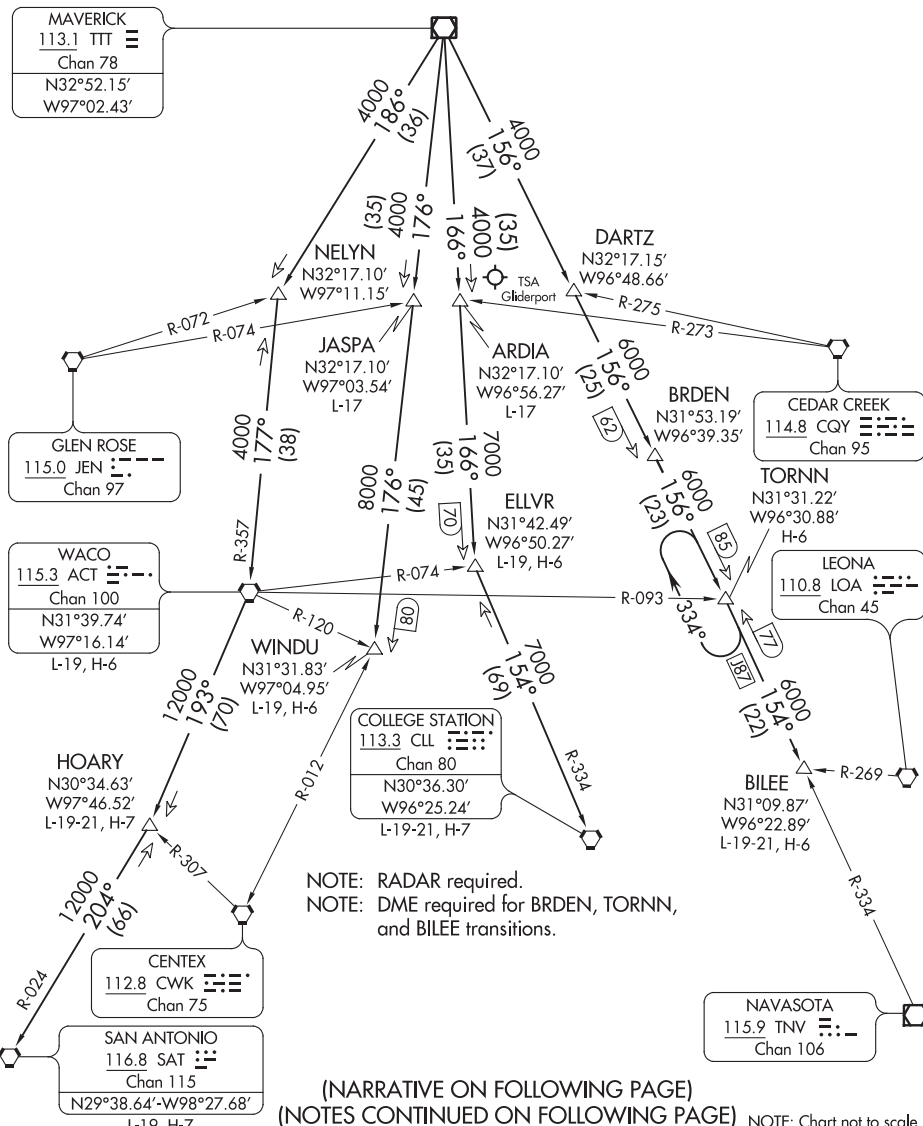
# JOE POOL NINE DEPARTURE

DENTON ENTERPRISE (D'TO)  
DENTON, TEXAS

CLNC DEL  
123.95  
GND CON  
123.95  
DENTON TOWER \*  
119.95 (CTAF)  
REGIONAL DEP CON  
118.1 306.95

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**  
Rwys 18, 36: Standard.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

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

# JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

DENTON, TEXAS  
DENTON ENTERPRISE (D'TO)

# JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

### TAKEOFF OBSTACLE NOTES

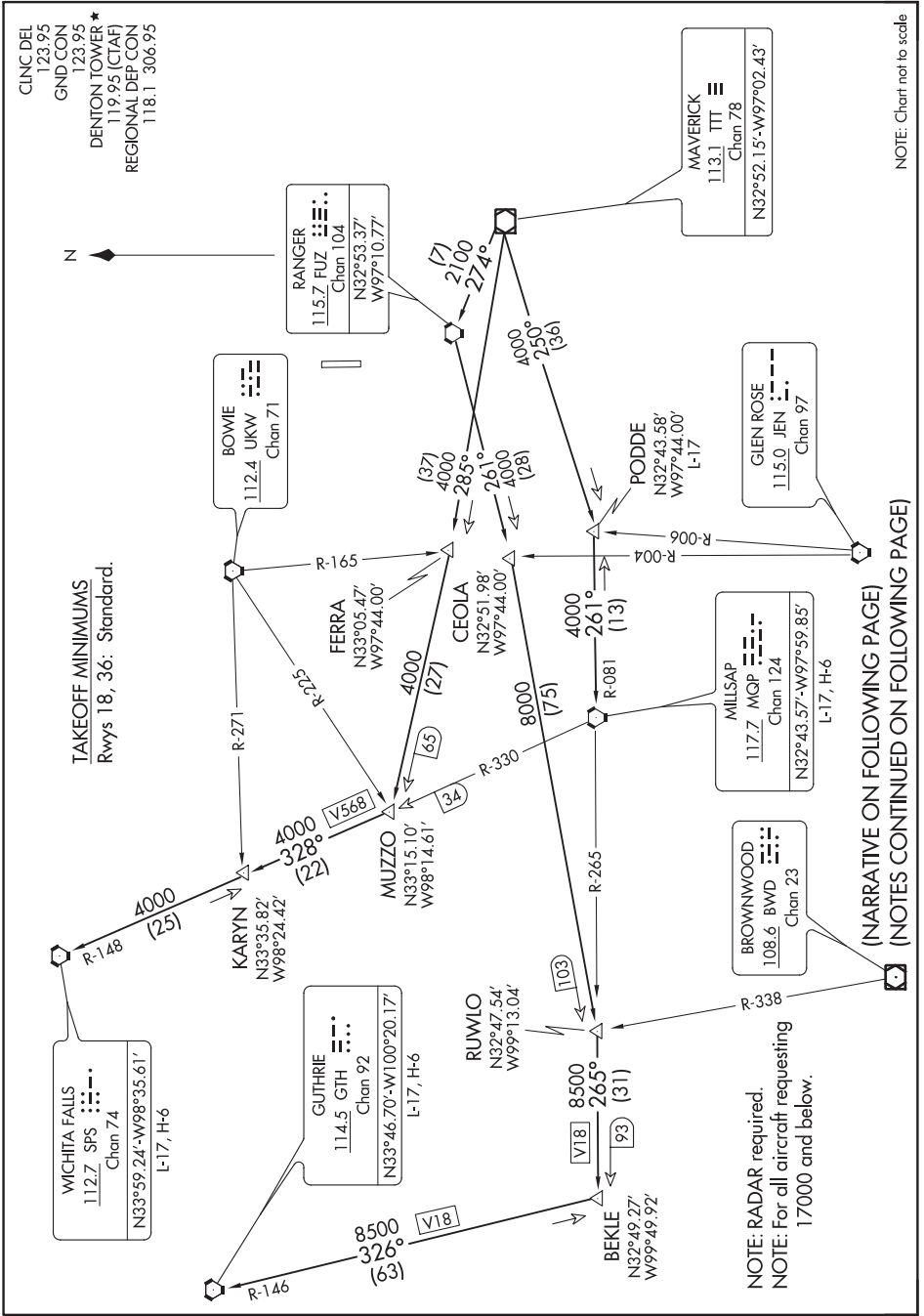
- Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.  
Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.
- Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.  
Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL.  
Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL.  
Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLES NOTES

Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.  
Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.

Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.  
Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL.  
Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL.  
Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

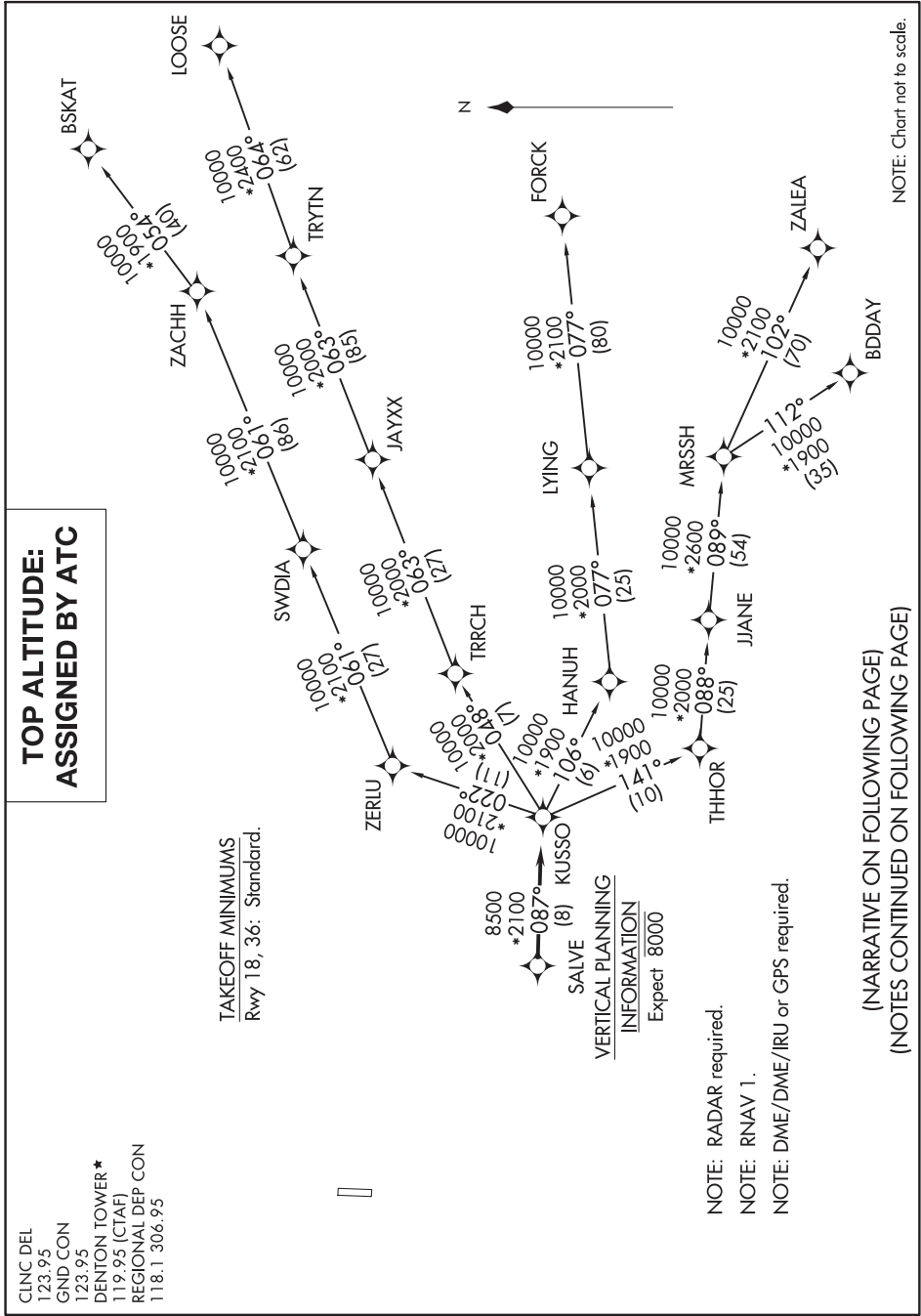
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

CLNC DEL  
123.95  
GND CON  
123.95  
DENTON TOWER \*  
119.95 (CTAF)  
REGIONAL DEP CON  
118.1 306.95

TAKEOFF MINIMUMS  
Rwy 18, 36: Standard.



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

DENTON, TEXAS



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.  
Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.

Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.  
Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL. Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL. Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

(KUSSO3.KUSSO) 04FEB16

DENTON, TEXAS

DENTON ENTERPRISE (D'TO)



# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.

Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.

Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.

Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL. Trees beginning

574' from DER, 517' right of centerline, up to 43' AGL/682' MSL. Trees beginning 864' from

DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# TEXOMA FIVE DEPARTURE

SL-5866 (FAA)

DENTON ENTERPRISE (D'TO)

DENTON, TEXAS

CLNC DEL  
123.95  
GND CON  
123.95  
DENTON TOWER ★  
119.95 (CTAF)  
REGIONAL DEP CON  
118.1 306.95

TULSA  
114.4 TUL : : : :  
Chan 91  
N36°11.78'  
W95°47.29'  
L-15, H-6

WILL ROGERS  
114.1 IRW : : : :  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

ADA  
117.8 ADH : : : :  
Chan 125

OKMULGEE  
114.9 OKM : : : :  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

ROLLS  
N35°43.36'  
W99°28.24'  
L-15, H-6

DECKK  
N34°52.37'  
W97°16.87'  
L-17, H-6

MC ALESTER  
112.0 MLC : : : :  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

MRMAC  
N34°50.48'  
W98°06.57'

NOOGY  
N34°25.65'  
W96°59.06'

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

TIKYS  
N34°04.00'  
W96°25.56'

ARDMORE  
116.7 ADM : : : :  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

TEXOMA  
114.3 URH : : : :  
Chan 90

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

BOWIE  
112.4 UKW : : : :  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

BONHAM  
114.6 BYP : : : :  
Chan 93

AKUNA  
N33°27.04'  
W96°49.39'

RANGER  
115.7 FUZ : : : :  
Chan 104  
N32°53.37'-W97°10.77'

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

DENTON, TEXAS

DENTON ENTERPRISE (D'TO)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

TAKEOFF OBSTACLE NOTES

Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.

Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.

Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.

Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL.

Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL.

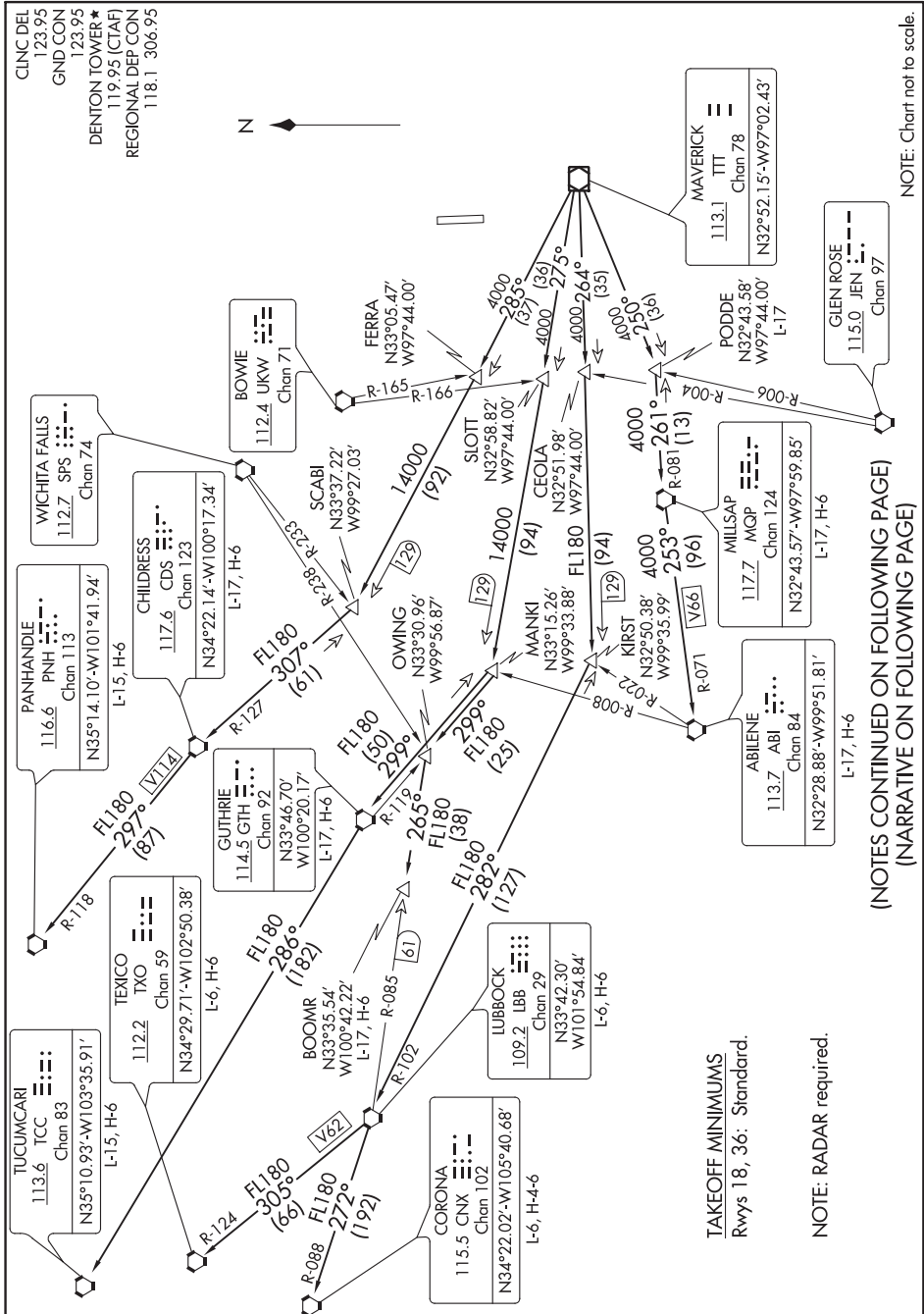
Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

- Rwy 18: Vehicles on road beginning 36' from DER, 274' left of centerline, up to 10' AGL/636' MSL.  
Trees beginning 8' from DER, 381' right of centerline, up to 27' AGL/636' MSL.
- Rwy 36: Trees beginning 88' from DER, 218' right of centerline, up to 17' AGL/646' MSL.  
Trees 123' from DER, 217' left of centerline, up to 22' AGL/652' MSL.  
Trees beginning 574' from DER, 517' right of centerline, up to 43' AGL/682' MSL.  
Trees beginning 864' from DER, 497' left of centerline, up to 43' AGL/672' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

DUMAS, TEXAS

AL-6429 (FAA)

16035

WAAS CH <b>63016</b> W01A	APP CRS <b>014°</b>	Rwy Idg TDZE <b>3706</b> Apt Elev <b>3706</b>
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# RNAV (GPS) RWY 1

MOORE COUNTY (DUX)

**▼** Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile. VDP NA with Dalhart altimeter setting. Night landing: Rwy 14, 32 NA.

**MISSED APPROACH:**  
Climb to 5700 direct to MIVRE and hold.

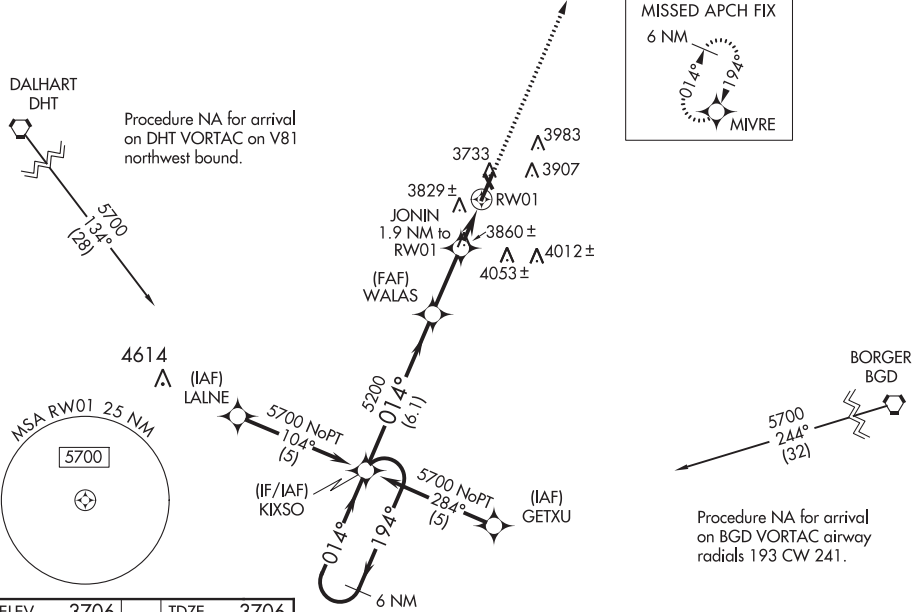
AWOS-3  
**118.075**

ALBUQUERQUE CENTER  
**127.85 285.475**

UNICOM  
**122.8 (CTAF) 0**

DALHART  
DHT

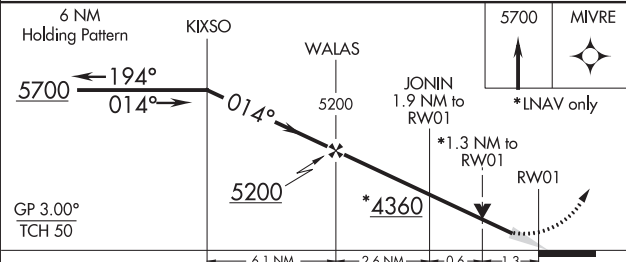
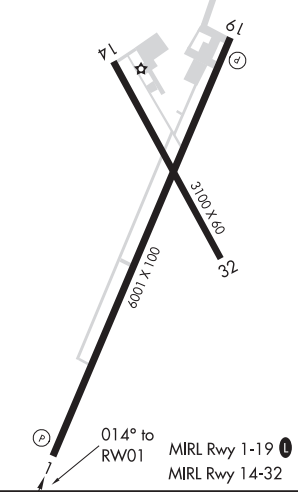
Procedure NA for arrival on DHT VORTAC on V81 northwest bound.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 3706	TDZE 3706
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CATEGORY	A	B	C	D
LPV DA	3906-1		200 (200-1)	
LNAV/VNAV DA	4132-1½		426 (500-1½)	
LNAV MDA	4160-1	454 (500-1)	4160-1¼ 454 (500-1¼)	4160-1½ 454 (500-1½)
CIRCLING	4160-1 454 (500-1)	4220-1 514 (600-1)	4220-1½ 514 (600-1½)	4300-2 594 (600-2)

DUMAS, TEXAS  
Orig-A 23JUL15

35°51'N-102°01'W

# MOORE COUNTY (DUX) RNAV (GPS) RWY 1

WAAS CH <b>69416</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE <b>3701</b> Apt Elev <b>3706</b>
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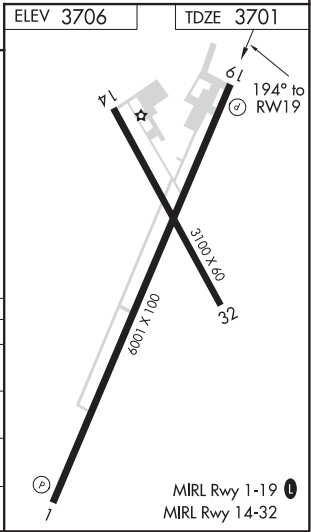
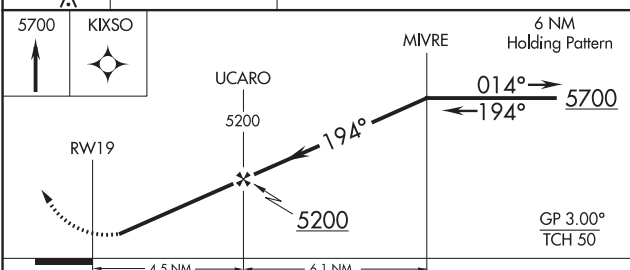
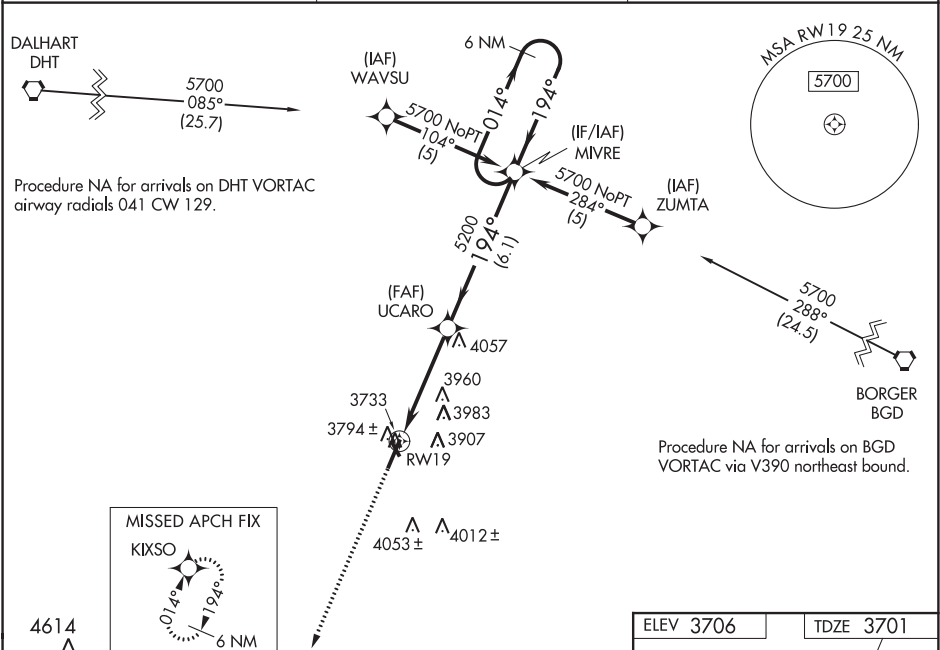
# RNAV (GPS) RWY 19

MOORE COUNTY (DUX)

**⚠** Baro-VNAV NA when using Dalhart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Dalhart altimeter setting and increase DA 104 feet and all MDA 120 feet, increase LPV all Cats, and Circling Cat D visibility ¼ mile, and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ½ mile. Night landing: 1 RWY 14, 32 NA.

**MISSED APPROACH:**  
Climb to 5700 direct to KIXSO and hold.

AWOS-3 <b>118.075</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	3951-1		250 (300-1)	
LNAV/VNAV DA	4340-2¼		639 (700-2¼)	
LNAV MDA	4260-1	559 (600-1)	4260-1½ 559 (600-1½)	4260-1¾ 559 (600-1¾)
CIRCLING	4260-1	554 (600-1)	4260-1½ 554 (600-1½)	4300-2 594 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DUMAS, TEXAS

AL-6429 (FAA)

16035

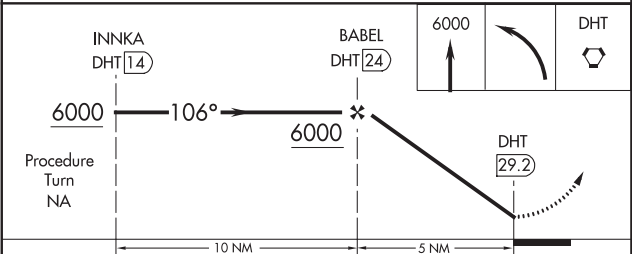
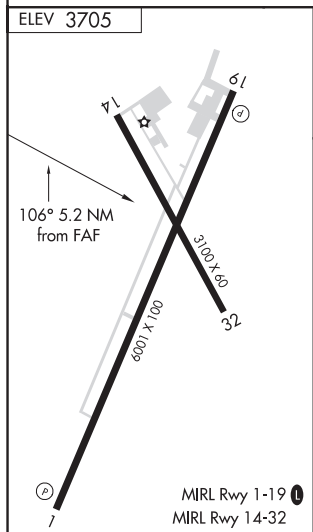
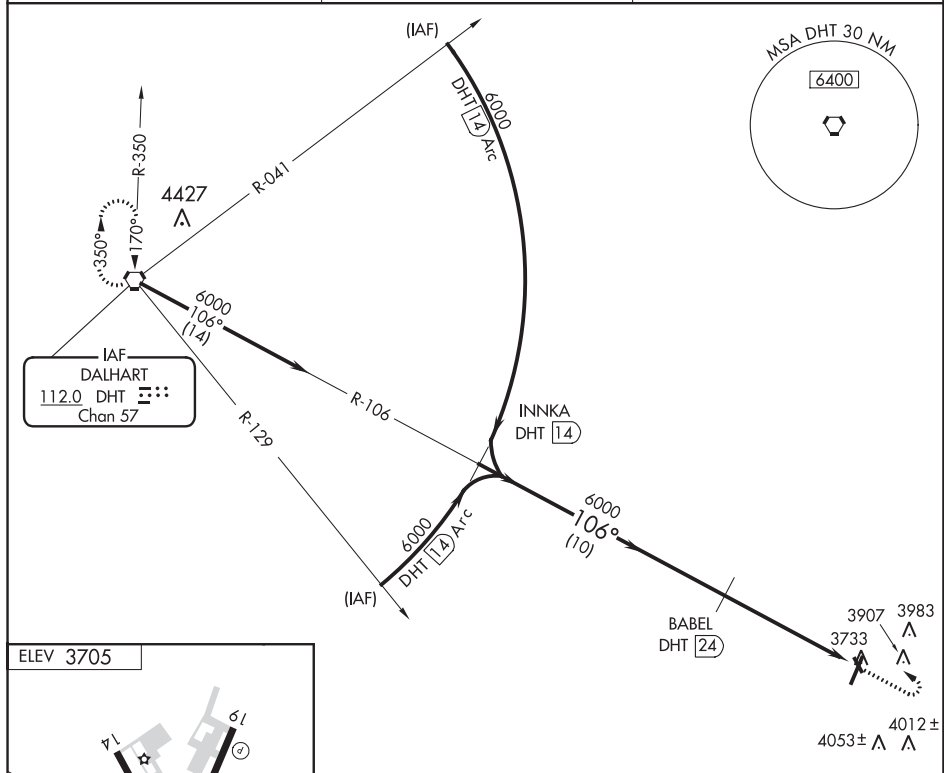
APP CRS <b>106°</b>	Rwy Idg <b>N/A</b>
	TDZE <b>N/A</b>
	Apt Elev <b>3705</b>

**VOR/DME-A**  
MOORE COUNTY (DUX)

**▽** Obtain local altimeter on CTAF; when not received, use Amarillo altimeter setting. When neither received, procedure not authorized. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 14, 32 NA.  
**▲ NA**

MISSED APPROACH: Climb to 6000 then turn left direct DHT VORTAC and hold.

AWOS-3 <b>118.075</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.80</b> (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	4700-1¼ 995 (1000-1¼)	4700-1½ 995 (1000-1½)	4700-3	995 (1000-3)
AMARILLO ALTIMETER SETTING MINIMUMS				
CIRCLING	4820-1¼ 1115 (1200-1¼)	4820-1½ 1115 (1200-1½)	4820-3	1115 (1200-3)

DUMAS, TEXAS  
Amdt 6A 23JUL15

35°51'N-102°01'W

MOORE COUNTY (DUX)  
**VOR/DME-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

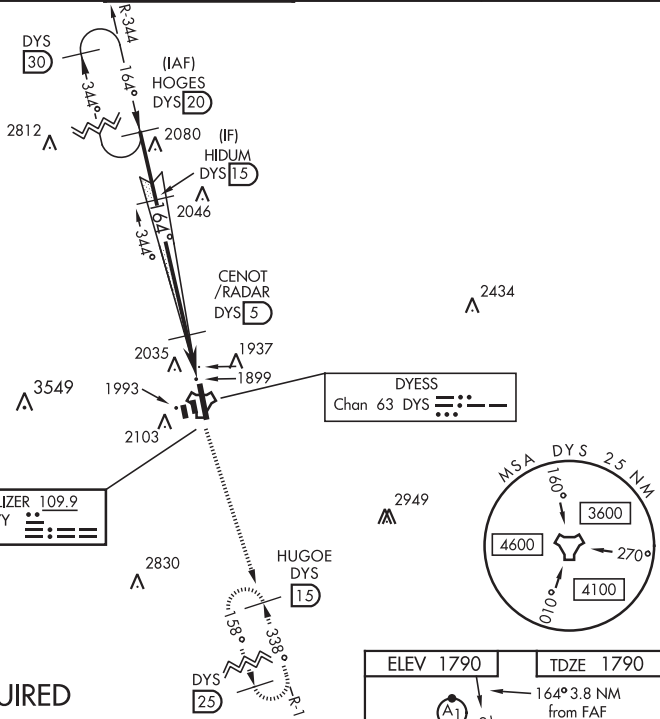
SC-2, 10 NOV 2016 to 05 JAN 2017

ABILENE, TEXAS

# ILS or LOC W RWY 16

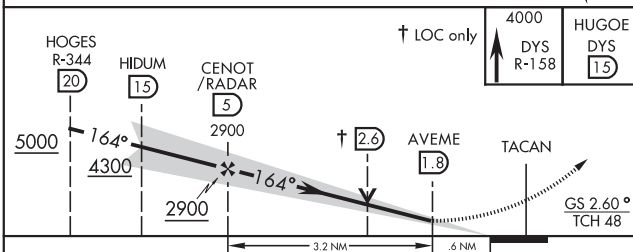
LOC I-TYY <b>109.9</b>	APCH CRS <b>164°</b>	Rwy Idg <b>13,500</b> TDZE <b>1790</b> Arpt Elev <b>1790</b>	AL-2 [USAF]	ALSF-1	DYESS AFB (KDYS)
* When ALS inop, increase all CAT RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.			MISSED APPROACH: Climb to 4000 via DYS TACAN R-158 to HUGOE and hold.		
ATIS ★ <b>269.175</b>	ABILENE APP CON <b>125.0 338.3</b> EAST <b>127.2 282.3</b> WEST	DYESS TOWER <b>133.0 257.675</b>	GND CON <b>118.35 275.8</b>	ASR	

\*\*\* Circling to other than Rwy 34 NA.

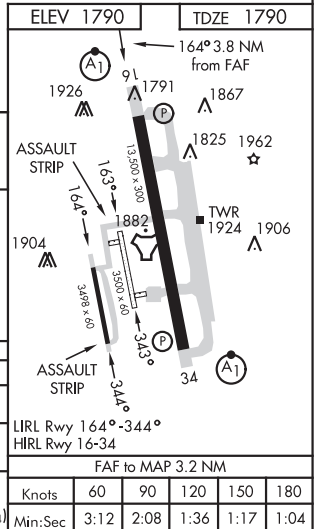


## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-ILS 16 *	1990/24		200	(200-1/2)	
S-LOC 16 **	2220/24	430 (500-1/2)	2220/40		430 (500-3/4)
CIRCLING ***	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1 3/4 670 (700-1 1/2)	2460-2 670 (700-2)	2460-2 1/4 670 (700-2 1/4)



ABILENE, TEXAS

32°25'N-99°51'W

DYESS AFB (KDYS)

Amdt 3 10NOV16

# ILS or LOC W RWY 16

SC-2, 10 NOV 2016 to 05 JAN 2017

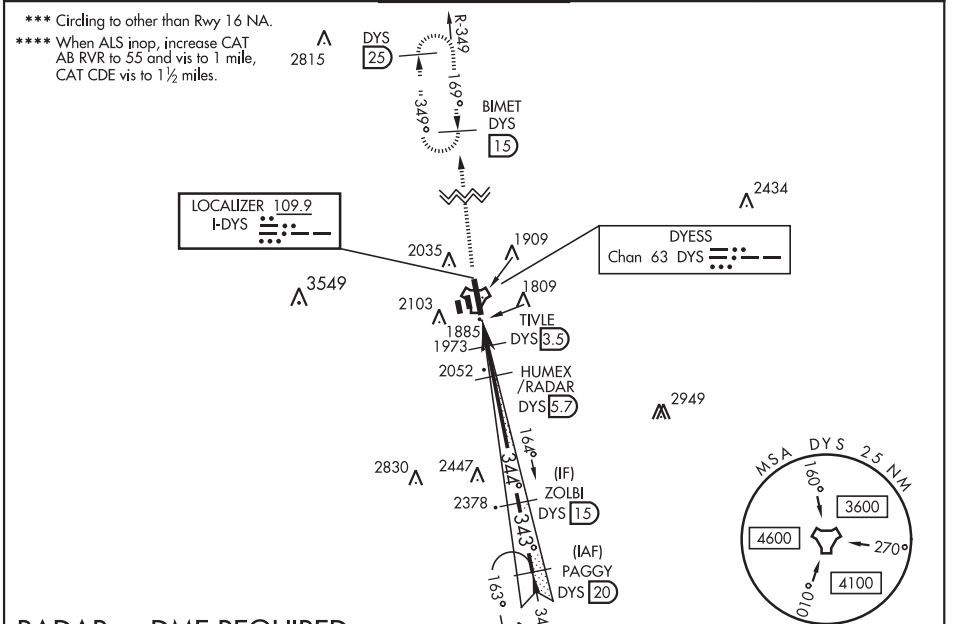
SC-2, 10 NOV 2016 to 05 JAN 2017

ABILENE, TEXAS

# ILS or LOC W RWY 34

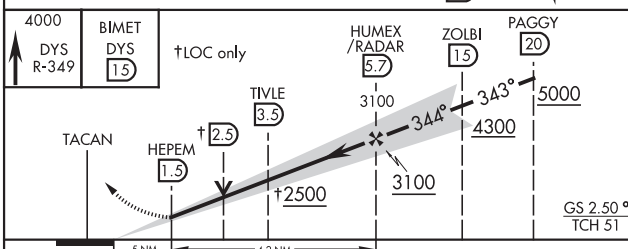
LOC I-DYS <b>109.9</b>	APCH CRS <b>344°</b>	Rwy Idg TDZE <b>1788</b> Arprt Elev <b>1790</b>	AL-2 [USAF]	ALSF-1	DYESS AFB (KDYS)
* When ALS inop, increase all CAT RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/2 miles.			MISSED APPROACH: Climb to 4000 via DYS TACAN R-349 to BIMET and hold.		

ATIS ★ <b>269.175</b>	ABILENE APP CON <b>125.0 338.3 EAST</b> <b>127.2 282.3 WEST</b>	DYESS TOWER <b>133.0 257.675</b>	GND CON <b>118.35 275.8</b>	ASR
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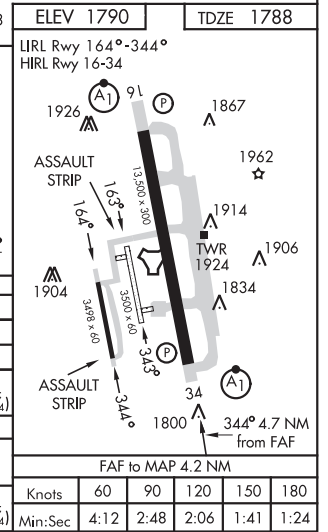


## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-ILS 34*	1988/24		200	(200-1/2)	
S-LOC 34**	2240/24	452 (500-1/2)	2240/45	452 (500-3/4)	
CIRCLING***	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1 3/4 670 (700-1 3/4)	2460-2 670 (700-2)	2460-2 1/4 670 (700-2 1/4)
WITHOUT LAST STEPDOWN FIX					
S-LOC 34****	2320/24	532 (600-1/2)	2320/55	532 (600-1)	
CIRCLING***	2320-1	530 (600-1)	2460-1 3/4 670 (700-1 3/4)	2460-2 670 (700-2)	2460-2 1/4 670 (700-2 1/4)



ABILENE, TEXAS  
Amdt 4 10NOV16

32°25'N-99°51'W

DYESS AFB (KDYS)

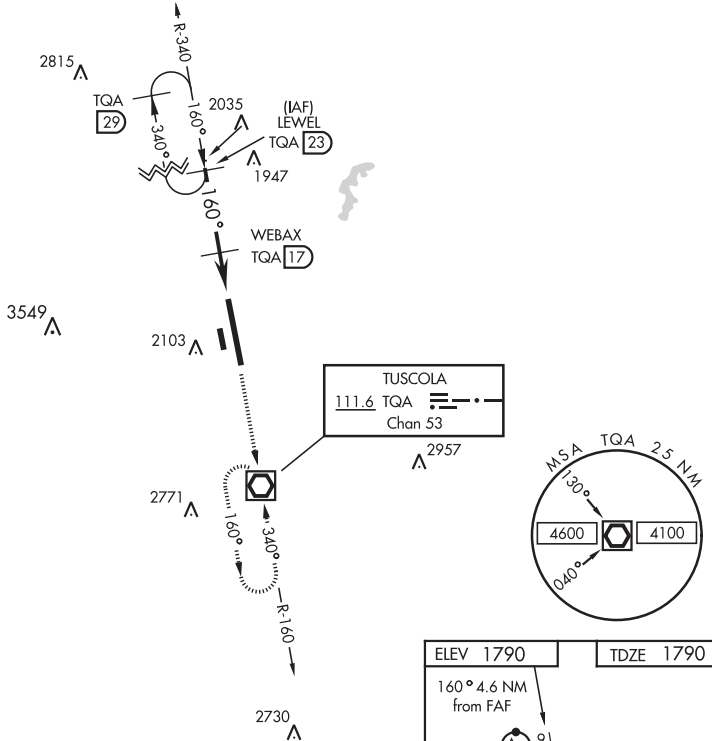
# ILS or LOC W RWY 34

SC-2, 10 NOV 2016 to 05 JAN 2017

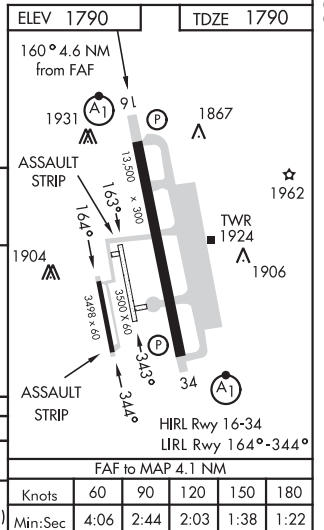
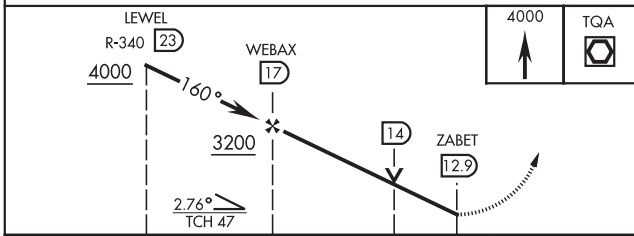
SC-2, 10 NOV 2016 to 05 JAN 2017

# VOR/DME RWY 16

VOR/DME TQA <b>111.6</b> Chan <b>53</b>	APCH CRS <b>160°</b>	Rwy Idg <b>13,500</b> TDZE <b>1790</b> Arpt Elev <b>1790</b>	AL-2 [USAF]	DYESS AFB (KDYS)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling to other than Rwy 34 NA.			ALSF-1 	MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.
ATIS ★ <b>269.175</b>	ABILENE APP CON <b>125.0 338.3</b> EAST <b>127.2 282.3</b> WEST	DYESS TOWER <b>133.0 257.675</b>	GND CON <b>118.35 275.8</b>	ASR



EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-16 *	2300/24	510 (600-1/2)	2300/55	510 (600-1)	
CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1 3/4 670 (700-1 3/4)	2460-2 670 (700-2)	2460-2 1/4 670 (700-2 1/4)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

# VOR/DME RWY 16

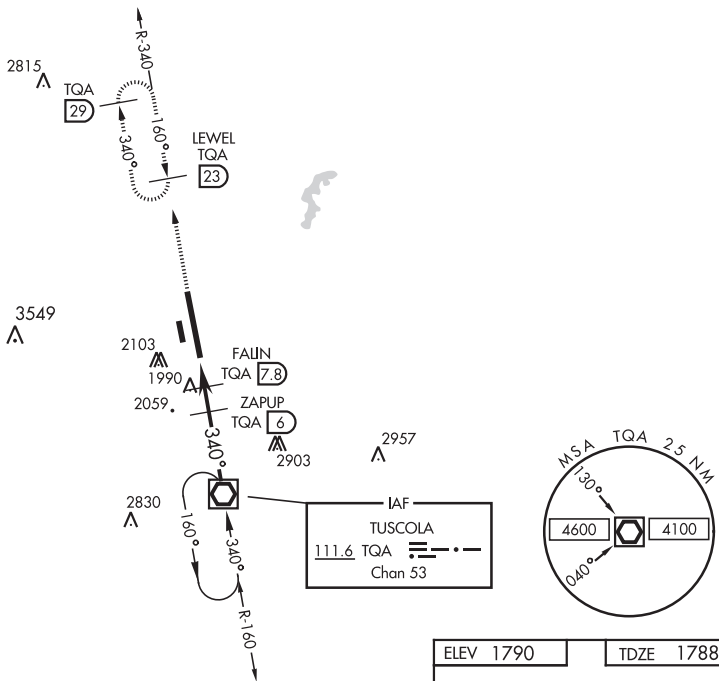
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

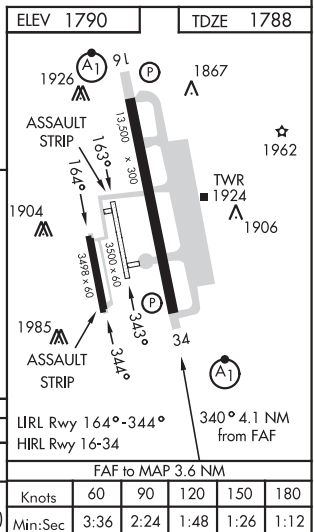
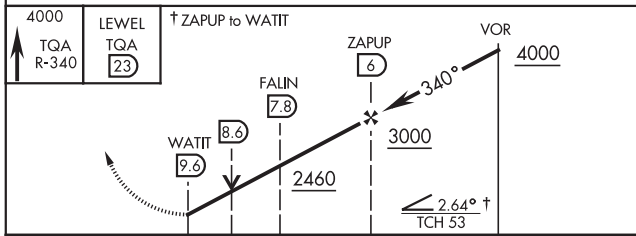
ABILENE, TEXAS

# VOR/DME RWY 34

VOR/DME TQA <b>111.6</b> Chan <b>53</b>	APCH CRS <b>340°</b>	Rwy Idg <b>13,500</b> TDZE <b>1788</b> Arpt Elev <b>1790</b>	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 1 3/8 miles. ** Circling to other than Rwy 16 NA			ALSF-1 	MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEVEL and hold.
ATIS * <b>269.175</b>	ABILENE APP CON <b>125.0 338.3</b> EAST <b>127.2 282.3</b> WEST	DYESS TOWER <b>133.0 257.675</b>	GND CON <b>118.35 275.8</b>	ASR



EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-34 *	2260/24	472 (500-1/2)	2260/50	472 (500-1)	
CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1 3/4 670 (700-1 3/4)	2460-2 670 (700-2)	2460-2 1/4 670 (700-2 1/4)

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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ABILENE, TEXAS

# TACAN W RWY 16

TACAN DYS Chan <b>63</b>	APCH CRS <b>169°</b>	Rwy Idg <b>13,500</b> TDZE <b>1790</b> Arpt Elev <b>1790</b>
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AL-2 [USAF]

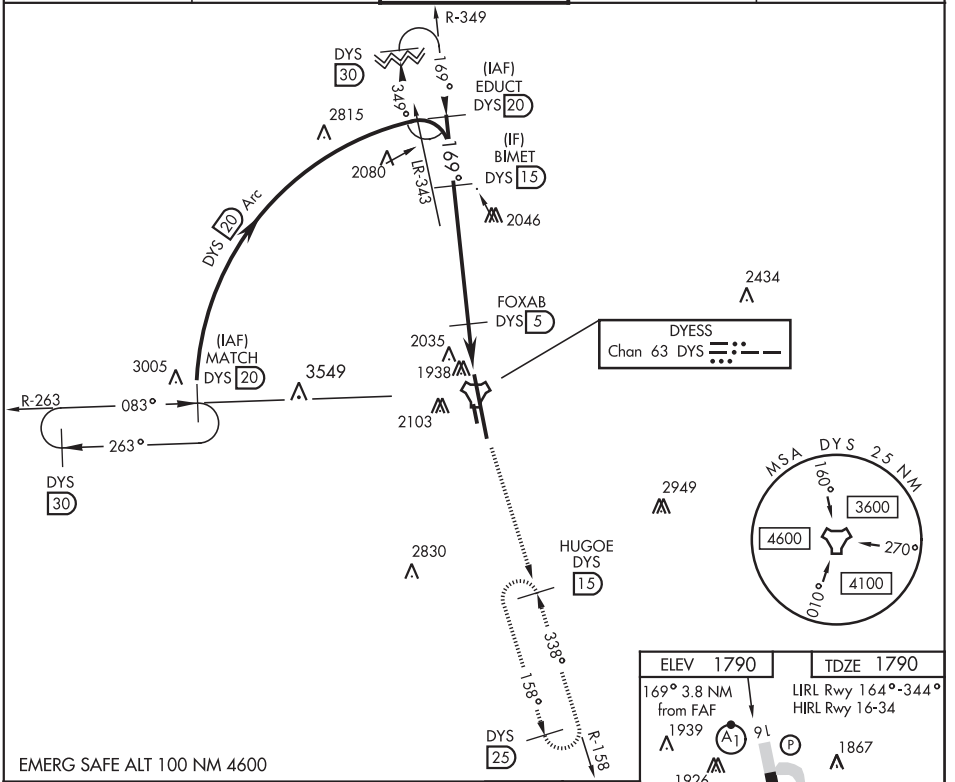
DYESS AFB (KDYS)

\* 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



MISSED APPROACH: Climb to 4000 via DYS TACAN R-158 to HUGOE and hold.

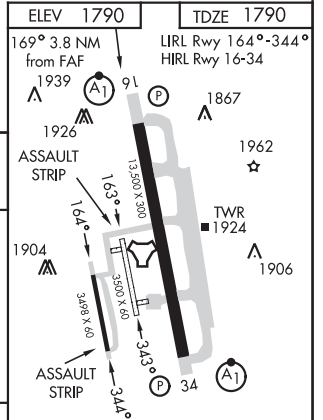
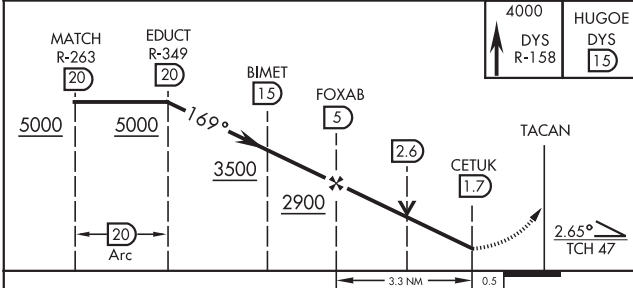
ATIS ★ <b>269.175</b>	ABILENE APP CON <b>125.0 338.3</b> EAST <b>127.2 282.3</b> WEST	DYESS TOWER <b>133.0 257.675</b>	GND CON <b>118.35 275.8</b>	ASR
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-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 3.3 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

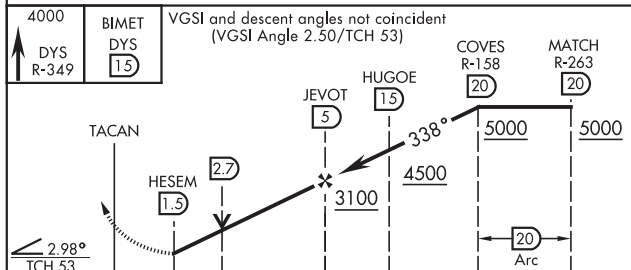
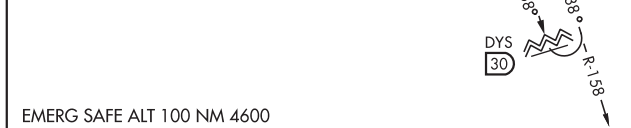
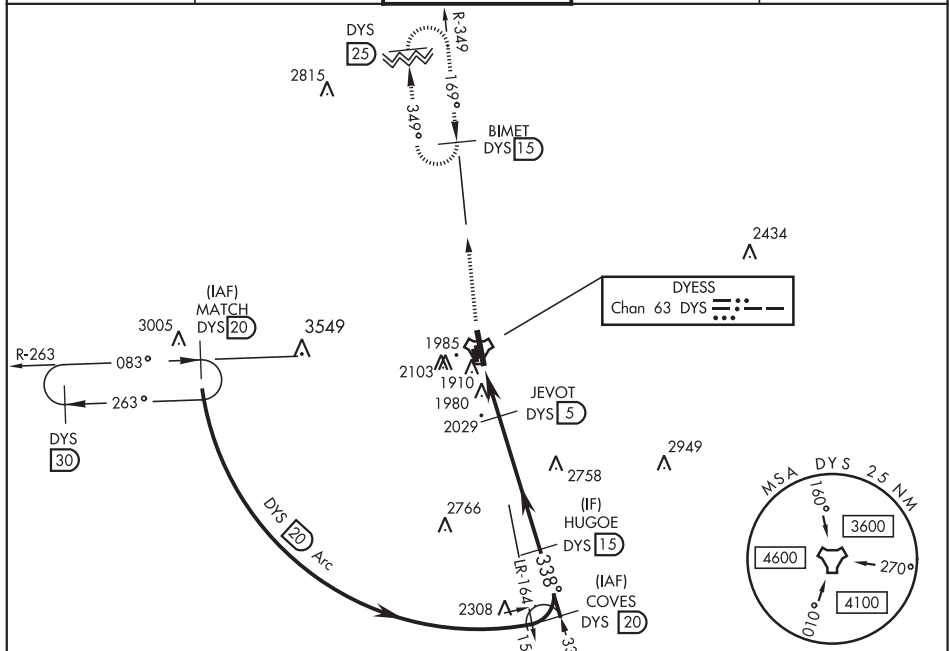
DYESS AFB (KDYS)

# TACAN W RWY 16

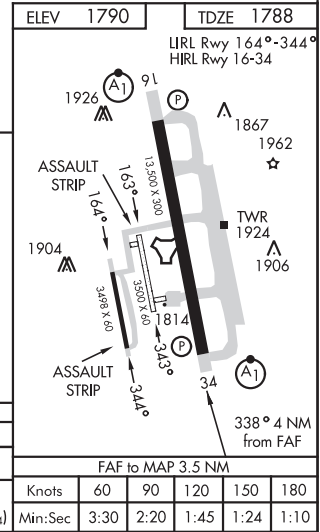
ABILENE, TEXAS

# TACAN W RWY 34

TACAN Chan <b>63</b>	DYS <b>338°</b>	APCH CRS <b>338°</b>	Rwy Idg <b>13,500</b> TDZE <b>1788</b> Arprt Elev <b>1790</b>	AL-2 [USAF]	DYESS AFB (KDYS)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. ** Circling to other than RWY 16 NA				ALS-F-1 	MISSED APPROACH: Climb to 4000 via DYS TACAN R-349 to BIMET and hold.
ATIS ★ <b>269.175</b>	ABILENE APP CON <b>125.0 338.3</b> EAST <b>127.2 282.3</b> WEST		DYESS TOWER <b>133.0 257.675</b>	GND CON <b>118.35 275.8</b>	ASR



CATEGORY	A	B	C	D	E
S-34 *	2280/24	492 (500-1/2)	2280/50	492 (500-1)	
CIRCLING **	2300-1 510 (600-1)	2320-1 530 (600-1)	2460-1 1/4 670 (700-1 1/4)	2460-2 670 (700-2)	2460-2 1/4 670 (700-2 1/4)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ABILENE, TEXAS  
Amdt 3 10NOV16

32°25'N-99°51'W

DYESS AFB (KDYS)

# TACAN W RWY 34

# AIRPORT DIAGRAM

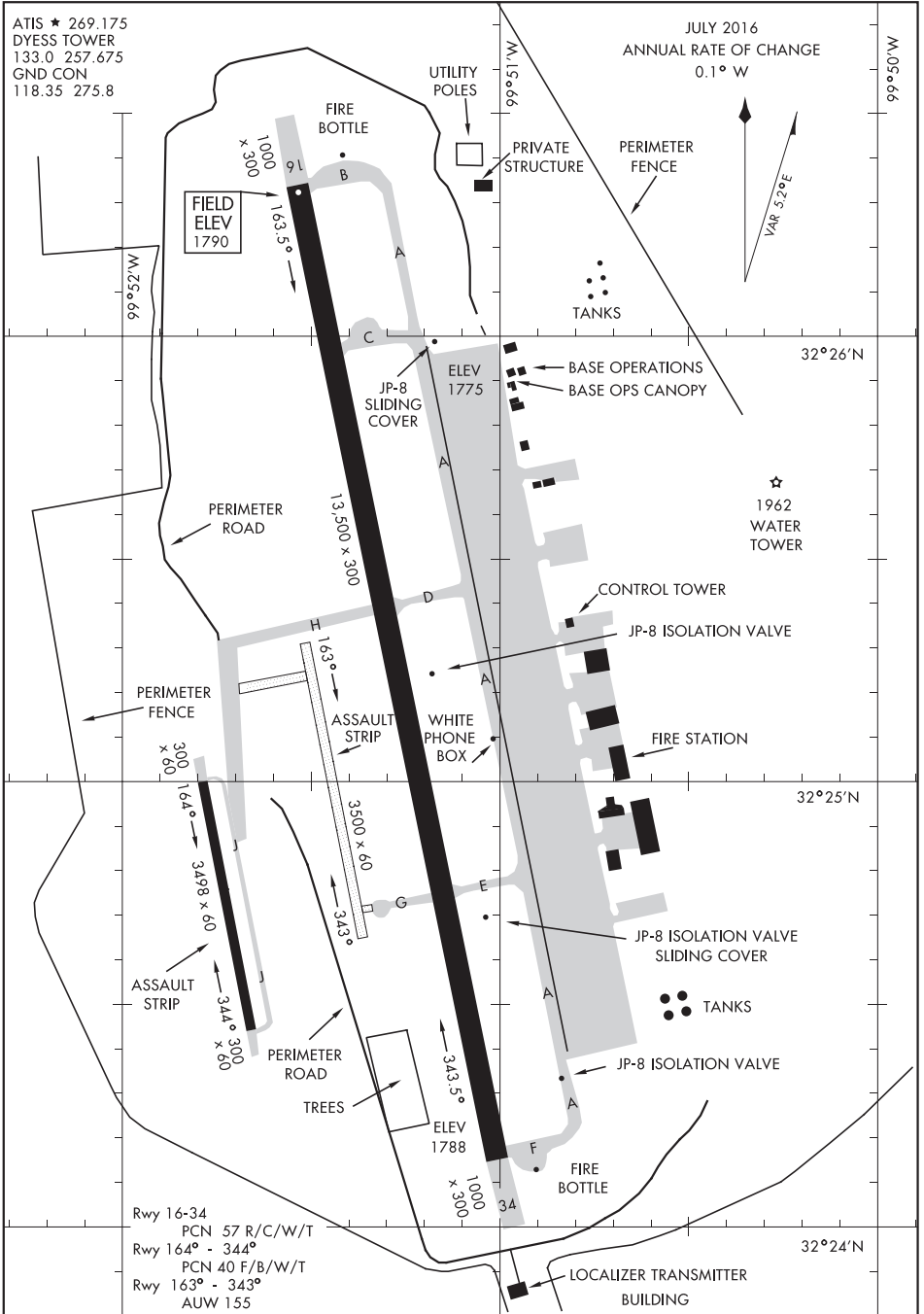
AFD-2 [USAF]

DYESS AFB (KDYS)

ABILENE, TEXAS

ATIS ★ 269.175  
 DYESS TOWER  
 133.0 257.675  
 GND CON  
 118.35 275.8

JULY 2016  
 ANNUAL RATE OF CHANGE  
 0.1° W



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

Rwy 16-34 PCN 57 R/C/W/T  
 Rwy 164° - 344°  
 Rwy 40 F/B/W/T PCN 40 F/B/W/T  
 Rwy 163° - 343°  
 AUV 155

# AIRPORT DIAGRAM

ABILENE, TEXAS

DYESS AFB (KDYS)

EASTLAND, TEXAS

AL-6623 (FAA)

14345

WAAS CH <b>40224</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>4020</b> <b>1468</b> <b>1468</b>
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# RNAV (GPS) RWY 17

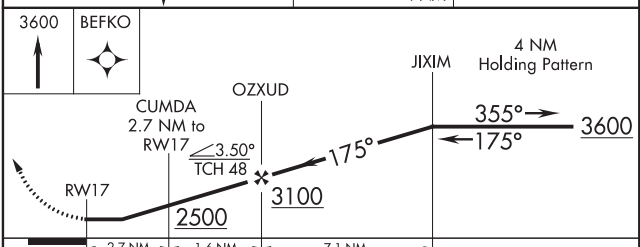
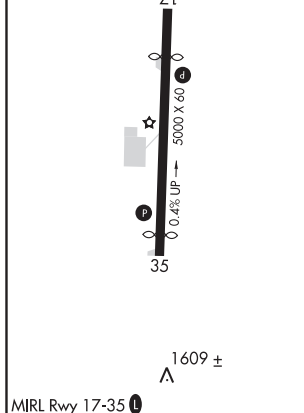
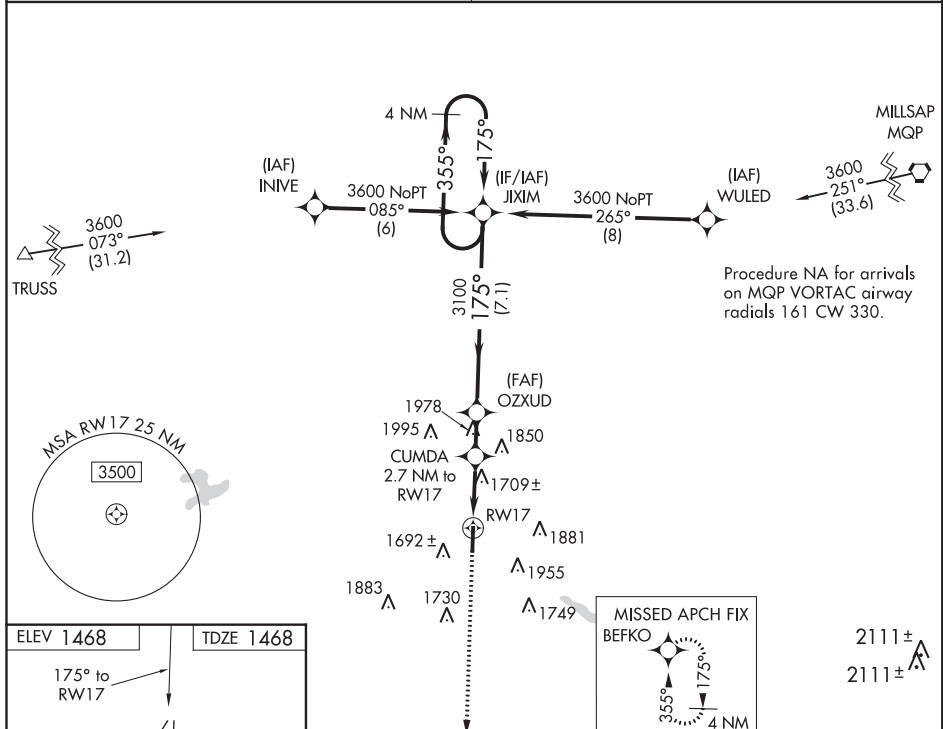
EASTLAND MUNI (ETN)

**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Breckenridge altimeter setting, when not received, use Stephenville altimeter setting; increase all MDA 40 feet, increase LP and LNAV Cat C visibility 1/8 mile. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3600 direct BEFKO and hold.

FORT WORTH CENTER **127.15 314.05**

UNICOM **122.8 (CTAF)**



CATEGORY	A	B	C	D
LP MDA	2040-1	572 (600-1)	2040-1 5/8 572 (600-1 5/8)	NA
LNAV MDA	2040-1	572 (600-1)	2040-1 5/8 572 (600-1 5/8)	NA
CIRCLING	2120-1	652 (700-1)	2300-2 1/2 832 (900-2 1/2)	NA

EASTLAND, TEXAS  
Orig-B 11DEC14

32°25'N-98°49'W

EASTLAND MUNI (ETN)

# RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 35

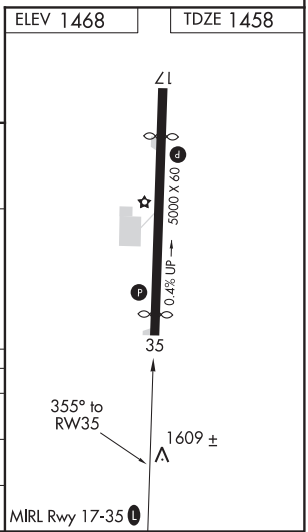
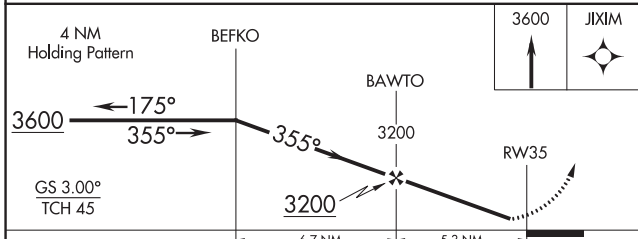
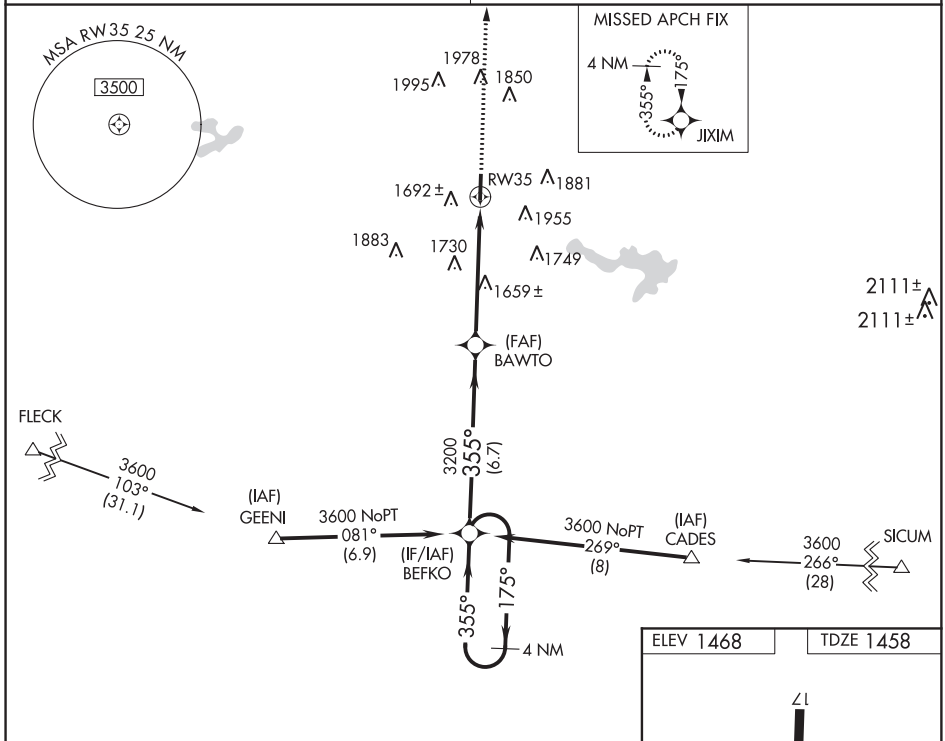
EASTLAND MUNI (ETN)

APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>4580</b> <b>1458</b> <b>1468</b>
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**▽** When VGSI inoperative, Circling Rwy 17 NA at night. Baro-VNAV NA.  
**△** NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Breckenridge altimeter setting, when not received, use Stephenville altimeter setting; increase DA 31 feet and all MDA 40 feet, increase LNAV/VNAV visibility 1/8 mile all Cats, and LNAV Cat C 1/8 mile.

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

<b>FORT WORTH CENTER</b> <b>127.15 314.05</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
--	--------------------------------------



CATEGORY	A	B	C	D
LNAV/DA/VNAV	1777-1 319 (300-1)			NA
LNAV MDA	1980-1	522 (600-1)	1980-1 1/2 522 (600-1 1/2)	NA
CIRCLING	2120-1	652 (700-1)	2300-2 1/2 832 (900-2 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ENNIS, TEXAS

AL-6830 (FAA)

12096

VORTAC CQY <b>114.8</b> Chan <b>95</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>500</b>
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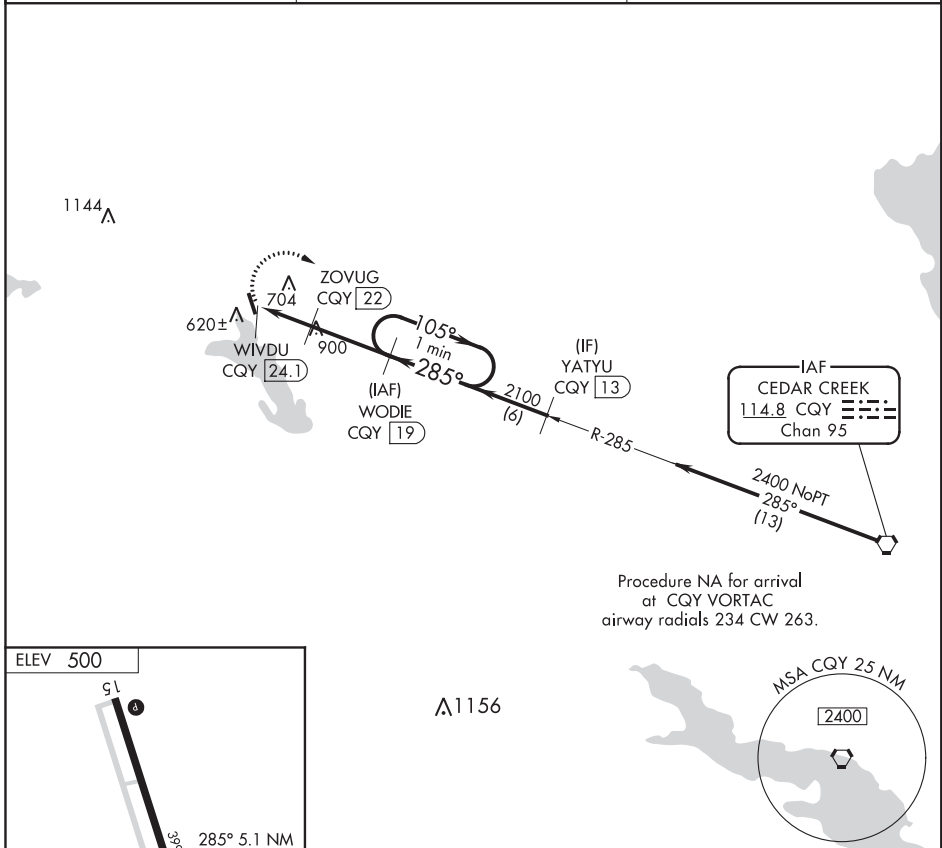
# VOR/DME-A

ENNIS MUNI (F41)

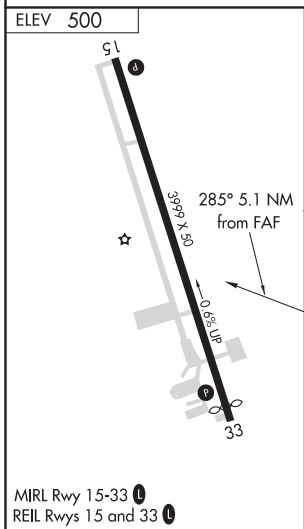
**▼** Use Lancaster altimeter setting; when not received, use Mid-way Rgnl and increase all MDA 40 feet

**▲** NA MISSED APPROACH: Climbing right turn to 2400 on CQY R-285 to WODIE/19 DME and hold.

LANCASTER AWOS-3 <b>118.975</b>	REGIONAL APP CON <b>125.2 343.65</b>	CTAF <b>122.9</b>
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Procedure NA for arrival at CQY VORTAC  
airway radials 234 CW 263.



CATEGORY	A	B	C	D
	1020-1 520 (600-1)	1040-1¼ 540 (600-1¼)	1040-1½ 540 (600-1½)	NA

ENNIS, TEXAS  
Amdt 1 05MAY11

32°20'N-96°40'W

# ENNIS MUNI (F41)

## VOR/DME-A

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF 122.9  
REGIONAL DEP CON  
125.2 343.65

**TAKEOFF MINIMUMS**  
Rwys 15, 33: Standard.

NOTE: RADAR required.  
NOTE: For jets requesting 17000 and below.  
NOTE: Props expect WYLIE or HUBBARD departure.

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'-W97°02.43'

BONHAM  
114.6 BVP  
Chan 93

PARIS  
113.6 PRX  
Chan 83  
N33°32.54'-W95°26.90'

TEXARKANA  
116.3 TKX  
Chan 110  
N33°30.83'-W94°04.39'

NOBLY  
N33°04.94'  
W96°19.96'

ECKEY  
N33°13.01'  
W95°52.66'

SULPHUR SPRINGS  
109.0 SLR  
Chan 27

TRISS  
N32°58.20'  
W96°19.94'

SHERO  
33°04.49'  
95°33.78'

QUITMAN  
114.0 UIM  
Chan 87  
N32°52.83'-W95°22.01'

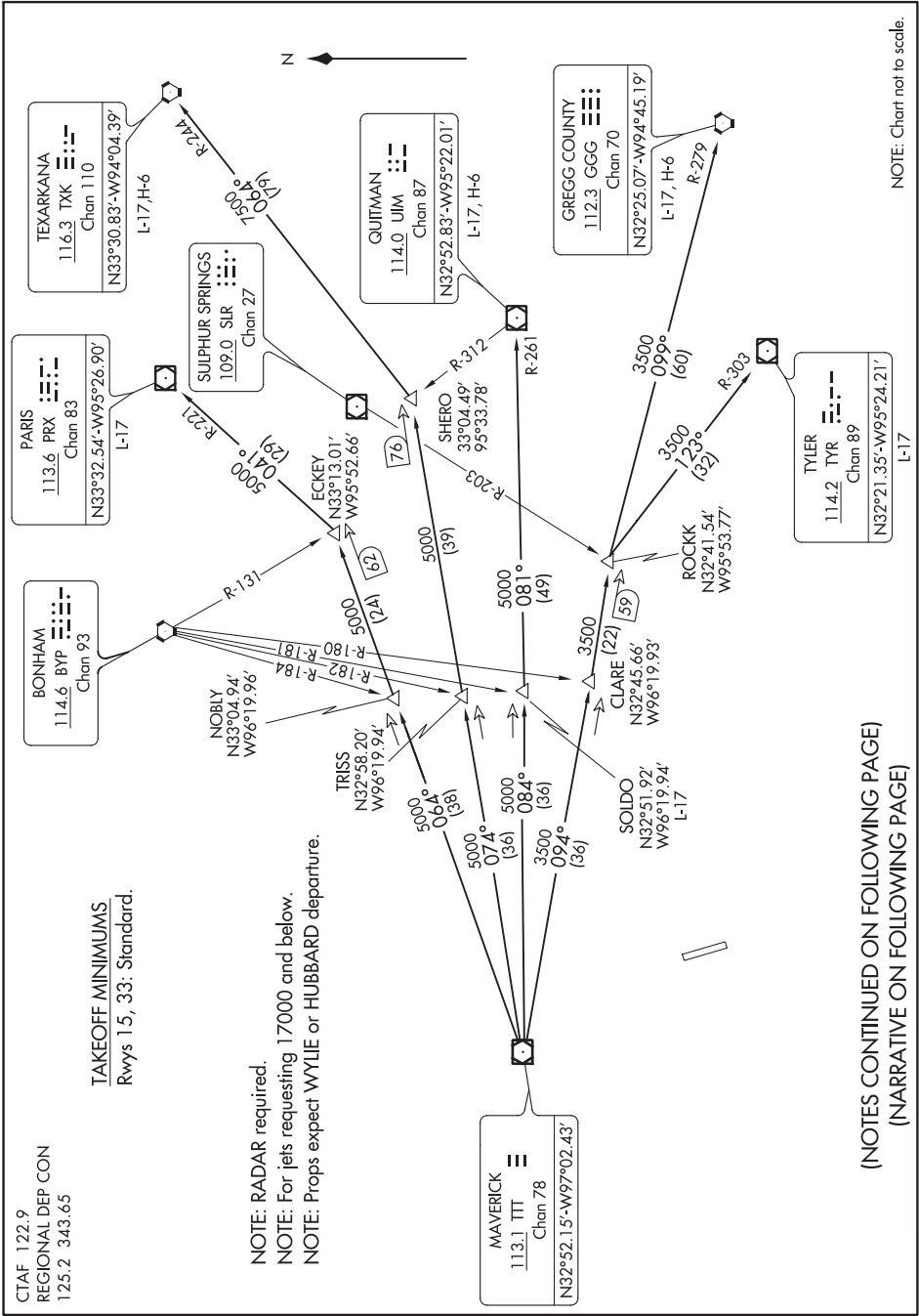
SOLDO  
N32°51.92'  
W96°19.94'  
L-17

CLARE  
N32°45.66'  
W96°19.93'

ROCKK  
N32°41.54'  
W95°53.77'

GREGG COUNTY  
112.3 GGG  
Chan 70  
N32°25.07'-W94°45.19'

TYLER  
114.2 TYR  
Chan 89  
N32°21.35'-W95°24.21'



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC Assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicle on road 362' from DER, 561' right of centerline, 15' AGL/494' MSL.  
Trees beginning 870' from DER, left and right of centerline, up to 100' AGL/579' MSL.

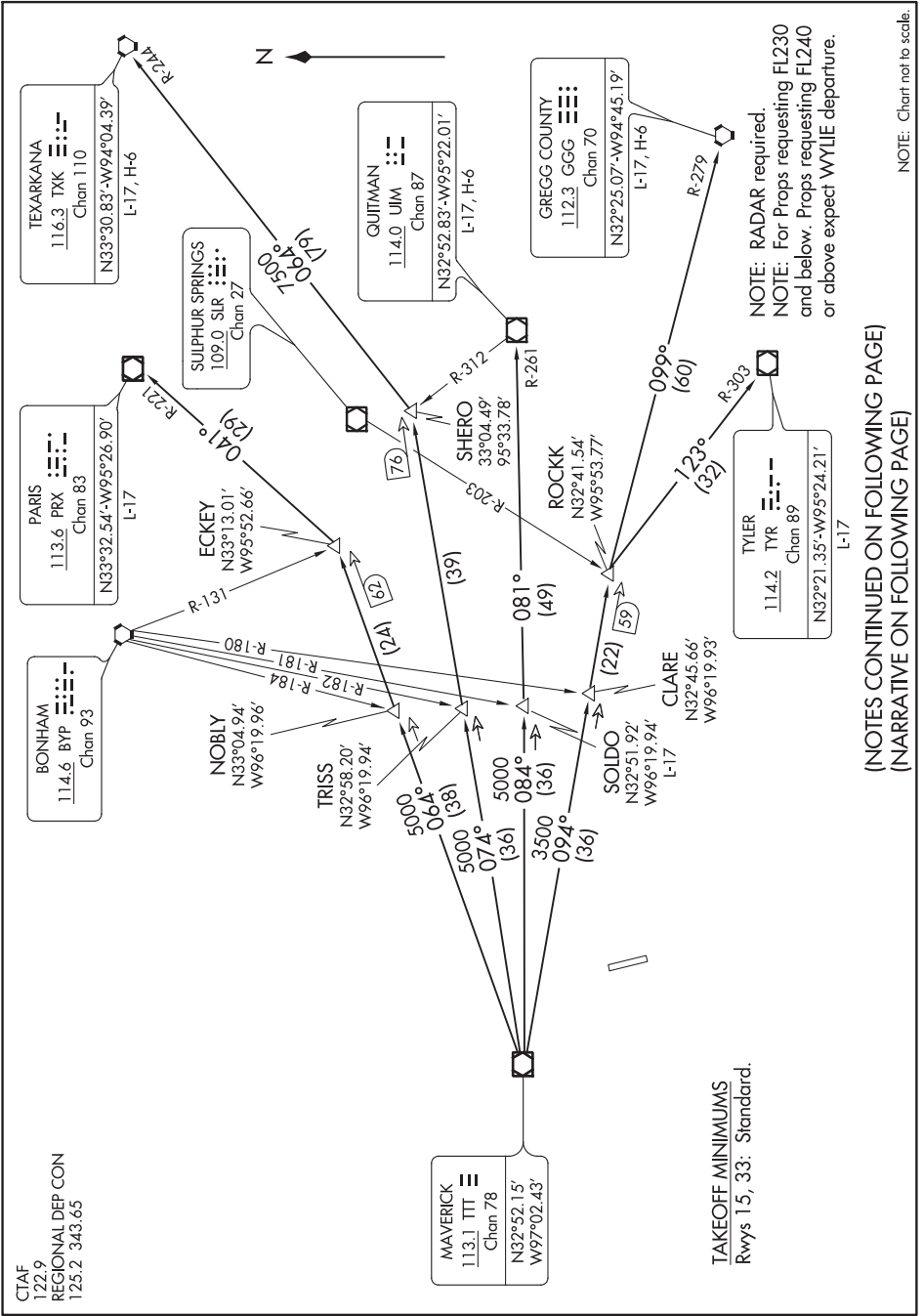
Rwy 33: Vehicles on road beginning 423' from DER, left and right of centerline, up to 15' AGL/534' MSL. Trees beginning 40' from DER, left and right of centerline, up to 100' AGL/609' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6830 (FAA)

ENNIS MUNI (F41)  
ENNIS, TEXAS

## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (HUBB9.SOLDI): From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES NOTES

Rwy 15: Vehicle on road 362' from DER, 561' right of centerline, 15' AGL/494' MSL.

Trees beginning 870' from DER, left and right of centerline, up to 100' AGL/579' MSL.

Rwy 33: Vehicles on road beginning 423' from DER, left and right of centerline, up to 15' AGL/534' MSL.

Trees beginning 40' from DER, left and right of centerline, up to 100' AGL/609' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

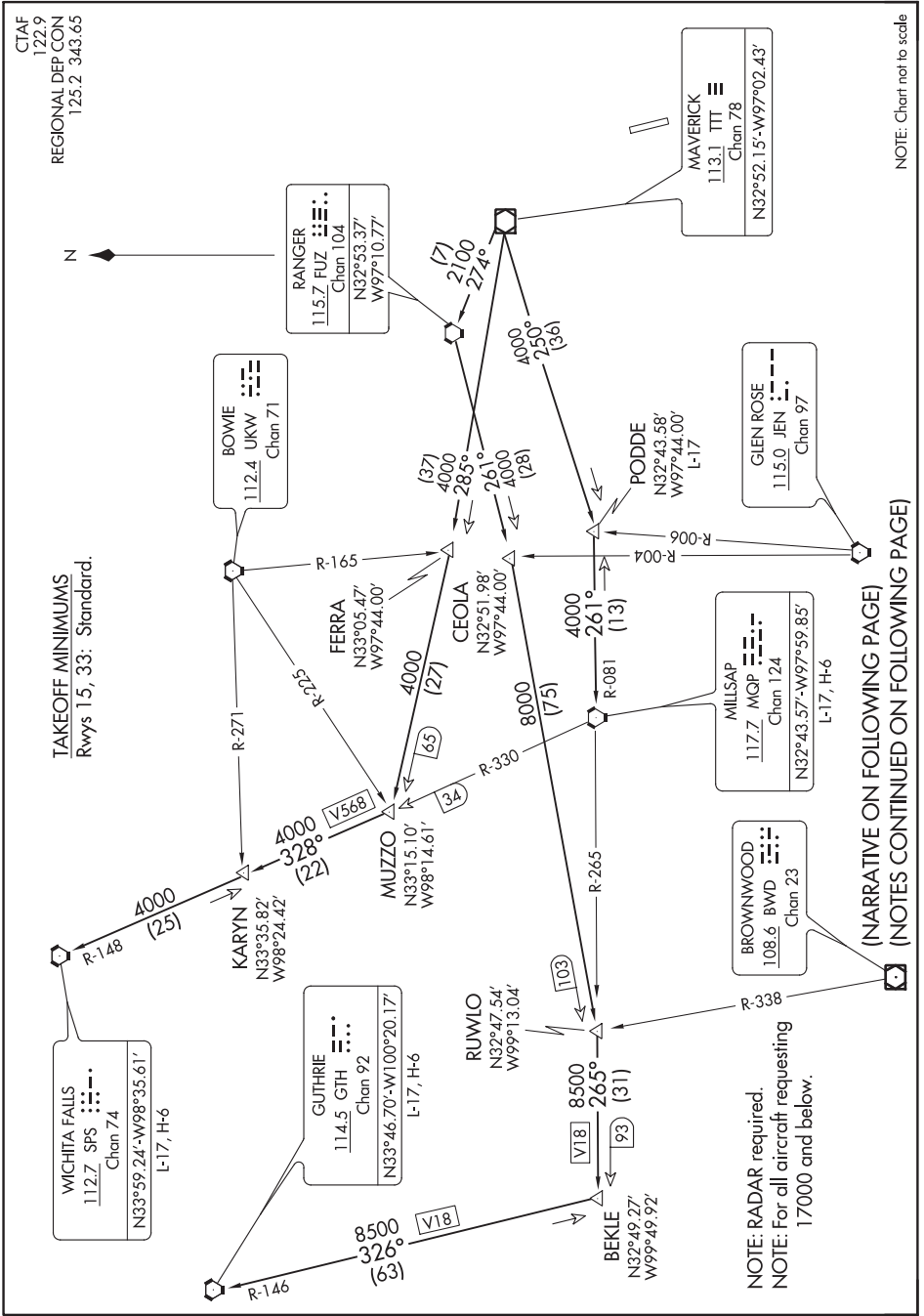
HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

ENNIS, TEXAS  
ENNIS MUNI (F41)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicle on road 362' from DER, 561' right of centerline, 15' AGL/494' MSL.

Trees beginning 870' from DER, left and right of centerline, up to 100' AGL/579' MSL.

Rwy 33: Vehicles on road beginning 423' from DER, left and right of centerline, up to 15' AGL/534' MSL.

Trees beginning 40' from DER, left and right of centerline, up to 100' AGL/609' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

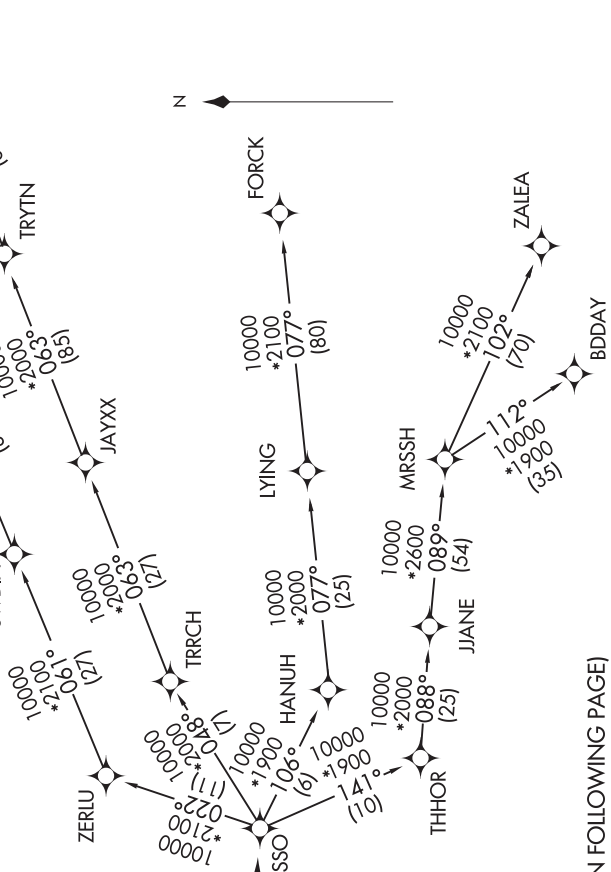
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

REGIONAL DEP CON  
125.2 343.65  
CTAF 122.9

TAKEOFF MINIMUMS  
Rwys 15, 33: Standard.



VERTICAL PLANNING INFORMATION  
Expect 8000

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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

(KUSSO3.KUSSO) 16035

## KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

## TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicle on road 362' from DER, 561' right of centerline, 15' AGL/494' MSL. Trees beginning 870' from DER, left and right of centerline, up to 100' AGL/579' MSL.

Rwy 33: Vehicles on road beginning 423' from DER, left and right of centerline, up to 15' AGL/534' MSL. Trees beginning 40' from DER, left and right of centerline, up to 100' AGL/609' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

KUSSO THREE DEPARTURE (RNAV)

(KUSSO3.KUSSO) 04FEB16

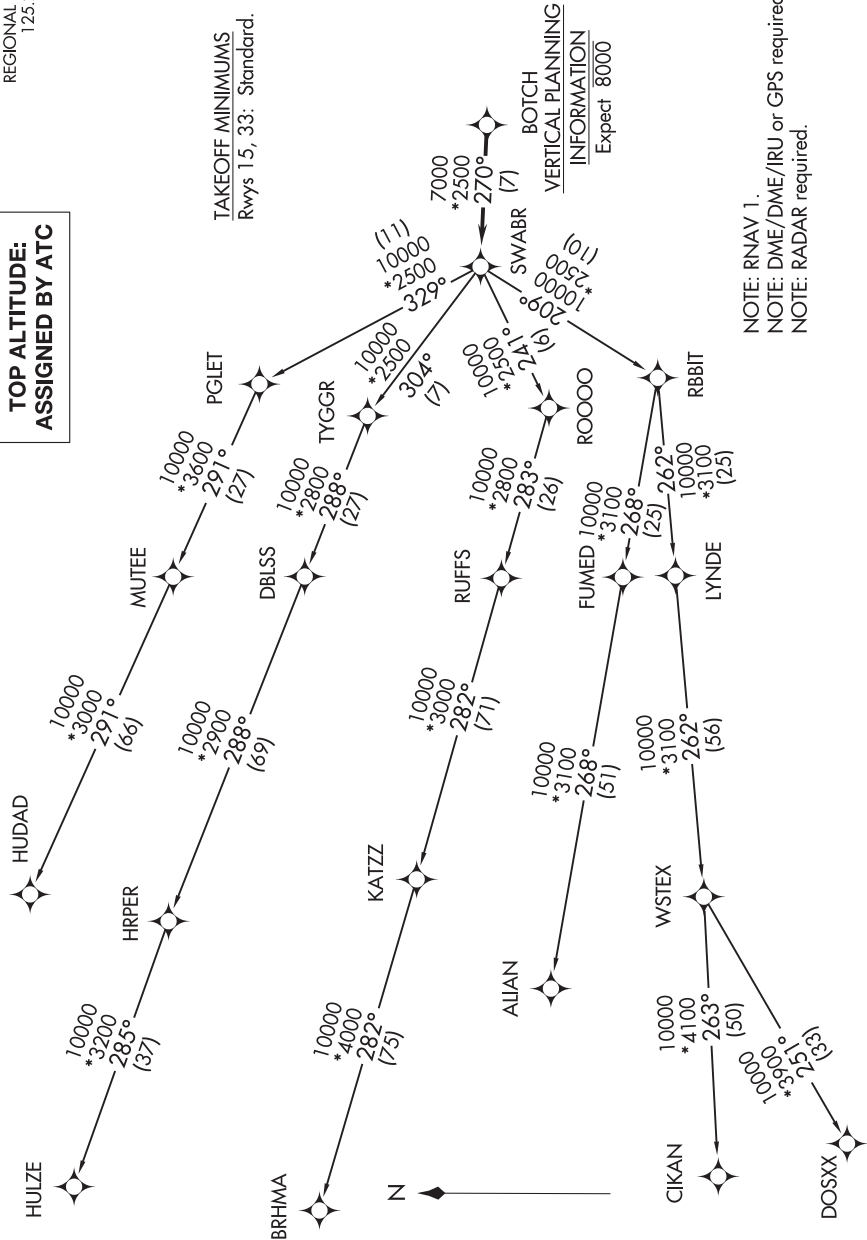
# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

REGIONAL DEP CON  
125.2 343.65  
CTAF  
122.9

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF MINIMUMS  
Rwys 15, 33: Standard.



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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

## SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

## TAKEOFF OBSTACLE NOTES

Rwy 15: Vehicle on road 362' from DER, 561' right of centerline, 15' AGL/494' MSL.

Trees beginning 870' from DER, left and right of centerline, up to 100' AGL/579' MSL.

Rwy 33: Vehicles on road beginning 423' from DER, left and right of centerline, up to

15' AGL/534' MSL.

Trees beginning 40' from DER, left and right of centerline, up to 100' AGL/609' MSL.



APP CRS <b>172°</b>	Rwy Idg <b>4600</b>
	TDZE <b>3187</b>
	Apt Elev <b>3187</b>

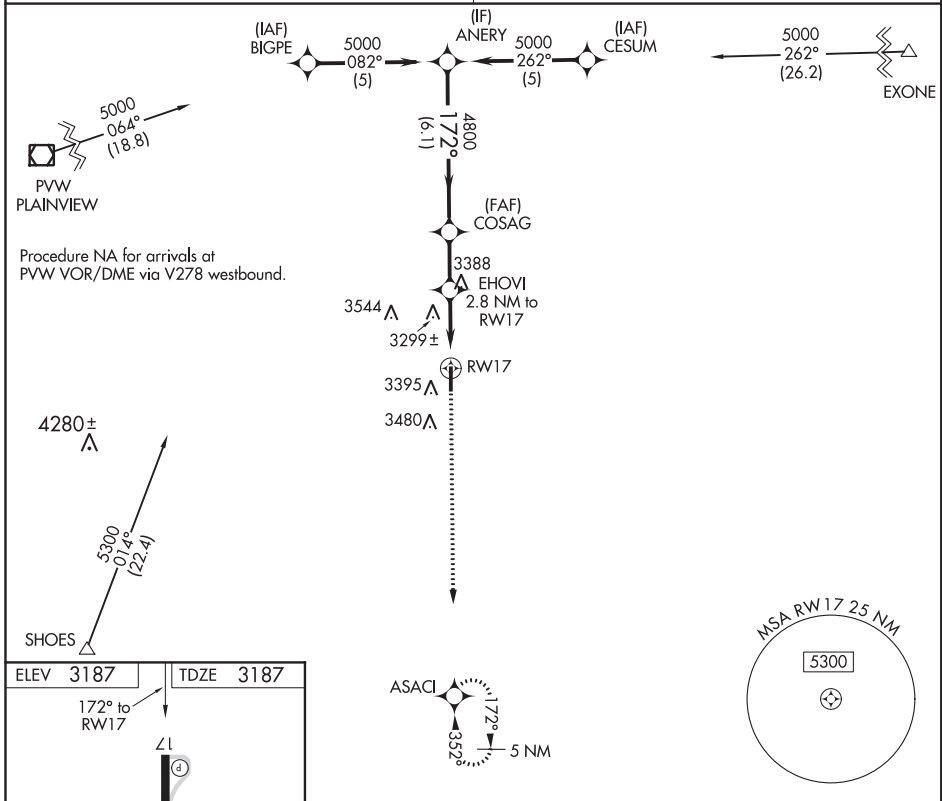
# RNAV (GPS) RWY 17

FLOYDADA MUNI (41F)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use  
**△** NA Plainview altimeter setting; when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000 direct ASACI and hold.

LUBBOCK APP CON **119.2 351.8** UNICOM **122.8** (CTAF) **0**



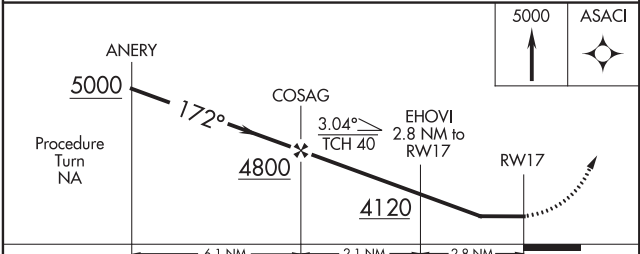
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 3187 TDZE 3187

172° to RWY 17

MIRL Rwy 17-35 **0**



CATEGORY	A	B	C	D
LNAV MDA	3720-1	533 (600-1)	3720-1½ 533 (600-1½)	NA
CIRCLING	3840-1	653 (700-1)	3920-2 733 (800-2)	NA

FLOYDADA, TEXAS

AL-10375 (FAA)

16315

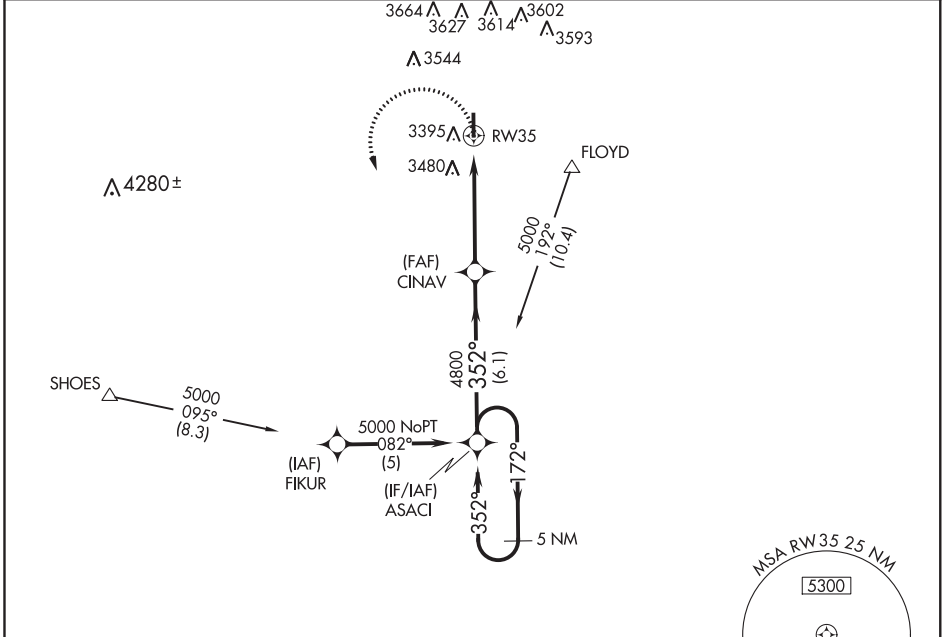
APP CRS	Rwy Idg	<b>4600</b>
<b>352°</b>	TDZE	<b>3187</b>
	Apt Elev	<b>3187</b>

# RNAV (GPS) RWY 35

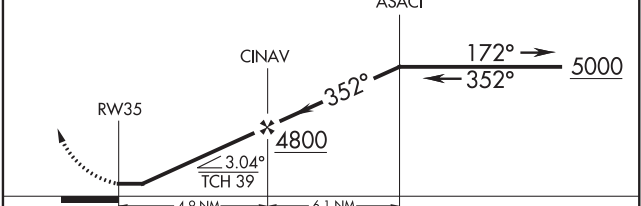
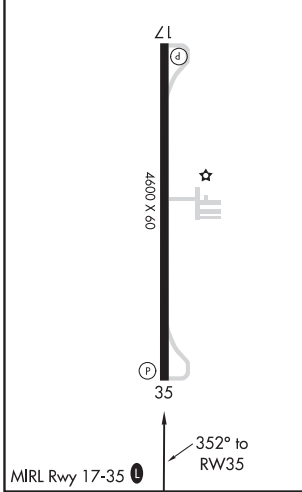
FLOYDADA MUNI (41F)

<p><b>▼</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting and increase all MDA 20 feet, increase LNAV and Circling Cat C visibility ¼ mile.</p>	<p><b>▲</b> NA MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.</p>
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<p>LUBBOCK APP CON <b>119.2 351.8</b></p>	<p>UNICOM <b>122.8</b> (CTAF) <b>0</b></p>
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ELEV 3187 TDZE 3187



CATEGORY	A	B	C	D
LNAV MDA	3840-1	653 (700-1)	3840-1¾ 653 (700-1¾)	NA
CIRCLING	3840-1	653 (700-1)	3920-2 733 (800-2)	NA

FLOYDADA, TEXAS  
Orig 22OCT09

34°00'N-101°20'W

# FLOYDADA MUNI (41F) RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>354°</b>	Rwy Idg <b>4067</b>
	TDZE <b>2601</b>
	Apt Elev <b>2601</b>

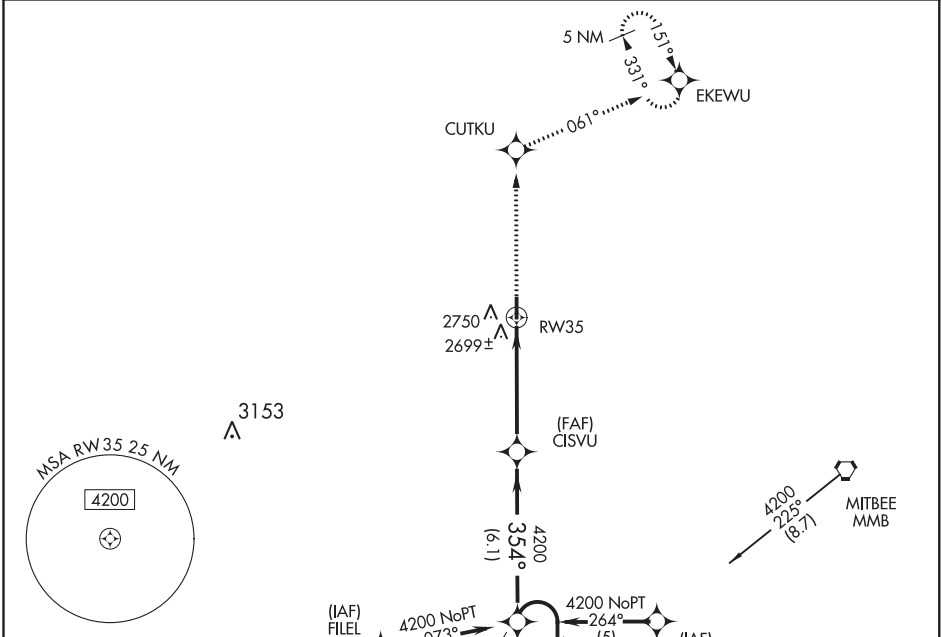
# RNAV (GPS) RWY 35

FOLLETT-LIPSCOMB COUNTY (T93)

**NA** DME/DME RNP-0.3 NA.  
Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climb to 6000 direct CUTKU and on track 061° to EKEWU and hold, continue climb-in-hold to 6000.

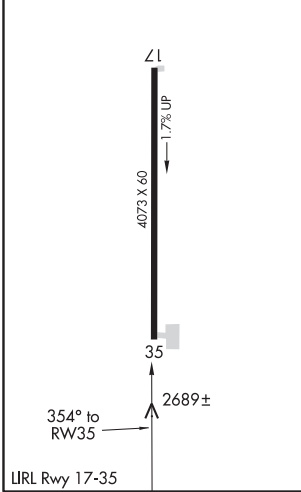
<b>KANSAS CITY CENTER</b> <b>126.95 379.2</b>	<b>CTAF</b> <b>122.9</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2601	TDZE 2601
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Procedure NA for arrival on MMB VORTAC airway radials 205 CW 245.

6000	CUTKU	EKEWU	CISVU	EROHI	5 NM Holding Pattern
↑	tr 061°				
RW35		354°	354°	174°	4200
		4200	4200	354°	
		4.8 NM	6.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	3100-1	499 (500-1)		NA	
CIRCLING	3160-1	559 (600-1)		NA	

FOLLETT, TEXAS

AL-6466 (FAA)

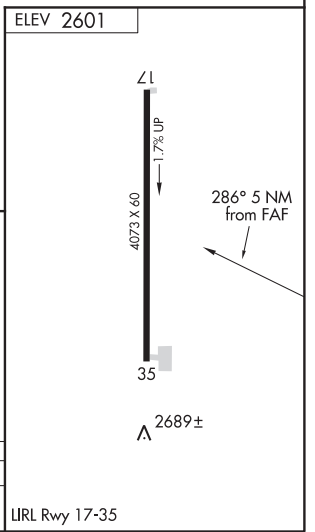
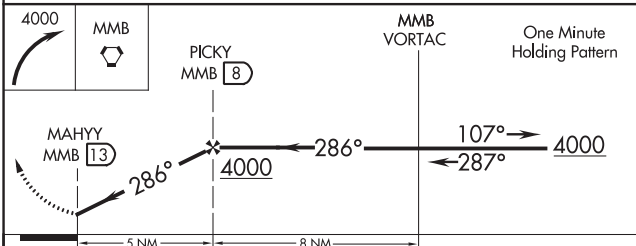
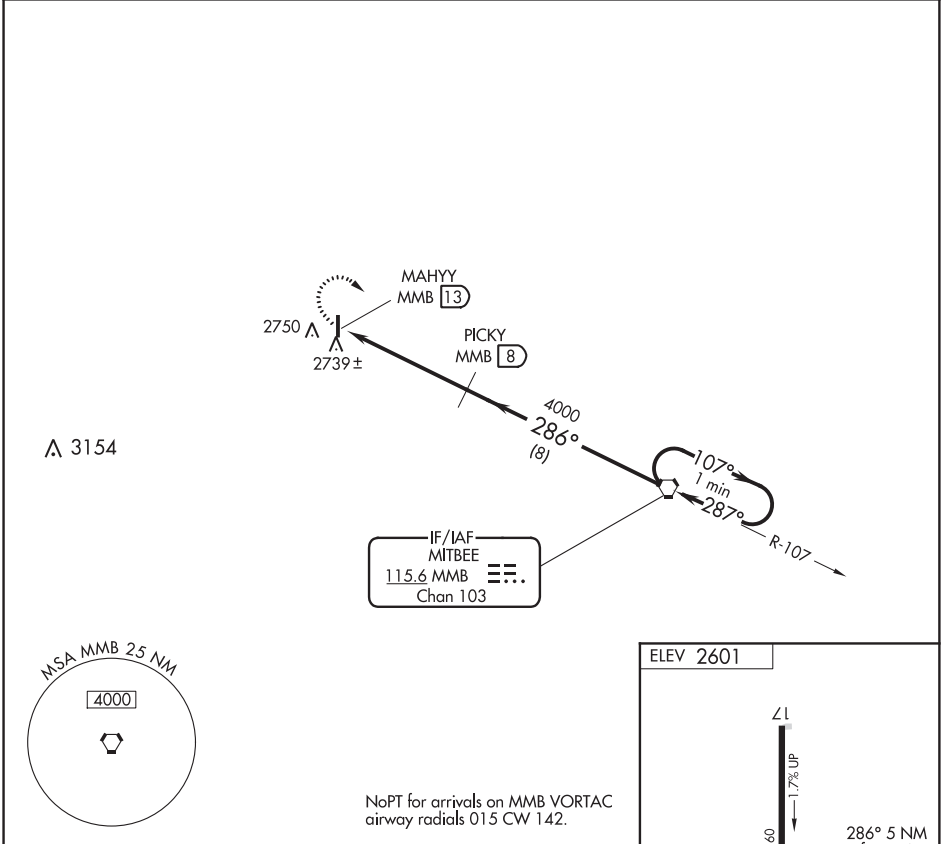
16315

VORTAC MMB <b>115.6</b> Chan <b>103</b>	APP CRS <b>286°</b>	Rwy Idg TDZE Apt Elev <b>2601</b>	<b>N/A</b> <b>N/A</b> <b>2601</b>
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**VOR/DME-A**  
FOLLETT-LIPSCOMB COUNTY (T93)

<p><b>▽</b> Use Gage, OK altimeter setting, when not received use Perryton, TX altimeter setting and increase cll MDA 20 feet.</p> <p><b>▲ NA</b></p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 4000 direct MMB VORTAC and hold.</p>
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<p><b>KANSAS CITY CENTER</b> <b>126.95 379.2</b></p>	<p><b>CTAF</b> <b>122.9</b></p>
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CATEGORY	A	B	C	D
CIRCLING	3160-1	559 (600-1)	NA	NA

LIRL Rwy 17-35

FOLLETT, TEXAS  
Amdt 3 03JUN10

36° 26'N-100° 07'W

FOLLETT-LIPSCOMB COUNTY (T93)  
**VOR/DME-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3657</b>
<b>165°</b>	TDZE	<b>873</b>
	Apt Elev	<b>873</b>

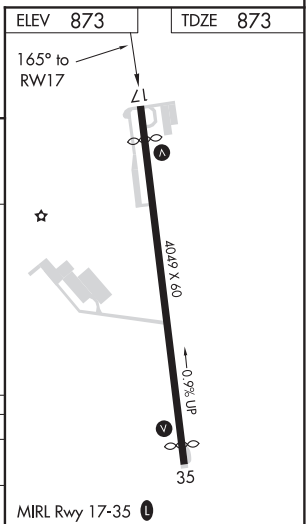
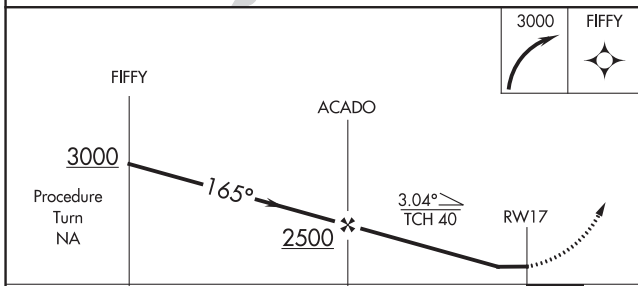
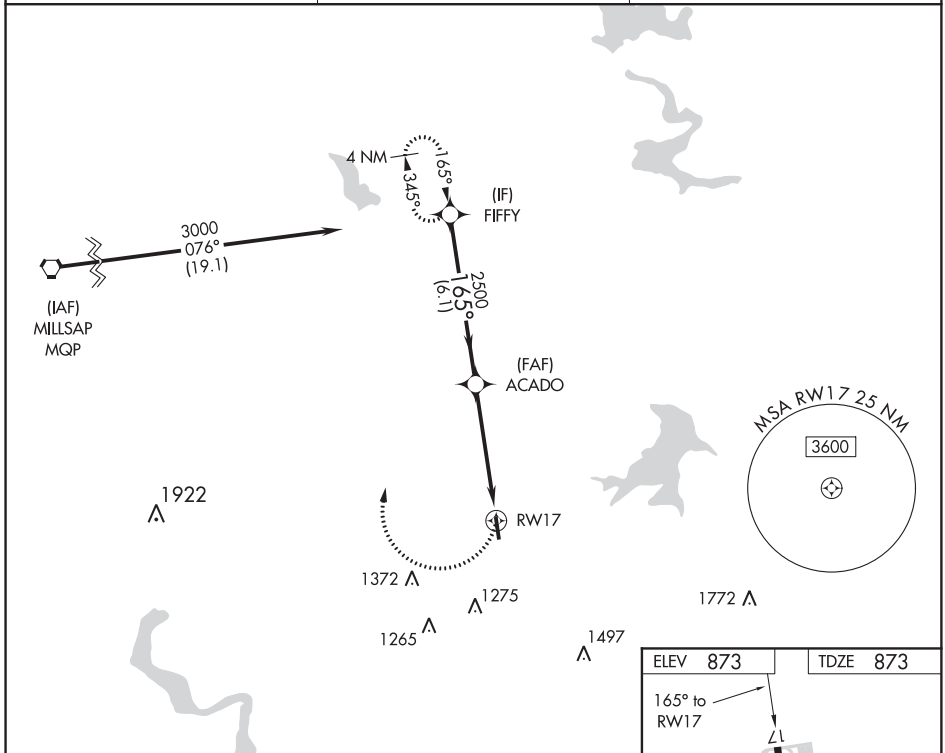
# RNAV (GPS) RWY 17

FORT WORTH/BOURLAND FIELD (50F)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet, increase LNAV and circling Cat C visibility 1/4 mile. Procedure NA at night.

**⚠** MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

CLEBURNE AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>123.0 (CTAF)</b> <b>L</b>
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CATEGORY	A	B	C	D
LNAV MDA	1520-1	647 (700-1)	1520-1 3/4 647 (700-1 3/4)	NA
CIRCLING	1580-1	707 (800-1)	1600-2 727 (800-2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3834</b>
<b>345°</b>	TDZE	<b>865</b>
	Apt Elev	<b>873</b>

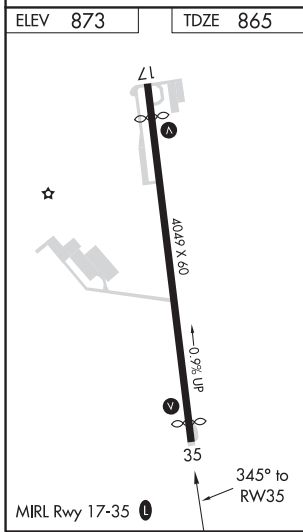
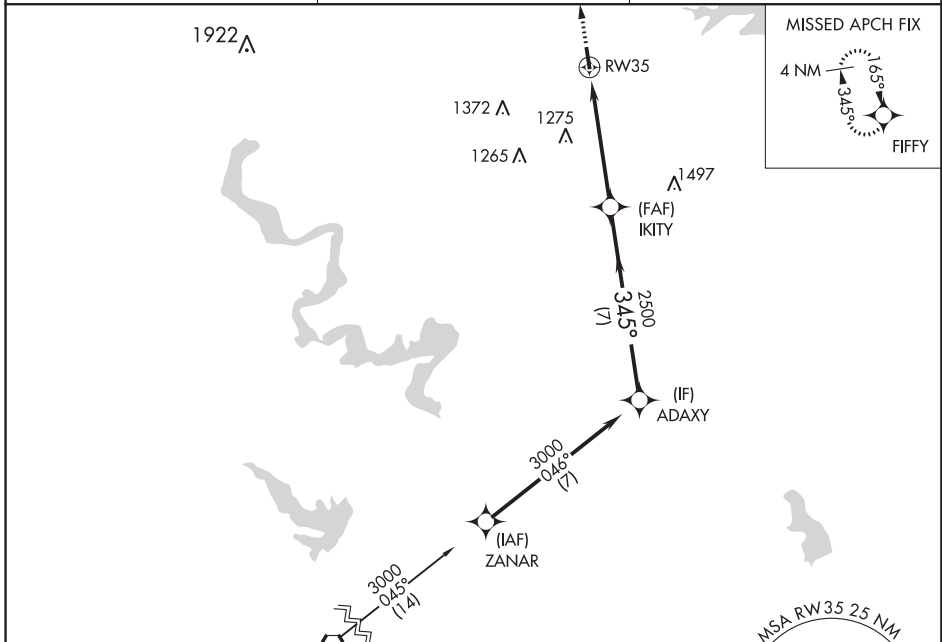
# RNAV (GPS) RWY 35

FORT WORTH/BOURLAND FIELD (50F)

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.  
**△** NA Use Cleburne altimeter setting; when not received use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet and increase LNAV Cat B and Circling Cat B and C visibility ¼ mile.

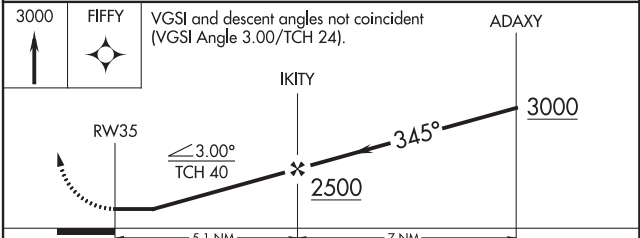
**MISSED APPROACH:** Climb to 3000 direct FIFFY and hold.

<b>CLEBURNE AWOS-3</b> <b>119.525</b>	<b>REGIONAL APP CON</b> <b>135.975 379.9</b>	<b>UNICOM</b> <b>123.0 (CTAF)</b>
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GLEN ROSE JEN  
 Procedure NA for arrivals on JEN VORTAC airway radials 344 CW 128.

MSA RW35 25 NM  
 3600



CATEGORY	A	B	C	D
LNAV MDA	1540-1	675 (700-1)	1540-2 675 (700-2)	NA
<b>C</b> CIRCLING	1580-1	707 (800-1)	1680-2¼ 807 (900-2¼)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

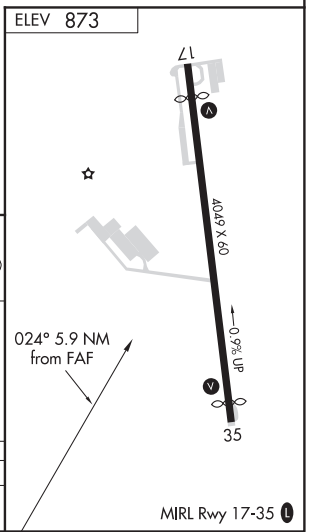
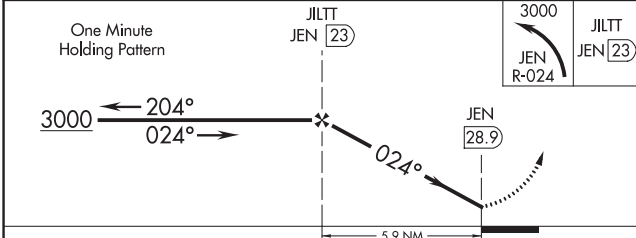
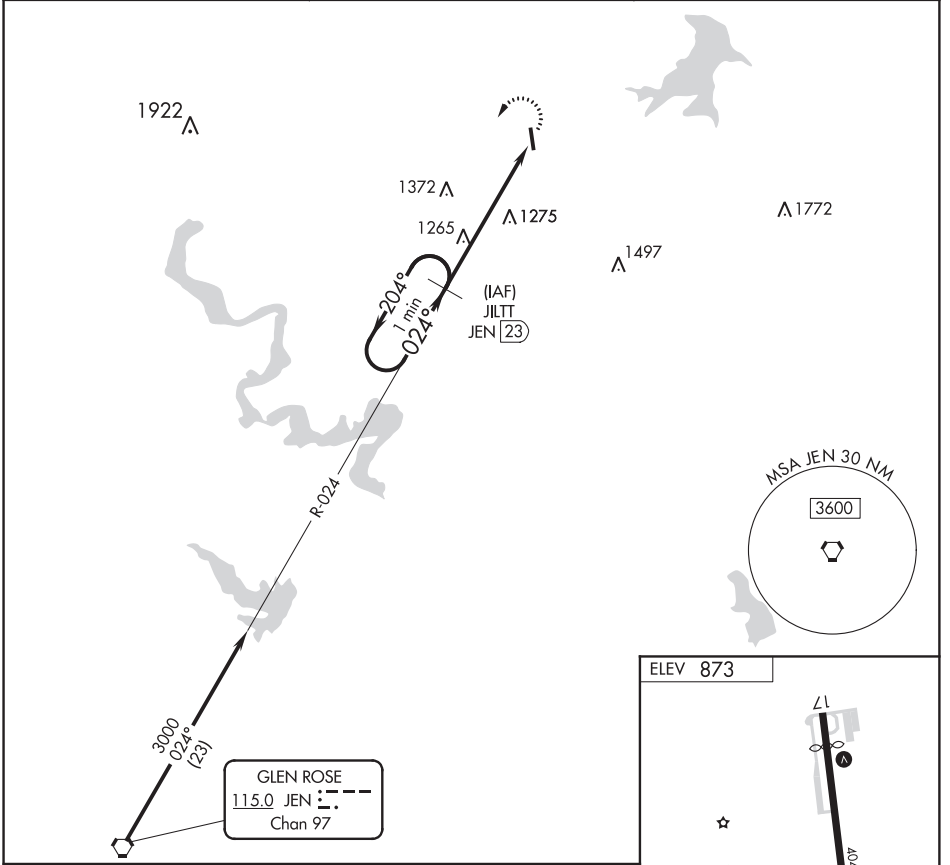
VORTAC JEN <b>115.0</b> Chan <b>97</b>	APP CRS <b>024°</b>	Rwy Idg TDZE Apt Elev <b>873</b>	<b>N/A</b> <b>N/A</b> <b>873</b>
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**VOR/DME-A**  
FORT WORTH/BOURLAND FIELD (50F)

▼ Use Fort Worth Meacham altimeter setting.  
 Procedure NA at night.  
 ▲ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 via JEN R-024 to JILTT 23 DME and hold.

CLEBURNE AWOS-3 <b>119.525</b>	REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>123.0</b> (CTAF) <b>①</b>
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CATEGORY	A	B	C	D
CIRCLING	1740-1 867 (900-1)	1740-1¼ 867 (900-1¼)	1740-2½ 867 (900-2½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

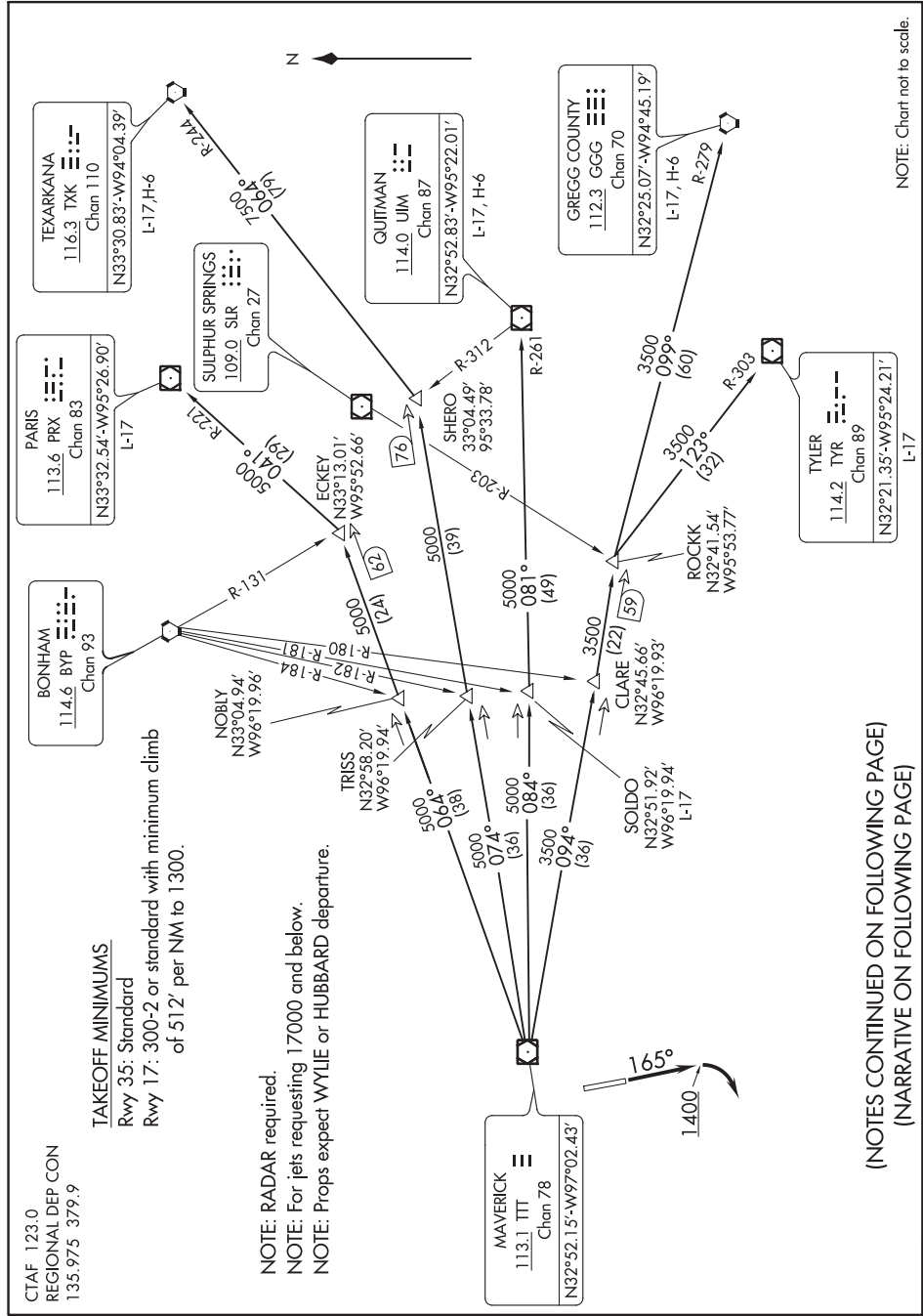
# GARLAND SIX DEPARTURE

SL-6854 (FAA)

BOURLAND FIELD (50F)

FORT WORTH, TEXAS

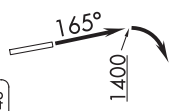
SC-2, 10 NOV 2016 to 05 JAN 2017



### TAKEOFF MINIMUMS

Rwy 35: Standard  
Rwy 17: 300-2 or standard with minimum climb of 512' per NM to 1300.

- NOTE: RADAR required.
- NOTE: For jets requesting 17000 and below.
- NOTE: Props expect WYLIE or HUBBARD departure.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# GARLAND SIX DEPARTURE

FORT WORTH, TEXAS

BOURLAND FIELD (50F)





**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 17: Climb heading 165° to 1400 before turning right.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

**TAKEOFF OBSTACLE NOTES**

- Rwy 17: Trees beginning 9' from DER, 87' right of centerline, up to 60' AGL/886' MSL. Trees beginning 17' from DER, 113' left of centerline, up to 57' AGL/886' MSL. Trees 188' from DER, 28' left of centerline, up to 15' AGL/844' MSL. Terrain, pole, vehicles on road, and trees beginning 680' from DER, 15' right of centerline, up to 38' AGL/988' MSL. Terrain, vehicles on road, and trees beginning 871' from DER, 10' left of centerline, up to 47' AGL/987' MSL. Trees 2723' from DER, 533' right of centerline, up to 32' AGL/1011' MSL. Transmission tower 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL. Transmission tower 1.5 NM from DER, 2849' right of centerline, 93' AGL/1092' MSL.
- Rwy 35: Terrain, fences, vehicles in parking lot, vehicles on road, signs, poles, and trees beginning 22' from DER, 30' left of centerline, up to 26' AGL/935' MSL. Terrain, fences, vehicles on road, poles, trees, and signs beginning 165' from DER, 42' right of centerline, up to 42' AGL/925' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 1013' from DER, 29' right of centerline, up to 15' AGL/956' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2606' from DER, 328' right of centerline, up to 16' AGL/995' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2433' from DER, 663' left of centerline, up to 17' AGL/1006' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

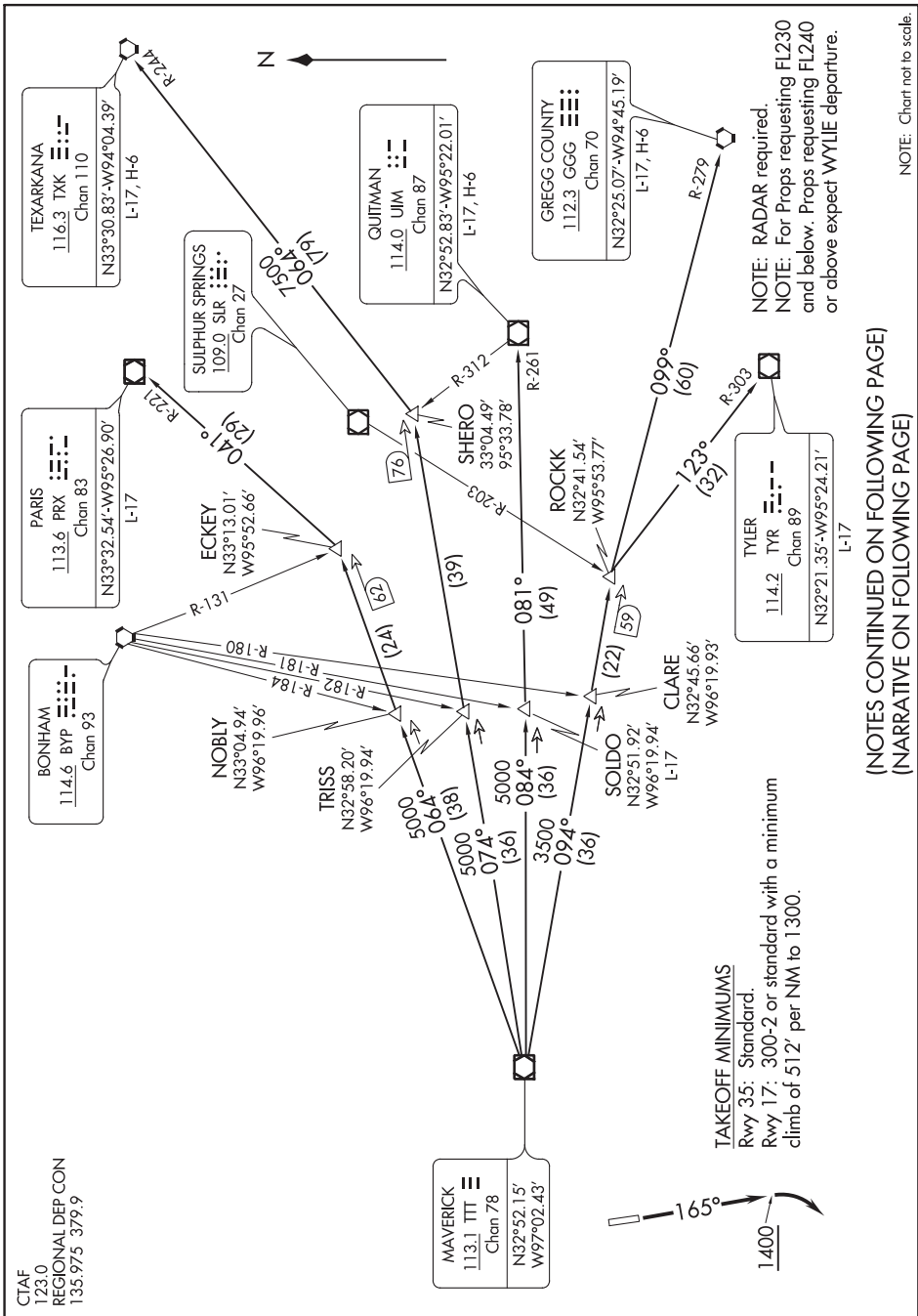
(HUBB9.TTT) 16091

# HUBBARD NINE DEPARTURE

SL-6854 (FAA)

BOURLAND FIELD (50F)  
FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

BOURLAND FIELD (50F)  
FORT WORTH, TEXAS

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 165° to 1400 before turning right.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES NOTES

Rwy 17: Trees beginning 9' from DER, 87' right of centerline, up to 60' AGL/886' MSL

Trees beginning 17' from DER, 113' left of centerline, up to 57' AGL/886' MSL.

Trees 188' from DER, 28' left of centerline, up to 15' AGL/844' MSL.

Terrain, pole, vehicles on road, and trees beginning 680' from DER,

15' right of centerline, up to 38' AGL/988' MSL.

Terrain, vehicles on road, and trees beginning 871' from DER, 10' left of centerline, up to 47' AGL/987' MSL.

Trees 2723' from DER, 533' right of centerline, up to 32' AGL/1011' MSL.

Transmission tower 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL.

Transmission tower 1.5 NM from DER, 2849' right of centerline, 93' AGL/1092' MSL.

Rwy 35: Terrain, fences, vehicles in parking lot, vehicles on road, signs, poles, and trees beginning 22' from DER, 30' left of centerline, up to 26' AGL/935' MSL.

Terrain, fences, vehicles on road, poles, trees, and signs beginning 165' from DER, 42' right of centerline, up to 42' AGL/925' MSL.

Terrain, vehicles in parking lot, vehicles on road, and trees beginning 1013' from DER, 29' right of centerline, up to 15' AGL/956' MSL.

Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2606' from DER, 328' right of centerline, up to 16' AGL/995' MSL.

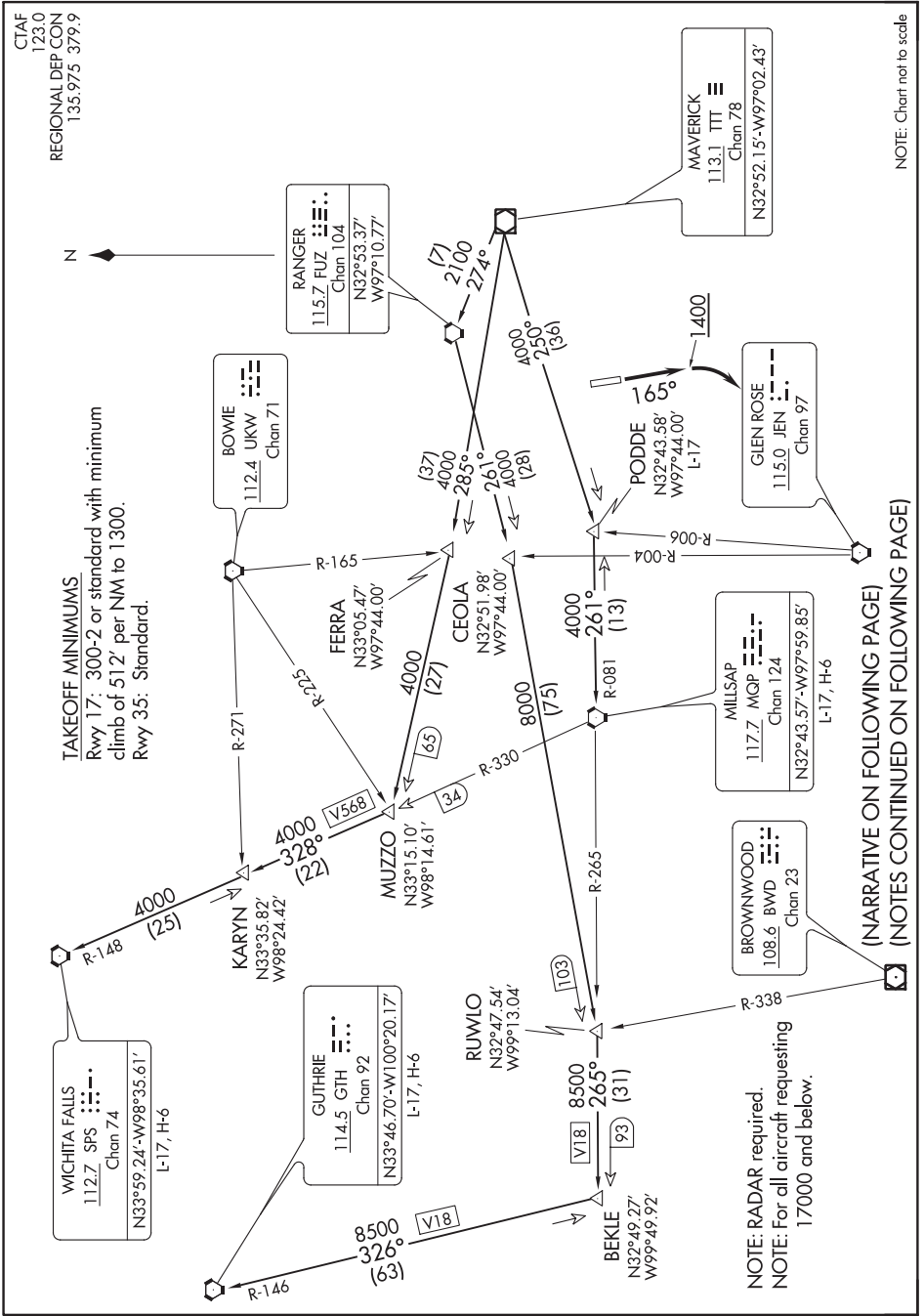
Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2433' from DER, 663' left of centerline, up to 17' AGL/1006' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

(KING2.TTT) 31MAR16

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 165° to 1400 before turning right.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Trees beginning 9' from DER, 87' right of centerline, up to 60' AGL/886' MSL. Trees beginning 17' from DER, 113' left of centerline, up to 57' AGL/886' MSL. Trees 188' from DER, 28' left of centerline, up to 15' AGL/844' MSL. Terrain, pole, vehicles on road, and trees beginning 680' from DER, 15' right of centerline, up to 38' AGL/988' MSL. Terrain, vehicles on road, and trees beginning 871' from DER, 10' left of centerline, up to 47' AGL/987' MSL. Trees 2723' from DER, 533' right of centerline, up to 32' AGL/1011' MSL. Transmission tower 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL. Transmission tower 1.5 NM from DER, 2849' right of centerline, 93' AGL/1092' MSL.

Rwy 35: Terrain, fences, vehicles in parking lot, vehicles on road, signs, poles, and trees beginning 22' from DER, 30' left of centerline, up to 26' AGL/935' MSL. Terrain, fences, vehicles on road, poles, trees, and signs beginning 165' from DER, 42' right of centerline, up to 42' AGL/925' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 1013' from DER, 29' right of centerline, up to 15' AGL/956' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2606' from DER, 328' right of centerline, up to 16' AGL/995' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2433' from DER, 663' left of centerline, up to 17' AGL/1006' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

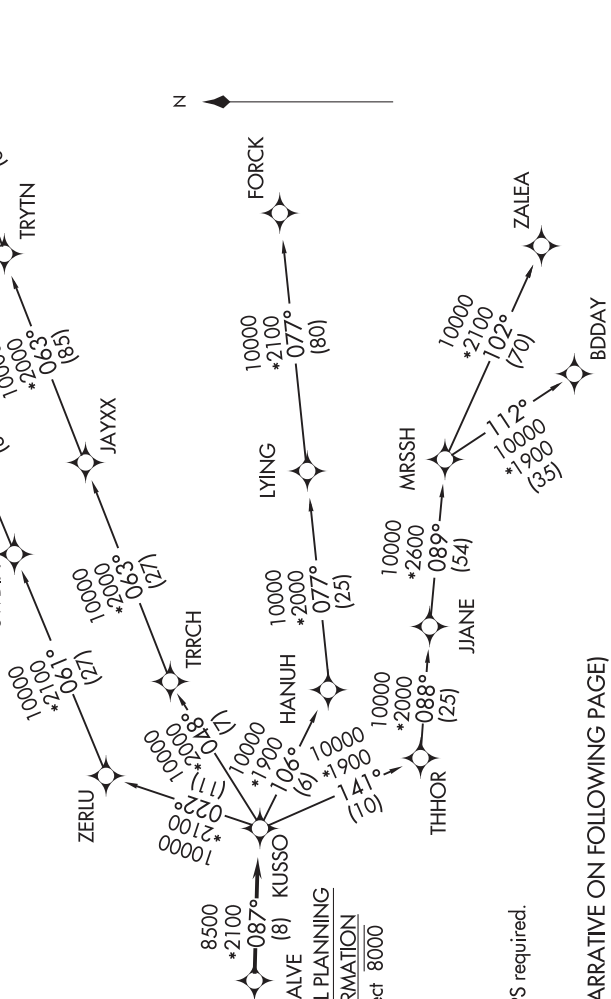
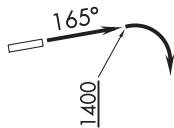
SC-2, 10 NOV 2016 to 05 JAN 2017

REGIONAL DEP CON  
135.975379.9  
CTAF 123.0

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**

Rwy 17: 300-2 or standard with minimum climb of 512' per NM to 1300.  
Rwy 35: Standard.



**VERTICAL PLANNING  
INFORMATION**  
Expect 8000

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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climb heading 165° to 1400 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

TAKEOFF OBSTACLE NOTES

Rwy 17: Trees beginning 9' from DER, 87' right of centerline, up to 60' AGL/886' MSL. Trees beginning 17' from DER, 113' left of centerline, up to 57' AGL/886' MSL. Trees 188' from DER, 28' left of centerline, up to 15' AGL/844' MSL. Terrain, pole, vehicles on road, and trees beginning 680' from DER, 15' right of centerline, up to 38' AGL/988' MSL. Terrain, vehicles on road, and trees beginning 871' from DER, 10' left of centerline, up to 47' AGL/987' MSL. Trees 2723' from DER, 533' right of centerline, up to 32' AGL/1011' MSL. Transmission tower 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL. Transmission tower 1.5 NM from DER, 2849' right of centerline, 93' AGL/1092' MSL.

Rwy 35: Terrain, fences, vehicles in parking lot, vehicles on road, signs, poles, and trees beginning 22' from DER, 30' left of centerline, up to 26' AGL/935' MSL. Terrain, fences, vehicles on road, poles, trees, and signs beginning 165' from DER, 42' right of centerline, up to 42' AGL/925' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 1013' from DER, 29' right of centerline, up to 15' AGL/956' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2606' from DER, 328' right of centerline, up to 16' AGL/995' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2433' from DER, 663' left of centerline, up to 17' AGL/1006' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

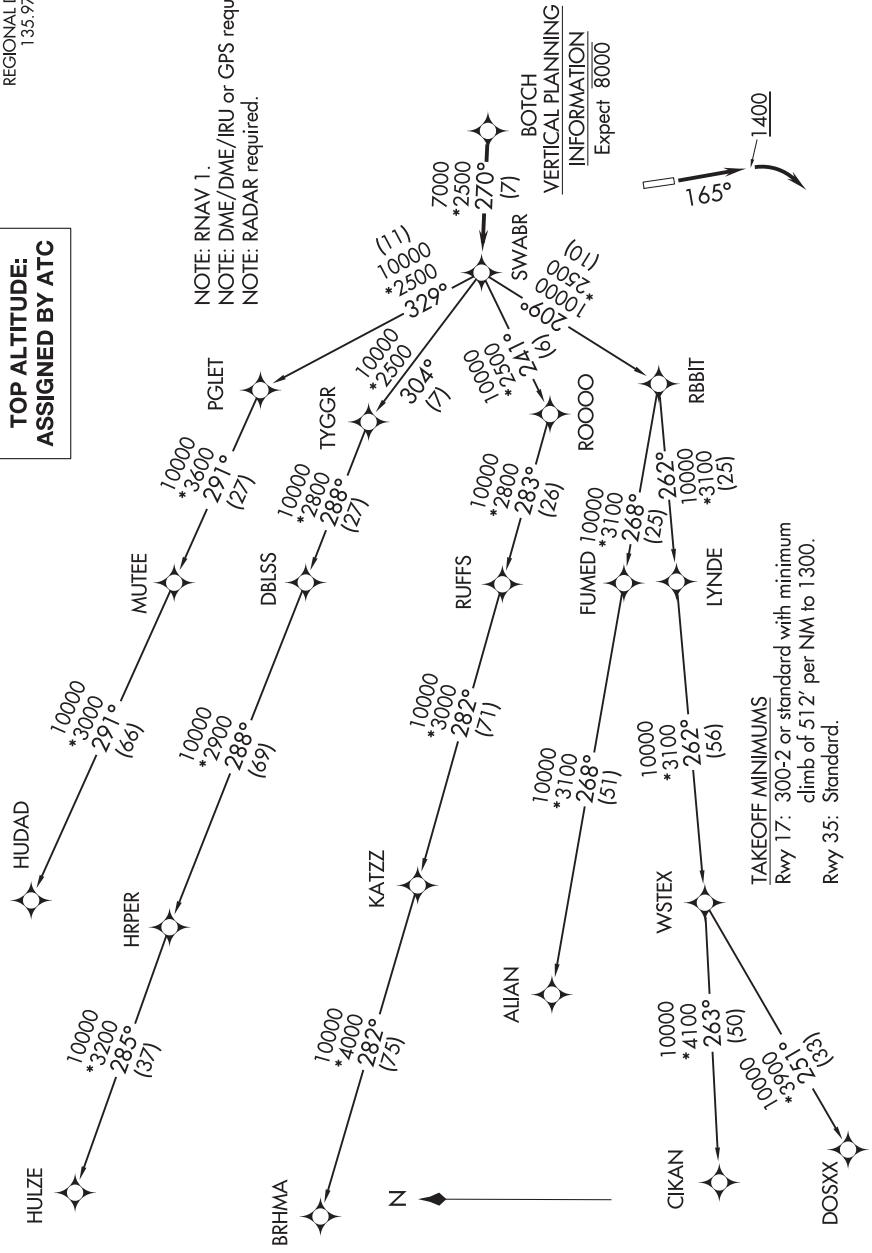
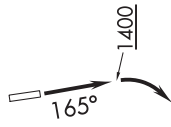
# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

REGIONAL DEP CON  
135.975 379.9  
CTAF  
123.0

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



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

**TAKEOFF MINIMUMS**  
Rwy 17: 300-2 or standard with minimum climb of 512' per NM to 1300.  
Rwy 35: Standard.

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 165° to 1400 before turning right.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

## TAKEOFF OBSTACLE NOTES

Rwy 17: Trees beginning 9' from DER, 87' right of centerline, up to 60' AGL/886' MSL. Trees beginning 17' from DER, 113' left of centerline, up to 57' AGL/886' MSL. Trees 188' from DER, 28' left of centerline, up to 15' AGL/844' MSL. Terrain, pole, vehicles on road, and trees beginning 680' from DER, 15' right of centerline, up to 38' AGL/988' MSL. Terrain, vehicles on road, and trees beginning 871' from DER, 10' left of centerline, up to 47' AGL/987' MSL. Trees 2723' from DER, 533' right of centerline, up to 32' AGL/1011' MSL. Transmission tower 1.4 NM from DER, 2471' right of centerline, 123' AGL/1123' MSL. Transmission tower 1.5 NM from DER, 2849' right of centerline, 93' AGL/1092' MSL.

Rwy 35: Terrain, fences, vehicles in parking lot, vehicles on road, signs, poles, and trees beginning 22' from DER, 30' left of centerline, up to 26' AGL/935' MSL. Terrain, fences, vehicles on road, poles, trees, and signs beginning 165' from DER, 42' right of centerline, up to 42' AGL/925' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 1013' from DER, 29' right of centerline, up to 15' AGL/956' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2606' from DER, 328' right of centerline, up to 16' AGL/995' MSL. Terrain, vehicles in parking lot, vehicles on road, and trees beginning 2433' from DER, 663' left of centerline, up to 17' AGL/1006' MSL.

LOC/DME I-UEP <b>110.15</b> Chan <b>38 (Y)</b>	APP CRS <b>166°</b>	Rwy 16L Idg <b>8210</b> TDZE <b>715</b> Apt Elev <b>722</b>	Rwy 16R Idg <b>6718</b> TDZE <b>714</b> Apt Elev <b>722</b>
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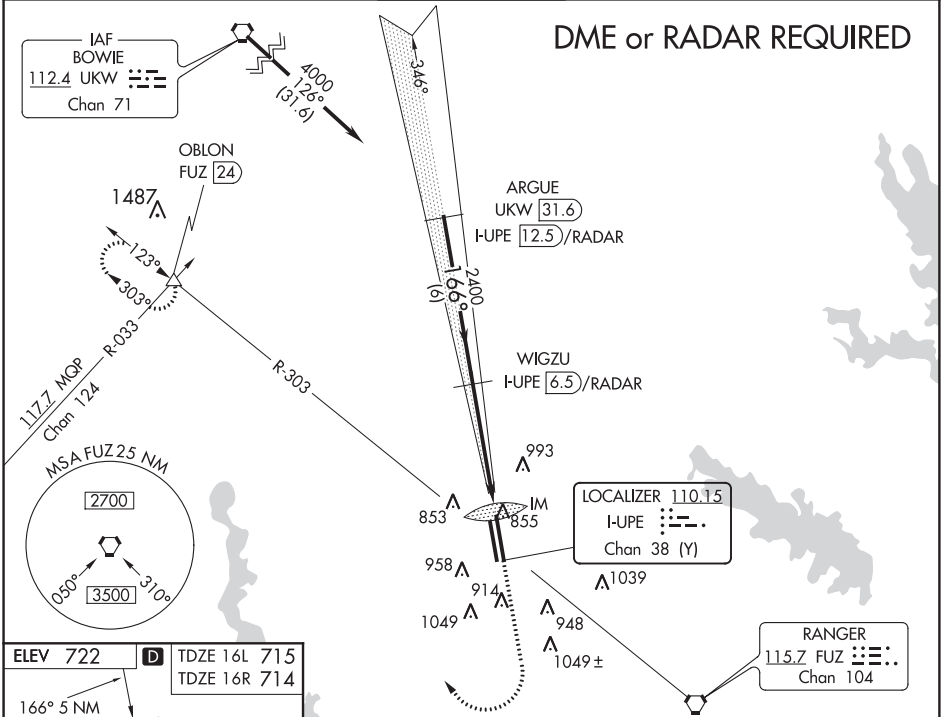
# ILS or LOC RWY 16L

FORT WORTH ALLIANCE (AFW)

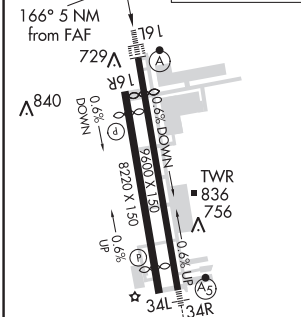
**⚠** Circling not authorized east of runway 16L-34R. For imperative ALSF-2, increase S-ILS-16L Cat E visibility to RVR 4000, increase S-LOC-16L Cat E visibility to 1½.

**ⓘ** MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

ATIS <b>126.925</b>	REGIONAL APP CON <b>118.1 306.95</b>	ALLIANCE TOWER <b>135.15 257.9</b>	GND CON <b>132.65 306.2</b>	CLNC DEL <b>128.725</b>
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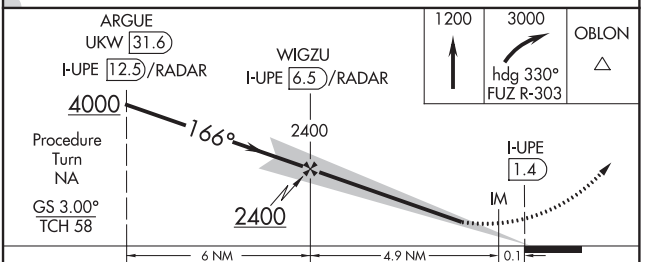
ELEV <b>722</b>	<b>D</b>	TDZE 16L <b>715</b>	TDZE 16R <b>714</b>
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TDZ/CL Rwy 16L  
HIRL Rwy 16L-34R  
REIL Rwy 16R and 34L  
MIRL Rwy 16R-34L

FAF to MAP 5 NM

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



CATEGORY	A	B	C	D	E
S-ILS 16L	915/18 200 (200-½)				
S-LOC 16L	1120/24 405 (400-½)	1120/40 405 (400-¾)	1120-2 406 (400-2)	1120-2 406 (400-2¼)	1120-50 405 (400-1)
SIDESTEP 16R	1120-1 406 (400-1)	1120-1½ 406 (400-1½)	1120-2 406 (400-2)	1120-2 406 (400-2¼)	1120-2 406 (400-2½)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2 658 (700-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

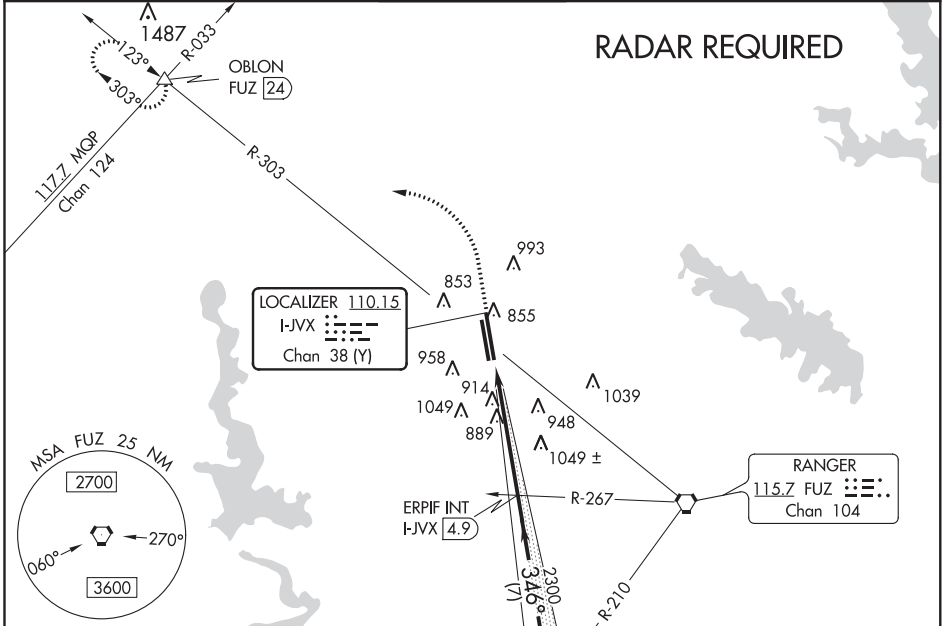
LOC/DME I-JVX <b>110.15</b> Chan <b>38</b> (Y)	APP CRS <b>346°</b>	Rwy 34R Idg TDZE Apt Elev	<b>8516</b> <b>681</b> <b>722</b>	Rwy 34L Idg TDZE Apt Elev	<b>6718</b> <b>686</b> <b>722</b>
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# ILS or LOC RWY 34R

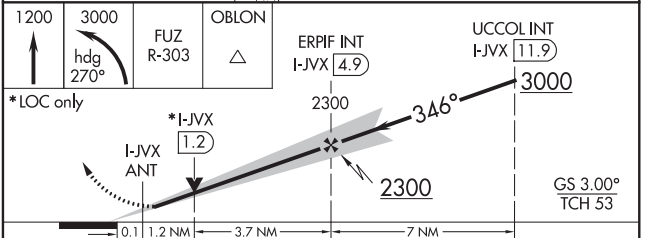
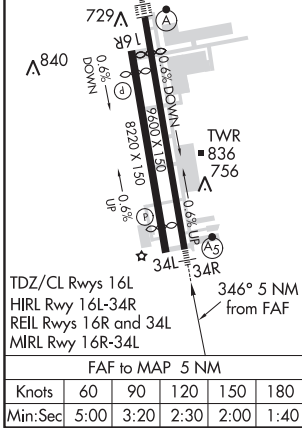
FORT WORTH ALLIANCE (AFW)

<p><b>⚠</b> For inop MALSR, increase S-ILS 34R Cat E visibility to RVR 4000 and S-LOC 34R, Cat E visibility to 1<math>\frac{1}{2}</math>. Circling NA east of Rwy 16L-34R.</p>	MALSR Rwy 34R	<p>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.</p>

ATIS <b>126.925</b>	REGIONAL APP CON <b>118.1 306.95</b>	ALLIANCE TOWER <b>135.15 257.9</b>	GND CON <b>132.65 306.2</b>	CLNC DEL <b>128.725</b>
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ELEV 722	<b>D</b> TDZE 34R 681
	TDZE 34L 686



CATEGORY	A	B	C	D	E
S-ILS 34R	881/18 200 (200-1/2)				
S-LOC 34R	1140/24 459 (500-1/2)	1140/50 459 (500-1)			
SIDESTEP 34L	1140-1 454 (500-1)	1140-1 1/2 454 (500-1 1/2)	1140-2 454 (500-2)	1140-2 1/2 454 (500-2 1/2)	1140-2 3/4 454 (500-2 3/4)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1 1/2 598 (600-1 1/2)	1380-2 658 (700-2)	1380-2 1/2 658 (700-2 1/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

AL-6918 (FAA)

15344

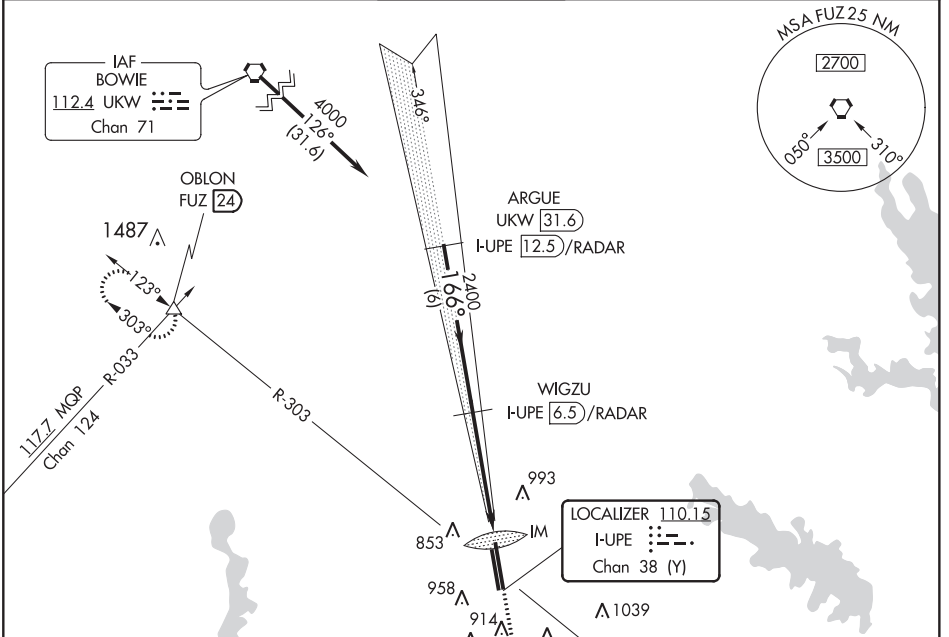
LOC/DME I-UIPE <b>110.15</b> Chan <b>38 (Y)</b>	APP CRS <b>166°</b>	Rwy Idg <b>8210</b> TDZE <b>715</b> Apt Elev <b>722</b>
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# ILS RWY 16L (CAT II & III)

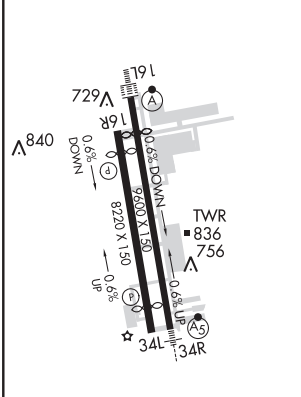
FORT WORTH ALLIANCE (AFW)

	ALS F2	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLOM Int/FUZ 24 DME and hold.
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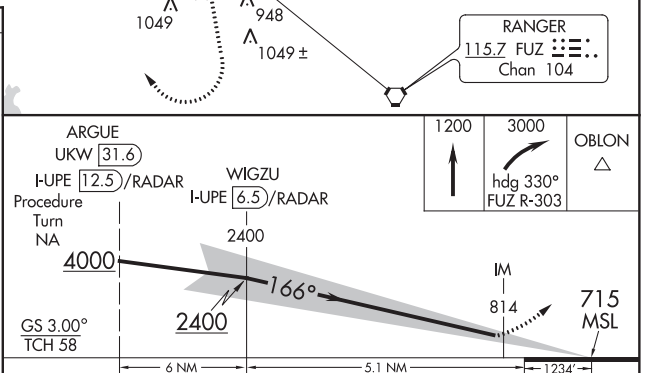
ATIS <b>126.925</b>	REGIONAL APP CON <b>118.1 306.95</b>	ALLIANCE TOWER <b>135.15 257.9</b>	GND CON <b>132.65 306.2</b>	CLNC DEL <b>128.725</b>
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ELEV 722	<b>D</b>	TDZE 715
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TDZ/CL Rwy 16L  
HIRL Rwy 16L-34R  
REIL Rwy 16R and 34L  
MIRL Rwy 16R-34L



CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 103/12 100 DA 815			
S-ILS 16L	CAT IIIa RVR 07			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FORT WORTH, TEXAS  
Amdt 6A 05APR12

32°59'N-97°19'W

FORT WORTH ALLIANCE (AFW)  
**ILS RWY 16L (CAT II & III)**

SC-2, 10 NOV 2016 to 05 JAN 2017


SC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 16L

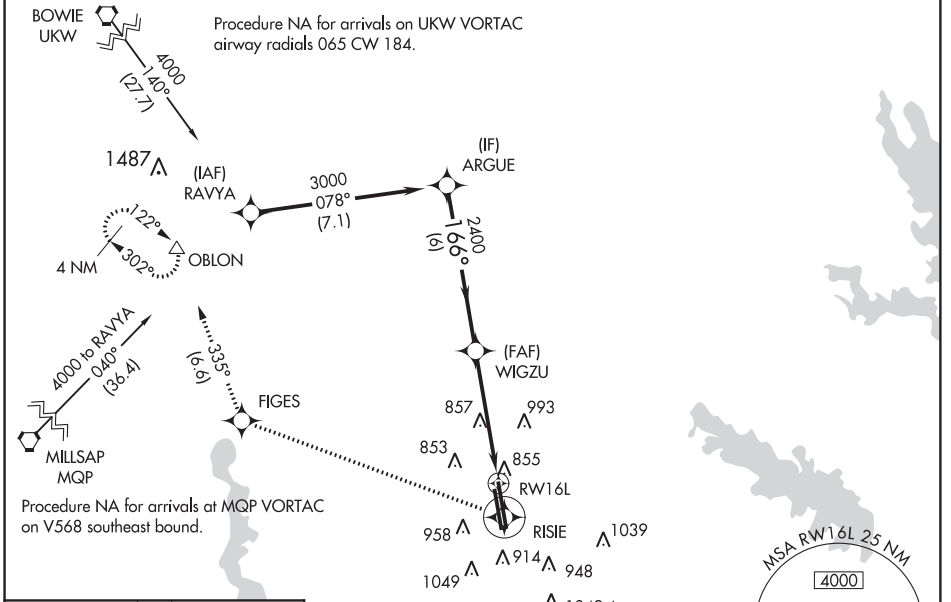
FORT WORTH ALLIANCE (AFW)

APP CRS <b>166°</b>	Rwy Idg <b>8210</b>
	TDZE <b>715</b>
	Apt Elev <b>722</b>

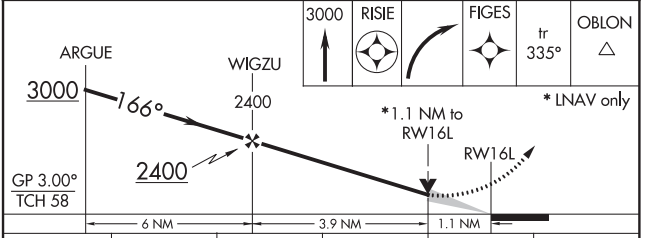
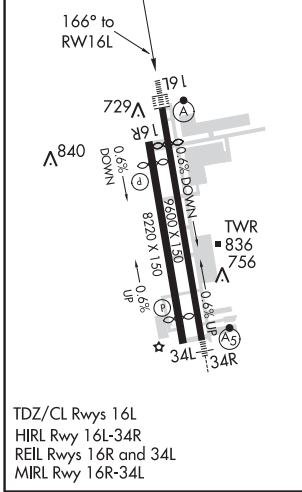
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA. For inop ALSF2 increase LNAV/VNAV and LNAV Cat E visibility to 1¼.

**ALSF2**  
  
**MISSED APPROACH:** Climb to 3000 direct RISE and right turn direct FIGES and on track 335° to OBLOL and hold.

ATIS <b>126.925</b>	REGIONAL APP CON <b>118.1 306.95</b>	ALLIANCE TOWER <b>135.15 257.9</b>	GND CON <b>132.65 306.2</b>	CLNC DEL <b>128.725</b>
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ELEV 722	<b>D</b>	TDZE 715
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CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1120-45 405 (400-7/8)				
LNAV MDA	1120/24	405 (400-1/2)	1120/40		405 (400-3/4)
CIRCLING	1200-1 478 (500-1)	1260-1 538 (600-1)	1320-1½ 598 (600-1½)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

AL-6918 (FAA)

15344

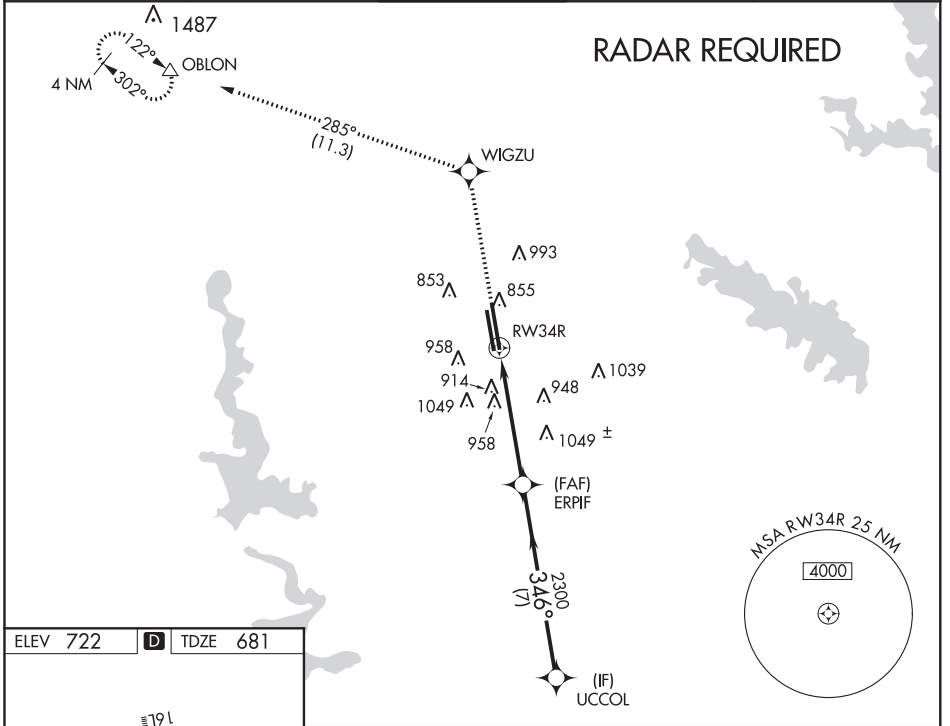
WAAS CH <b>82324</b> <b>W34A</b>	APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>8516</b> <b>681</b> <b>722</b>
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# RNAV (GPS) RWY 34R

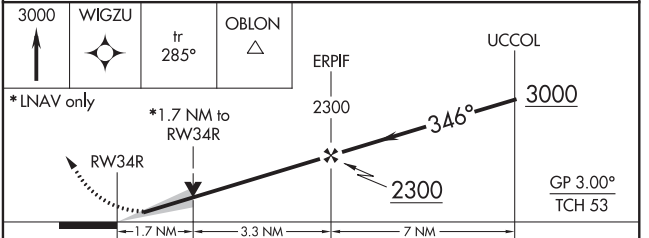
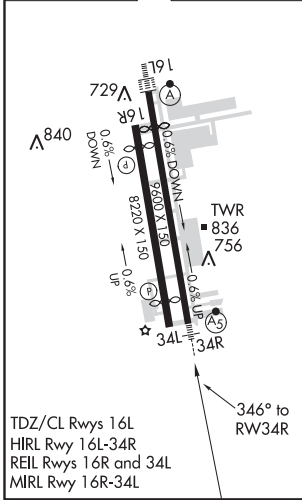
FORT WORTH ALLIANCE (A/FW)

<p><b>▼</b> 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.  <b>▲</b> DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 2¾ mile and LNAV Cat E to 1¾ mile.</p>	MALSR	MISSED APPROACH: Climb to 3000 direct WIGZU and on track 285° to OBLON and hold.

ATIS <b>126.925</b>	REGIONAL APP CON <b>118.1 306.95</b>	ALLIANCE TOWER <b>135.15 257.9</b>	GND CON <b>132.65 306.2</b>	CINC DEL <b>128.725</b>
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ELEV 722	<b>D</b>	TDZE 681
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CATEGORY	A	B	C	D	E
LPV DA		881/24		200 (200-½)	
LNAV/VNAV DA		1437-2¼		756 (800-2¼)	
LNAV MDA	1260/24	579 (600-½)		1260-1¼	579 (600-1¼)
CIRCLING	1260-1	538 (600-1)	1320-1¾ 598 (600-1¾)	1380-2 658 (700-2)	1380-2¼ 658 (700-2¼)

FORT WORTH, TEXAS  
Amdt 2B 18SEP14

32°59'N-97°19'W

# FORT WORTH ALLIANCE (A/FW) RNAV (GPS) RWY 34R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>99338</b> <b>W16A</b>	APP CRS <b>166°</b>	Rwy Idg TDZE <b>712</b> Apt Elev <b>723</b>	<b>6718</b>
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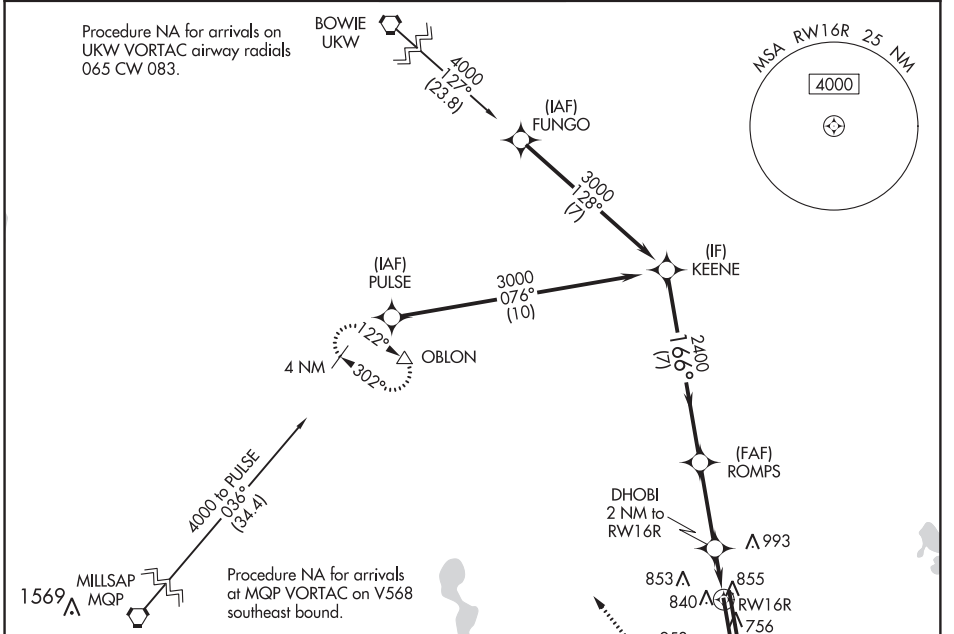
# RNAV (GPS) RWY 16R

FORT WORTH ALLIANCE (AFW)

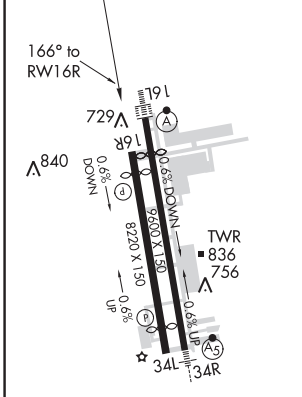
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Circling NA east of Rwy 16L-34R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct OBLON and hold.

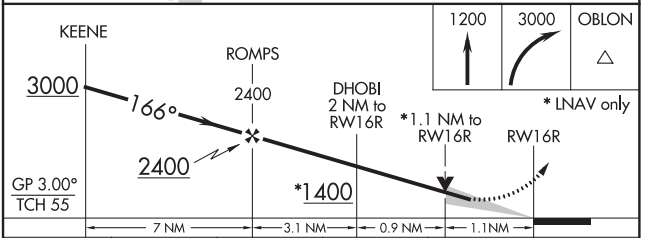
ATIS <b>126.925</b>	REGIONAL APP CON <b>118.1 306.95</b>	ALLIANCE TOWER <b>135.15 257.9</b>	GND CON <b>132.65 306.2</b>	CLNC DEL <b>128.725</b>
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ELEV <b>723</b>	<b>D</b>	TDZE <b>712</b>
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TDZ/CL Rwy 16L  
HIRL Rwy 16L-34R  
MIRL Rwy 16R-34L  
REIL Rwy 16R and 34L



CATEGORY	A	B	C	D	E
LPV DA		962-3/4	250 (300-3/4)		
LNAV/VNAV DA		1017-1	305 (300-1)		
LNAV MDA	1120-1	408 (400-1)	1120-1 1/8	408 (400-1 1/8)	
<b>C</b> CIRCLING	1200-1 477 (500-1)	1320-1 597 (600-1)	1360-1 3/4 637 (700-1 3/4)	1380-2 657 (700-2)	1380-2 1/4 657 (700-2 1/4)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

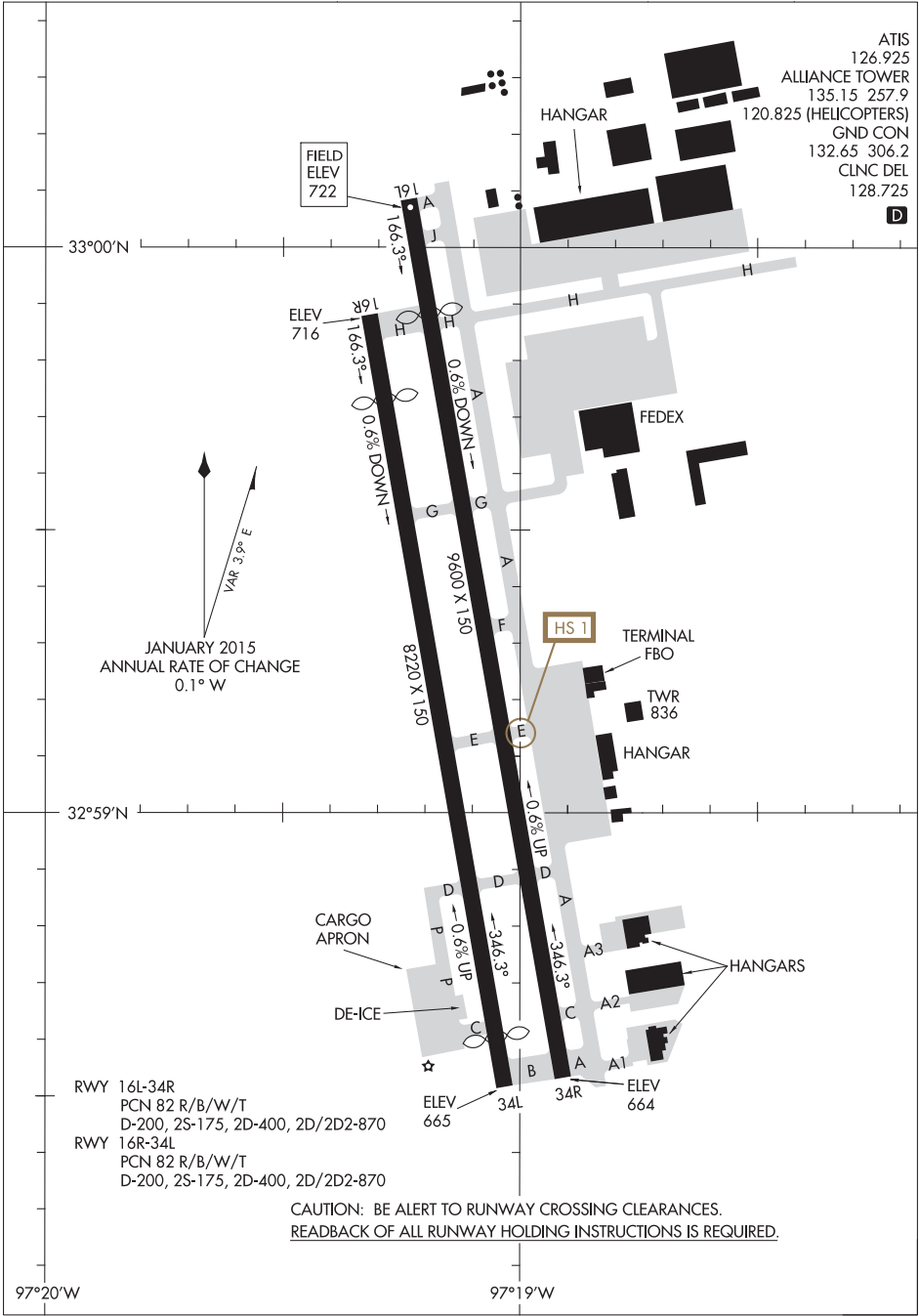
# AIRPORT DIAGRAM

FORT WORTH ALLIANCE (AFW)  
FORT WORTH, TEXAS

AL-6918 (FAA)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ATIS 126.925  
 ALLIANCE TOWER 135.15 257.9  
 120.825 (HELICOPTERS)  
 GND CON 132.65 306.2  
 CLNC DEL 128.725

JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.1° W

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

RWY 16L-34R  
 PCN 82 R/B/W/T  
 D-200, 2S-175, 2D-400, 2D/2D2-870  
 RWY 16R-34L  
 PCN 82 R/B/W/T  
 D-200, 2S-175, 2D-400, 2D/2D2-870

97°20'W

97°19'W

# AIRPORT DIAGRAM

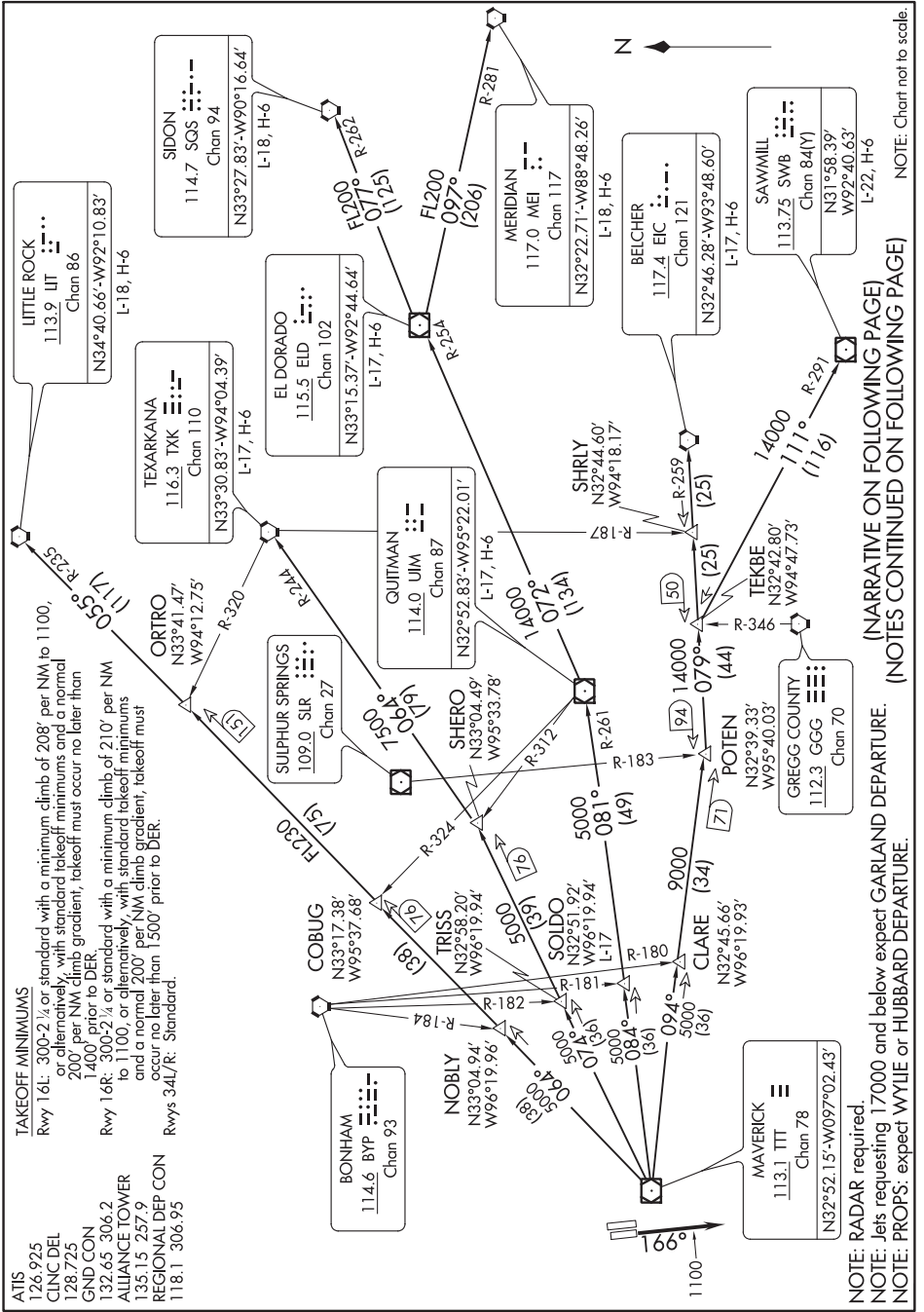
FORT WORTH, TEXAS  
FORT WORTH ALLIANCE (AFW)



# DALLAS FOUR DEPARTURE

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



**TAKEOFF MINIMUMS**  
 Rwy 16L: 300-2 1/2 or standard with a minimum climb of 208' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient; takeoff must occur no later than 1400' prior to DER.  
 Rwy 16R: 300-2 1/2 or standard with a minimum climb of 210' per NM and a normal 200' per NM climb gradient; takeoff must occur no later than 1500' prior to DER.  
 Rwy 34L/R: Standard.

**ATIS** 126.925  
**CINC DEL** 128.725  
**GND CON** 132.65 306.2  
**ALLIANCE TOWER** 135.15 257.9  
**REGIONAL DEP CON** 118.1 306.95

**NOTE: RADAR required.**  
**NOTE: Jets requesting 17000 and below expect GARLAND DEPARTURE.**  
**NOTE: PROPS: expect WYLIE or HUBBARD DEPARTURE.**

**(NARRATIVE ON FOLLOWING PAGE)**  
**(NOTES CONTINUED ON FOLLOWING PAGE)**

NOTE: Chart not to scale.

# DALLAS FOUR DEPARTURE

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL. Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL. Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL. Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

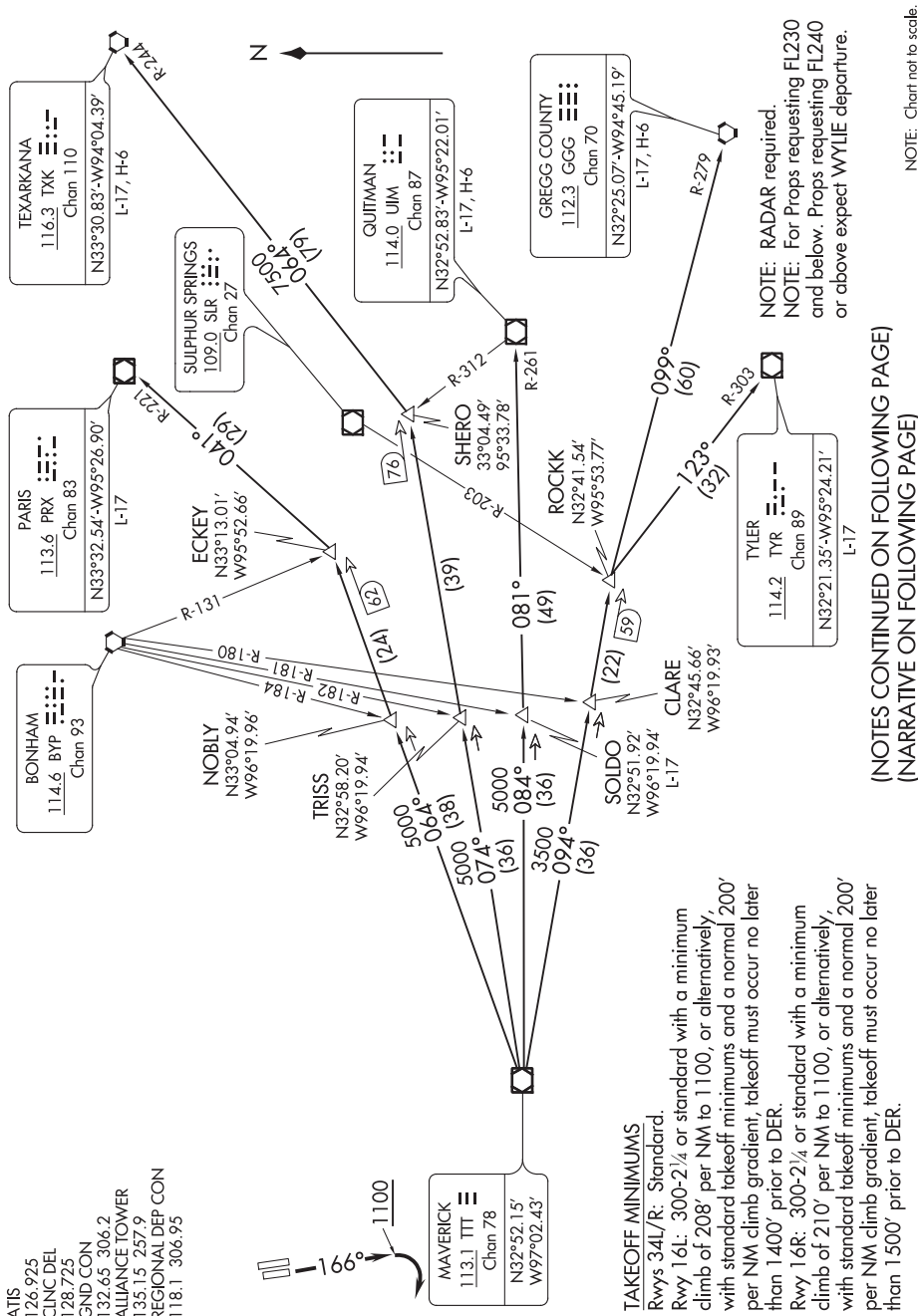
TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

- Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.  
Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.
- Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.  
Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.
- Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.  
Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.
- Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017



- ATIS 126.925
- CINC DEL 128.725
- GND CON 132.65, 306.2
- ALLIANCE TOWER 135.15, 257.9
- REGIONAL DEP CON 118.1, 306.95

**TAKEOFF MINIMUMS**

Rwys 34L/R: Standard.  
 Rwy 16L: 300-2 1/4 or standard with a minimum climb of 208' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.  
 Rwy 16R: 300-2 1/4 or standard with a minimum climb of 210' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

NOTE: RADAR required.  
 NOTE: For Props requesting FL230 and below. Props requesting FL240 or above expect WYLLIE departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)  
FORT WORTH, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.

Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.

Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.

Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

FORT WORTH, TEXAS  
FORT WORTH ALLIANCE (AFW)

# JOE POOL NINE DEPARTURE

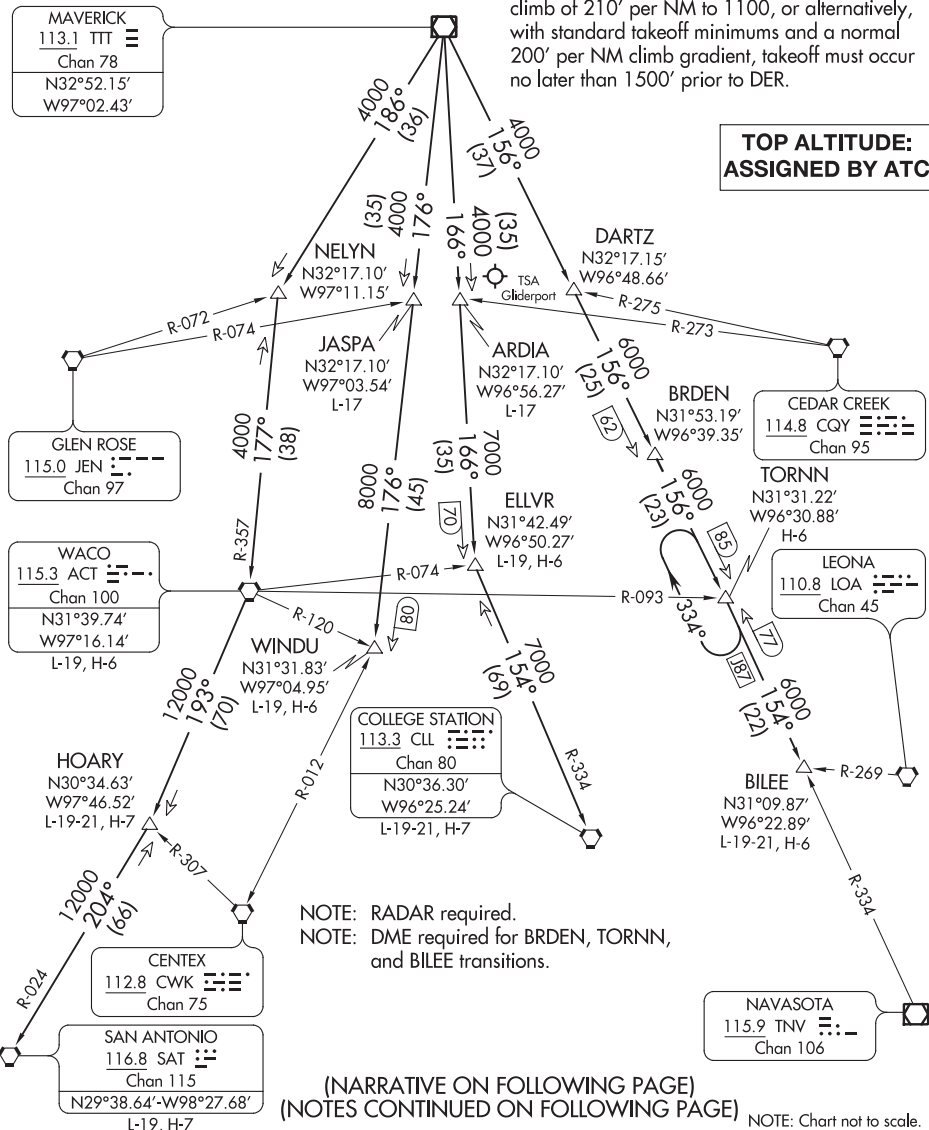
ATIS  
126.925  
CLNC DEL  
128.725  
GND CON  
132.65 306.2  
ALLIANCE TOWER  
135.15 257.9  
REGIONAL DEP CON  
118.1 306.95



### TAKEOFF MINIMUMS

Rwys 34L, 34R: Standard.  
Rwy 16L: 300-2¼ or standard with minimum climb of 208' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.  
Rwy 16R: 300-2¼ or standard with minimum climb of 210' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

**TOP ALTITUDE:  
ASSIGNED BY ATC**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# JOE POOL NINE DEPARTURE

# JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16R: Climb heading 166° to 1100 before turning right.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

### TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.  
Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.  
Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.  
Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

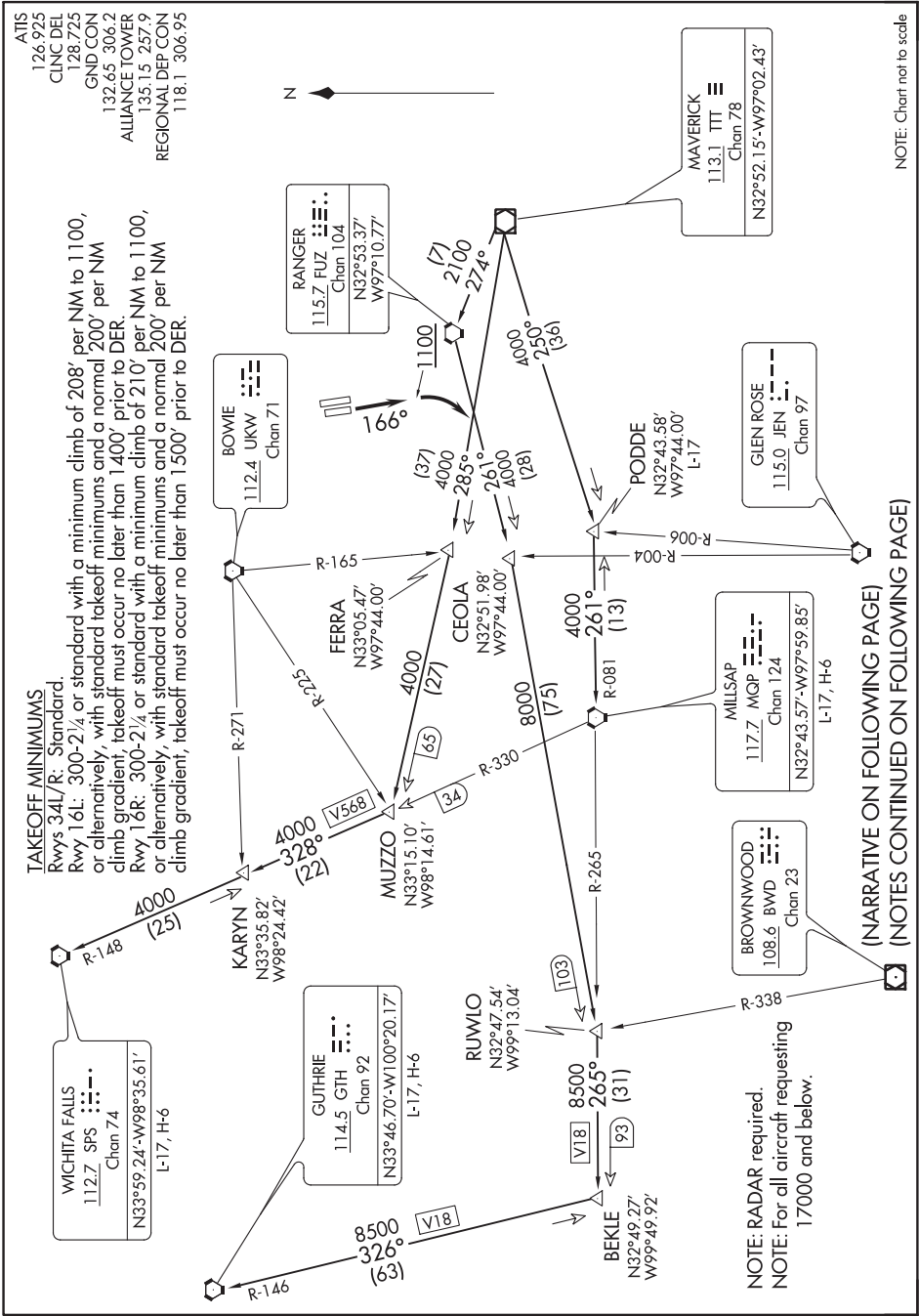


# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS 126.925  
 CINC DEL 128.725  
 GND CON 132.65 306.2  
 ALLIANCE TOWER 135.15 257.9  
 REGIONAL DEP CON 118.1 306.95

**TAKEOFF MINIMUMS**  
 Rwys 34L/R: Standard.  
 Rwy 16L: 300-2¼ or standard with a minimum climb of 208' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient; takeoff must occur no later than 1400' prior to DER.  
 Rwy 16R: 300-2¼ or standard with a minimum climb of 210' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient; takeoff must occur no later than 1500' prior to DER.



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

# KINGDOM TWO DEPARTURE (KING2.TTT) 31MAR16

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.  
Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.  
Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.  
Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16R: Climb heading 166° to 1100 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.

Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.

Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.

Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

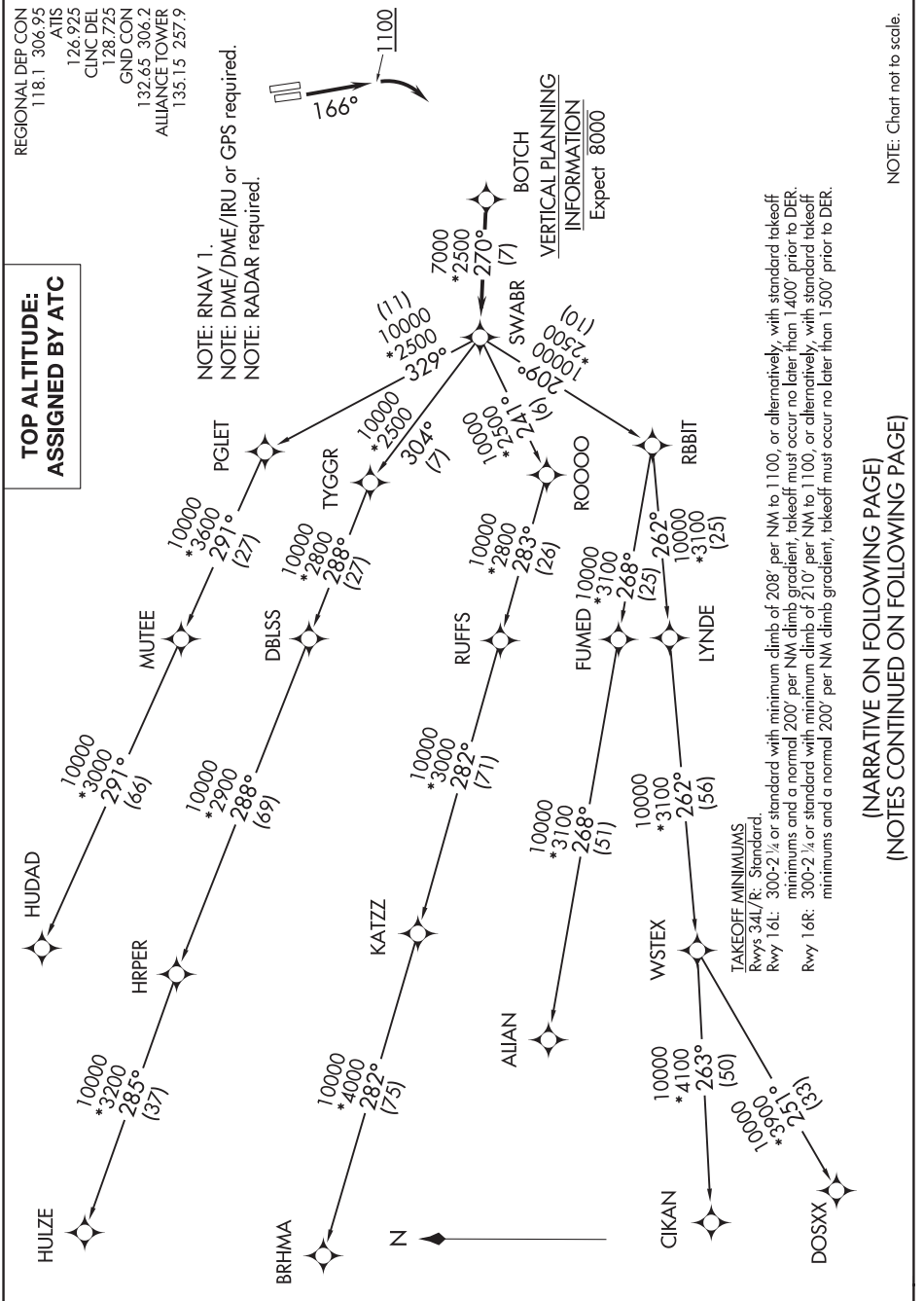
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

FORT WORTH, TEXAS

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.

Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.

Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.

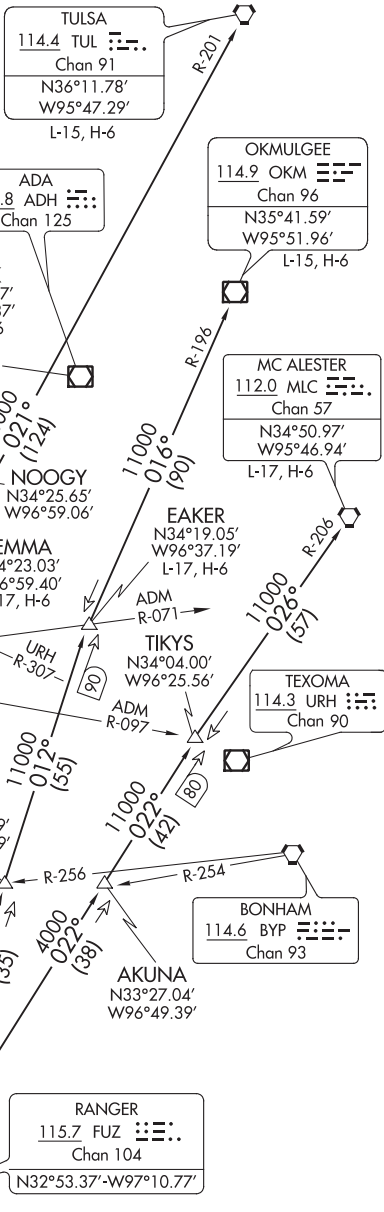
Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS 126.925  
 CLNC DEL  
 128.725  
 GND CON  
 132.65 306.2  
 ALLIANCE TOWER  
 135.15 257.9  
 REGIONAL DEP CON  
 118.1 306.95



ARDMORE  
 116.7 ADM  
 Chan 114  
 N34°12.70'-W97°10.09'  
 L-17, H-6

TULSA  
 114.4 TUL  
 Chan 91  
 N36°11.78'  
 W95°47.29'  
 L-15, H-6

OKMULGEE  
 114.9 OKM  
 Chan 96  
 N35°41.59'  
 W95°51.96'  
 L-15, H-6

ADA  
 117.8 ADH  
 Chan 125

WILL ROGERS  
 114.1 IRW  
 Chan 88  
 N35°21.52'  
 W97°36.55'  
 L-15, H-6

DECKK  
 N34°52.37'  
 W97°16.87'  
 L-17, H-6

MC ALESTER  
 112.0 MLC  
 Chan 57  
 N34°50.97'  
 W95°46.94'  
 L-17, H-6

NOOGO  
 N34°25.65'  
 W96°59.06'

EAKER  
 N34°19.05'  
 W96°37.19'  
 L-17, H-6

MRMAC  
 N34°50.48'  
 W98°06.57'

ZEMMA  
 N34°23.03'  
 W96°59.40'  
 L-17, H-6

TIKYS  
 N34°04.00'  
 W96°25.56'

TEXOMA  
 114.3 URH  
 Chan 90

BOWIE  
 112.4 UKW  
 Chan 71

LOWGN  
 N33°27.05'  
 W97°14.99'

BLECO  
 N33°27.05'  
 W97°06.54'  
 L-17

GRABBE  
 N33°27.09'  
 W96°57.69'  
 L-17

BONHAM  
 114.6 BYP  
 Chan 93

AKUNA  
 N33°27.04'  
 W96°49.39'

RANGER  
 115.7 FUZ  
 Chan 104  
 N32°53.37'-W97°10.77'

TAKEOFF MINIMUMS

Rwys 34L/R: Standard.

Rwy 16L: 300-2¼ or standard with a minimum climb of 208' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

Rwy 16R: 300-2¼ or standard with a minimum climb of 210' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

## TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.

Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.

Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.

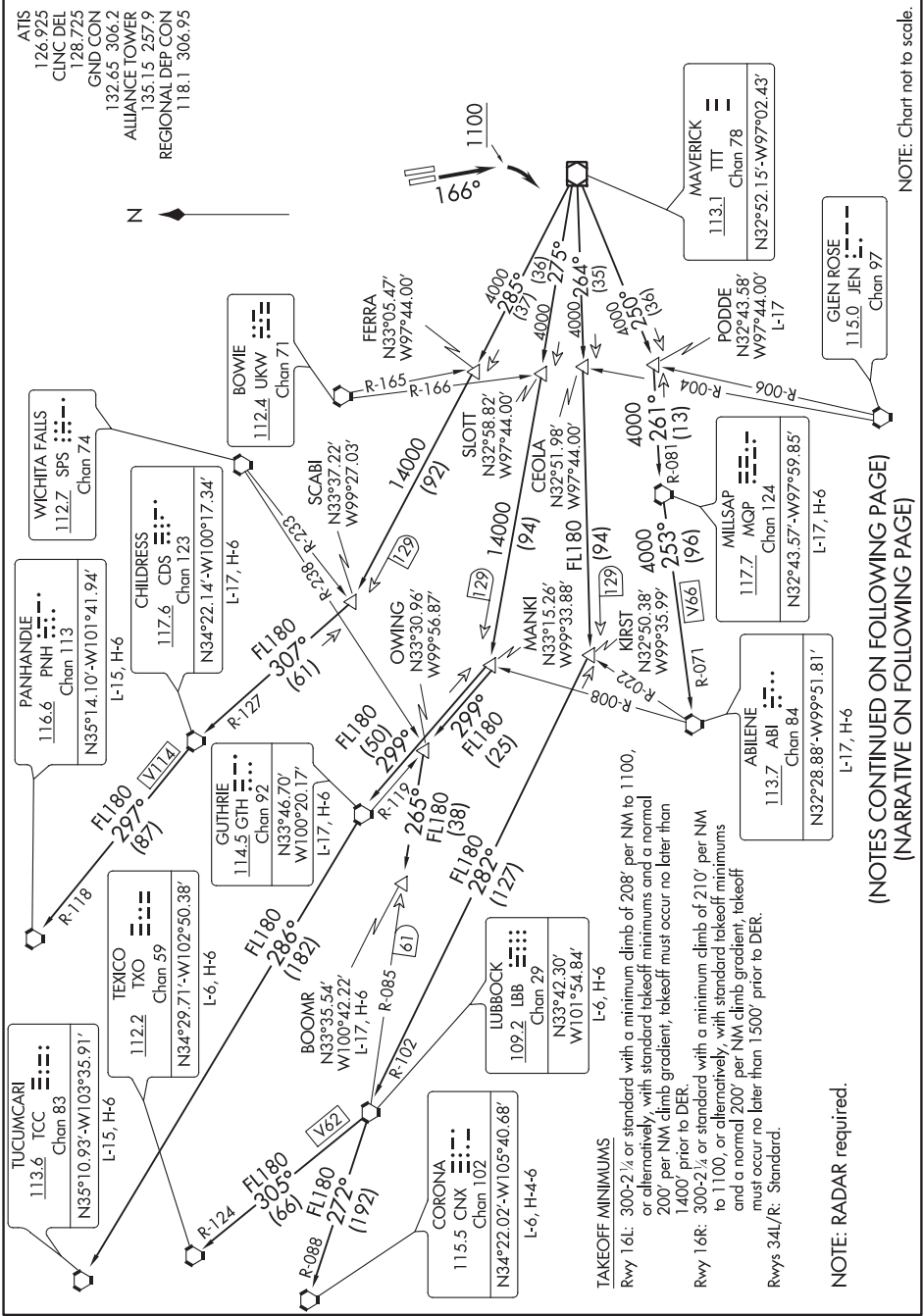
Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.



# WORTH ONE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 166° to 1100 before turning right.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 16L: Light pole 1285' from DER, 689' left of centerline, 49' AGL/697' MSL.  
Tank 1.8 NM from DER, 3121' right of centerline, 148' AGL/954' MSL.

Rwy 16R: Fence 4' from DER, 249' right of centerline, 8' AGL/669' MSL.  
Tank 1.8 NM from DER, 2520' right of centerline, 148' AGL/954' MSL.

Rwy 34L: Fence 8' from DER, 250' left of centerline, 5' AGL/719' MSL.  
Railroad beginning 421' from DER, 287' left of centerline, up to 23' AGL/738' MSL.

Rwy 34R: Pole 217' from DER, 145' left of centerline, 29' AGL/728' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

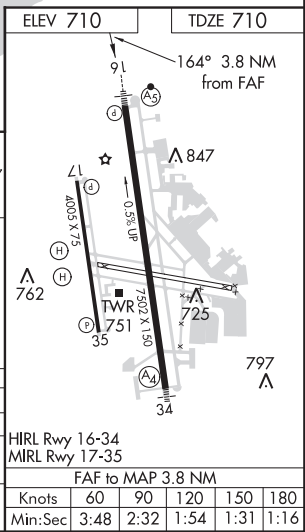
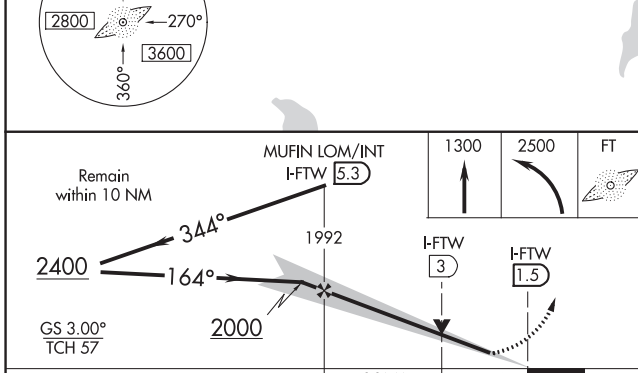
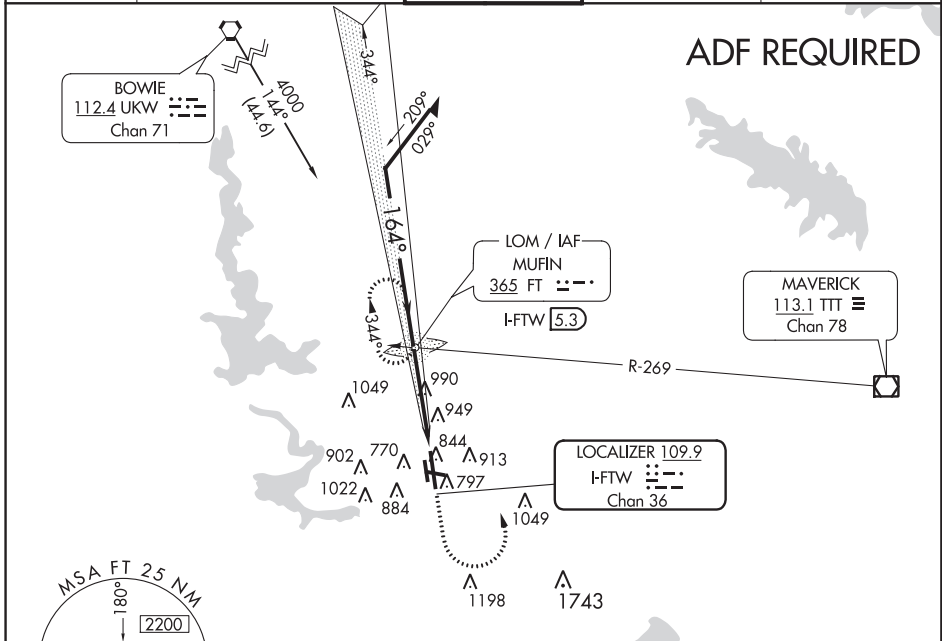
LOC I-FTW <b>109.9</b> Chan 36	APP CRS <b>164°</b>	Rwy Idg <b>7502</b> TDZE <b>710</b> Apt Elev <b>710</b>
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# ILS or LOC RWY 16

FORT WORTH MEACHAM INTL (FTW)

*RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALS R	MISSED APPROACH : Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.
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ATIS <b>120.7</b>	REGIONAL APP CON (North) <b>118.1 306.95</b> (South) <b>135.975 379.9</b>	MEACHAM TOWER <b>118.3 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>124.65</b>
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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 (600-1½)
CIRCLING	1260- 1	550 (600-1)	1280-1½ 570 (600-½)	1300-2 590 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

AL-159 (FAA)

16147

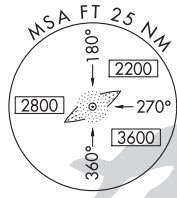
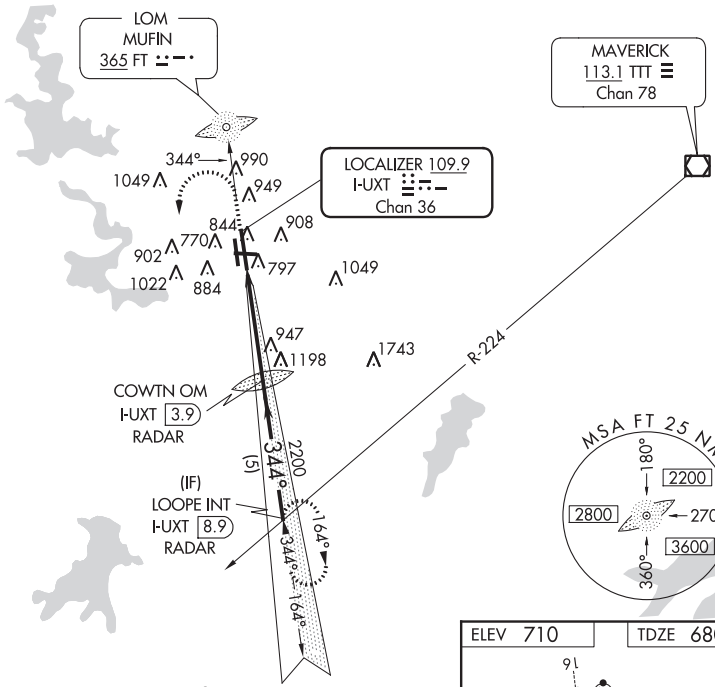
LOC I-UXT <b>109.9</b> Chan <b>36</b>	APP CRS <b>344°</b>	Rwy Idg <b>7502</b> TDZE <b>680</b> Apt Elev <b>710</b>
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# ILS or LOC RWY 34

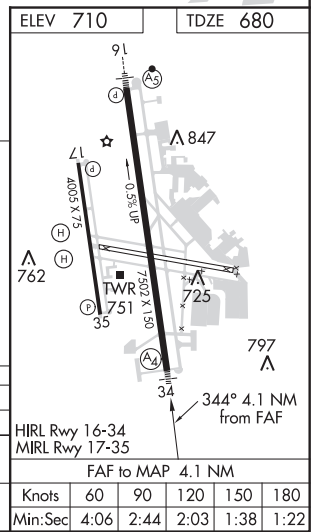
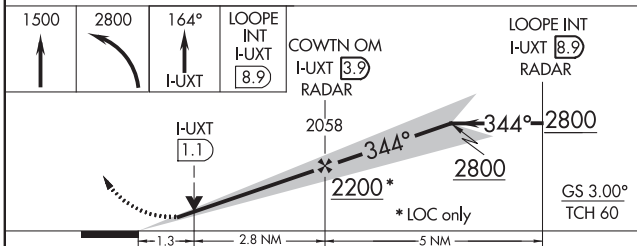
FORT WORTH MEACHAM INTL (FTW)

Inoperative table does not apply to S-LOC 34 Cat C.	MALS 	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.
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ATIS <b>120.7</b>	REGIONAL APP CON (North) <b>118.1 306.95</b> (South) <b>135.975 379.9</b>	MEACHAM TOWER <b>118.3 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>124.65</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S- ILS 34	880-3/4		200 (200-3/4)	
S-LOC 34	1200-3/4	520 (500-3/4)	1200-1 1/2 520 (500-1 1/2)	1200-1 3/4 520 (500-1 3/4)
CIRCLING	1260-1	550 (600-1)	1280-1 1/2 570 (600-1 1/2)	1300-2 590 (600-2)

FORT WORTH, TEXAS  
Amdt 2 16MAR06

32°49'N-97°22'W

## FORT WORTH MEACHAM INTL (FTW) ILS or LOC RWY 34

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

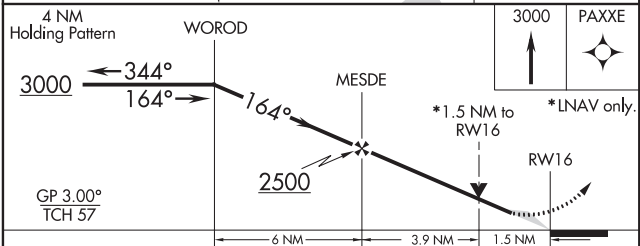
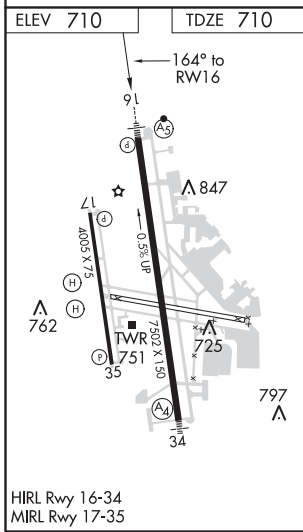
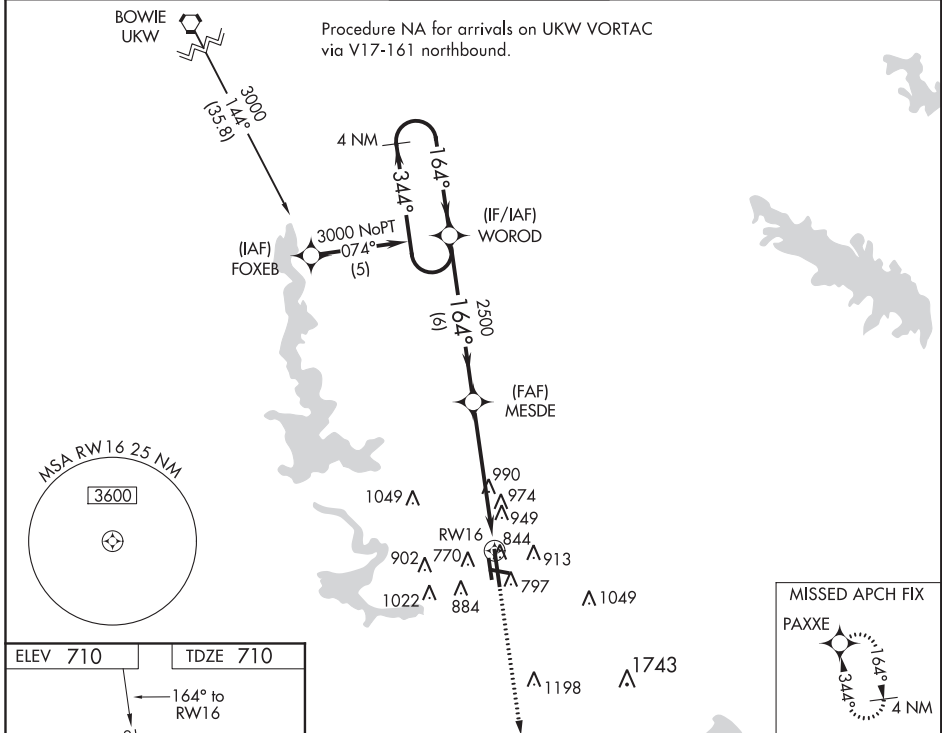
WAAS CH <b>42612</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg <b>7502</b> TDZE <b>710</b> Apt Elev <b>710</b>
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# RNAV (GPS) RWY 16

FORT WORTH MEACHAM INTL (FTW)

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.	MALS	MISSED APPROACH: Climb to 3000 direct PAXXE and hold.		
		ATIS <b>120.7</b>	REGIONAL APP CON (North) <b>118.1 306.95</b> (South) <b>135.975 379.9</b>	MEACHAM TOWER <b>118.3 257.8</b>

ATIS <b>120.7</b>	REGIONAL APP CON (North) <b>118.1 306.95</b> (South) <b>135.975 379.9</b>	MEACHAM TOWER <b>118.3 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>124.65</b>
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CATEGORY	A	B	C	D
LPV DA		910/24	200 (200-1/2)	
LNAV/VNAV DA		1284-1 1/2	574 (600-1 1/2)	
LNAV MDA	1240/24	530 (600-1/2)	1240/50 530 (600-1)	1240/60 530 (600-1 1/4)
CIRCLING	1260-1	550 (600-1)	1280-1 1/2 570 (600-1 1/2)	1300-2 590 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

AL-159 (FAA)

16147

WAAS CH <b>53412</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy ldg <b>7502</b> TDZE <b>680</b> Apt Elev <b>710</b>
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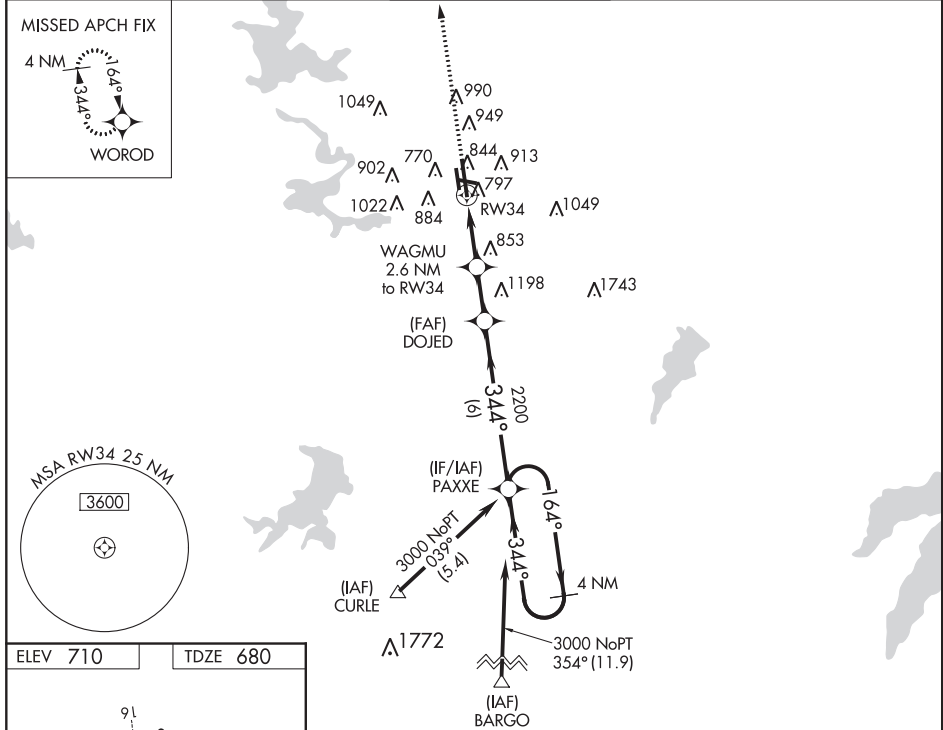
# RNAV (GPS) RWY 34

FORT WORTH MEACHAM INTL (FTW)

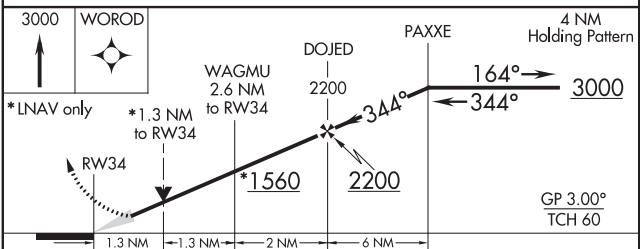
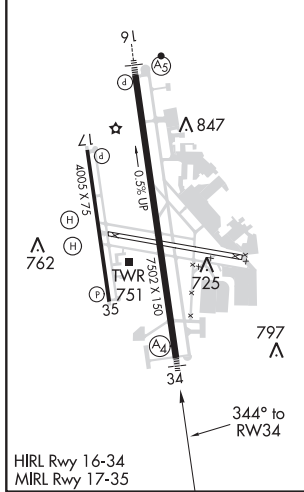
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LNAV/VNAV Cat D and LNAV Cat D visibility to 1 3/8 mile.

**MALS**  
**(A)** MISSED APPROACH: Climb to 3000 direct WOROD and hold.

ATIS <b>120.7</b>	REGIONAL APP CON (North) <b>118.1 306.95</b> (South) <b>135.975 379.9</b>	MEACHAM TOWER <b>118.3 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>124.65</b>
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ELEV 710	TDZE 680
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CATEGORY	A	B	C	D
LPV DA		880-3/4	200 (200-3/4)	
LNAV/VNAV DA		1091-1 1/8	411 (400-1 1/8)	
LNAV MDA	1160-3/4	480 (500-3/4)	1160-1 1/8	480 (500-1 1/8)
<b>C</b> CIRCLING	1260-1 550 (600-1)	1280-1 570 (600-1)	1340-1 3/4 630 (700-1 3/4)	1500-2 1/2 790 (800-2 1/2)

FORT WORTH, TEXAS  
Amdt 1 18SEP14

32°49'N-97°22'W

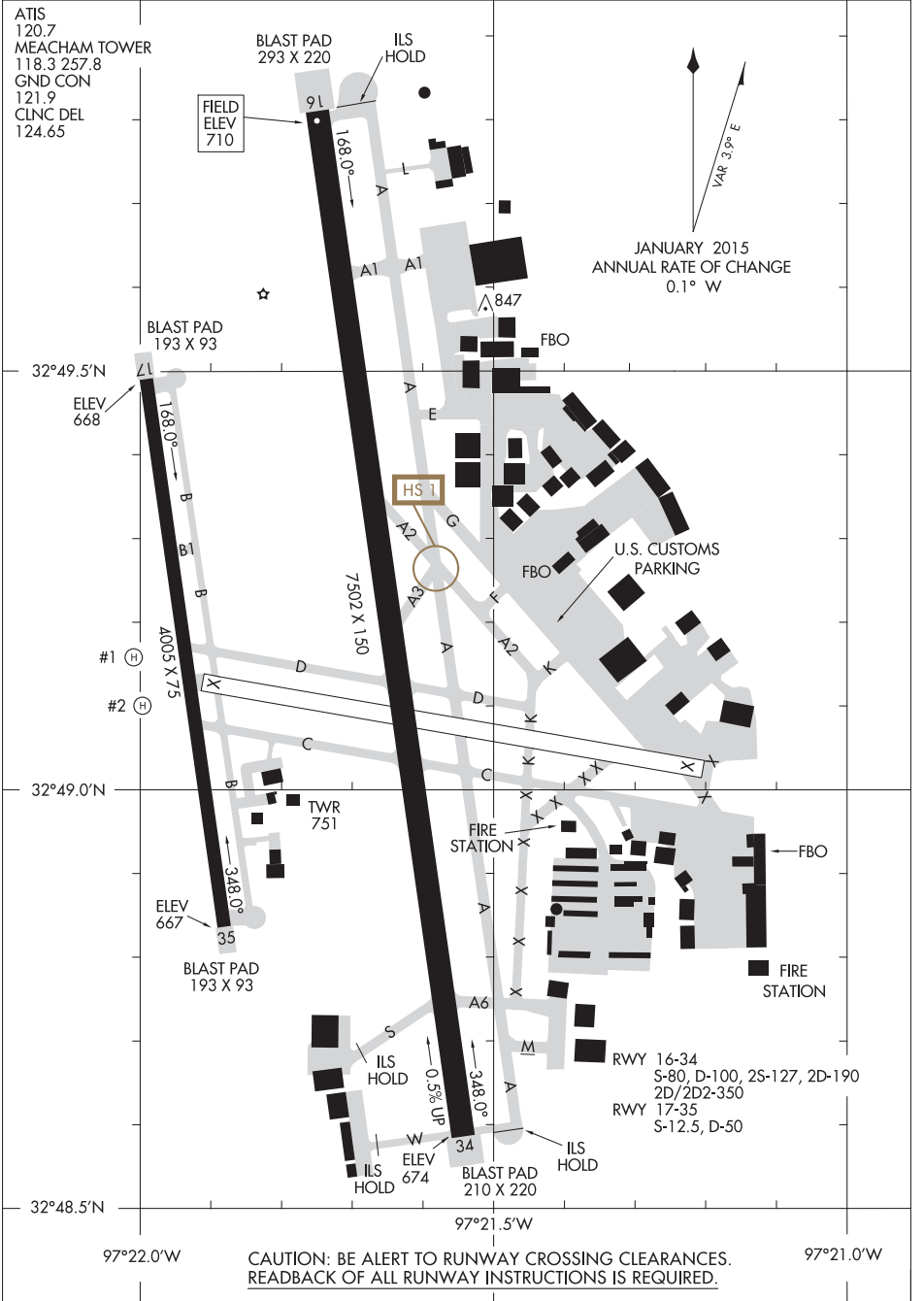
# FORT WORTH MEACHAM INTL (FTW) RNP (GPS) RWY 34

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

16147 **AIRPORT DIAGRAM** FORT WORTH MEACHAM INTL (F'TW)  
 FORT WORTH, TEXAS

AL-159 (FAA)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**AIRPORT DIAGRAM** FORT WORTH, TEXAS  
 FORT WORTH MEACHAM INTL (F'TW)

16147





# DALLAS FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

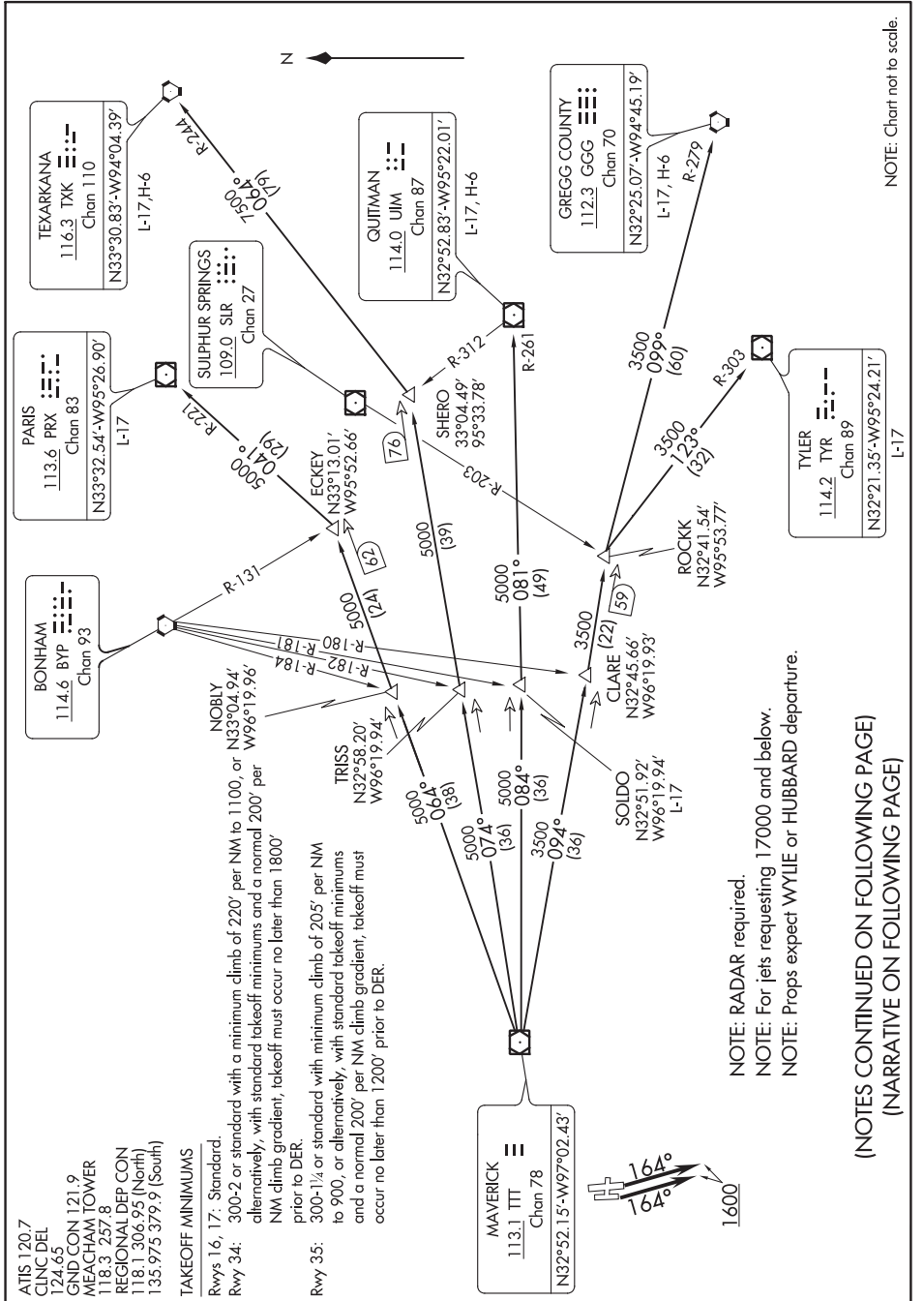
SC-2, 10 NOV 2016 to 05 JAN 2017

# GARLAND SIX DEPARTURE

SL-159 (FAA)

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NOTE: RADAR required.  
 NOTE: For jets requesting 17000 and below.  
 NOTE: Props expect WYLLIE or HUBBARD departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

# GARLAND SIX DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

**TAKEOFF OBSTACLE NOTES**

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

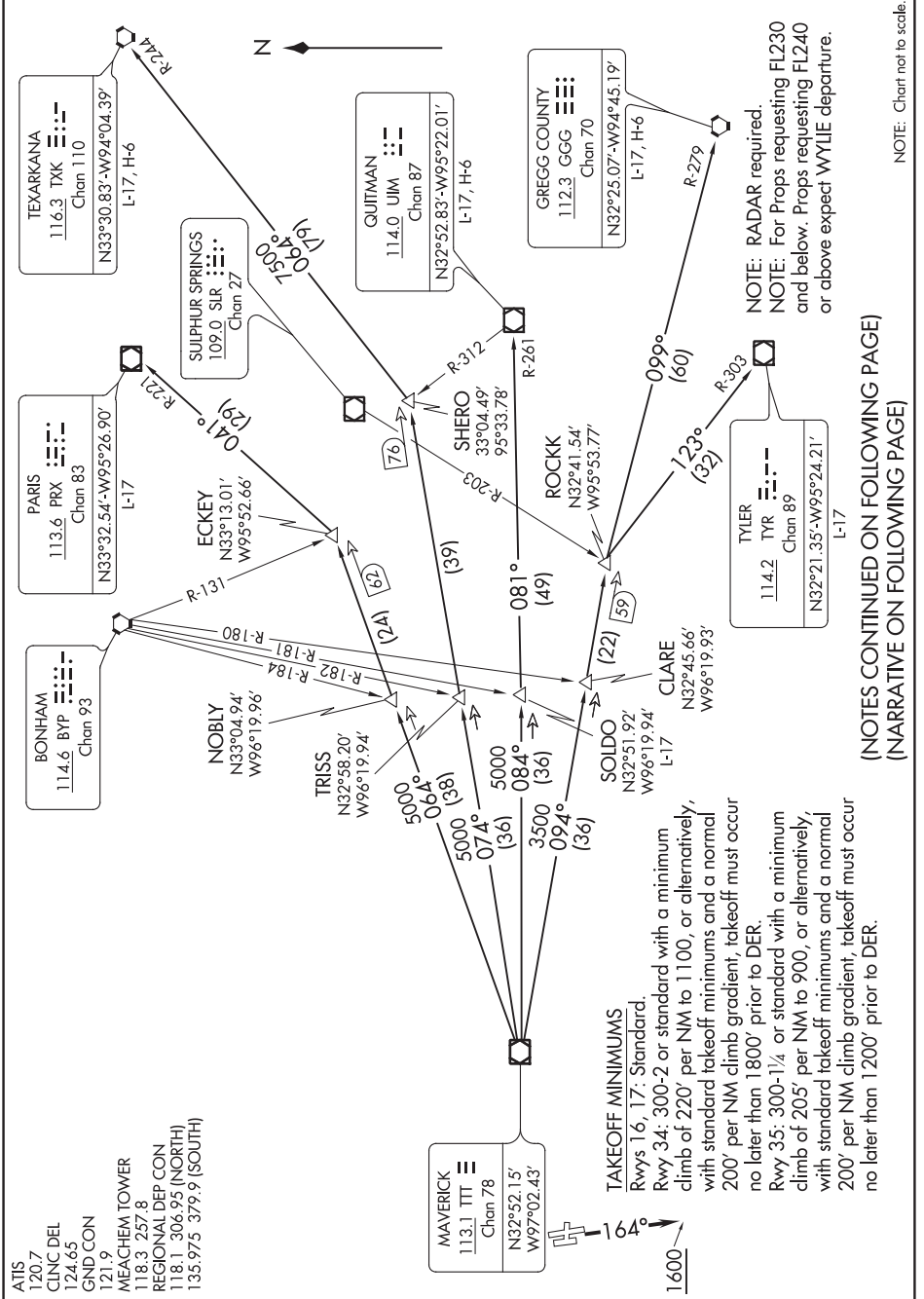
SC-2, 10 NOV 2016 to 05 JAN 2017

# HUBBARD NINE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)  
FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NOTE: RADAR required.  
NOTE: For Props requesting FL230 and below. Props requesting FL240 or above expect WYJLE departure.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

FORT WORTH, TEXAS  
FORT WORTH MEACHAM INTL (FTW)

- ATIS 120.7
- CINC DEL 124.65
- GND CON 121.9
- MEACHAM TOWER 118.3, 257.8
- REGIONAL DEP CON 118.1, 306.95 (NORTH)
- 135.975 379.9 (SOUTH)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (HUBB9.SOLDI): From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL.

Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL.

Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL.

Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL.

Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL.

Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL.

Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL.

Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL.

Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL.

Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL.

Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

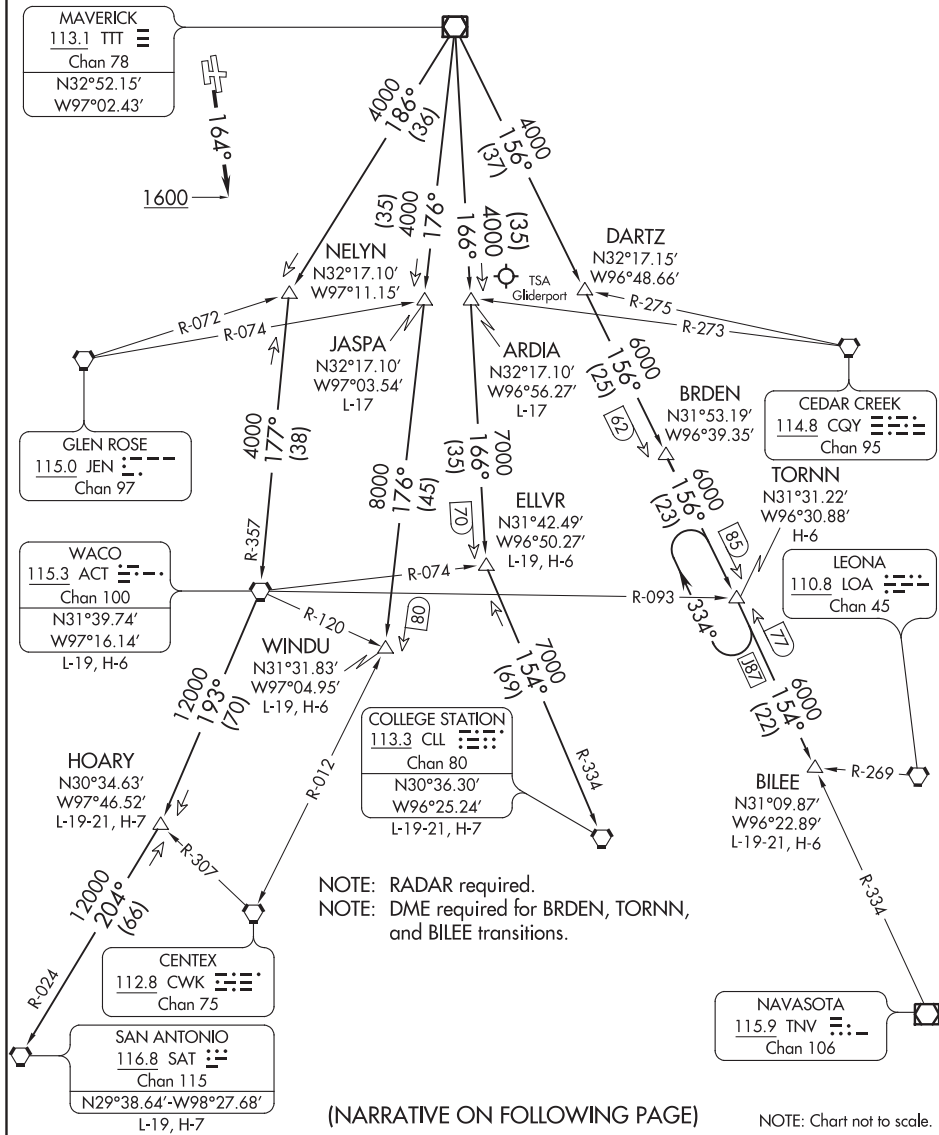
# JOE POOL NINE DEPARTURE

ATIS  
120.7  
CLNC DEL  
124.65  
GND CON  
121.9  
MEACHAM TOWER  
118.3 257.8  
REGIONAL DEP CON  
118.1 306.95 (NORTH)  
135.975 379.9 (SOUTH)

### TAKEOFF MINIMUMS

Rwys 16, 17: Standard.  
Rwy 34: 300-2 or standard with minimum climb of 220' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.  
Rwy 35: 300-1½ or standard with minimum climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

**TOP ALTITUDE:  
ASSIGNED BY ATC**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# JOE POOL NINE DEPARTURE

# JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16/17: Climb heading 164° to 1600 before proceeding on course.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16

FORT WORTH, TEXAS  
FORT WORTH MEACHAM INTL (FTW)

# JOE POOL NINE DEPARTURE



## TAKEOFF OBSTACLE NOTES

- Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL.  
Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL.  
Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.
- Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL.  
Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL.  
Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL.  
Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.
- Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL.  
Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL.  
Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL.  
Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL.  
Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL.  
Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

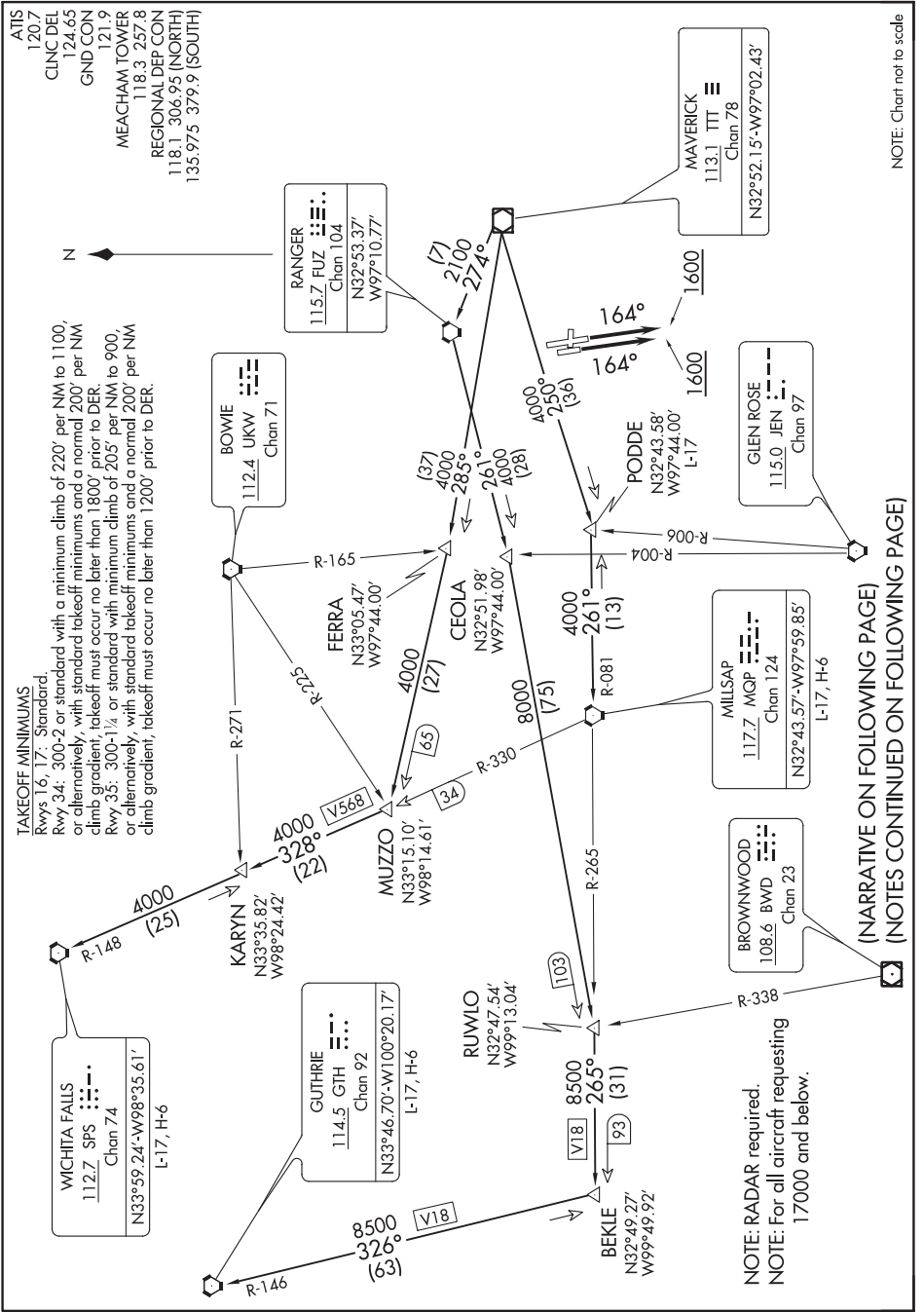
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



# KINGDOM TWO DEPARTURE

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

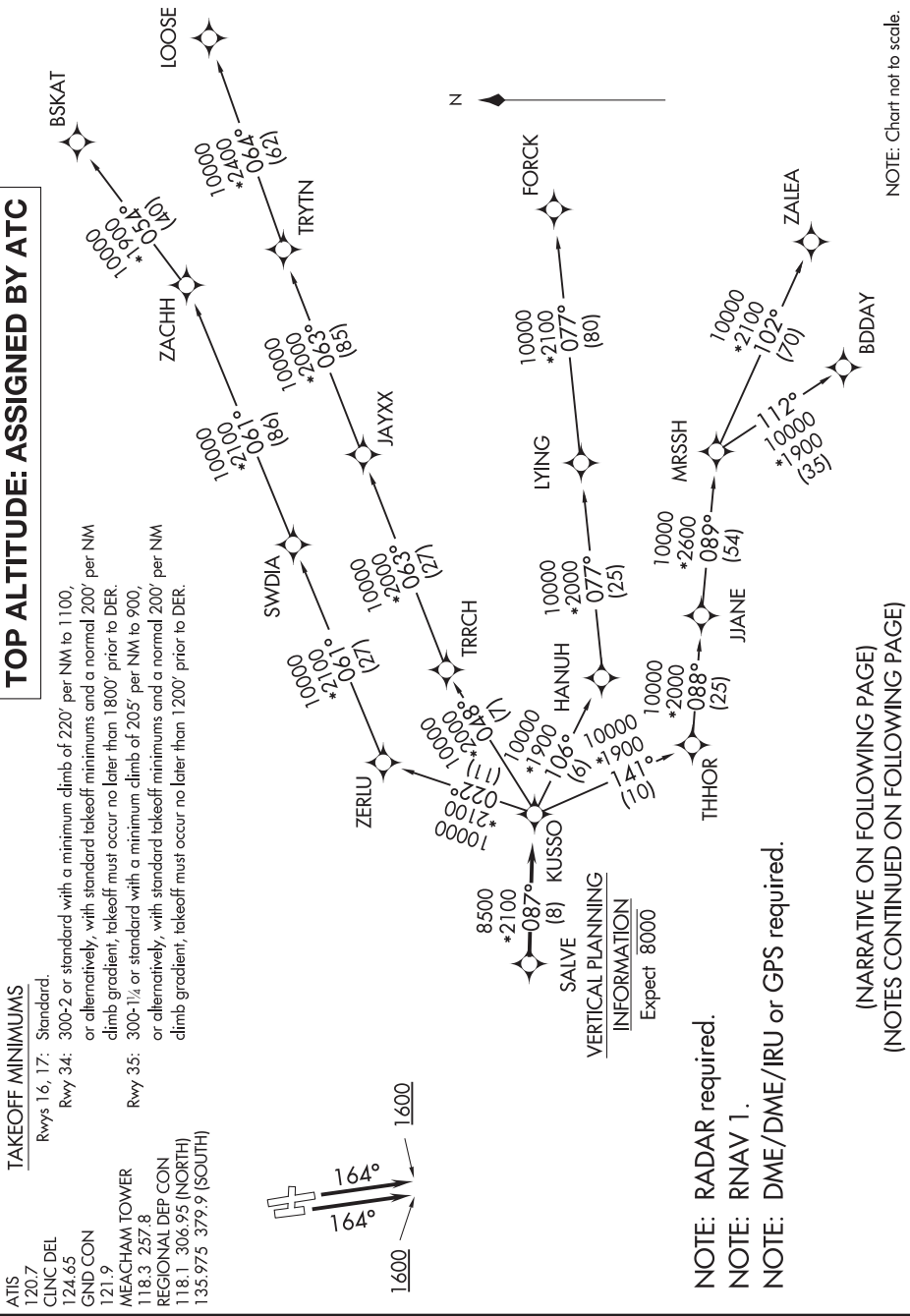
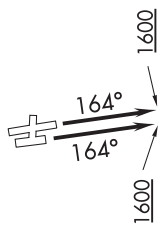
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

## TOP ALTITUDE: ASSIGNED BY ATC

**TAKEOFF MINIMUMS**  
 Rwys 16, 17: Standard.  
 Rwy 34: 300-2 or standard with a minimum climb of 220' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.  
 Rwy 35: 300-1/4 or standard with a minimum climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

**MEACHAM TOWER**  
 121.9  
 118.3 257.8  
**REGIONAL DEP CON**  
 118.1 306.95 (NORTH)  
 135.975 379.9 (SOUTH)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

## KUSSO THREE DEPARTURE (RNAV)

FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb heading 164° to 1600 before proceeding on course.

TAKEOFF RWY 17: Climb heading 164° to 1600 before proceeding on course.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

TAKEOFF OBSTACLE NOTES

- Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.
- Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.
- Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

## KUSSO THREE DEPARTURE (RNAV)

(KUSSO3.KUSSO) 04FEB16

FORT WORTH, TEXAS

FORT WORTH MEACHAM INTL (FTW)



# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

## TAKEOFF OBSTACLE NOTES

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

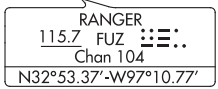
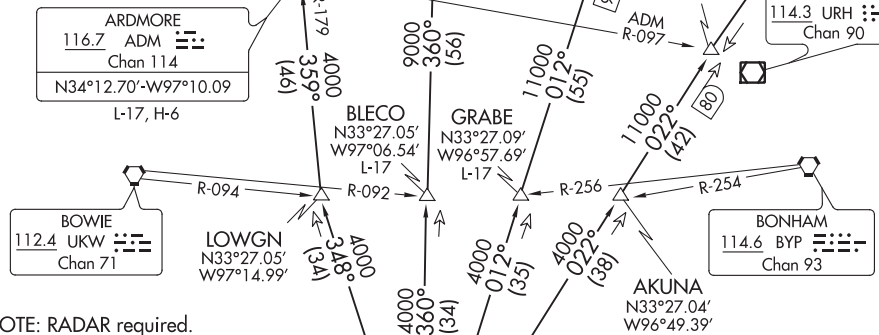
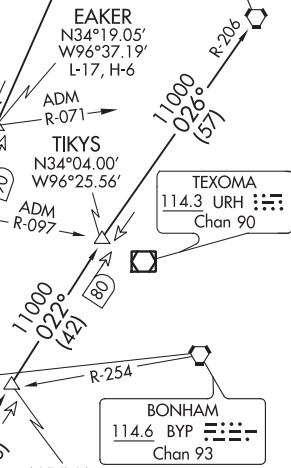
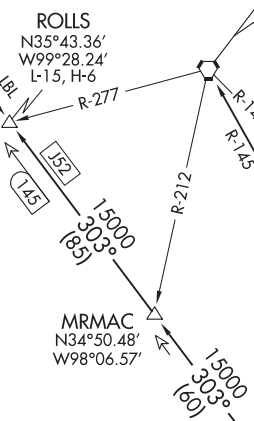
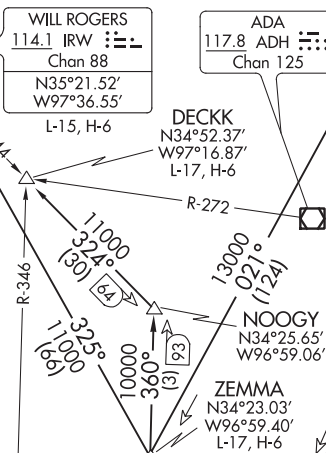
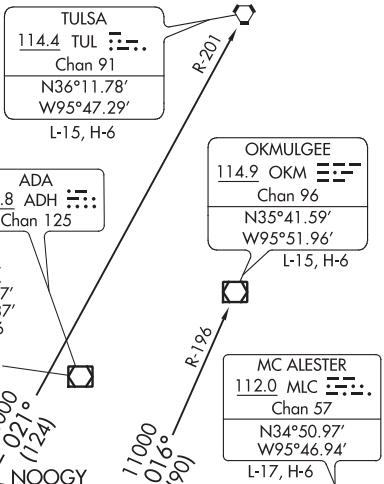
Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ATIS 120.7  
 CLNC DEL  
 124.65  
 GND CON 121.9  
 MEACHAM TOWER  
 118.3 257.8  
 REGIONAL DEP CON  
 118.1 306.95 (NORTH)  
 135.975 379.9 (SOUTH)



NOTE: RADAR required.

### TAKEOFF MINIMUMS

Rwys 16, 17: Standard.  
 Rwy 34: 300-2 or standard with a minimum climb of 220' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.  
 Rwy 35: 300-1½ or standard with a minimum climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(TEX5.FUZ) 16091

## TEXOMA FIVE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECK TRANSITION (TEX5.DECK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

## TAKEOFF OBSTACLE NOTES

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

## TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

FORT WORTH, TEXAS

FORT WORTH MEACHAM INTL (FTW)





# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16, 17: Climb heading 164° to 1600 before proceeding on course.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES:

Rwy 17: Bushes 16' from DER, 160' right of centerline, up to 3' AGL/674' MSL. Light pole 140' from DER, 454' left of centerline, 34' AGL/677' MSL. Pole, tower, hangar, buildings, trees, and antennas beginning 531' from DER, 388' left of centerline, up to 59' AGL/722' MSL.

Rwy 34: Vehicles on road beginning 4' from DER, 236' left of centerline, up to 17' AGL/722' MSL. Poles and trees beginning 973' from DER, 681' right of centerline, up to 30' AGL/746' MSL. Light poles beginning 2468' from DER, 1138' right of centerline, up to 47' AGL/787' MSL. Building 1.5 NM from DER, 2768' right of centerline, 256' AGL/970' MSL.

Rwy 35: Vehicles on road and trees beginning abeam DER, 294' left of centerline, up to 29' AGL/705' MSL. Terrain, fences, vehicles on road, and poles beginning 20' from DER, 229' right of centerline, up to 17' AGL/697' MSL. Terrain, dam, fences, and vehicles on road beginning 979' from DER, 1' right of centerline, up to 17' AGL/720' MSL. Sign and pole beginning 1531' from DER, 282' left of centerline, up to 62' AGL/755' MSL. Transmission tower 6006' from DER, 1294' left of centerline, 99' AGL/821' MSL. Transmission tower 1.0 NM from DER, 1957' left of centerline, 98' AGL/826' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

FORT WORTH, TEXAS

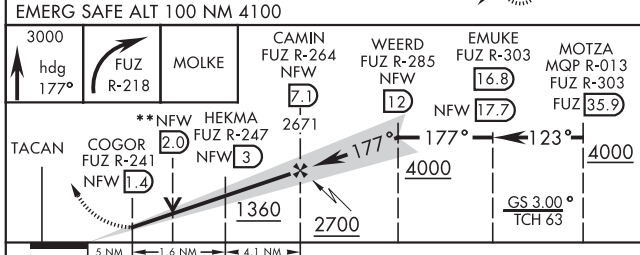
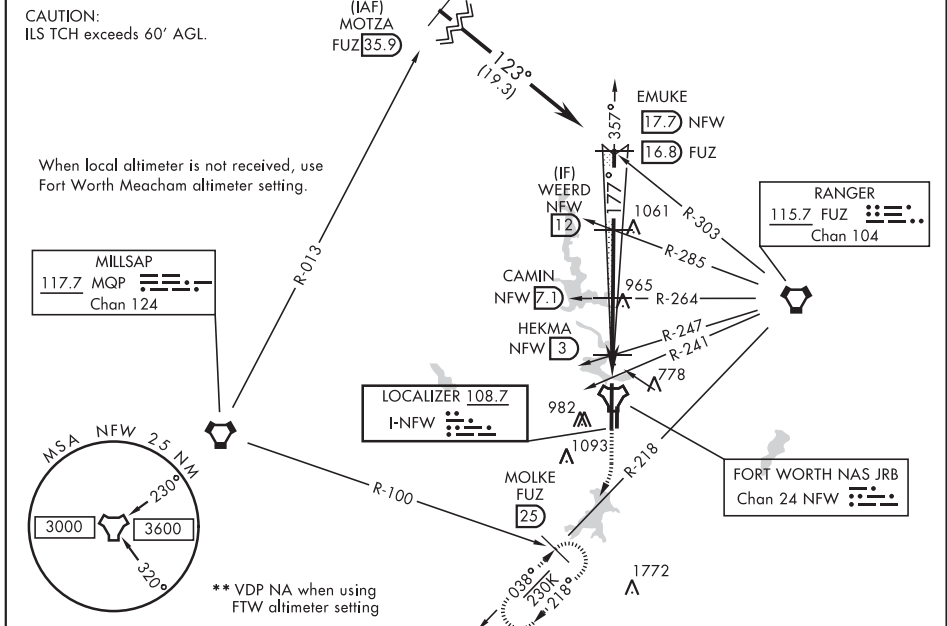
# ILS or LOC RWY 18

LOC I-NFW <b>108.7</b>	APCH CRS <b>177°</b>	Rwy Idg <b>11,999</b> THRE Arpt Elev <b>621</b>
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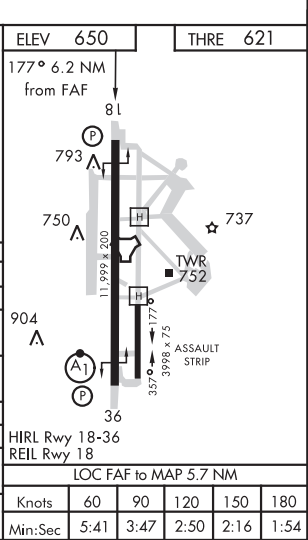
AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ \*Circling not authorized E of Rwy 18-36. MISSED APPROACH: Climb to 3000 via heading 177° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★ <b>351.675</b>	FORT WORTH MEACHAM INTL ATIS <b>120.7</b>	REGIONAL APP CON <b>125.8 257.95</b>	NAVY FORT WORTH TOWER ★ <b>120.95 269.325 284.725</b>	NAVY FORT WORTH GND CON <b>121.675 279.575</b>	CLNC DEL <b>126.4 254.325</b>	ASR/PAR
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CATEGORY	A	B	C	D	E
S-ILS 18	821-3/4		200	(200-3/4)	
S-LOC 18	1040-1	419 (400-1)	1040-1 1/4	419	(400-1 1/2)
CIRCLING *	1240-1 590 (600-1)	1280-1 630 (700-1)	1320-1 3/4 670 (700-1 3/4)	1320-2 670 (700-2)	1320-2 1/4 670 (700-2 1/4)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 18	841-3/4		220	(200-3/4)	
S-LOC 18	1060-1	439 (500-1)	1060-1 1/4	439	(500-1 1/2)
CIRCLING *	1260-1 610 (700-1)	1300-1 650 (700-1)	1340-2 690 (700-2)	1340-2 1/4 690 (700-2 1/4)	1340-2 1/2 690 (700-2 1/2)



FORT WORTH, TEXAS

32°46'N-97°26'W

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 18SEP14

# ILS or LOC RWY 18

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

# ILS or LOC RWY 36

LOC I-FWH <b>109.3</b>	APCH CRS <b>357°</b>	Rwy Ldg THRE <b>650</b> Arpt Elev <b>650</b>	AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)		
* When ALS inop, increase vis to 3/4 mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/8 mile.			ALSF-1 	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 330° and FUZ VORTAC R-277 to HIPOL and hold.	
ATIS * <b>351.675</b> FORT WORTH MEACHAM INTL ATIS <b>120.7</b>	REGIONAL APP CON <b>125.8 257.95</b>	NAVY FORT WORTH TOWER * <b>120.95 269.325 284.725</b>	NAVY FORT WORTH GND CON <b>121.675 279.575</b>	CLNC DEL <b>126.4 254.325</b>	ASR/PAR

\*\*\* Circling not authorized E of Rwy 18-36.

EMERG SAFE ALT 100 NM 4100

When local altimeter is not received use Fort Worth Meacham altimeter setting.

CAUTION: Angle of divergence at HIPOL is less than 45 degrees.

CAUTION: Fix error 3.95NM at Intermediate Fix.

ENROUTE FACILITIES

MSA NFW 2.5 NM

ISABL MQP R-112 JEN R-038 JEN <b>26.4</b>	LUCK JEN R-038 NFW <b>13.8</b>	JABAB MQP R-089 NFW <b>6.7</b>	2000 ↑ hdg 330°	HIPOL	ELEV 650	THRE 650
3000 — 038° — 3000 — 357° — 2481 — 2500 — 2000 — 3000 GS 3.00° TCH 59			↑ NFW 2.7 DOMPE NFW 1.6	TACAN		
5.1 NM      0.5						

CATEGORY	A	B	C	D	E
S-ILS 36 *	850-1/2		200	(200-1/2)	
S-LOC 36 **	1200-1/2	550 (600-1/2)	1200-1 1/8	550 (600-1 1/8)	
CIRCLING ***	1240-1 590 (600-1)	1280-1 630 (700-1)	1320-1 3/4 670 (700-1 1/4)	1320-2 670 (700-2)	1320-2 1/4 670 (700-2 1/4)
FORT WORTH MEACHAM ALTIMETER					
S-ILS 36 *	870-1/2		220	(300-1/2)	
S-LOC 36 **	1220-1/2	570 (600-1/2)	1220-1 1/4	570 (600-1 1/4)	
CIRCLING ***	1260-1 610 (700-1)	1300-1 650 (700-1)	1340-2 690 (700-2)	1340-2 1/4 690 (700-2 1/4)	1340-2 1/2 690 (700-2 1/2)

REIL Rwy 18	357° 5.6 NM				
HIRL Rwy 18-36	↑ from FAF				
LOC FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

32°46'N-97°26'W

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 18SEP14

# ILS or LOC RWY 36

FORT WORTH, TEXAS

# RNAV (GPS) RWY 18

WAAS CH <b>71215</b> <b>W17A</b>	APCH CRS <b>177°</b>	Rwy ldg <b>11,999</b> THRE <b>621</b> Arpt Elev <b>650</b>
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AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ \* Circling not authorized E of Rwy 18-36.  
 \*\* Baro VNAV NA when local altimeter not received.

MISSED APPROACH: Climb to 3000 direct JUBDO, then climbing right turn to MOLKE and hold.

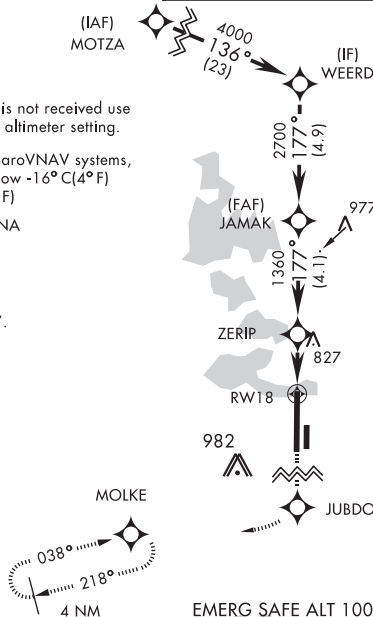
ATIS ★ <b>351.675</b>	FORT WORTH MEACHAM INTL ATIS <b>120.7</b>	REGIONAL APP CON <b>125.8 257.95</b>	NAVY FORT WORTH TOWER ★ <b>120.95 269.325 284.725</b>	NAVY FORT WORTH GND CON <b>121.675 279.575</b>	CLNC DEL <b>126.4 254.325</b>	ASR/PAR
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When local altimeter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(4°F) or above 38°C(100°F)

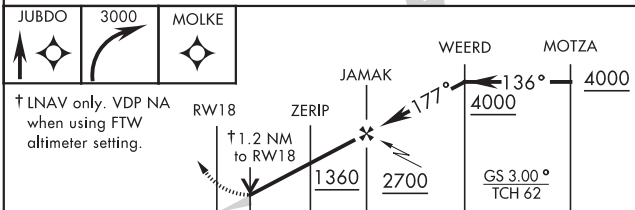
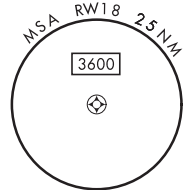
DME/DME RNP-0.3 NA

CAUTION: LPV TCH exceeds 60'.

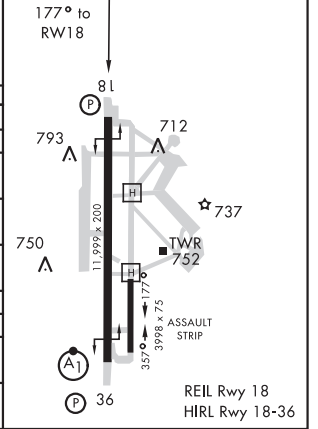


CAUTION: Intermediate Segment Length 4.9 NM.

EMERG SAFE ALT 100 NM 4100



ELEV 650	THRE 621
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CATEGORY	A	B	C	D
LPV DA	821- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
LNAV/VNAV DA **	1060-1 <sup>3</sup> / <sub>8</sub>		439 (500-1 <sup>3</sup> / <sub>8</sub> )	
LNAV MDA	1080-1 459 (500-1)		1080-1 <sup>3</sup> / <sub>8</sub> 459 (500-1 <sup>3</sup> / <sub>8</sub> )	
CIRCLING *	1240-1 590 (600-1)	1280-1 630 (700-1)	1320-1 <sup>3</sup> / <sub>4</sub> 670 (700-1 <sup>3</sup> / <sub>4</sub> )	1320-2 670 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA	841- <sup>3</sup> / <sub>4</sub>		220 (200- <sup>3</sup> / <sub>4</sub> )	
LNAV MDA	1100-1 479 (500-1)		1100-1 <sup>3</sup> / <sub>8</sub> 479 (500-1 <sup>3</sup> / <sub>8</sub> )	
CIRCLING *	1260-1 610 (700-1)	1300-1 650 (700-1)	1340-2 690 (700-2)	1340-2 <sup>1</sup> / <sub>4</sub> 690 (700-2 <sup>1</sup> / <sub>4</sub> )

FORT WORTH, TEXAS 32°46'N-97°26'W FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 16OCT14

# RNAV (GPS) RWY 18

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

FORT WORTH, TEXAS

# RNAV (GPS) RWY 36

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

WAAS CH <b>80949</b> <b>W35A</b>	APCH CRS <b>357°</b>	Rwy Idg <b>11,999</b> THRE Arpt Elev <b>650</b>
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AL-160 [USN]

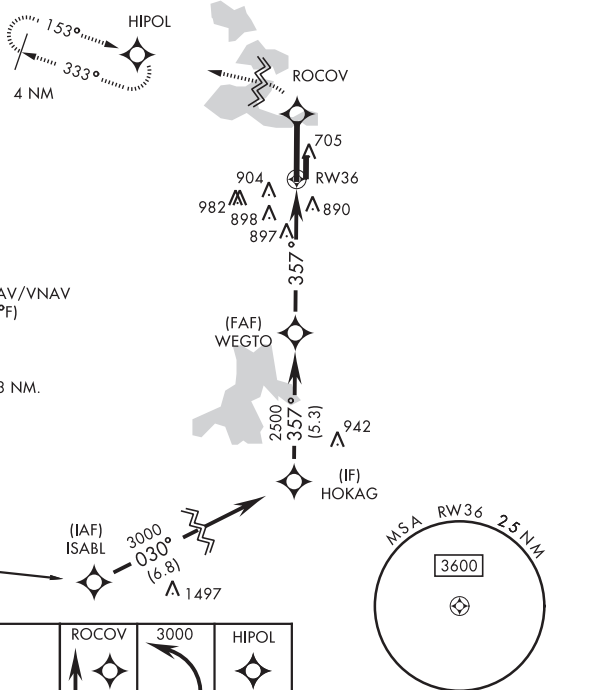
▼ \* When ALS inop, increase CAT ABCD vis to ¾ mile.  
 \*\* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 ½ miles.



MISSED APPROACH: Climb to 3000 direct ROCOV, then climbing left turn to HIPOL and hold.

ATIS ★ <b>351.675</b>	FORT WORTH MEACHAM INTL ATIS <b>120.7</b>	REGIONAL APP CON <b>125.8 257.95</b>	NAVY FORT WORTH TOWER ★ <b>120.95 269.325 284.725</b>	NAVY FORT WORTH GND CON <b>121.675 279.575</b>	CLNC DEL <b>126.4 254.325</b>	ASR/PAR
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\*\*\* When ALS inop, increase CAT ABCD vis to 2 miles, Baro VNAV NA when local altimeter not received.  
 \*\*\*\* Circling not authorized E of Rwy 18-36.



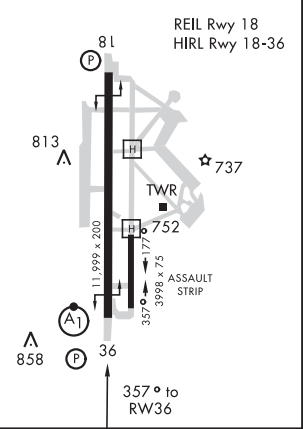
When local altimeter is not received use Fort Worth Meacham altimeter setting.  
 For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(101°F)  
 DME/DME RNP-0.3 NA  
 CAUTION: Intermediate Segment Length 5.3 NM.

EMERG SAFE ALT 100NM 4100



ISABL	HOKAG	WEGTO	ROCOV	3000	HIPOL
3000	030°	357°	3000		
GS 3.00° TCH 59		2500	† LNAV only. VDP NA when using FTW altimeter setting.		

ELEV 650	THRE 650
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CATEGORY	A	B	C	D
LPV DA *		850-½	200	(200-½)
LNAV MDA **	1200-½	550 (600-½)	1200-1 ¼	550 (600-1 ¼)
LNAV/VNAV DA ***		1260-1 ½	610	(700-1 ½)
CIRCLING ****	1240-1 590 (600-1)	1280-1 630 (700-1)	1320-1 ¾ 670 (700-1 ¾)	1320-2 670 (700-2)
FORT WORTH MEACHAM ALTIMETER				
LPV DA *		870-½	220	(300-½)
LNAV MDA **	1220-½	570 (600-½)	1220-1 ¼	570 (600-1 ¼)
CIRCLING ****	1260-1 610 (700-1)	1300-1 650 (700-1)	1340-2 690 (700-2)	1340-2 ¼ 690 (700-2 ¼)

FORT WORTH, TEXAS      32°46'N-97°26'W      FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

Orig 18SEP14

# RNAV (GPS) RWY 36

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

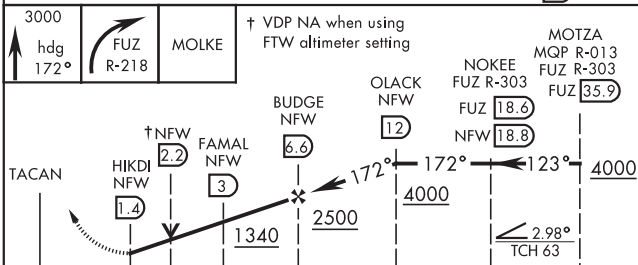
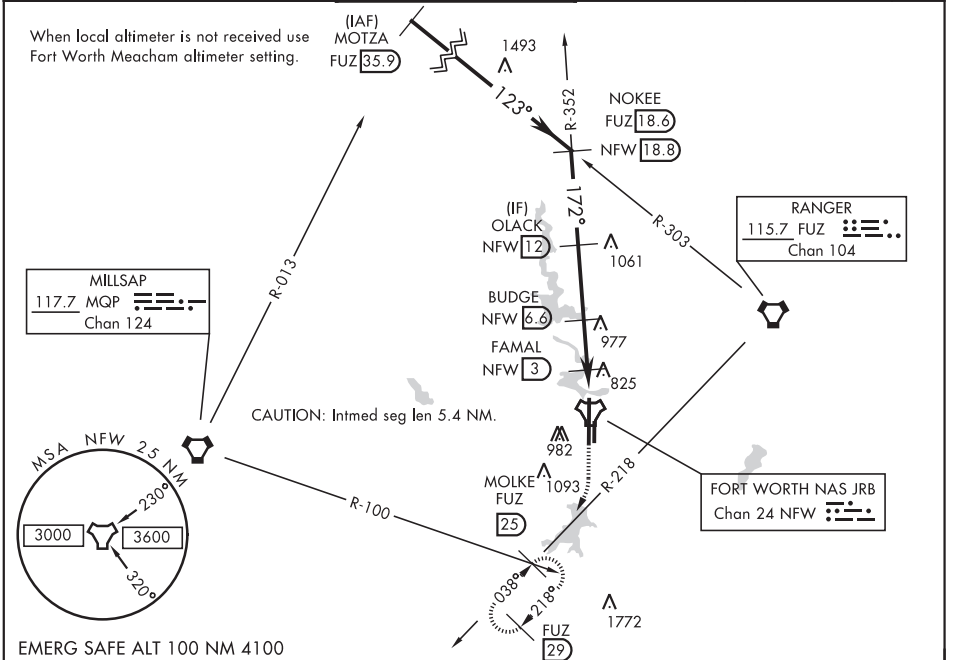
FORT WORTH, TEXAS

# TACAN RWY 18

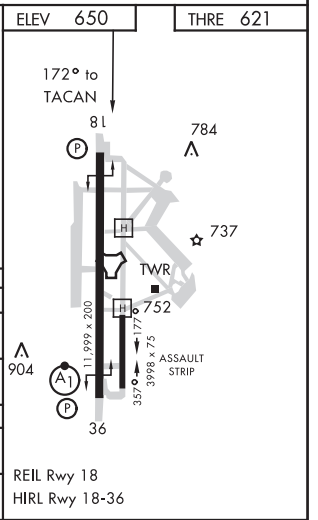
TACAN NFW Chan <b>24</b>	APCH CRS <b>172°</b>	Rwy Idg <b>11,999</b> THRE Arpt Elev <b>621</b>	AL-160 [USN]	FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)
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▼ \* Circling not authorized E of Rwy 18-36. MISSED APPROACH: Climb to 3000, via heading 172° and FUZ VORTAC R-218 to MOLKE and hold.

ATIS ★ <b>351.675</b>	FORT WORTH MEACHAM INTL ATIS <b>120.7</b>	REGIONAL APP CON <b>125.8 257.95</b>	NAVY FORT WORTH TOWER ★ <b>120.95 269.325 284.725</b>	NAVY FORT WORTH GND CON <b>121.675 279.575</b>	CLNC DEL <b>126.4 254.325</b>	ASR/PAR
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CATEGORY	A	B	C	D	E
S-18	1120-1 499 (500-1)		1120-1 <sup>3</sup> / <sub>8</sub> 499 (500-1 <sup>3</sup> / <sub>8</sub> )		
CIRCLING*	1240-1 590 (600-1)	1280-1 630 (700-1)	1320-1 <sup>3</sup> / <sub>4</sub> 670 (700-1 <sup>3</sup> / <sub>4</sub> )	1320-2 670 (700-2)	1320-2 <sup>1</sup> / <sub>4</sub> 670 (700-2 <sup>1</sup> / <sub>4</sub> )
FORT WORTH MEACHAM ALTIMETER					
S-18	1140-1 519 (500-1)		1140-1 <sup>3</sup> / <sub>8</sub> 519 (500-1 <sup>3</sup> / <sub>8</sub> )		
CIRCLING*	1260-1 610 (700-1)	1300-1 650 (700-1)	1340-2 690 (700-2)	1340-2 <sup>1</sup> / <sub>4</sub> 690 (700-2 <sup>1</sup> / <sub>4</sub> )	1340-2 <sup>1</sup> / <sub>2</sub> 690 (700-2 <sup>1</sup> / <sub>2</sub> )



FORT WORTH, TEXAS 32°46'N-97°26'W FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)  
Orig 18SEP14

# TACAN RWY 18

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017











DEPARTURE ROUTE DESCRIPTION

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

SC-2, 10 NOV 2016 to 05 JAN 2017

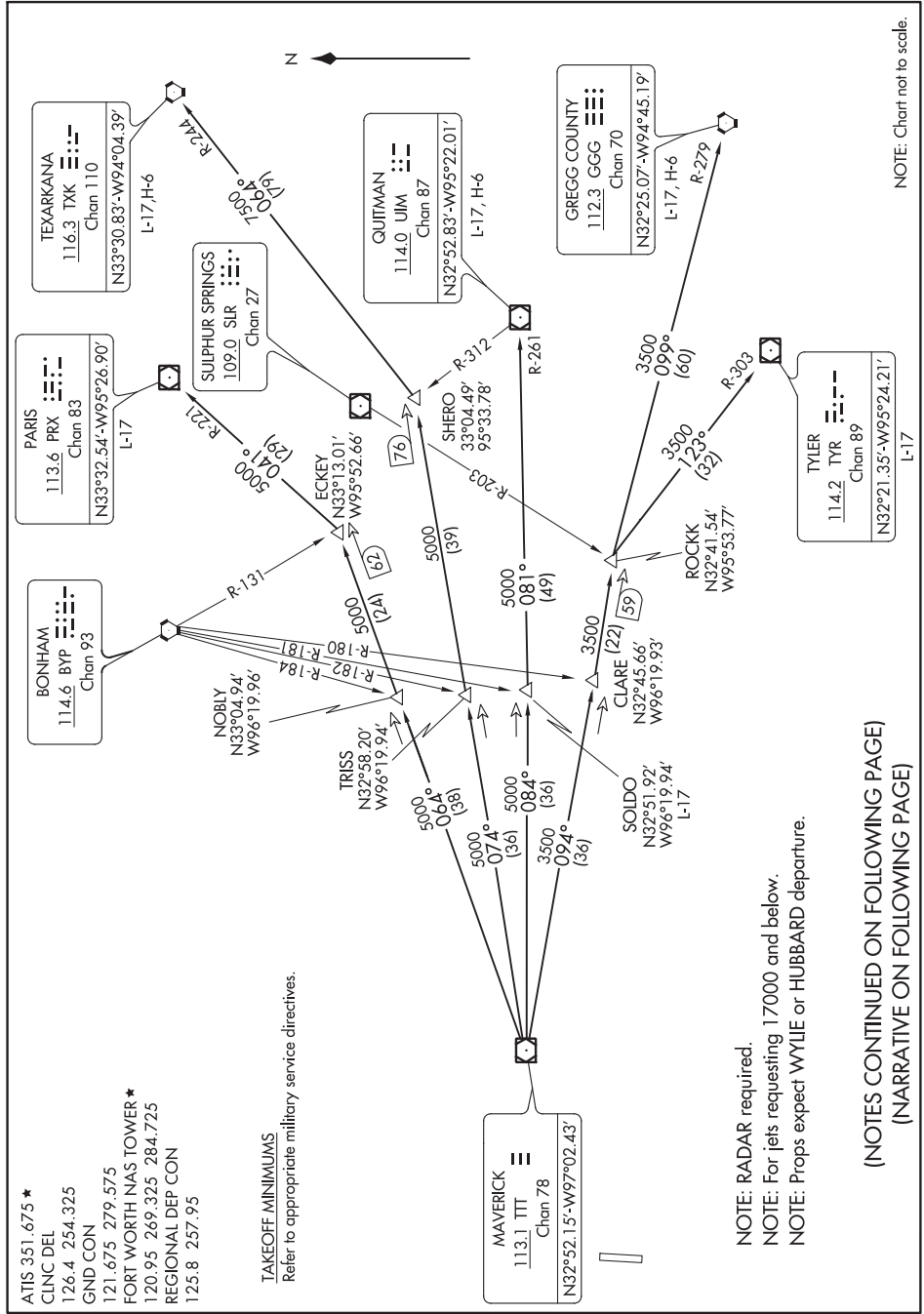
SC-2, 10 NOV 2016 to 05 JAN 2017

# GARLAND SIX DEPARTURE

SL-160 (FAA)

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# GARLAND SIX DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



**DEPARTURE ROUTE DESCRIPTION**

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

SC-2, 10 NOV 2016 to 05 JAN 2017

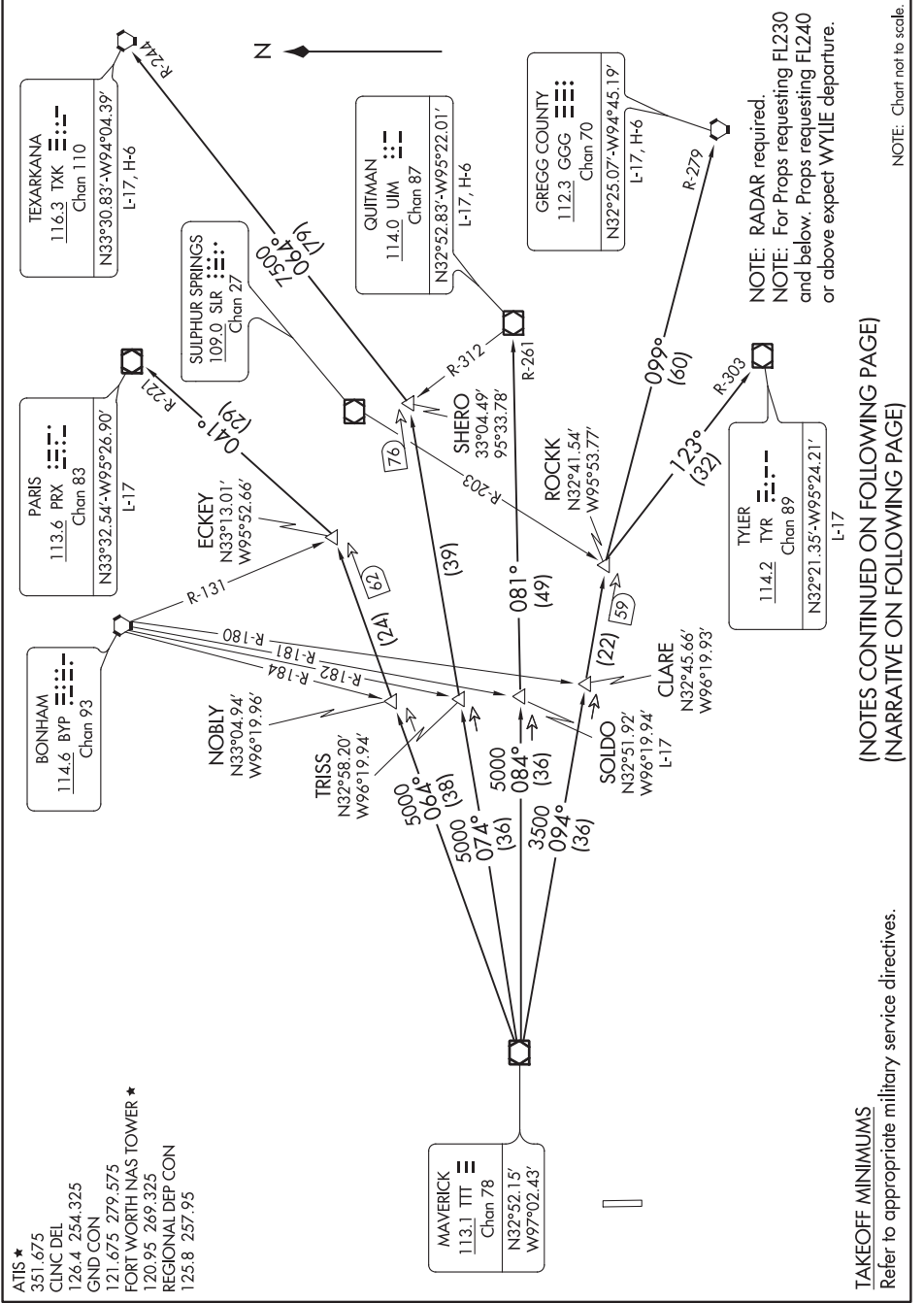
SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

# HUBBARD NINE DEPARTURE

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)  
SL-160 (FAA) FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

FORT WORTH, TEXAS  
FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

**TAKEOFF MINIMUMS**  
Refer to appropriate military service directives.



DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

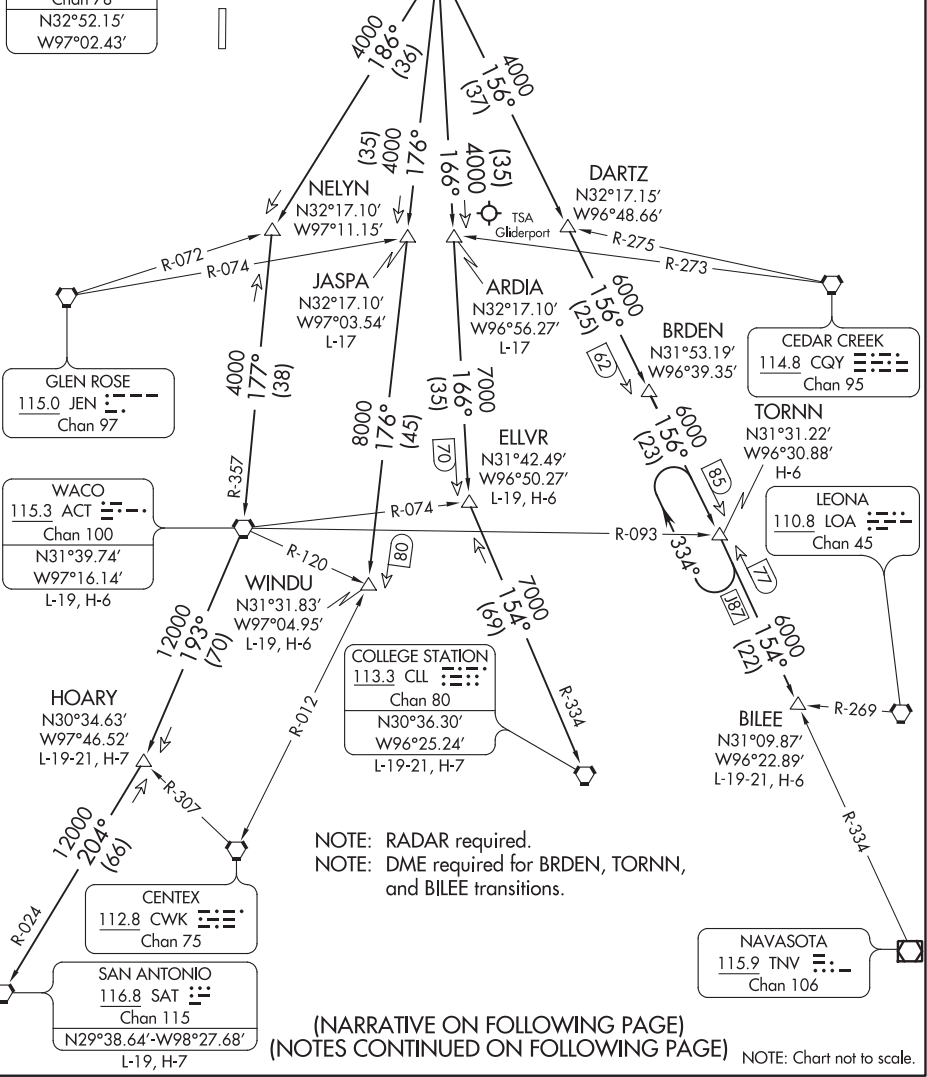
FORT WORTH NAS JRB/CARSWELL FIELD (NF'W)  
SL-160 (FAA) FORT WORTH, TEXAS

ATIS ★  
 351.675  
 CLNC DEL  
 126.4 254.325  
 GND CON  
 121.675 279.575  
 FORT WORTH NAS TOWER ★  
 120.95 269.325  
 REGIONAL DEP CON  
 125.8 257.95

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

MAVERICK  
 113.1 TTT  
 Chan 78  
 N32°52.15'  
 W97°02.43'

TAKEOFF MINIMUMS  
 Refer to appropriate military service directives.



NOTE: RADAR required.  
 NOTE: DME required for BRDEN, TORNN,  
 and BILEE transitions.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

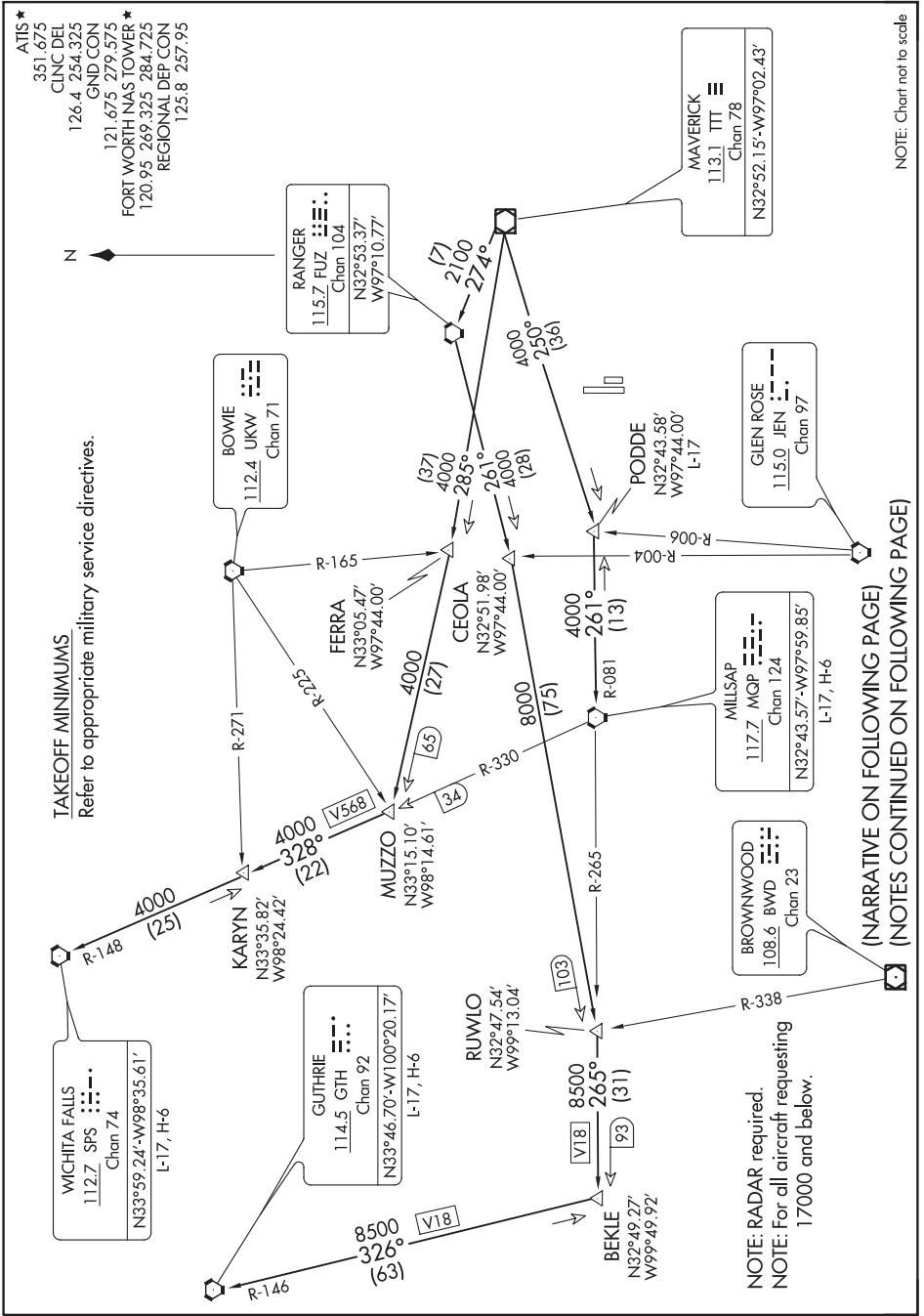
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# KINGDOM TWO DEPARTURE

(KING2.TTT) 31MAR16

FORT WORTH, TEXAS

FORT WORTH NAS JRB/CARSWELL FIELD (NF'W)

SC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

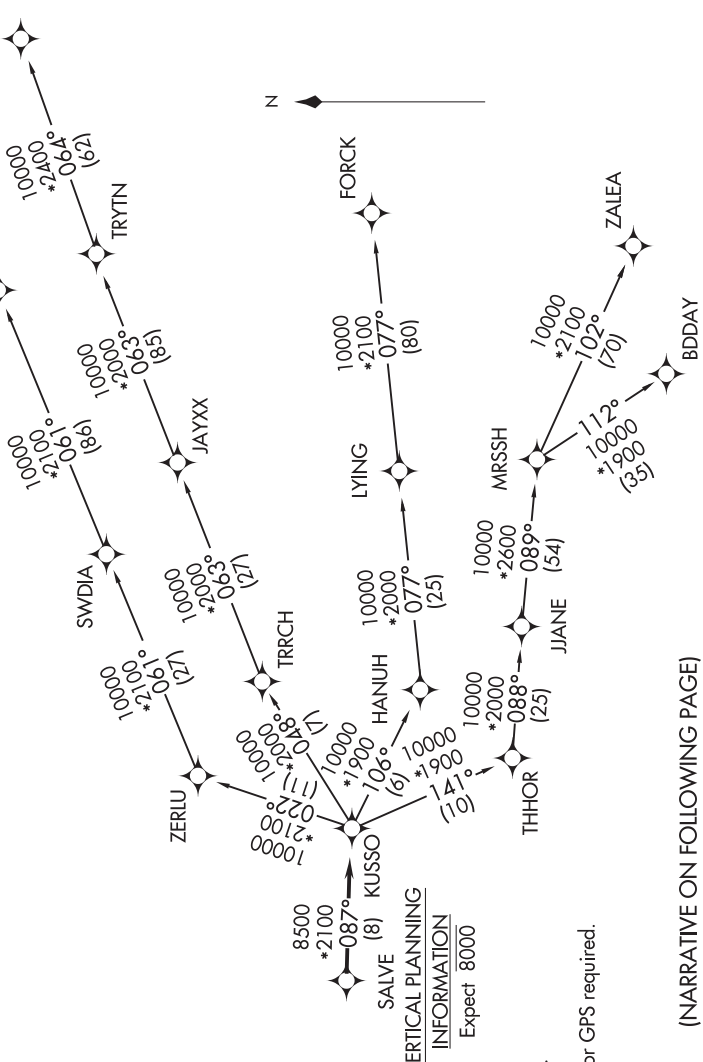
SC-2, 10 NOV 2016 to 05 JAN 2017

### TOP ALTITUDE: ASSIGNED BY ATC

ATIS 351.675 ★  
 CLNC DEL 126.4 254.325  
 GND CON 121.675 279.575  
 FORT WORTH NAS TOWER ★  
 120.95 269.325 284.725  
 REGIONAL DEP CON 125.8 257.95

### TAKEOFF MINIMUMS

Refer to appropriate military service directives.



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

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

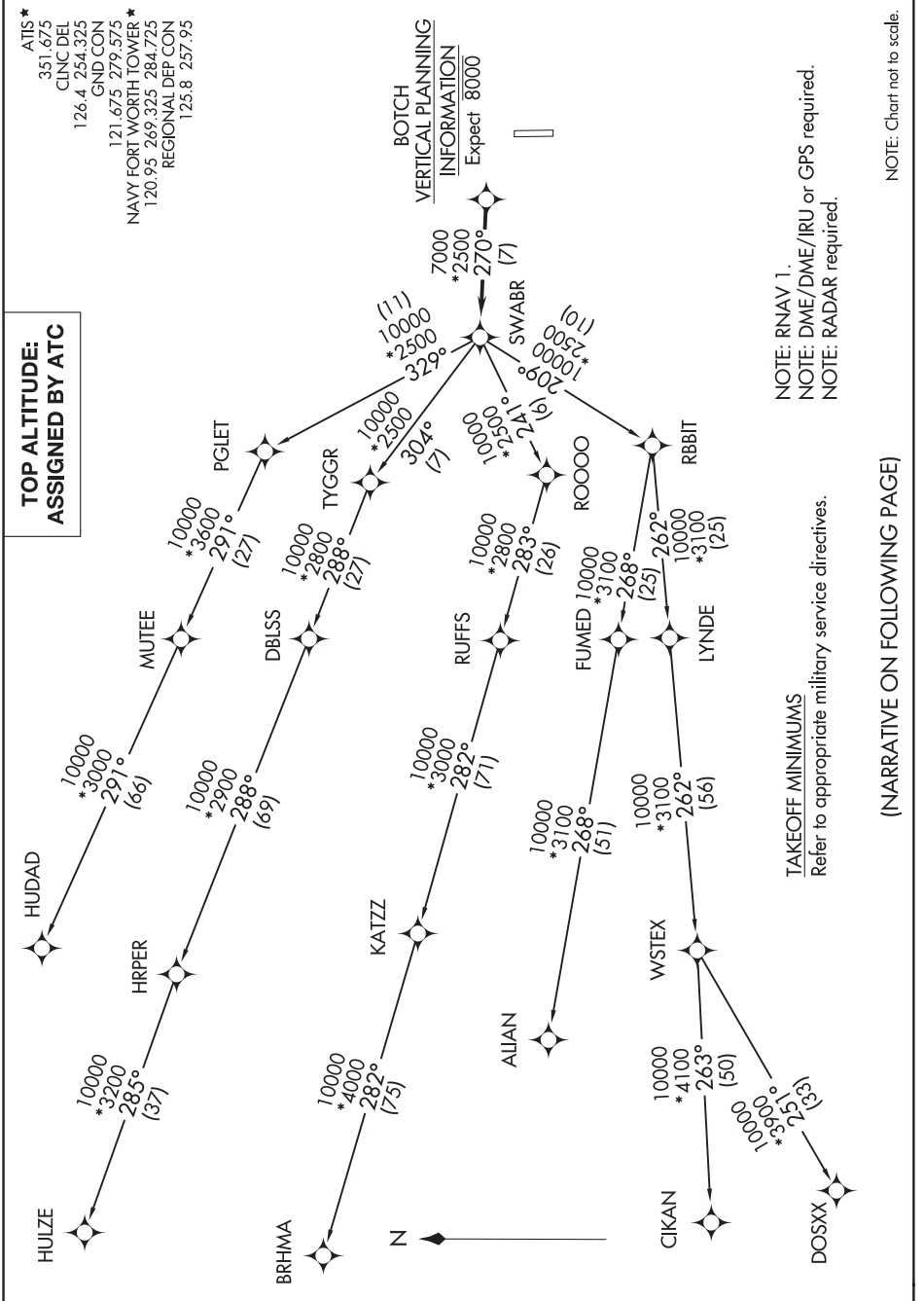
ZALEA TRANSITION (KUSSO3.ZALEA)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(TEX5.FUZ) 16091

FORT WORTH NAS JRB/CARSWELL FIELD (NF'W)

# TEXOMA FIVE DEPARTURE

SL-160 (FAA)

FORT WORTH, TEXAS

ATIS★  
 351.675  
 CLNC DEL  
 126.4 254.325  
 GND CON  
 121.675 279.575  
 FORT WORTH NAS TOWER★  
 120.95 269.325  
 REGIONAL DEP CON  
 125.8 257.95

TULSA  
 114.4 TUL : : : :  
 Chan 91  
 N36°11.78'  
 W95°47.29'  
 L-15, H-6

OKMULGEE  
 114.9 OKM : : : :  
 Chan 96  
 N35°41.59'  
 W95°51.96'  
 L-15, H-6

WILL ROGERS  
 114.1 IRW : : : :  
 Chan 88  
 N35°21.52'  
 W97°36.55'  
 L-15, H-6

ADA  
 117.8 ADH : : : :  
 Chan 125

MC ALESTER  
 112.0 MLC : : : :  
 Chan 57  
 N34°50.97'  
 W95°46.94'  
 L-17, H-6

ROLLS  
 N35°43.36'  
 W99°28.24'  
 L-15, H-6

DECKK  
 N34°52.37'  
 W97°16.87'  
 L-17, H-6

NOOGO  
 N34°25.65'  
 W96°59.06'

EAKER  
 N34°19.05'  
 W96°37.19'  
 L-17, H-6

MRMAC  
 N34°50.48'  
 W98°06.57'

ZEMMA  
 N34°23.03'  
 W96°59.40'  
 L-17, H-6

TEXOMA  
 114.3 URH : : : :  
 Chan 90

ARDMORE  
 116.7 ADM : : : :  
 Chan 114  
 N34°12.70'-W97°10.09'  
 L-17, H-6

BLECO  
 N33°27.05'  
 W97°06.54'  
 L-17

GRABE  
 N33°27.09'  
 W96°57.69'  
 L-17

BOWIE  
 112.4 UKW : : : :  
 Chan 71

LOWGN  
 N33°27.05'  
 W97°14.99'

BONHAM  
 114.6 BYP : : : :  
 Chan 93

AKUNA  
 N33°27.04'  
 W96°49.39'

RANGER  
 115.7 FUZ : : : :  
 Chan 104  
 N32°53.37'-W97°10.77'

NOTE: RADAR required.

### TAKEOFF MINIMUMS

Refer to appropriate military service directives.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

# TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

FORT WORTH, TEXAS

FORT WORTH NAS JRB/CARSWELL FIELD (NF'W)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>62899</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>700</b> <b>700</b>
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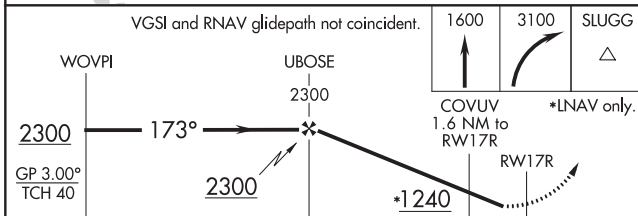
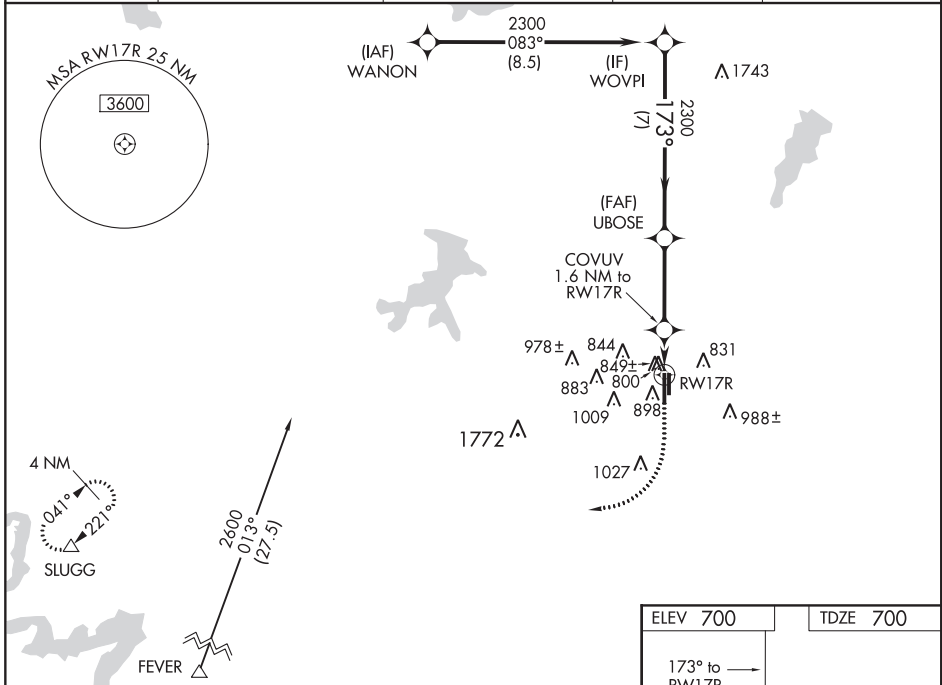
# RNAV (GPS) RWY 17R

FORT WORTH SPINKS (FWS)

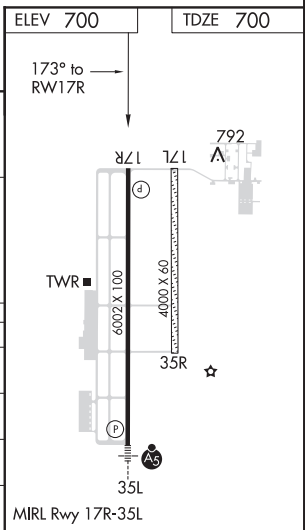
**⚠** Baro-VNAV NA when using Fort Worth Meacham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Circling NA west of Rwy 17R-35L. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 1600 then climbing right turn to 3100 direct SLUGG and hold.

ATIS <b>120.025</b>	REGIONAL APP CON <b>135.975 379.9</b>	SPINKS TOWER ★ <b>124.625</b> (CTAF) <b>U</b>	GND CON <b>119.475</b>	UNICOM <b>122.7</b>
------------------------	--	--	---------------------------	------------------------



CATEGORY	A	B	C	D
LPV DA	950-7/8		250 (300-7/8)	
LNAV/VNAV DA	1030-1 1/8		330 (400-1 1/8)	
LNAV MDA	1100-1 400 (400-1)		1100-1 1/8 400 (400-1 1/8)	
CIRCLING	1200-1 500 (500-1)		1200-1 1/2 500 (500-1 1/2) 1260-2 560 (600-2)	



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017


WAAS CH <b>57999</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>697</b> <b>700</b>
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# RNAV (GPS) RWY 35L

FORT WORTH SPINKS (FWS)

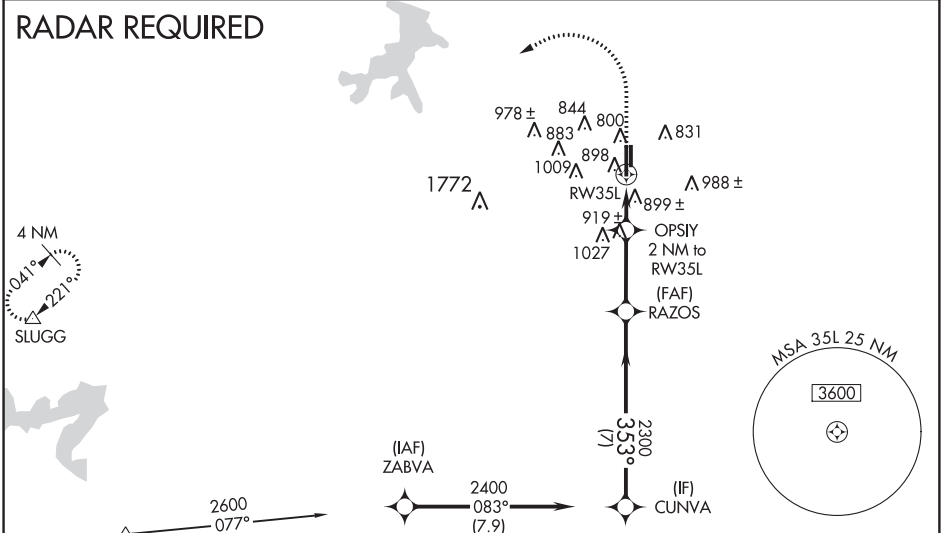
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Circling NA west of Rwy 17R-35L. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Fort Worth Meacham altimeter setting. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility 1/8 mile. For inop MALSR increase LNAV/VNAV all Cats visibility to 1/8 mile and increase LNAV Cats C/D visibility to 1/8 mile. For inop MALSR when using Fort Worth Meacham altimeter setting, increase LNAV/VNAV all Cats visibility to 1/4 mile and LNAV Cats C/D visibility to 1/8 mile.

**MALSR**



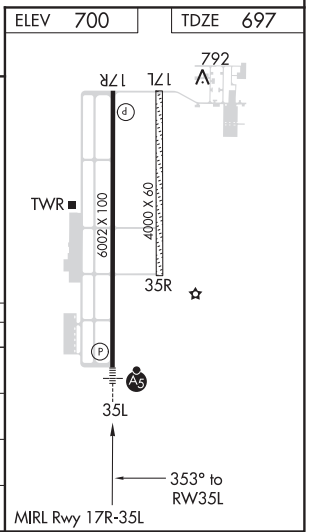
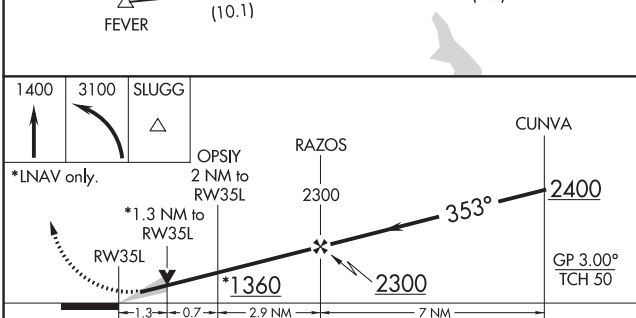
**MISSED APPROACH:**  
Climb to 1400 then climbing left turn to 3100 direct SLUGG and hold.

ATIS <b>120.025</b>	REGIONAL APP CON <b>135.975 379.9</b>	SPINKS TOWER ★ <b>124.625</b> (CTAF) <b>U</b>	GND CON <b>119.475</b>	UNICOM <b>122.7</b>
------------------------	--	--	---------------------------	------------------------



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	897-1/2		200 (200-1/2)	
LNAV/VNAV DA	1193-1 1/4		496 (500-1 1/4)	
LNAV MDA	1160-1/2 463 (500-1/2)		1160-1 463 (500-1)	
CIRCLING	1200-1 500 (500-1)		1200-1 1/2 560 (600-2)	

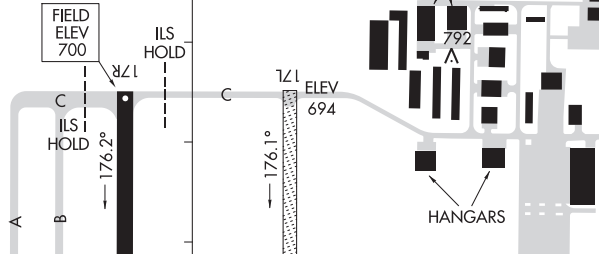
# AIRPORT DIAGRAM

AL-6917 (FAA)

FORT WORTH SPINKS (FWS)  
FORT WORTH, TEXAS

ATIS  
120.025  
SPINKS TOWER ★  
124.625  
GND CON  
119.475

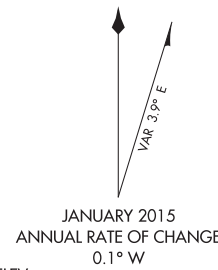
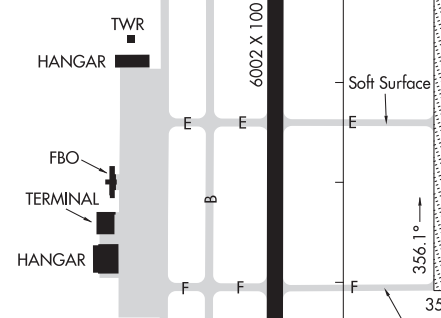
32°34.5'N



32°34.0'N

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



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

32°33.5'N

RWY 17R-35L  
S-60, D-70, 2D-100



97°18.5'W

97°18.0'W

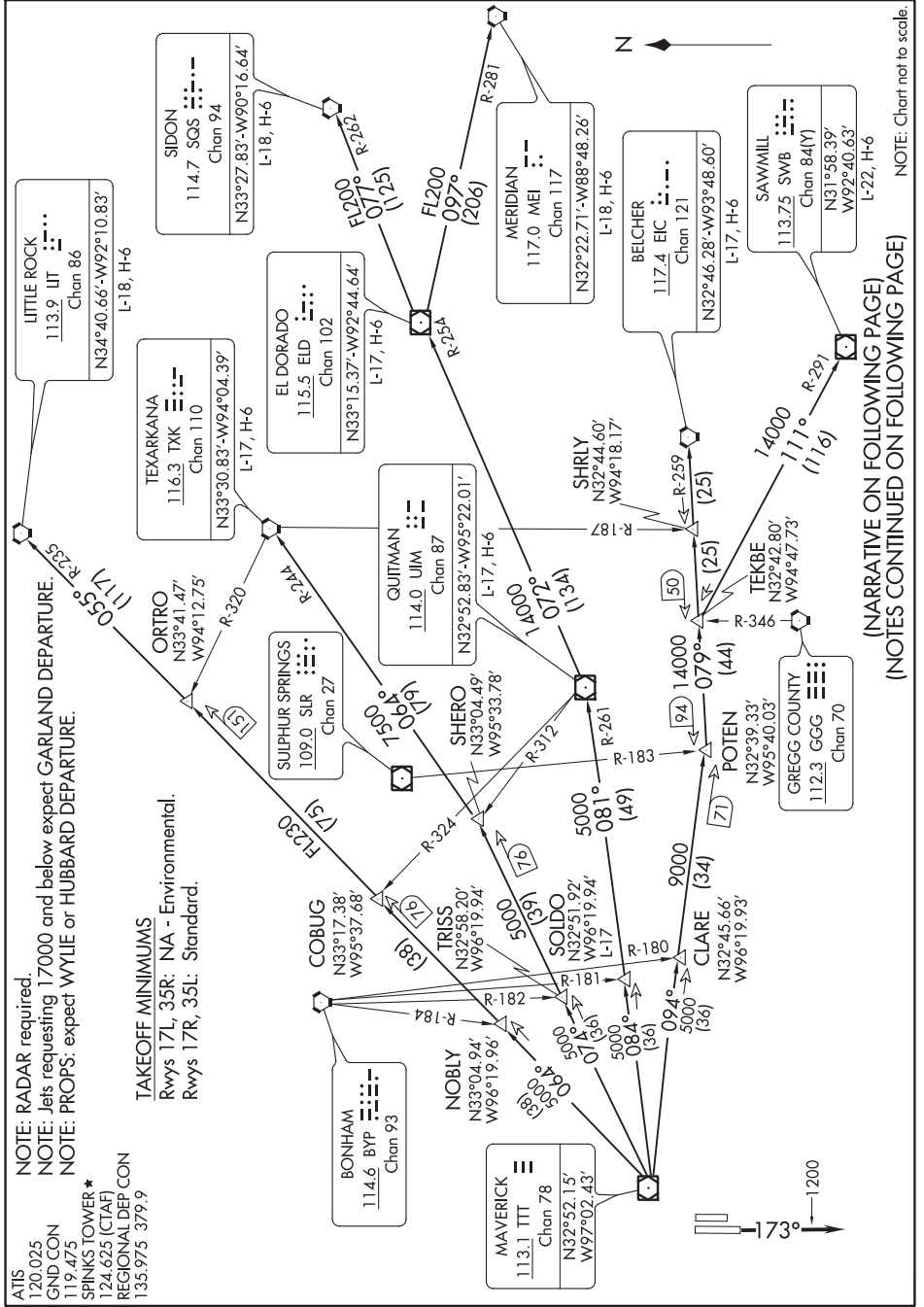
# AIRPORT DIAGRAM

FORT WORTH, TEXAS  
FORT WORTH SPINKS (FWS)

# DALLAS FOUR DEPARTURE

FORT WORTH, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

# DALLAS FOUR DEPARTURE

FORT WORTH, TEXAS

FORT WORTH SPINKS (FWS)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DALLAS FOUR DEPARTURE

FORT WORTH, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

## TAKEOFF OBSTACLE NOTES

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

FORT WORTH, TEXAS

FORT WORTH SPINKS (FWS)





**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTE

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES NOTES

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

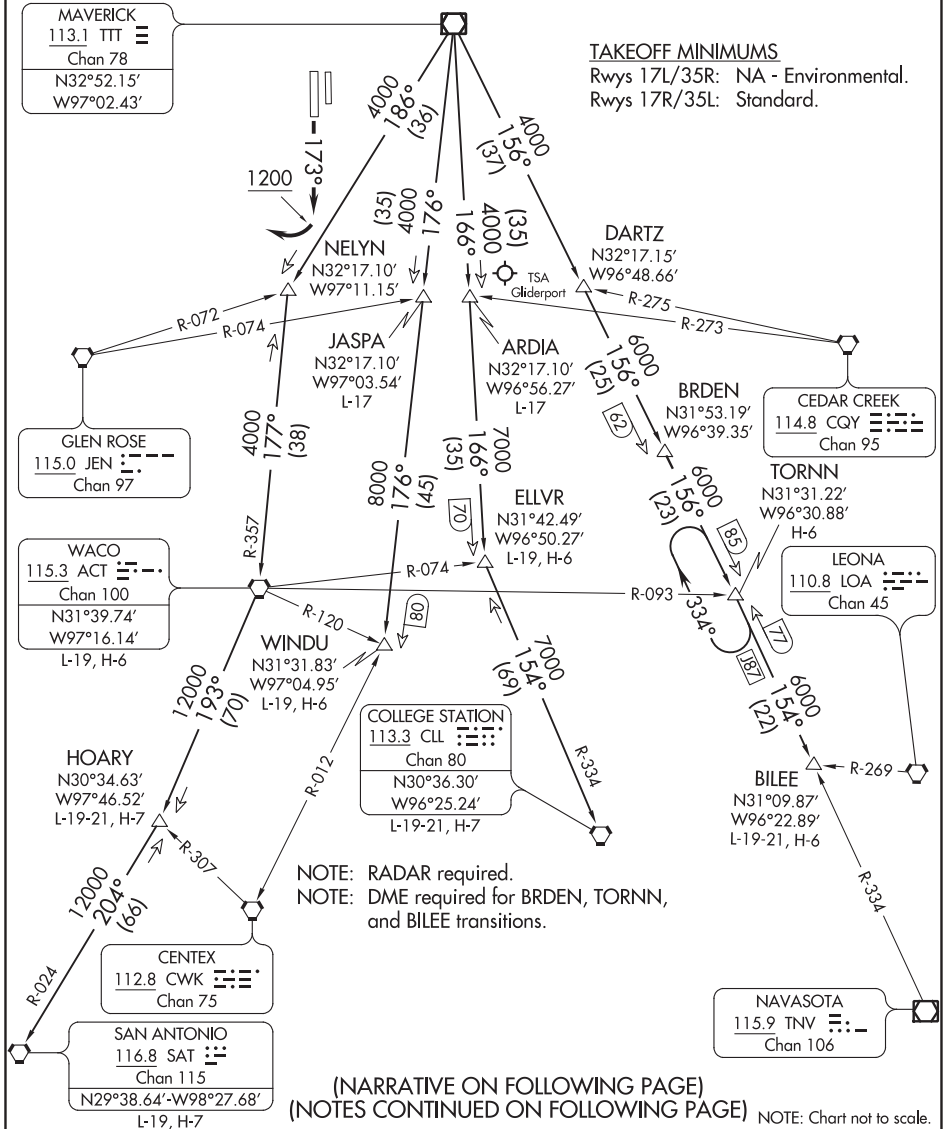
# JOE POOL NINE DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ATIS  
120.025  
GND CON  
119.475  
SPINKS TOWER ★  
124.625 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

### TAKEOFF MINIMUMS

Rwys 17L/35R: NA - Environmental.  
Rwys 17R/35L: Standard.



NOTE: RADAR required.  
NOTE: DME required for BRDEN, TORNN,  
and BILEE transitions.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17R: Climb heading 173° to 1200 before turning right.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNNT TRANSITION (JPOOL9.TORNNT): (For GPS or DME/DME/IRU equipped aircraft overflying TORNNT INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNNT INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKEOFF OBSTACLE NOTES

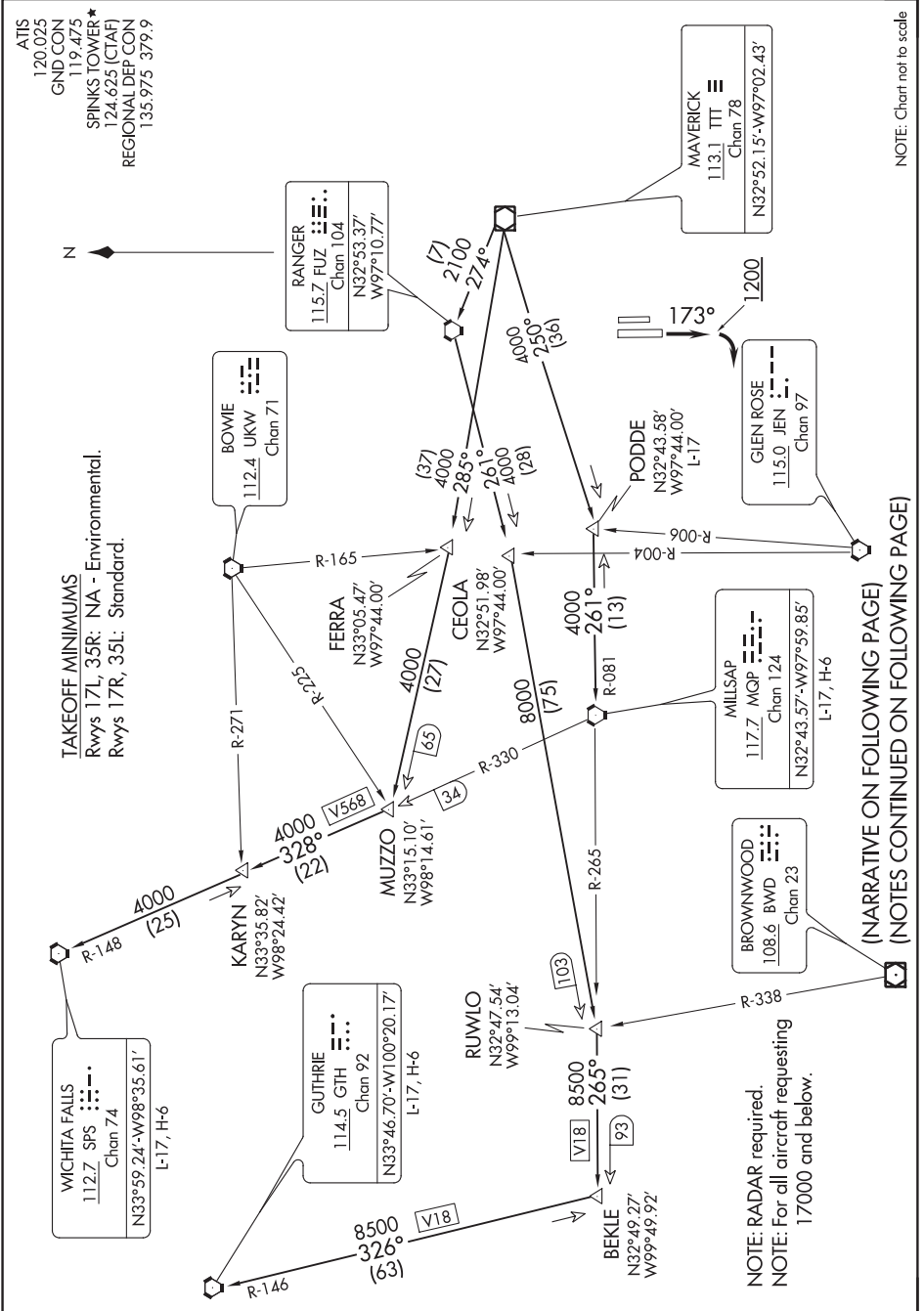
Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17R: Climb heading 173° to 1200 before turning right.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

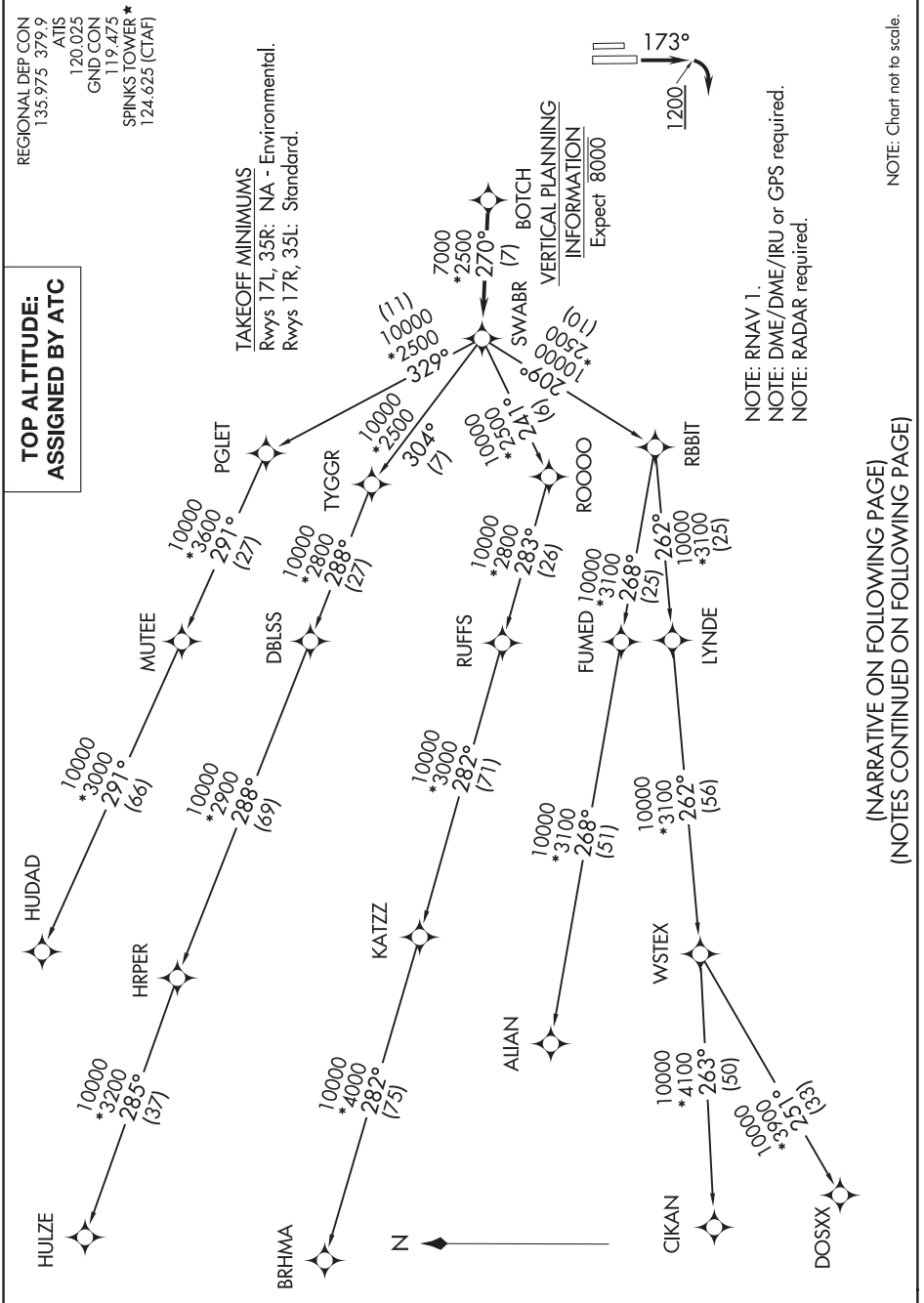
Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

TAKEOFF OBSTACLE NOTES

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

(TEX5.FUZ) 16091

# TEXOMA FIVE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

ATIS  
120.025  
GND CON  
119.475  
SPINKS TOWER \*  
124.625 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

TULSA  
114.4 TUL : : : :  
Chan 91  
N36°11.78'  
W95°47.29'  
L-15, H-6

OKMULGEE  
114.9 OKM : : : :  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

ADA  
117.8 ADH : : : :  
Chan 125

WILL ROGERS  
114.1 IRW : : : :  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

DECKK  
N34°52.37'  
W97°16.87'  
L-17, H-6

MC ALESTER  
112.0 MLC : : : :  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

ROLLS  
N35°43.36'  
W99°28.24'  
L-15, H-6

NOOGO  
N34°25.65'  
W96°59.06'

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

MRMAC  
N34°50.48'  
W98°06.57'

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

TIKYS  
N34°04.00'  
W96°25.56'

ARDMORE  
116.7 ADM : : : :  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

TEXOMA  
114.3 URH : : : :  
Chan 90

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

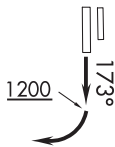
BOWIE  
112.4 UKW : : : :  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

BONHAM  
114.6 BYP : : : :  
Chan 93

TAKEOFF MINIMUMS  
Rwys 17L, 35R: NA - Environmental.  
Rwys 17R, 35L: Standard.

RANGER  
115.7 FUZ : : : :  
Chan 104  
N32°53.37'-W97°10.77'



NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# TEXOMA FIVE DEPARTURE

(TEX5.FUZ) 31MAR16

FORT WORTH, TEXAS

FORT WORTH SPINKS (FWS)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

TAKEOFF OBSTACLE NOTES

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb heading 173° to 1200 before turning right.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 17R: Tree 4909' from DER, 1556' left of centerline, 60' AGL/830' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GAINESVILLE, TEXAS

AL-6113 (FAA)

15232

WAAS CH <b>58111</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>845</b> <b>845</b>
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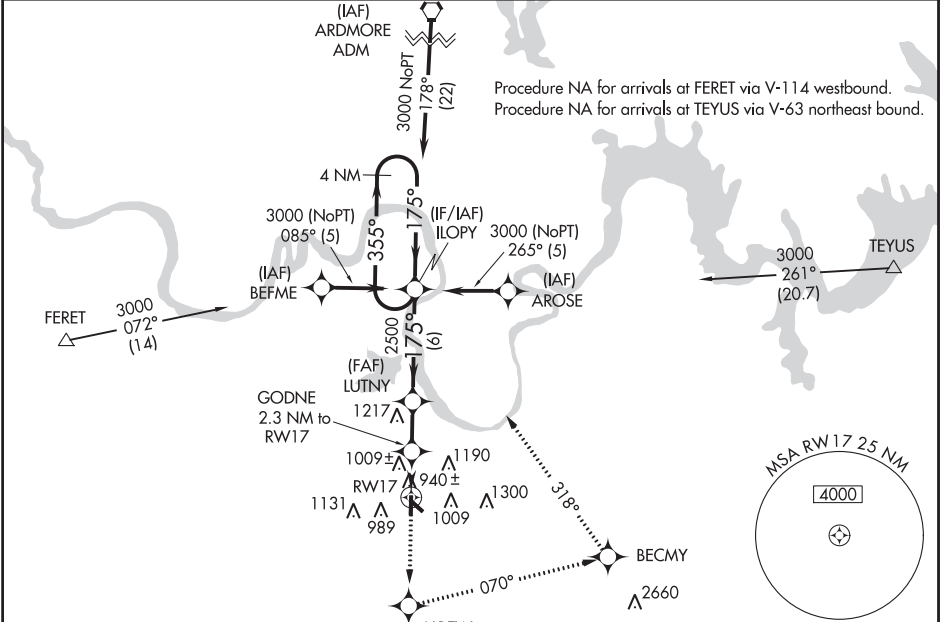
# RNAV (GPS) RWY 17

GAINESVILLE MUNI (G.L.E)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C ¼ and Cat D ½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold.

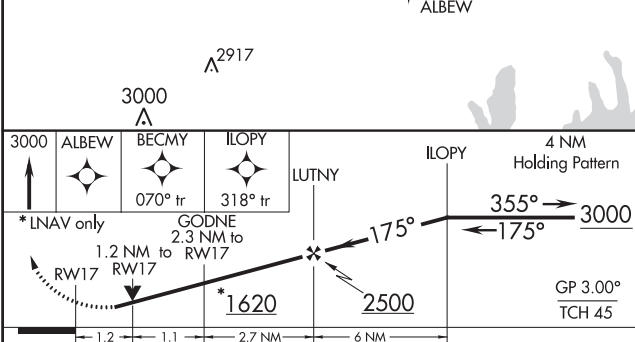
AWOS-3 <b>118.375</b>	FORT WORTH CENTER <b>124.75 323.0</b>	UNICOM <b>123.0 (CTAF)</b>	GCO <b>121.725</b>
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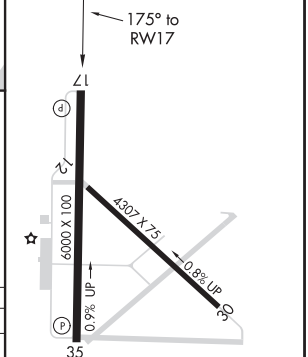
Procedure NA for arrivals at FERET via V-114 westbound.  
Procedure NA for arrivals at TEYUS via V-63 northeast bound.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 845	TDZE 845
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CATEGORY	A	B	C	D
LPV DA		1194-1¼	349 (400-1¼)	
LNAV/VNAV DA		1358-1¾	513 (600-1¾)	
LNAV MDA	1260-1	415 (500-1)	1260-1¼	415 (500-1¼)
CIRCLING	1320-1	475 (500-1)	1360-1½	1460-2
			515 (600-1½)	615 (700-2)

MIRL Rwy 17-35  
REIL Rwy 17-35

GAINESVILLE, TEXAS  
Amdt 1 07MAY09

33°39'N-97°12'W

# GAINESVILLE MUNI (G.L.E)

## RNAV (GPS) RWY 17

15232

# AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)  
GAINESVILLE, TEXAS

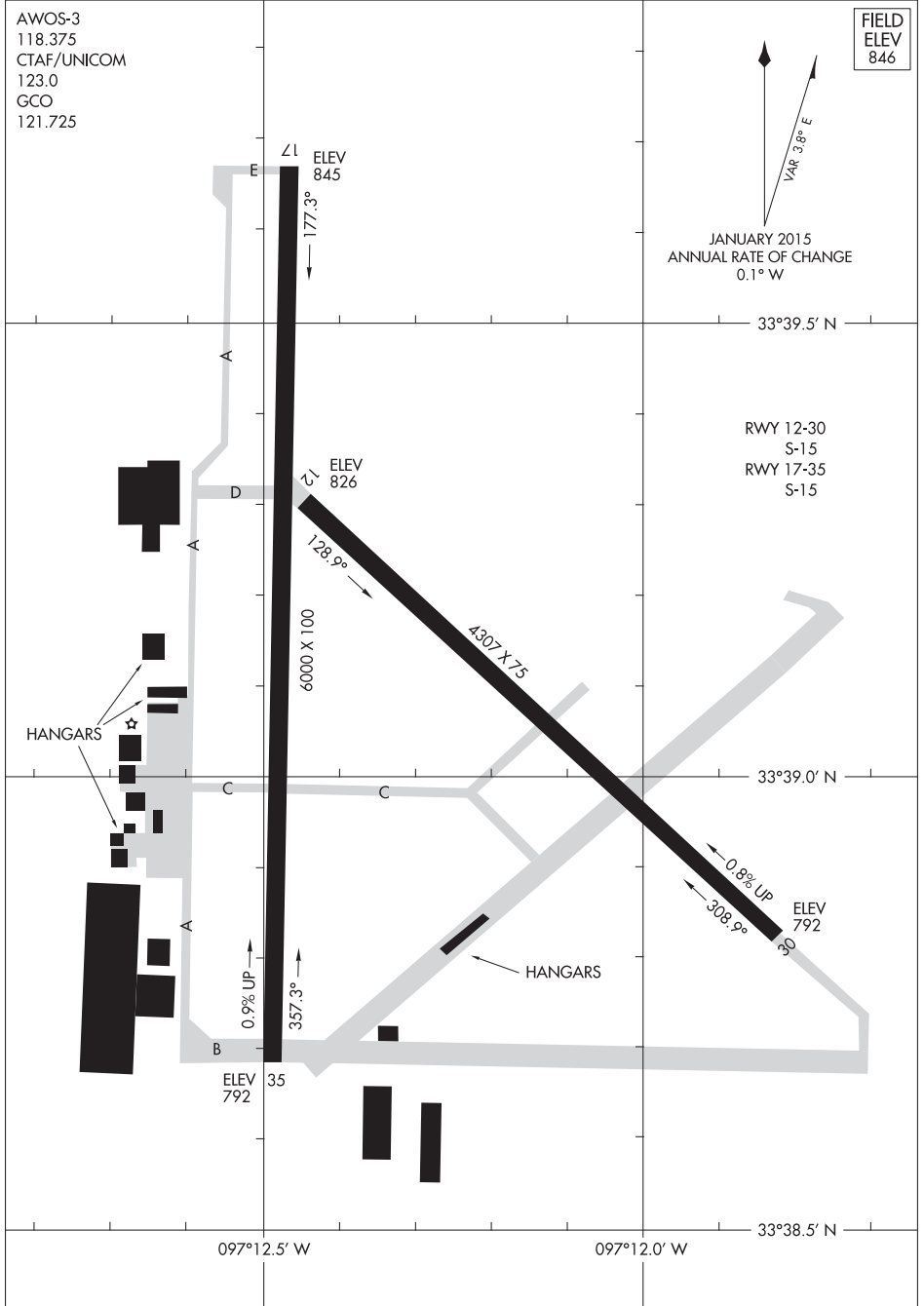
AWOS-3  
118.375  
CTAF/UNICOM  
123.0  
GCO  
121.725

FIELD  
ELEV  
846

↑  
↑  
VAR 3.8° E  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

15232

GAINESVILLE, TEXAS  
GAINESVILLE MUNI (GLE)

GILMER, TEXAS

AL-6342 (FAA)

15232

WAAS CH <b>60935</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>415</b> <b>415</b>
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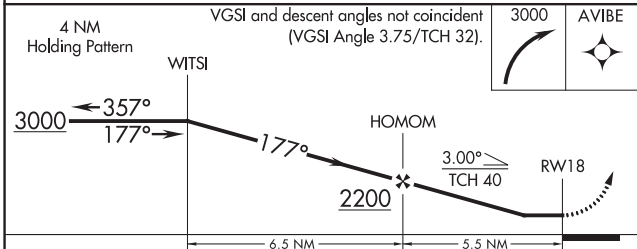
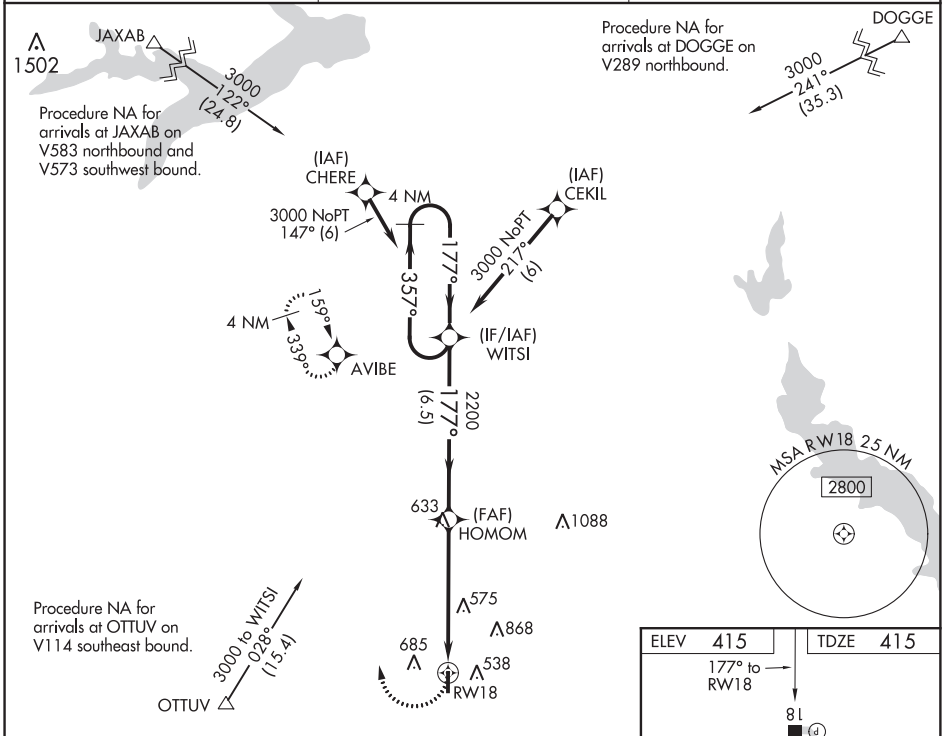
# RNAV (GPS) RWY 18

GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**▲** When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile. Procedure NA at night.

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

AWOS-3 <b>118.2</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	CTAF <b>122.9</b>
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ELEV 415	TDZE 415
177° to RWY 18	

81

4000 X 60

36

MIRL Rwy 18-36

CATEGORY	A	B	C	D
LP MDA	820-1	405 (500-1)	820-1½ 405 (500-1½)	NA
LNAV MDA	880-1	465 (500-1)	880-1¾ 465 (500-1¾)	NA
<b>C</b> CIRCLING	1000-1	585 (600-1)	1180-2¼ 765 (800-2¼)	NA

GILMER, TEXAS  
Orig-A 02APR15

GILMER/ FOX STEPHENS FIELD-GILMER MUNI (JXI)  
32°42'N-94°57'W  
**RNAV (GPS) RWY 18**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>65635</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>415</b> <b>415</b>
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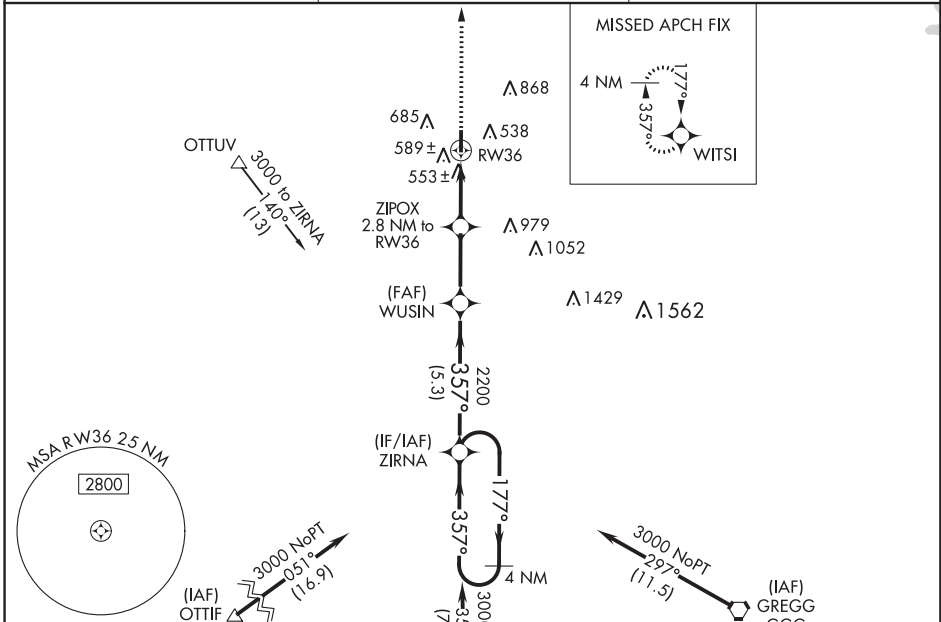
# RNAV (GPS) RWY 36

GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

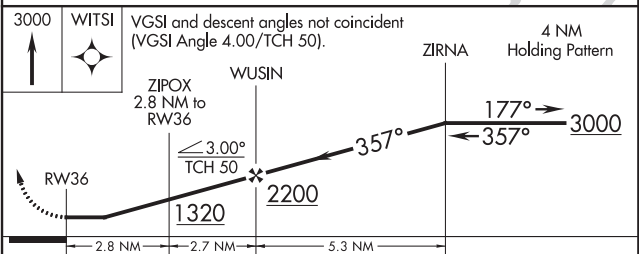
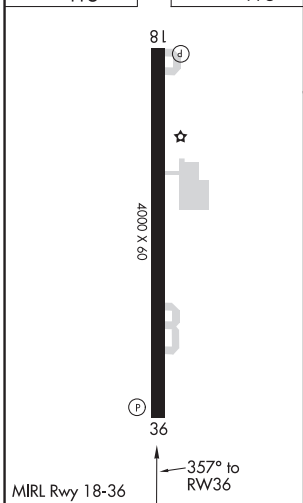
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**⚠** MISSED APPROACH: Climb to 3000 direct WITSI and hold.

AWOS-3 <b>118.2</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	CTAF <b>122.9</b>
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ELEV 415	TDZE 415
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CATEGORY	A	B	C	D
LP MDA	820-1	405 (500-1)	820-1 1/8 405 (500-1 1/8)	NA
LNAV MDA	840-1	425 (500-1)	840-1 1/4 425 (500-1 1/4)	NA
<b>CIRCLING</b>	1000-1	585 (600-1)	1180-2 1/4 765 (800-2 1/4)	NA

GILMER, TEXAS

AL-6342 (FAA)

15232

VOR/DME UIM <b>114.0</b> Chan <b>87</b>	APP CRS <b>109°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>415</b>
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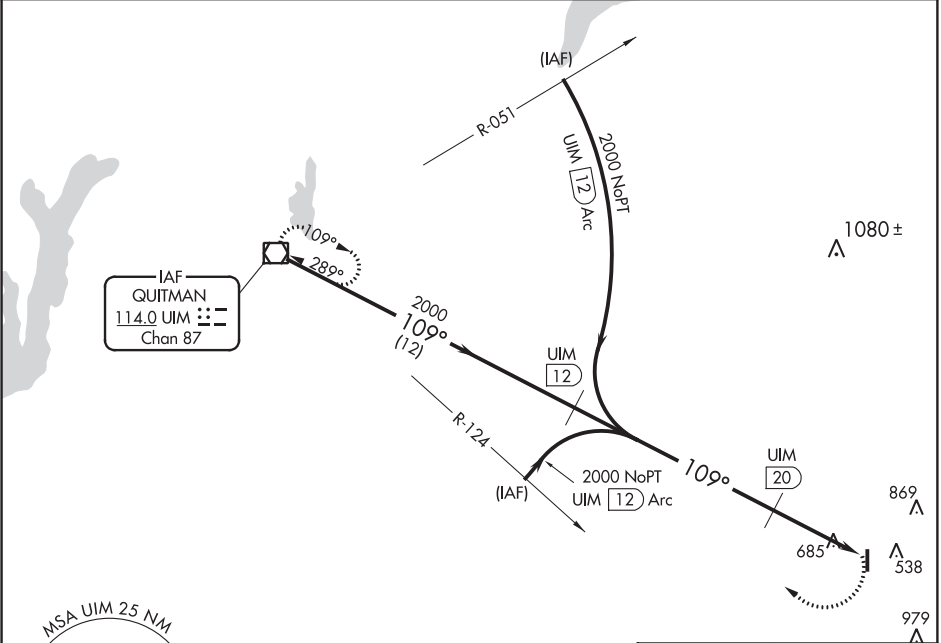
# VOR/DME-A

GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

**▼** Use Gregg County altimeter setting; when not received,  
**▲ NA** procedure not authorized.

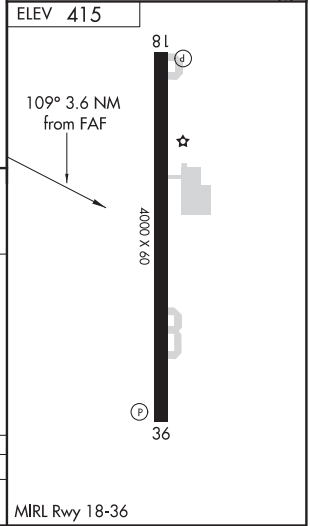
**MISSED APPROACH:** Climbing right turn to 2000 direct UIM VOR/DME and hold.

AWOS-3 <b>118.2</b>	LONGVIEW APP CON* <b>124,275 257,975</b>	CTAF <b>122.9</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



Procedure Turn NA	UIM VOR/DME	UIM 12	UIM 20	UIM 23.6
Altitude	2000	2000	2000	2000
Distance	12 NM	8 NM	3.6 NM	

CATEGORY	A	B	C	D
CIRCLING	1180-1 765 (800-1)	1180-1¼ 765 (800-1¼)	1180-2¼ 765 (800-2¼)	NA

GILMER, TEXAS

Amdt 1A 27MAR97

GILMER/ FOX STEPHENS FIELD-GILMER MUNI (JXI)

32°42'N-94°57'W

# VOR/DME-A

APP CRS <b>140°</b>	Rwy Idg <b>3299</b>
	TDZE <b>297</b>
	Apt Elev <b>297</b>

# RNAV (GPS) RWY 14

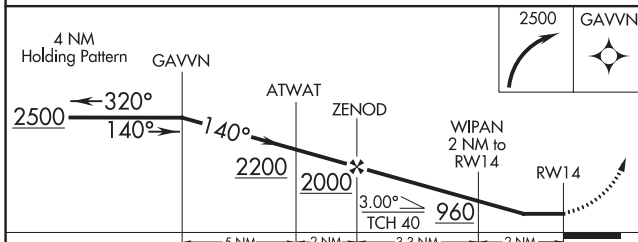
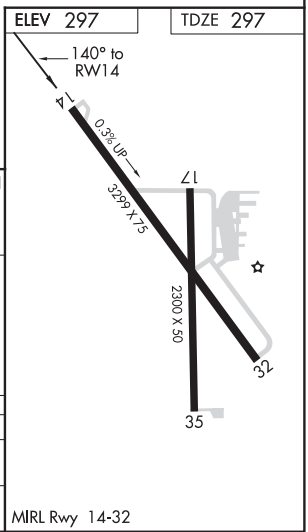
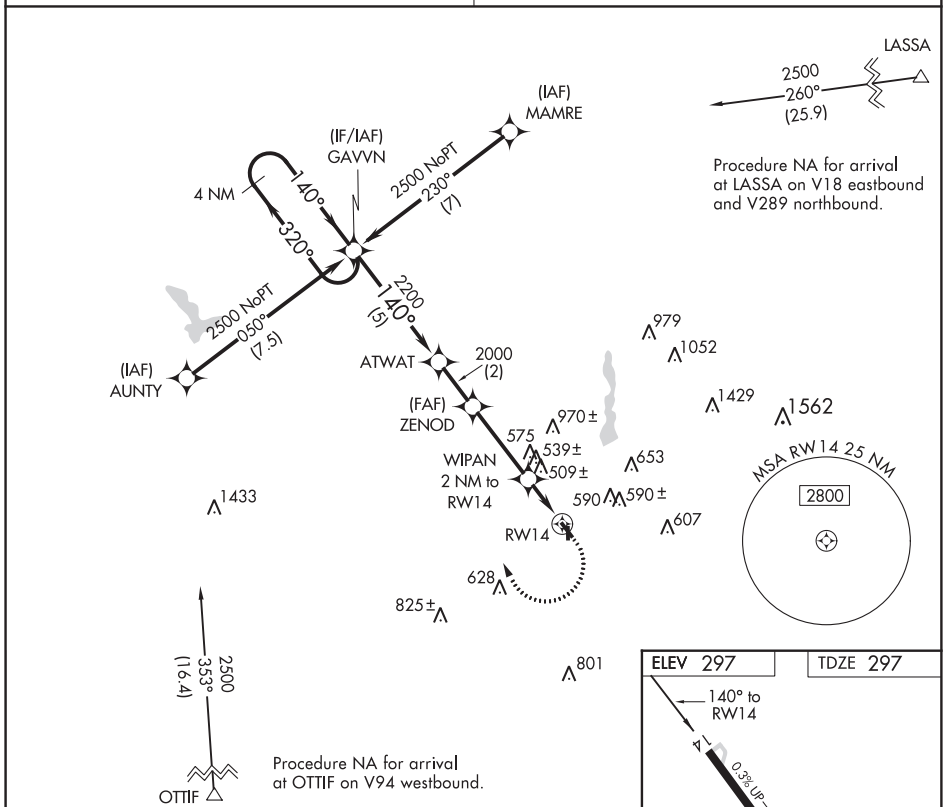
GLADEWATER MUNI (Ø7F)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.  
**▲** NA Use Gilmer altimeter setting, when not received use Longview altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:**  
 Climbing right turn to 2500 direct GAVVN and hold.

LONGVIEW APP CON \*  
**124.275 257.975**

CTAF  
**122.9**



CATEGORY	A	B	C	D
LNAV MDA	800-1 503 (600-1)		800-1 3/8 503 (600-1 3/8)	NA
CIRCLING	880-1 583 (600-1)		880-1 1/2 583 (600-1 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3299</b>
<b>320°</b>	TDZE	<b>297</b>
	Apt Elev	<b>297</b>

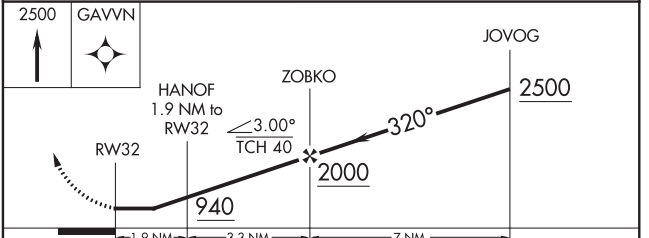
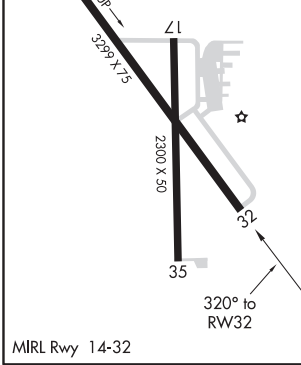
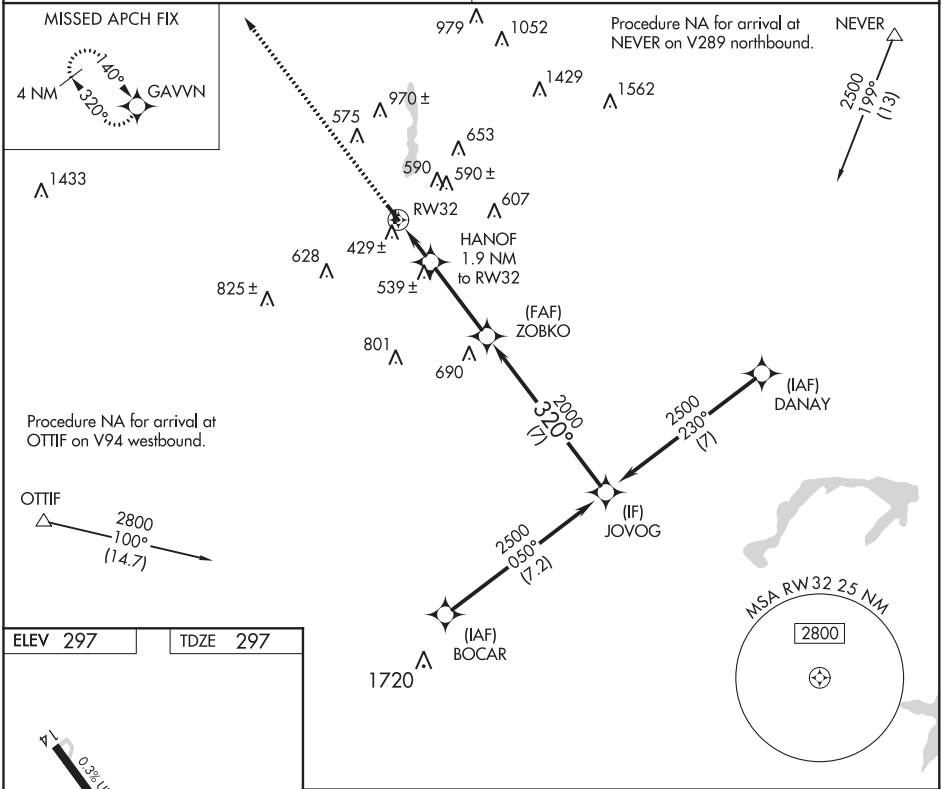
# RNAV (GPS) RWY 32

GLADEWATER MUNI (Ø7F)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gilmer altimeter setting, when not received use Longview altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2500 direct GAVVN and hold.

LONGVIEW APP CON\* **124.275 257.975** CTAF **122.9**



	A	B	C	D
CATEGORY	A	B	C	D
LNAV MDA	720-1	423 (500-1)	720-1½ 423 (500-1½)	NA
CIRCLING	880-1	583 (600-1)	880-1½ 583 (600-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



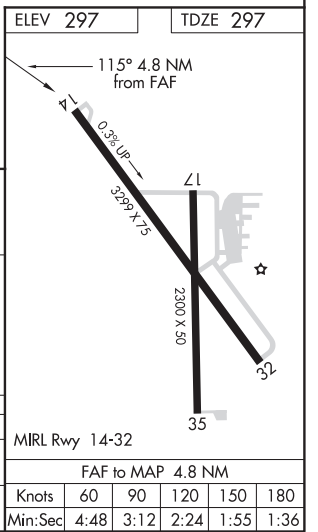
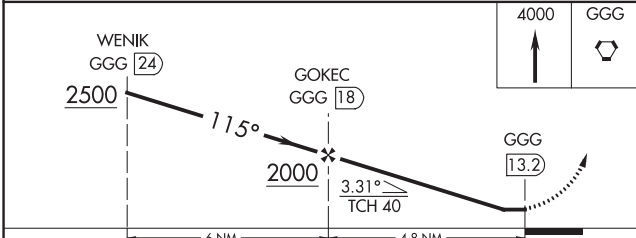
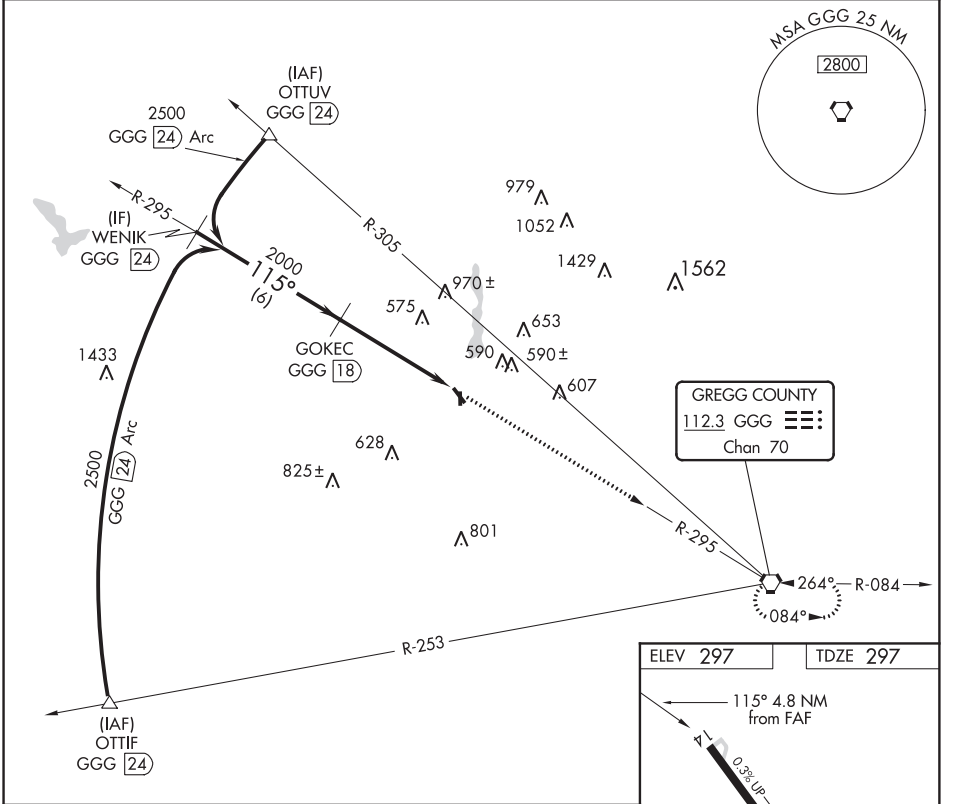
VORTAC GGG <b>112.3</b> Chan <b>70</b>	APP CRS <b>115°</b>	Rwy Idg TDZE Apt Elev	<b>3299</b> <b>297</b> <b>297</b>
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# VOR/DME RWY 14

GLADEWATER MUNI (Ø7F)

**V** Visibility reduction by helicopters NA. Use Gilmer altimeter setting, when not received use Longview altimeter setting and increase all MDA 20 feet and increase S-14 Cat C and Circling Cat C visibility 1/8 mile. Procedure NA at night.  
**NA** MISSED APPROACH: Climb to 4000 direct GGG VORTAC and hold, continue climb-in-hold to 4000.

LONGVIEW APP CON ★ <b>124.275 257.975</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
S-14	960-1 663 (700-1)		960-1 1/8 663 (700-1 1/8)	NA
CIRCLING	960-1 663 (700-1)		960-1 1/8 663 (700-1 1/8)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GRAFORD, TEXAS

AL-6903 (FAA)

14233

APP CRS	Rwy Idg	<b>3500</b>
<b>023°</b>	TDZE	<b>1008</b>
	Apt Elev	<b>1008</b>

# RNAV (GPS) RWY 2

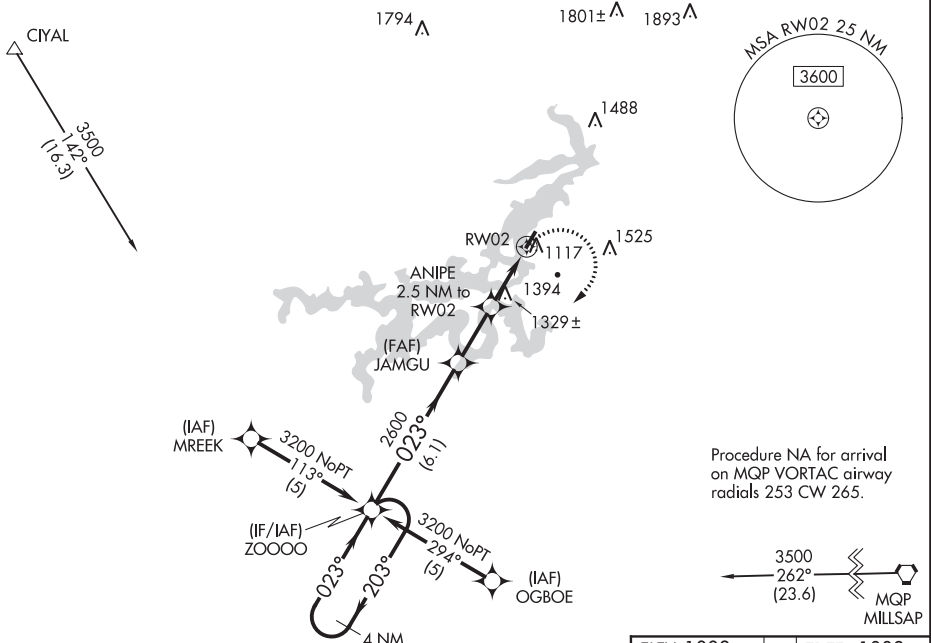
POSSUM KINGDOM (F35)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night. Use Mineral Wells altimeter setting; when not received, use Decatur Muni altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 3200 direct ZOOOO and hold.

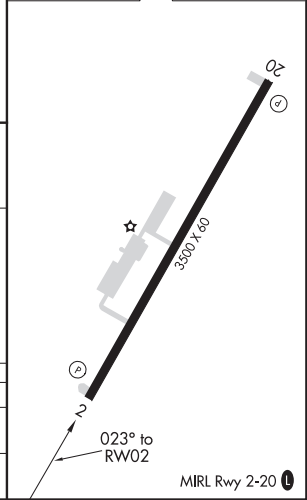
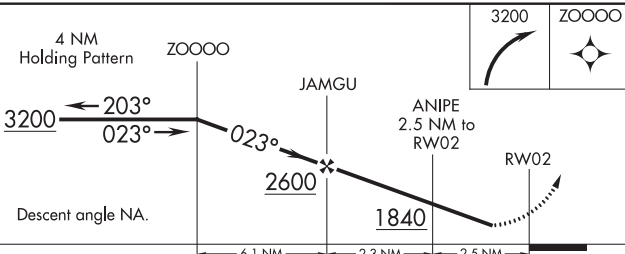
FORT WORTH CENTER  
**127.0 360.6**

CTAF  
**122.9 0**



Procedure NA for arrival on MQP VORTAC airway radials 253 CW 265.

ELEV 1008	TDZE 1008
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CATEGORY	A	B	C	D
LNAV MDA	1640-1	632 (700-1)	1640-1¼ 632 (700-1¼)	NA
CIRCLING	1700-1 692 (700-1)	1860-1¼ 852 (900-1¼)	1860-2½ 852 (900-2½)	NA

GRAFORD, TEXAS  
Orig-B 21AUG14

32°55'N-98°26'W

# POSSUM KINGDOM (F35)

## RNAV (GPS) RWY 2

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 20

POSSUM KINGDOM (F35)

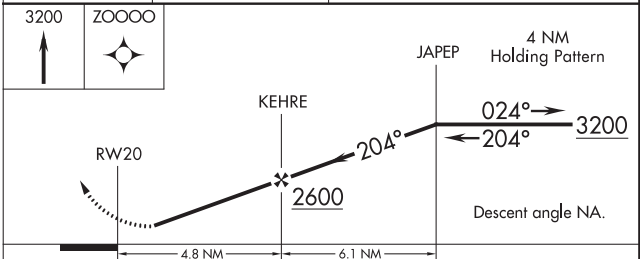
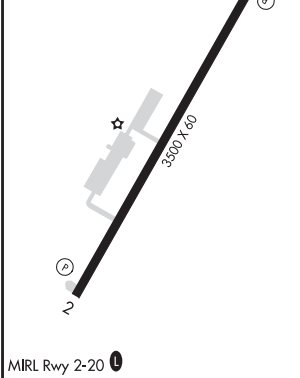
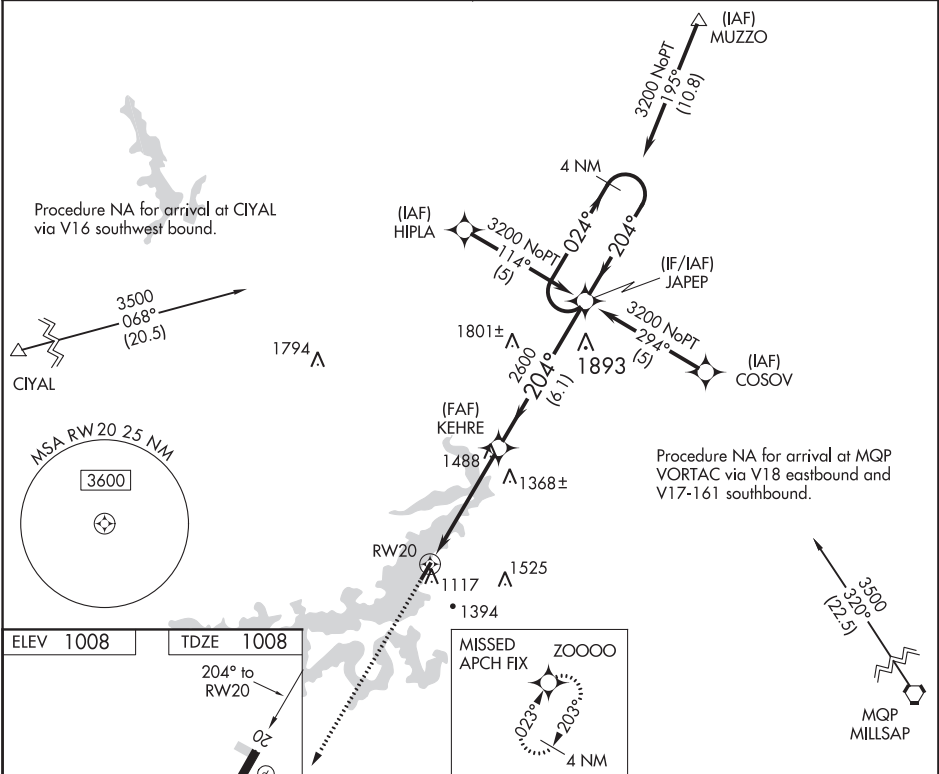
APP CRS	Rwy Idg	<b>3500</b>
<b>204°</b>	TDZE	<b>1008</b>
	Apt Elev	<b>1008</b>

**NA** DME/DME RNP-0.3 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 MDA 80 feet; increase LNAV Cats B and C and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3200 direct ZOOOO and hold.

FORT WORTH CENTER  
**127.0 360.6**

CTAF  
**122.9 0**



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)	1860-2½ 852 (900-2½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GRAHAM, TEXAS

AL-5535 (FAA)

16259

APP CRS	Rwy Idg	<b>5000</b>
<b>033°</b>	TDZE	<b>1116</b>
	Apt Elev	<b>1123</b>

# RNAV (GPS) RWY 3

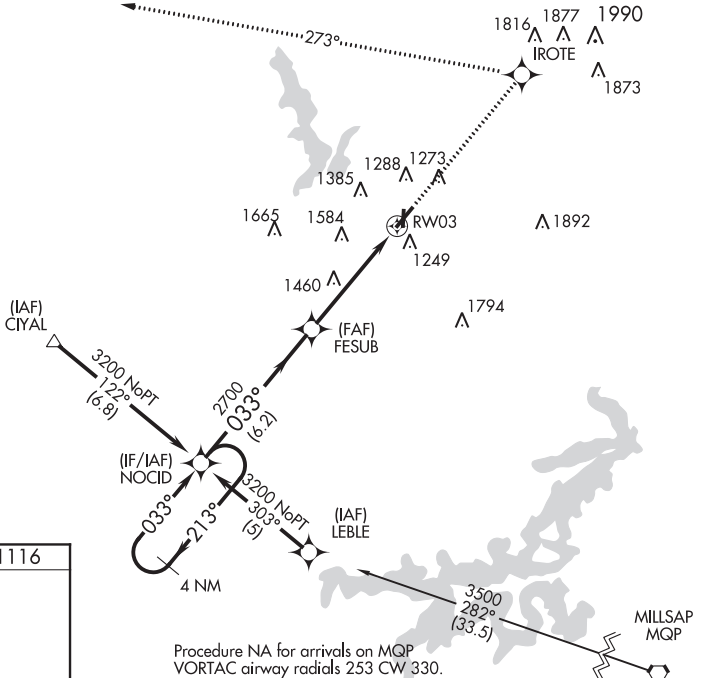
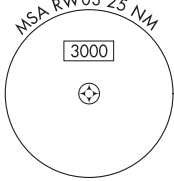
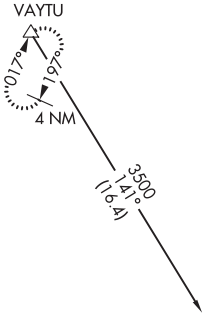
GRAHAM MUNI (RPH)

- ▼ 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.
- ▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

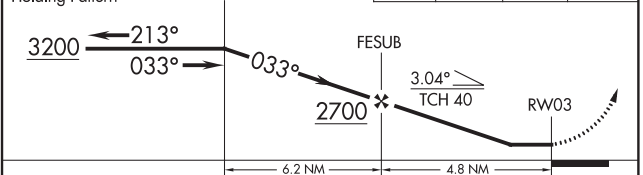
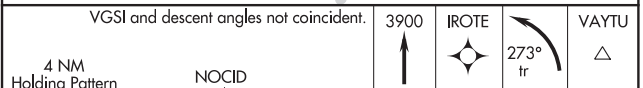
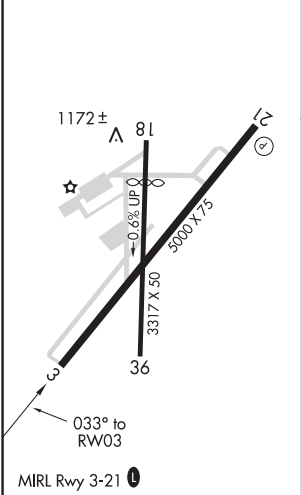
MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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Procedure NA for arrivals at VAYTU via V77 northbound.



ELEV 1123	TDZE 1116
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CATEGORY	A	B	C	D
LNAV MDA	1760-1	644 (700-1)	NA	
CIRCLING	1760-1	637 (700-1)	NA	

GRAHAM, TEXAS  
Orig 10APR08

33°07'N-98°33'W

# GRAHAM MUNI (RPH) RNAV (GPS) RWY 3

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

AL-5535 (FAA)

# RNAV (GPS) RWY 21

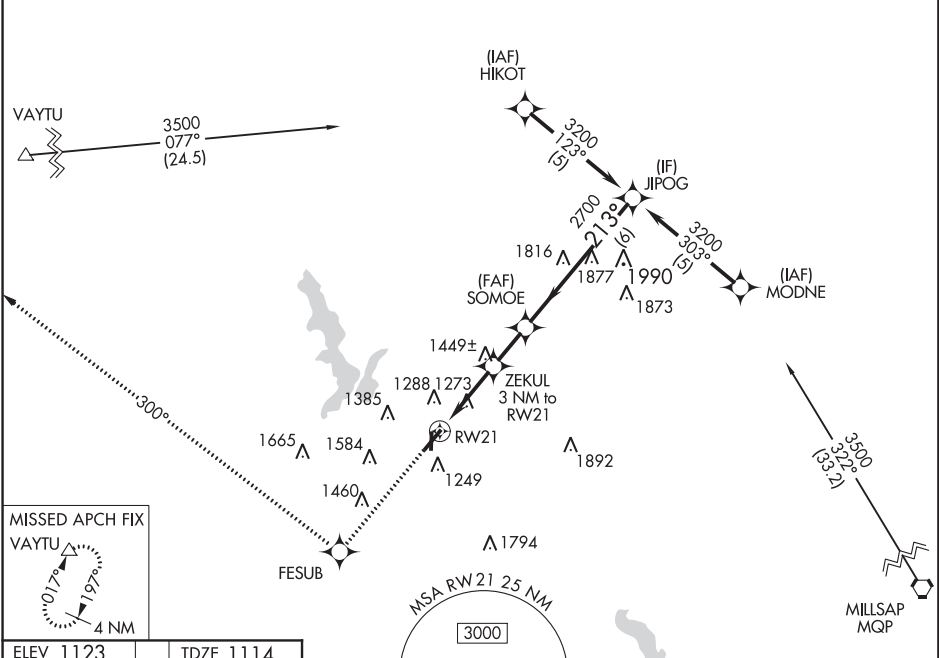
GRAHAM MUNI (RPH)

APP CRS	Rwy Idg	<b>5000</b>
<b>213°</b>	TDZE	<b>1114</b>
	Apt Elev	<b>1123</b>

- When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet.
- Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

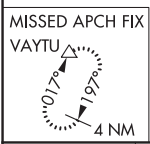
MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.975</b> (CTAF)
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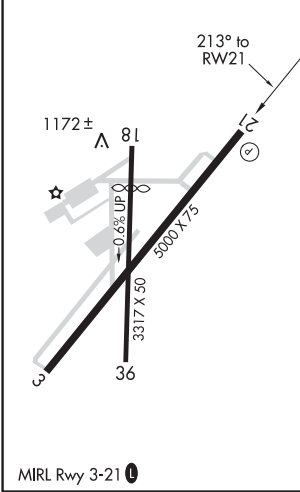


SC-2, 10 NOV 2016 to 05 JAN 2017

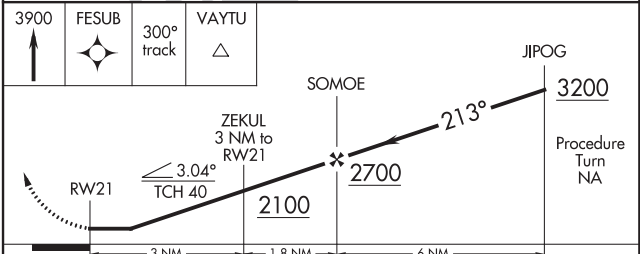
SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1123	TDZE 1114
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Procedure NA for arrivals on MQP VORTAC via airway radials 265 CW 001.



CATEGORY	A	B	C	D
LNAV MDA	1700-1	586 (600-1)	NA	
CIRCLING	1700-1	577 (600-1)	NA	

WAAS CH <b>99618</b> <b>W14A</b>	APP CRS <b>144°</b>	Rwy ldg <b>3603</b> TDZE <b>778</b> Apt Elev <b>778</b>
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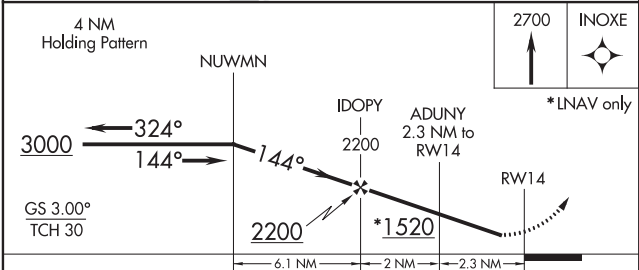
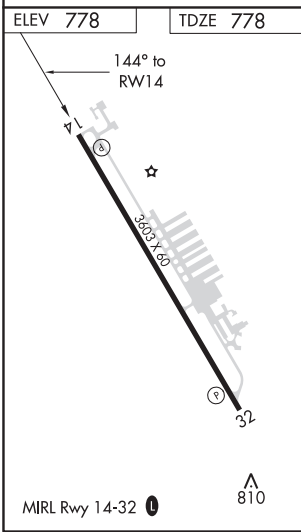
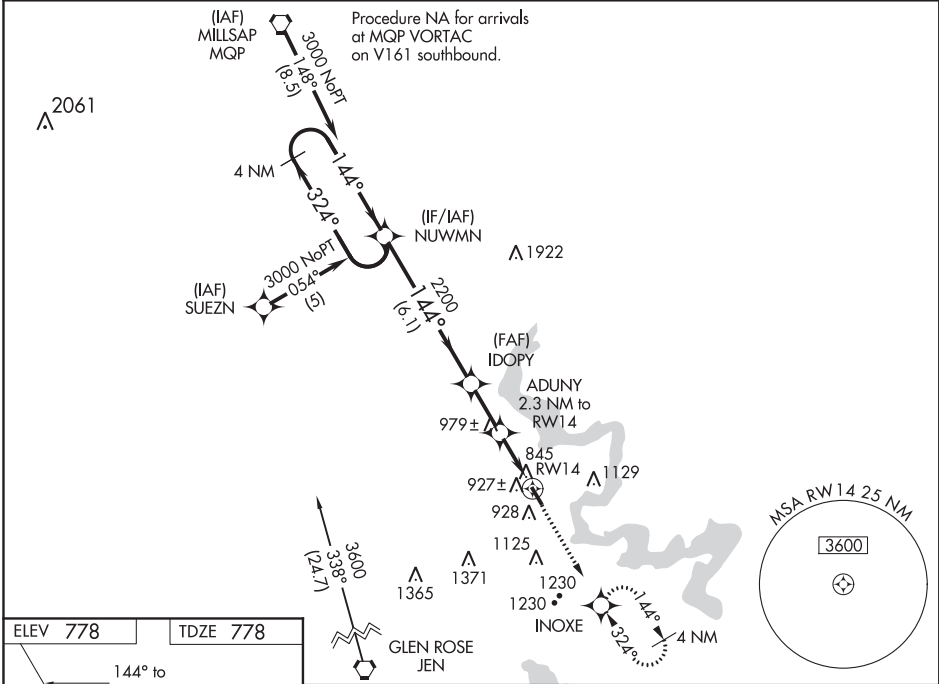
# RNAV (GPS) RWY 14

GRANBURY RGNL (G.DJ)

**⚠** Baro-VNAV NA when using Fort Worth Meacham 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. Night Landing: Rwy 14 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Fort Worth-Meacham altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile and Circling Cat C visibility ½ mile.

**MISSED APPROACH:**  
Climb to 2700 direct INOXE and hold, continue climb-in-hold to 2700.

AWOS-3 <b>118.925</b>	FORT WORTH CENTER <b>127.15 314.0</b>	UNICOM <b>123.0 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA		1075-1	297 (300-1)	NA
LNAV/VNAV DA		1308-2	530 (600-2)	NA
LNAV MDA	1200-1	422 (500-1)	1200-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	562 (600-1)	1360-1½ 582 (600-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

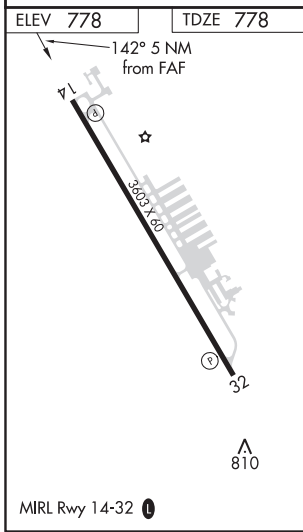
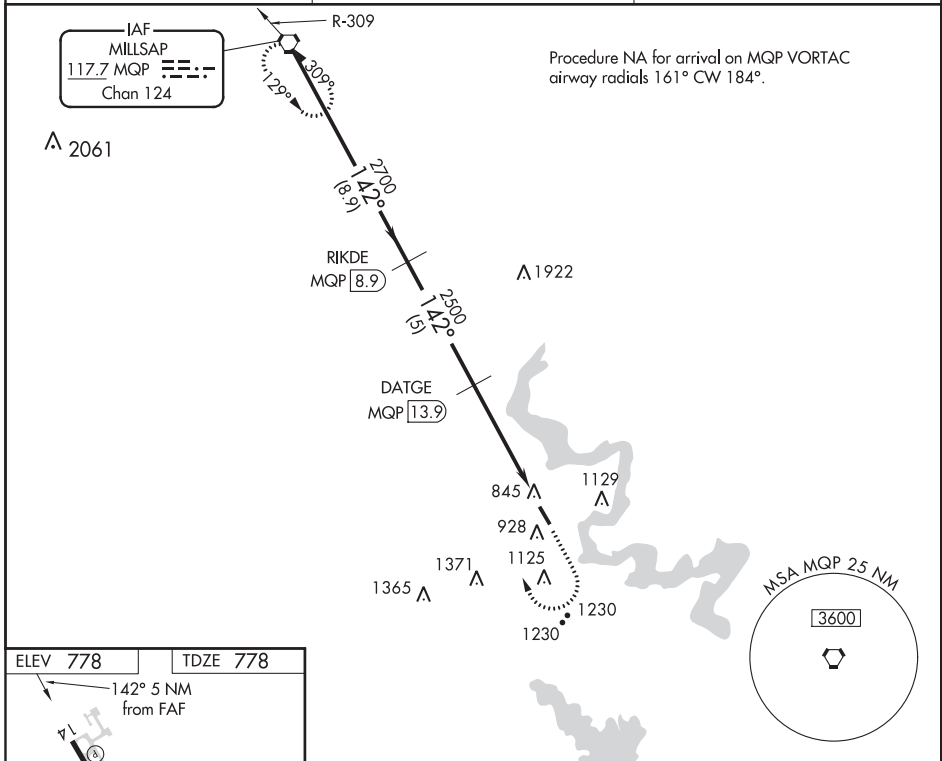
SC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC MQP <b>117.7</b> Chan <b>124</b>	APP CRS <b>142°</b>	Rwy Idg <b>3603</b> TDZE <b>778</b> Apt Elev <b>778</b>
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# VOR/DME RWY 14

GRANBURY RGNL (G.D.J)

<p><b>▼</b> Use Fort Worth Meacham Intl altimeter setting. Night Landing: <b>▲ NA</b> Rwy 14 NA. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MQP VORTAC and hold.</p>	
<p>AWOS-3 <b>118.925</b></p>	<p>FORT WORTH CENTER <b>127.15 314.0</b></p>	<p>UNICOM <b>123.0 (CTAF) 0</b></p>



VGSI and descent angles not coincident (VGSI angle 3.00/TCH 30).

MQP VORTAC	RIKDE MQP [8.9]	DATGE MQP [13.9]	MQP [18.9]
3000	2700	2500	
Procedure Turn NA		3.18°	TCH 40
8.9 NM	5 NM	5 NM	

CATEGORY	A	B	C	D
S-14	1400-1	622 (700-1)	1400-1¾ 622 (700-1¾)	NA
CIRCLING	1420-1 642 (700-1)	1440-1 662 (700-1)	1440-1¾ 662 (700-1¾)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GRAND PRAIRIE, TEXAS

AL-9209 (FAA)

# RNAV (GPS) RWY 35

GRAND PRAIRIE MUNI (GPM)

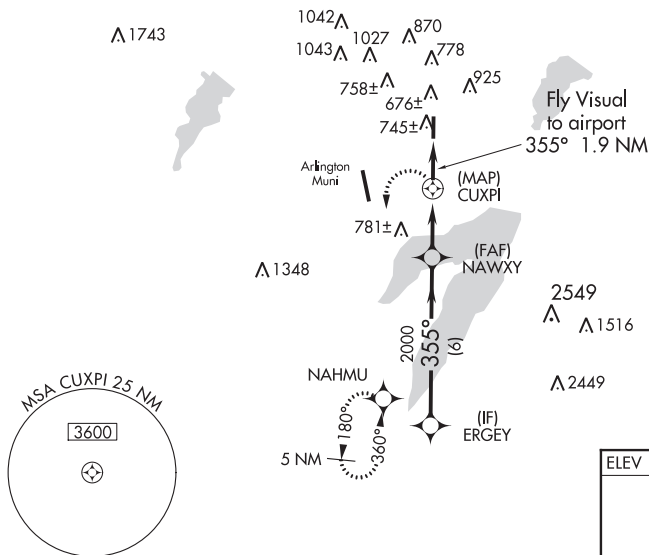
APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>589</b> <b>589</b>
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**▽** DME/DME RNP-0.3 NA. If local altimeter setting not received,  
**▲** use Arlington Muni altimeter setting.

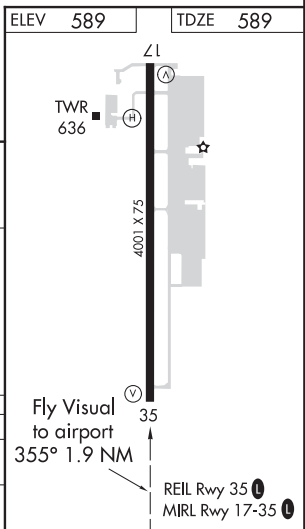
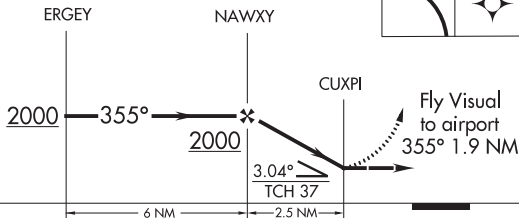
MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.

AWOS-3 <b>118.475</b>	REGIONAL APP CON <b>135.975 379.9</b>	GRAND PRAIRIE TOWER * <b>128.55 (CTAF) 0</b>	GND CON <b>121.15</b>	UNICOM <b>122.8</b>
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## RADAR REQUIRED



VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 37).



CATEGORY	A	B	C	D
LNVA MDA	1000-2¼	411 (500-2¼)	NA	
CIRCLING	NA			

GRAND PRAIRIE, TEXAS  
Orig 13178

32°42'N-97°03'W

# GRAND PRAIRIE MUNI (GPM)

## RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



VOR/DME TTT <b>113.1</b> Chan <b>78</b>	APP CRS <b>356°</b>	Rwy Idg <b>4001</b> TDZE <b>589</b> Apt Elev <b>589</b>
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# VOR/DME RWY 35

GRAND PRAIRIE MUNI (GPM)

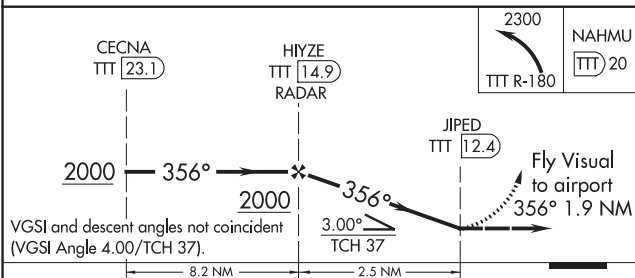
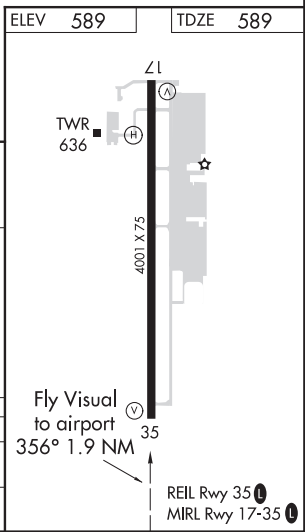
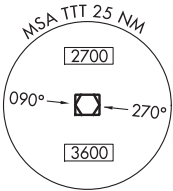
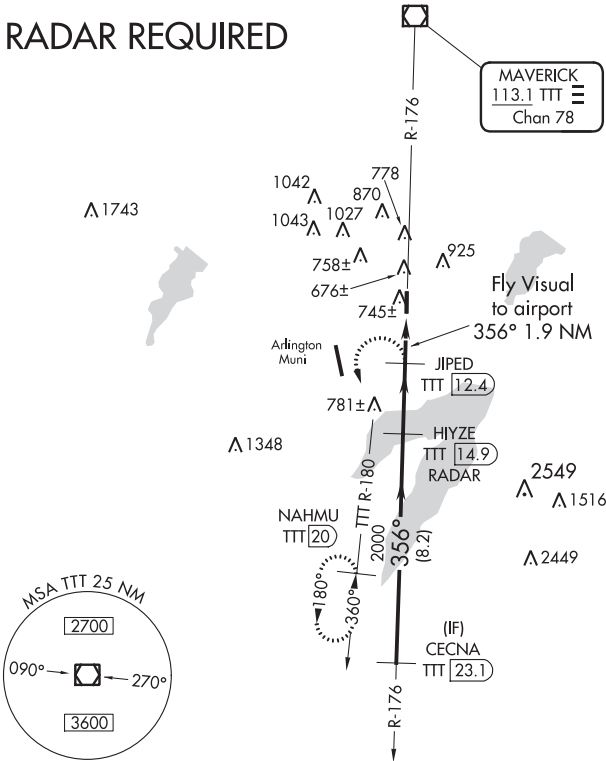


If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via TTT R-180 to NAHMU/20 DME and hold.

AWOS-3 <b>118.475</b>	REGIONAL APP CON <b>135.975 379.9</b>	GRAND PRAIRIE TOWER * <b>128.55 (CTAF) 0</b>	GND CON <b>121.15</b>	UNICOM <b>122.8</b>
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## RADAR REQUIRED



CATEGORY	A	B	C	D
S-35	1040-2¼	451 (500-2¼)	NA	
CIRCLING	NA			

SC-2, 10 NOV 2016 to 05 JAN 2017

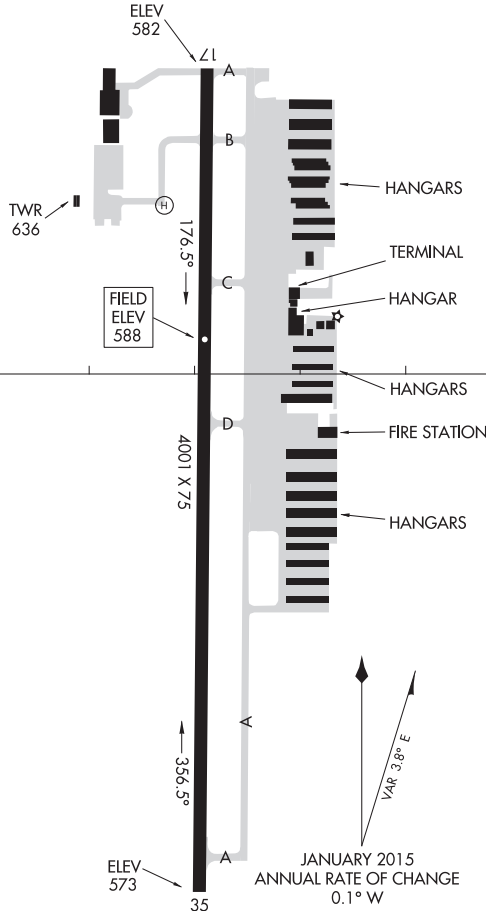
SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)  
GRAND PRAIRIE, TEXAS

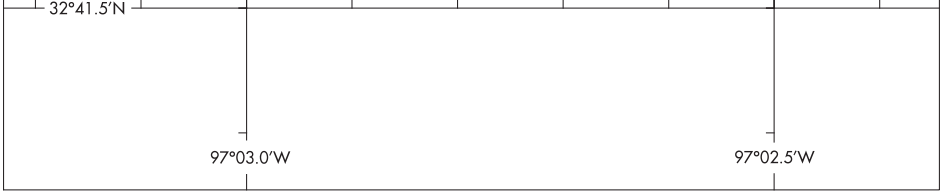
AWOS-3  
118.475  
GRAND PRAIRIE TOWER ★  
128.55  
GND CON  
121.15



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

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



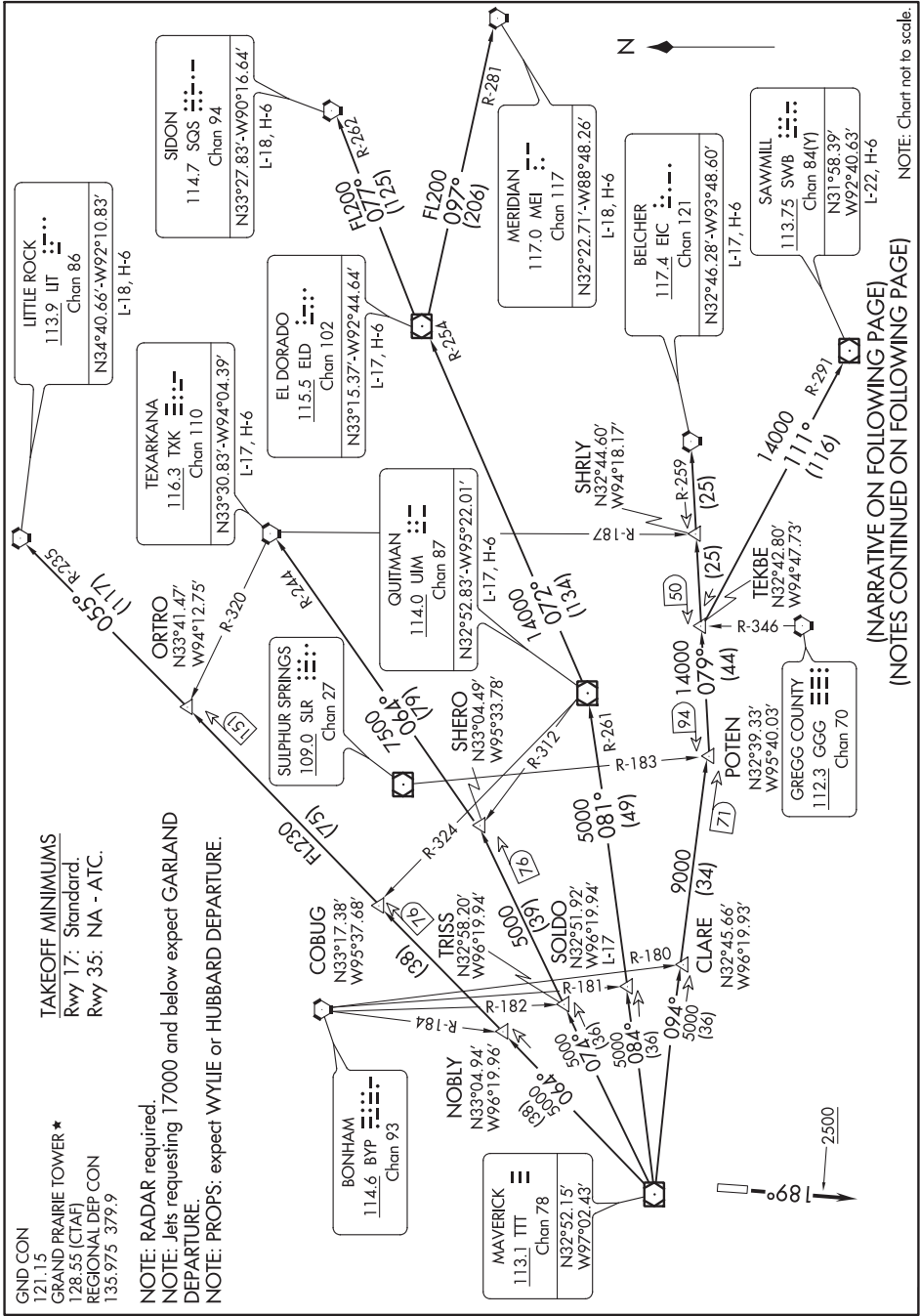
# AIRPORT DIAGRAM

GRAND PRAIRIE, TEXAS  
GRAND PRAIRIE MUNI (GPM)

# DALLAS FOUR DEPARTURE

GRAND PRAIRIE, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

GRAND PRAIRIE, TEXAS

# DALLAS FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

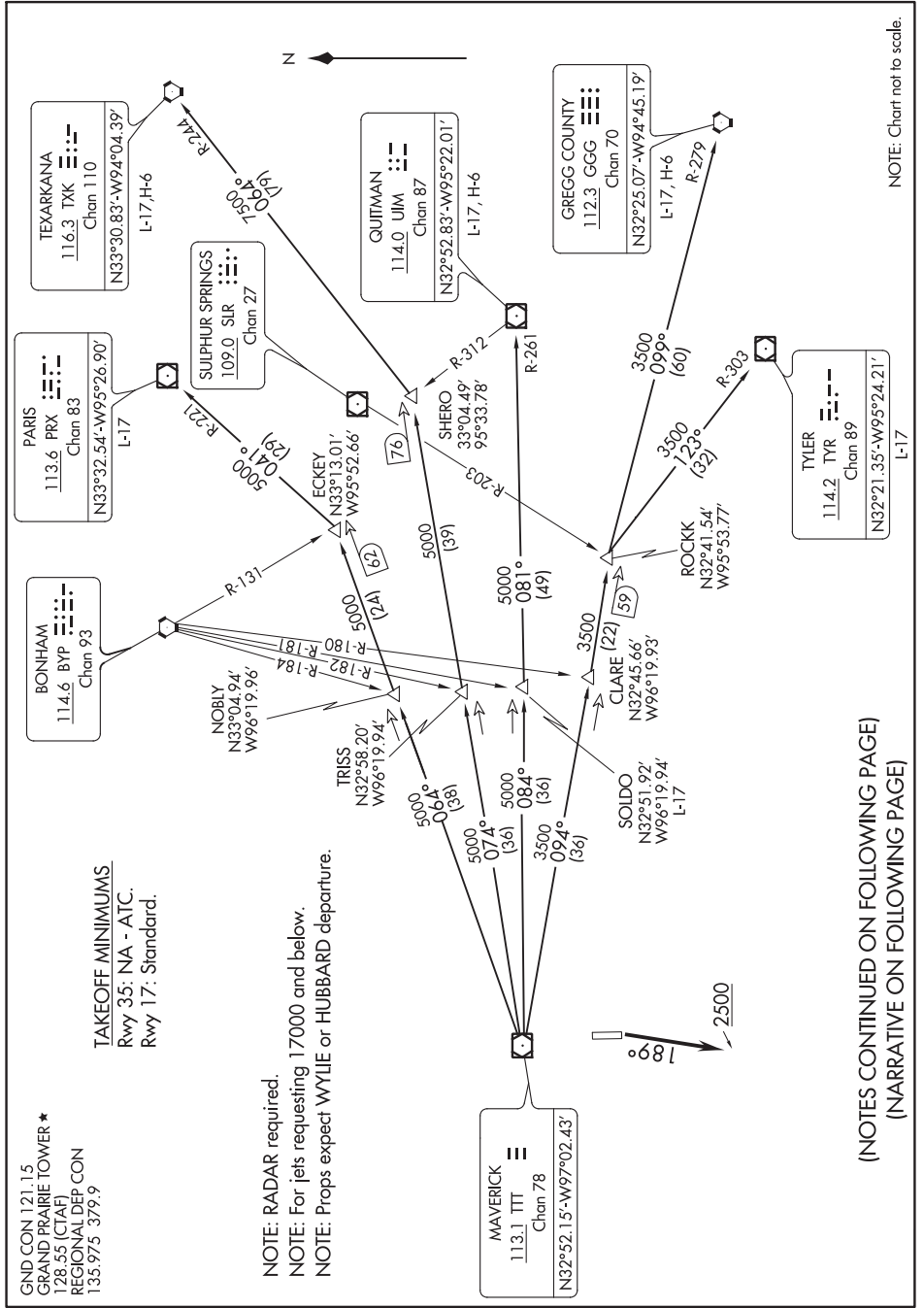
SC-2, 10 NOV 2016 to 05 JAN 2017

GND CON 121.15  
GRAND PRAIRIE TOWER \*  
128.55 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

**TAKEOFF MINIMUMS**

Rwy 35: NA - ATC.  
Rwy 17: Standard.

NOTE: RADAR required.  
NOTE: For jets requesting 17000 and below.  
NOTE: Props expect WYLIE or HUBBARD departure.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (GARL6.SOLD0): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

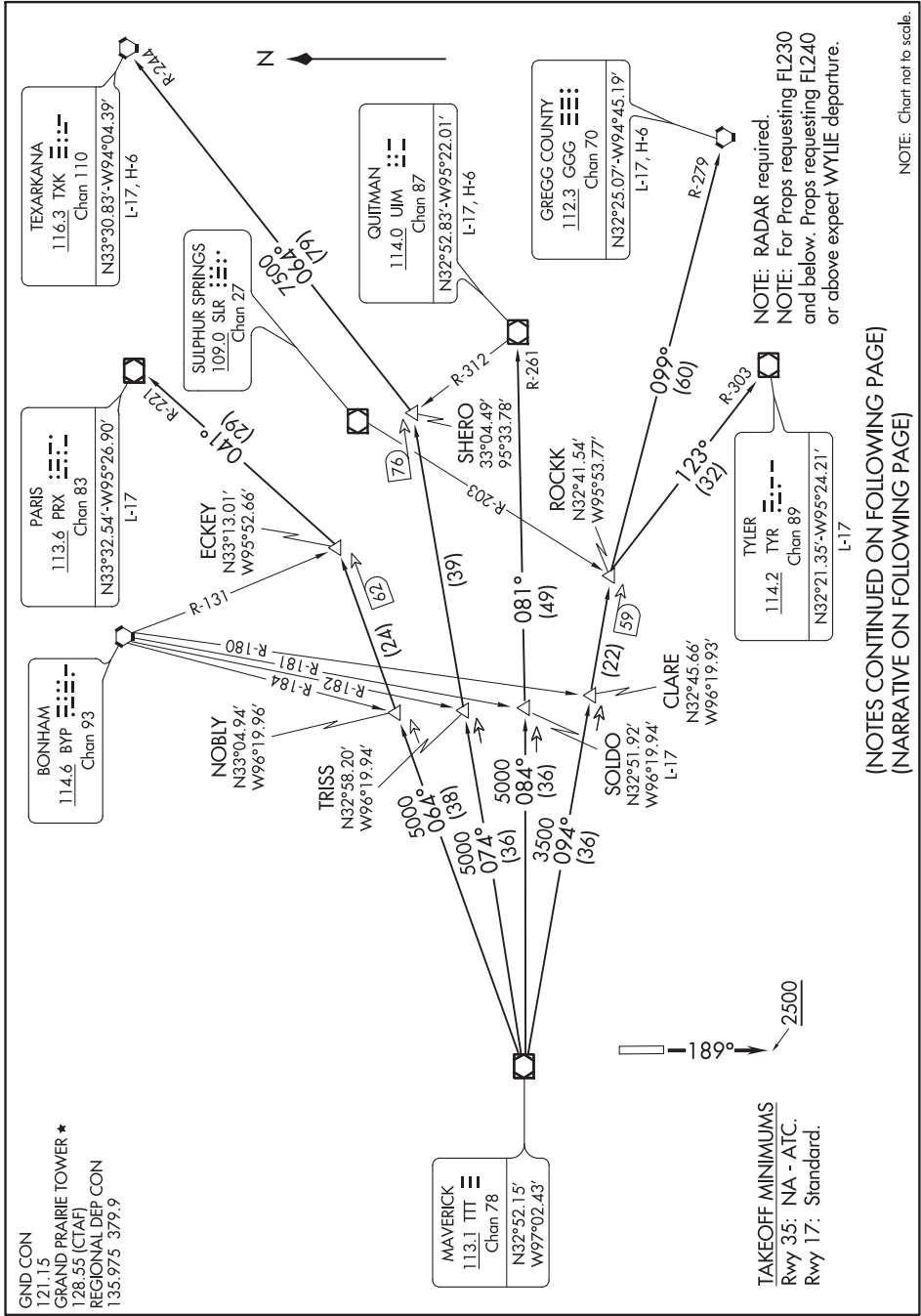
Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)  
GRAND PRAIRIE, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

GRAND PRAIRIE, TEXAS  
GRAND PRAIRIE MUNI (GPM)



# JOE POOL NINE DEPARTURE

**TOP ALTITUDE:  
ASSIGNED BY ATC**

GND CON  
121.15  
GRAND PRAIRIE TOWER ★  
128.55 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

TAKEOFF MINIMUMS

Rwy 35: NA - ATC.  
Rwy 17: Standard

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'  
W97°02.43'

GLEN ROSE  
115.0 JEN  
Chan 97

WACO  
115.3 ACT  
Chan 100  
N31°39.74'  
W97°16.14'  
L-19, H-6

HOARY  
N30°34.63'  
W97°46.52'  
L-19-21, H-7

CENTEX  
112.8 CWK  
Chan 75

SAN ANTONIO  
116.8 SAT  
Chan 115  
N29°38.64'-W98°27.68'  
L-19, H-7

NELYN  
N32°17.10'  
W97°11.15'

JASPA  
N32°17.10'  
W97°03.54'  
L-17

ARDIA  
N32°17.10'  
W96°56.27'  
L-17

DARTZ  
N32°17.15'  
W96°48.66'

BRDEN  
N31°53.19'  
W96°39.35'

TORNIN  
N31°31.22'  
W96°30.88'  
H-6

LEONA  
110.8 LOA  
Chan 45

BILEE  
N31°09.87'  
W96°22.89'  
L-19-21, H-6

NAVASOTA  
115.9 TNV  
Chan 106

COLLEGE STATION  
113.3 CLL  
Chan 80  
N30°36.30'  
W96°25.24'  
L-19-21, H-7

NOTE: RADAR required.  
NOTE: DME required for BRDEN, TORNIN,  
and BILEE transitions.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# JOE POOL NINE DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climb heading 189° to 2500 before proceeding on course.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

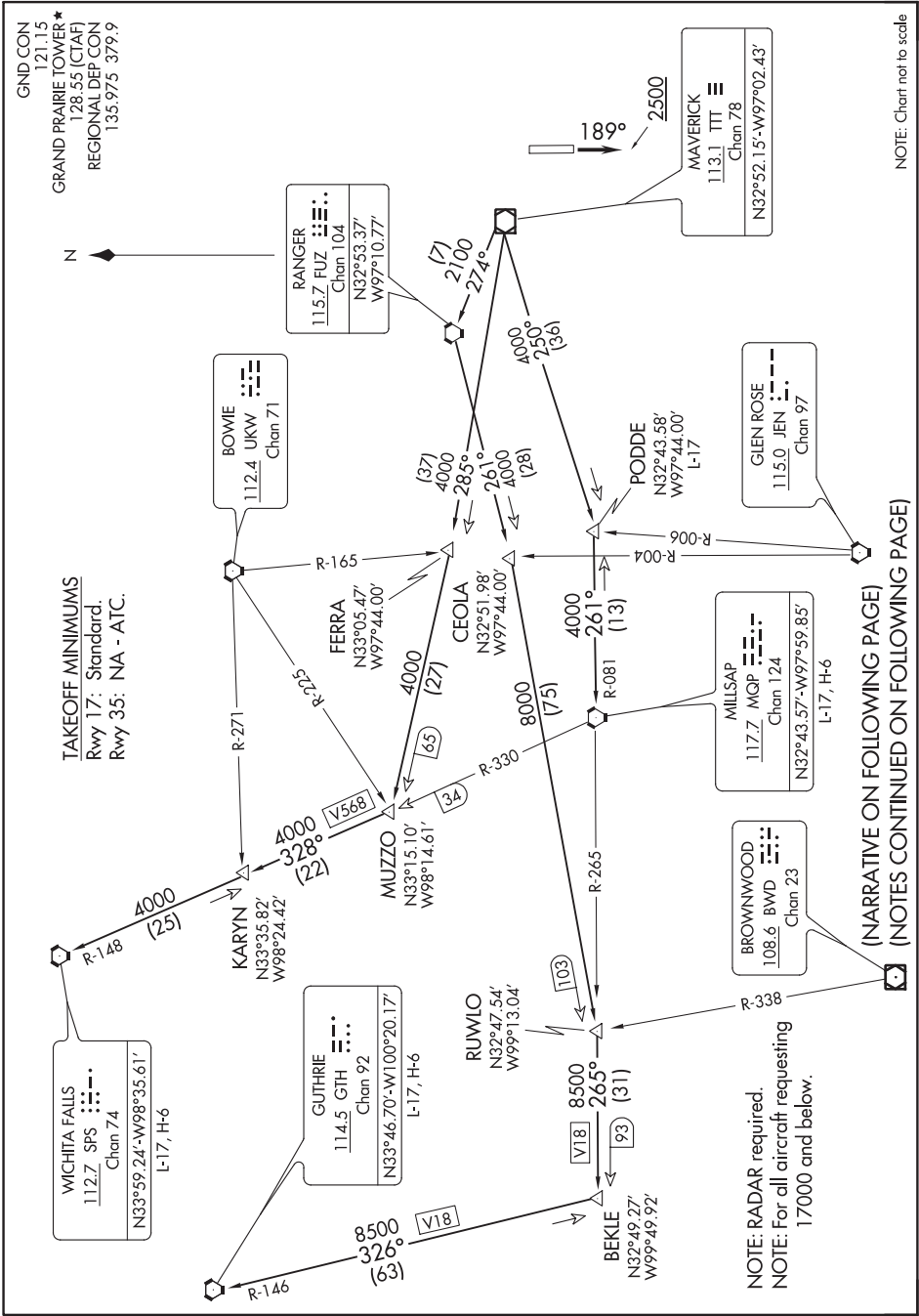
Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

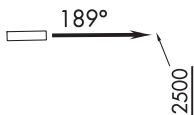
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

## TOP ALTITUDE: ASSIGNED BY ATC

GND CON 121.15  
GRAND PRAIRIE TWR\*  
128.55 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

TAKEOFF MINIMUMS  
Rwy 17: Standard.  
Rwy 35: NA - ATC.



VERTICAL PLANNING INFORMATION  
Expect 8000

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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climb heading 189° to 2500 before proceeding on course.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

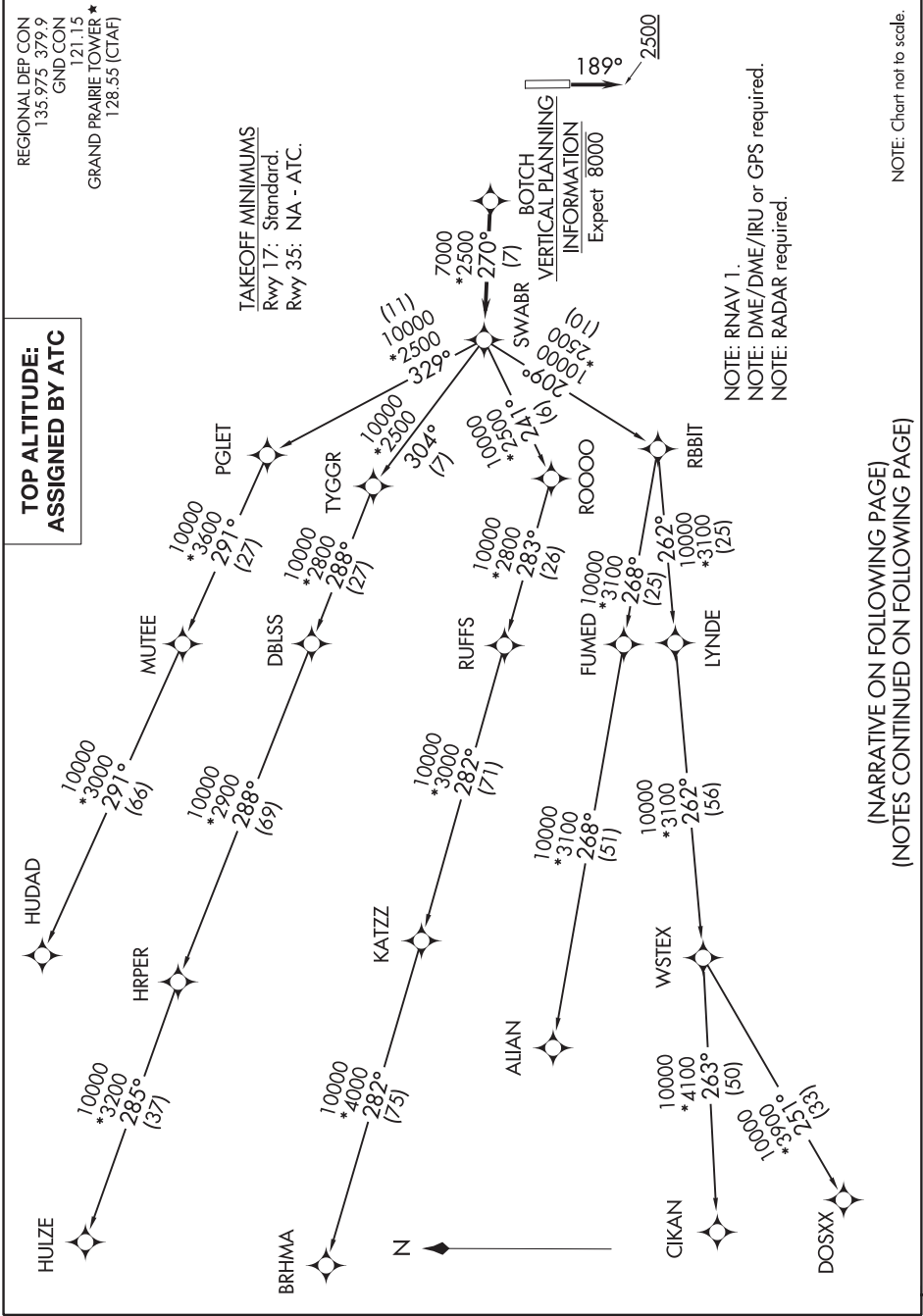
Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



GND CON  
121.15  
GRAND PRAIRIE TOWER ★  
128.55 (CTAF)  
REGIONAL DEP CON  
135.975 379.9

TULSA  
114.4 TUL :...  
Chan 91  
N35°11.78'  
W95°47.29'  
L-15, H-6

OKMULGEE  
114.9 OKM :...  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

ADA  
117.8 ADH :...  
Chan 125

WILL ROGERS  
114.1 IRW :...  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

DECKK  
N34°52.37'  
W97°16.87'  
L-17, H-6

MC ALESTER  
112.0 MLC :...  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

ROLLS  
N35°43.36'  
W99°28.24'  
L-15, H-6

NOOXY  
N34°25.65'  
W96°59.06'

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

MRMAC  
N34°50.48'  
W98°06.57'

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

TIKYS  
N34°04.00'  
W96°25.56'

ARDMORE  
116.7 ADM :...  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

TEXOMA  
114.3 URH :...  
Chan 90

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

BOWIE  
112.4 UKW :...  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

BONHAM  
114.6 BYP :...  
Chan 93

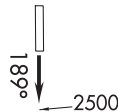
AKUNA  
N33°27.04'  
W96°49.39'

TAKEOFF MINIMUMS

Rwy 17: Standard.  
Rwy 35: NA - ATC.

NOTE: RADAR required.

RANGER  
115.7 FUZ :...  
Chan 104  
N32°53.37'-W97°10.77'



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

TAKEOFF OBSTACLE NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.



# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 189° to 2500 before proceeding on course.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 17: Antenna, tower, vehicles on road, sign, pole, and trees beginning 190' from DER, 410' right of centerline, up to 37' AGL/620' MSL.

Rwy 35: Pole 2686' from DER, 121' left of centerline, 75' AGL/653' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-GVT <b>110.5</b> Chan <b>42</b>	APP CRS <b>176°</b>	Rwy Idg <b>8030</b> TDZE <b>534</b> Apt Elev <b>535</b>
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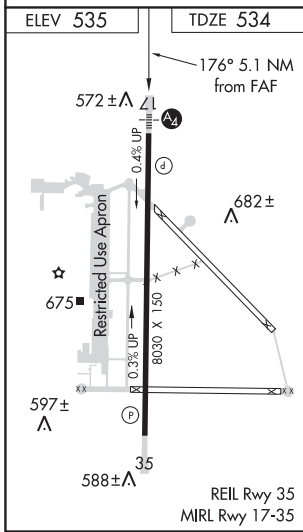
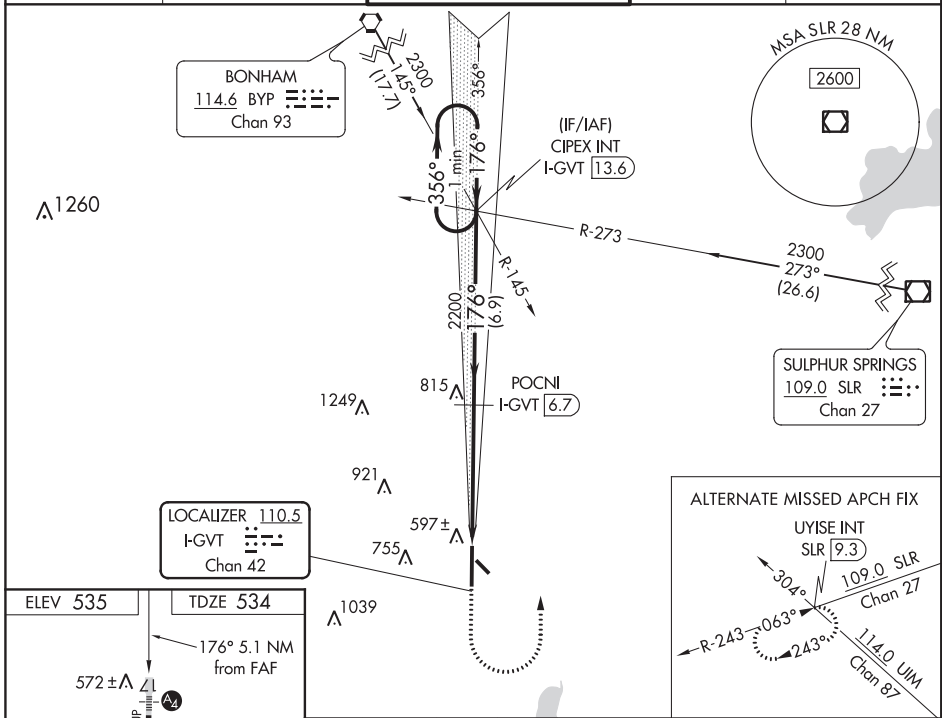
# ILS Z or LOC/DME Z RWY 17

MAJORS (GVT)

**⚠** When local altimeter setting not received, use Terrell altimeter setting and increase DA 64 feet and all MDA 80 feet, increase S-LOC 17 and Circling Cats C/D/E visibility ¼ mile. Inop table does not apply to S-LOC 17 Cats A/B. For inop MALS, increase S-LOC 17 Cats D/E visibility to 1½ mile. When using Terrell altimeter setting inop table does not apply to S-LOC 17 Cats A/B. For inop MALS when using Terrell altimeter setting, increase S-LOC 17 Cats D/E visibility to 1¾ mile. VDP NA when using Terrell altimeter setting.

**MALS**  
 MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 on heading 355° and BYP VORTAC R-145 to CIPEX INT/I-GVT 13.6 DME and hold.

AWOS-3 <b>133.425</b>	FORT WORTH CENTER <b>132.025 360.75</b>	MAJORS TOWER ★ <b>118.65</b> (CTAF) <b>0 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>
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1000  
 ↑  
 hdg 355°  
 R-145  
 BYP  
 CIPEX INT  
 VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 74).  
 One Minute Holding Pattern  
 CIPEX INT I-GVT 13.6  
 \*LOC only.  
 POCNI I-GVT 6.7  
 I-GVT 1.6  
 \*I-GVT 3  
 2200  
 176°  
 356°  
 2300  
 176°  
 GS 3.00°  
 TCH 57

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)	
<b>C</b> CIRCLING	1060-1	525 (600-1)	1060-1½	1240-2¼	1300-2¾
			525 (600-1½)	705 (800-2¼)	765 (800-2¾)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86205</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8030</b> <b>534</b> <b>535</b>
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# RNAV (GPS) RWY 17

MAJORS (GVT)

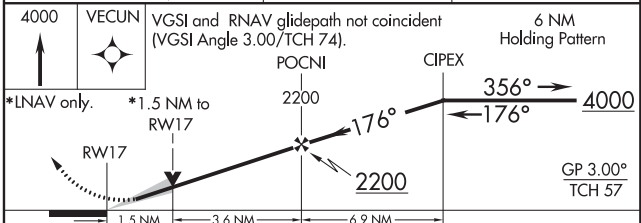
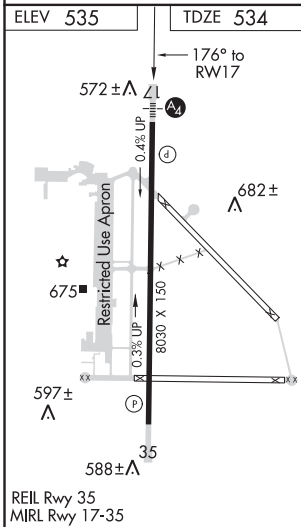
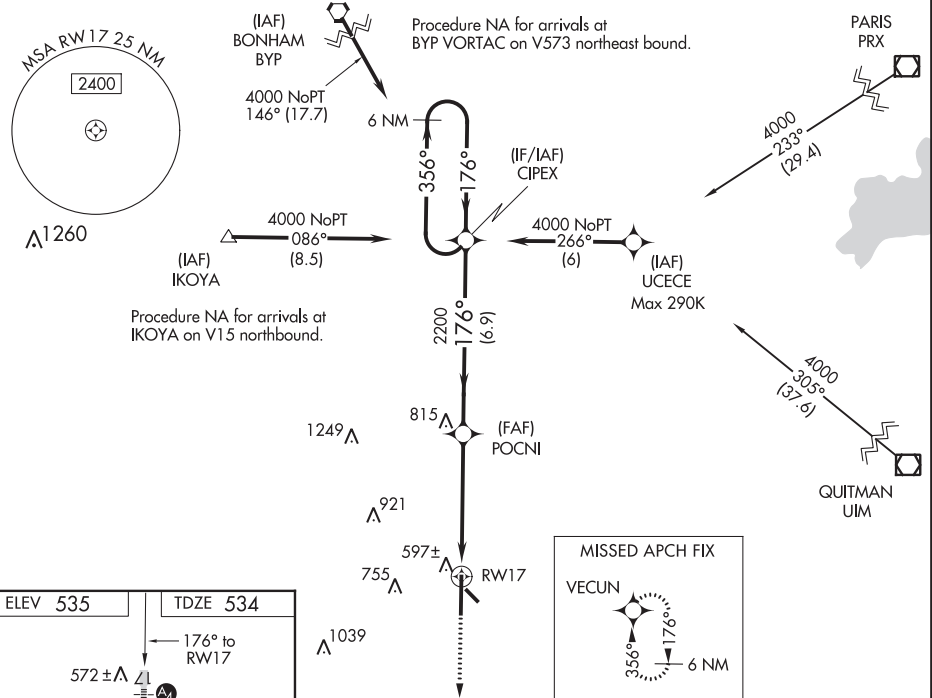
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all DA 64 feet and MDA 80 feet, increase LNAV and Circling Cats C/D/E visibility ¼ mile. Inop table does not apply to LNAV/VNAV Cats A/B/C and LNAV Cats A/B. For inop MALS, increase LNAV Cats D/E visibility to 1½ mile. When using Terrell altimeter setting inop table does not apply to LNAV Cats A/B. For inop MALS when using Terrell altimeter setting, increase LNAV/VNAV Cats D/E visibility to 1½ mile and LNAV Cats D/E visibility to 1¾ mile.

MALS



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

AWOS-3 <b>133.425</b>	FORT WORTH CENTER <b>132.025 360.75</b>	MAJORS TOWER ★ <b>118.65 (CTAF) 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
LPV DA		734-1	200 (200-1)		
LNAV/VNAV DA		832-1	298 (300-1)		
LNAV MDA	1060-1	526 (600-1)	1060-1½	526 (600-1½)	
<b>C</b> CIRCLING	1060-1	525 (600-1)	1060-1½ 525 (600-1½)	1240-2¼ 705 (800-2¼)	1300-2¾ 765 (800-2¾)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, TEXAS

AL-5138 (FAA)

16203

APP CRS <b>356°</b>	Rwy Idg <b>8030</b>
	TDZE <b>531</b>
	Apt Elev <b>535</b>

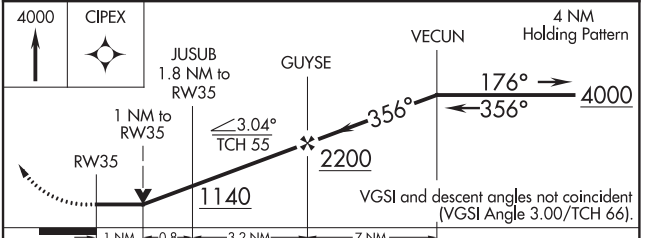
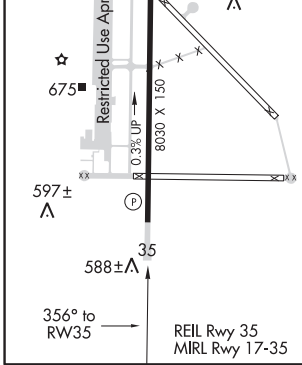
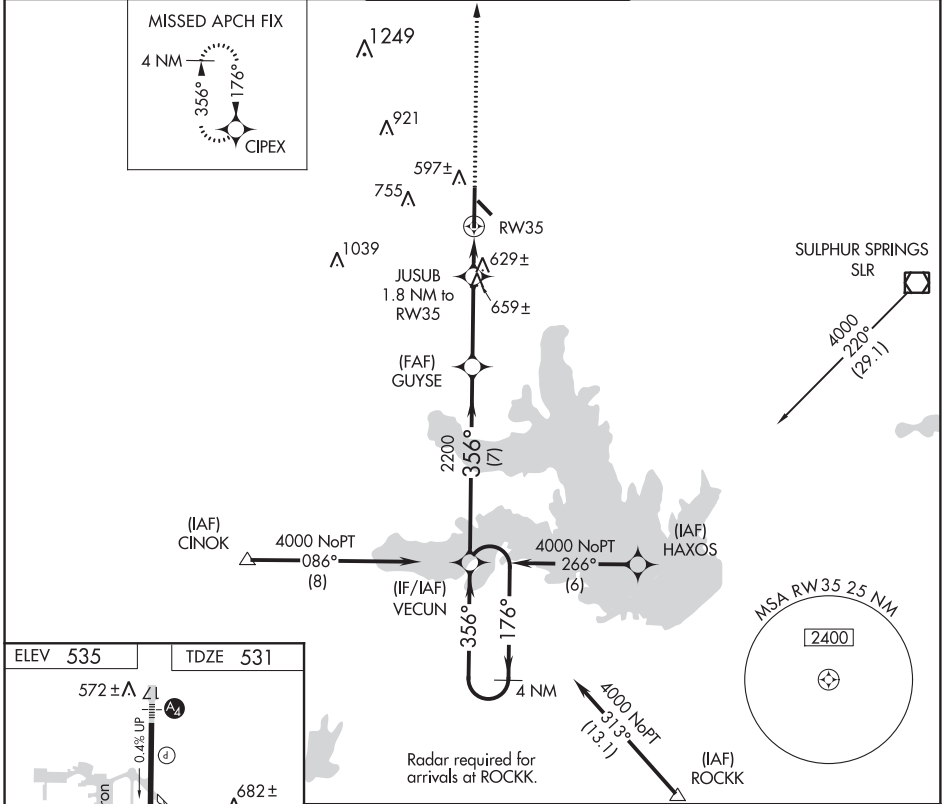
# RNAV (GPS) RWY 35

MAJORS (GVT)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase LNAV Cat C, D, and E visibility ¼ mile and circling Cat E visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 4000 direct CIPEX and hold, continue climb-in-hold to 4000.

AWOS-3 <b>133.425</b>	FORT WORTH CENTER <b>132.025 360.75</b>	MAJORS TOWER ★ <b>118.65 (CTAF) 0 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
LNAV MDA	900-1 369 (400-1)		900-1¼ 369 (400-1¼)		
CIRCLING	1040-1	505 (600-1)	1040-1½ 505 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

GREENVILLE, TEXAS  
Amdt 1 25SEP08

33°04'N-96°04'W

# MAJORS (GVT) RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



VORTAC BYP <b>114.6</b> Chan <b>93</b>	APP CRS <b>157°</b>	Rwy Idg TDZE Apt Elev	<b>8030</b> <b>534</b> <b>535</b>
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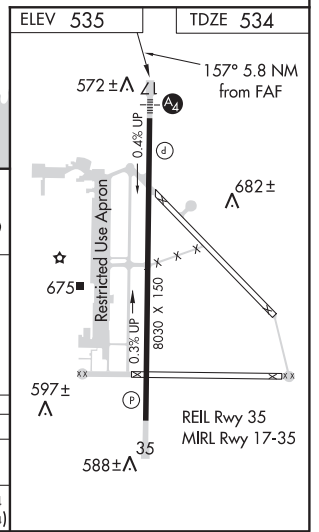
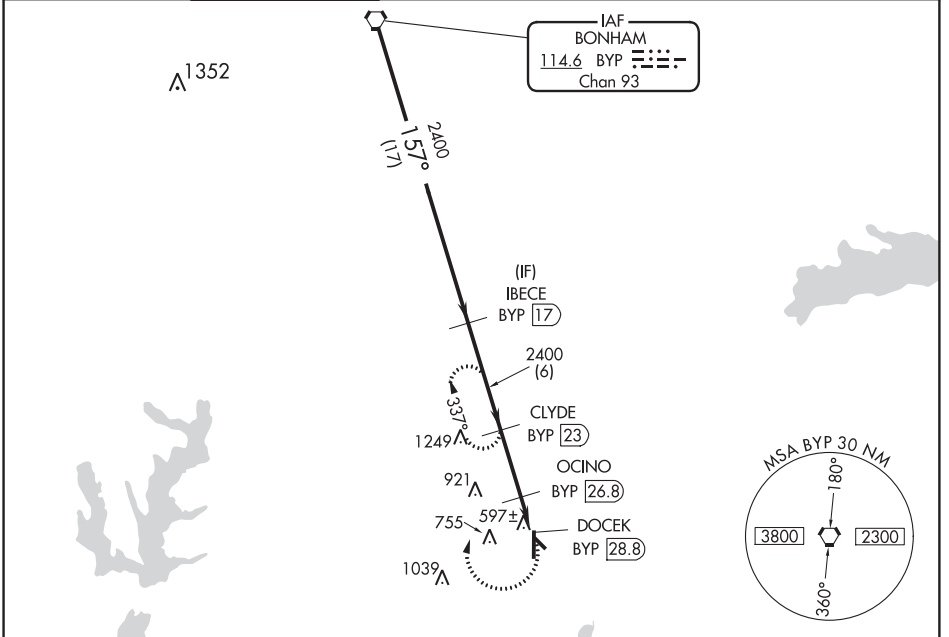
# VOR/DME RWY 17

MAJORS (GVT)

**▽** If local altimeter setting not received, use Terrell Muni altimeter setting and increase all MDAs 80 feet.

**⚠** MALS MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

AWOS-3 <b>133.425</b>	<b>FORT WORTH CENTER</b> <b>132.025 360.75</b>	<b>MAJORS TOWER *</b> <b>118.65 (CTAF) 0 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>
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Procedure Turn NA

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 74).

	2400	2400	2400	2400	2400	2400
	17 NM	6 NM	3.8 NM	2 NM		
	157°			3.16°		
				TCH 50		

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)	1120-2 585 (600-2)	1280-2¾ 745 (800-2¾)

\*1300 when using Terrell Muni altimeter setting.

\*1240

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TACAN MJF Chan <b>33</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>8030</b> <b>534</b> <b>535</b>
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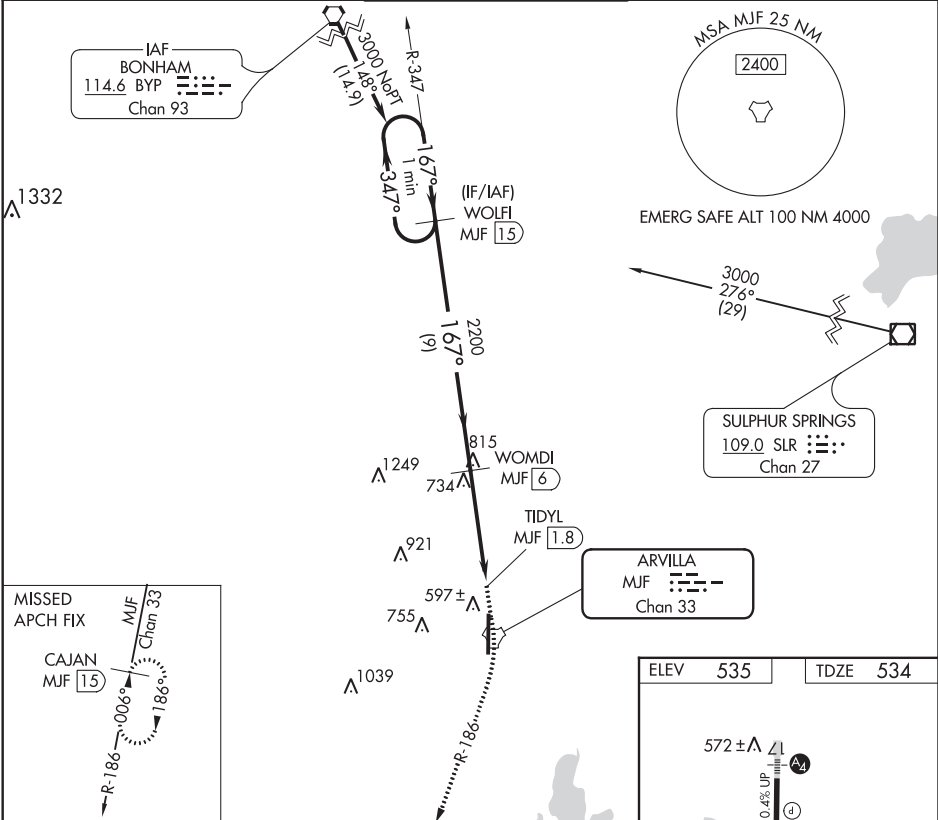
# TACAN RWY 17

MAJORS (GVT)

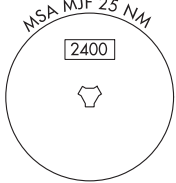
**▽** Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting; increase all MDA 80 feet, increase S-17 Cats C/D/E and Circling Cats C/E visibility ¼ mile. For inoperative MALSR, increase S-17 Cat E visibility ¼ mile.

**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 <b>133.425</b>	FORT WORTH CENTER <b>132.025 360.75</b>	MAJORS TOWER ★ <b>118.65 (CTAF) 0 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>
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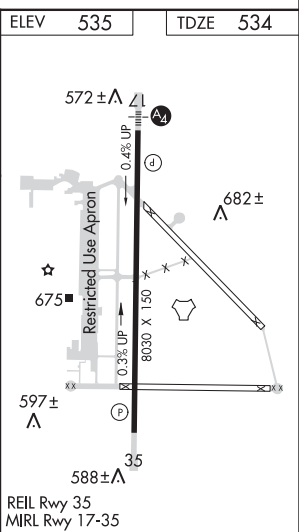
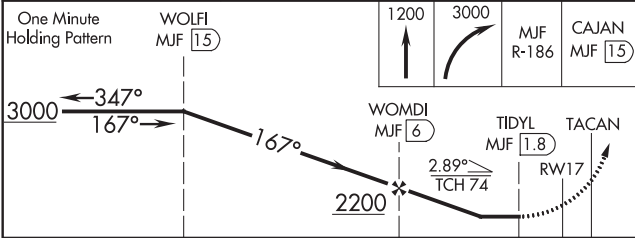
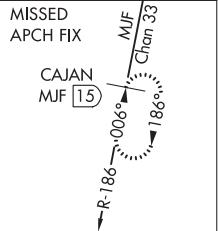
IAF  
BONHAM  
114.6 BYP  
Chan 93



EMERG SAFE ALT 100 NM 4000

SULPHUR SPRINGS  
109.0 SLR  
Chan 27

ARVILLA  
MJF  
Chan 33



CATEGORY	A	B	C	D	E
S-17	1060-1	526 (600-1)	1060-1¼ 526 (600-1¼)		
CIRCLING	1060-1¼	525 (600-1¼)	1060-1½ 525 (600-1½)	1100-2 565 (600-2)	1280-2¾ 745 (800-2¾)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TACAN MUF Chan <b>33</b>	APP CRS <b>006°</b>	Rwy Idg TDZE Apt Elev	<b>8030</b> <b>532</b> <b>535</b>
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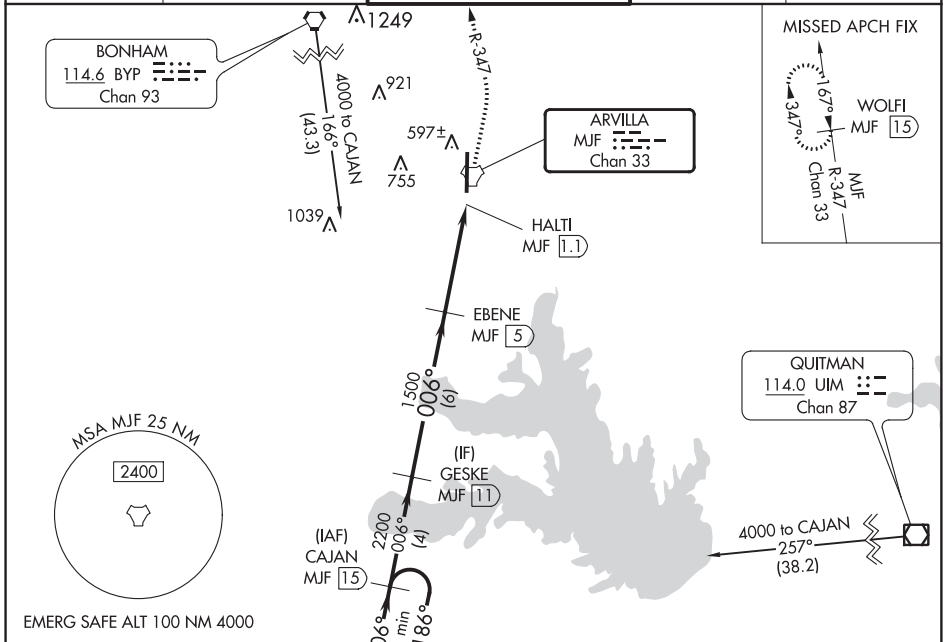
# TACAN RWY 35

MAJORS (GVT)

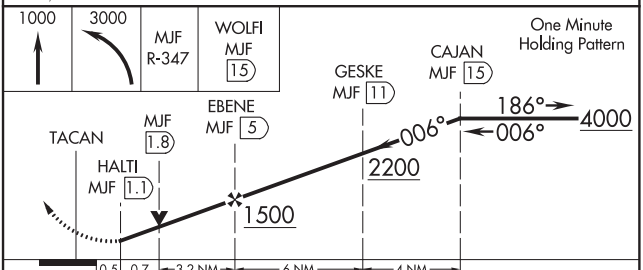
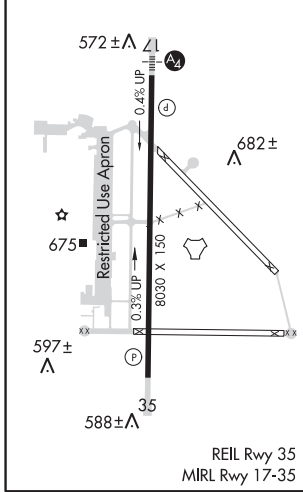
**Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase S-35 Cats C, D, and E visibility 1/8 mile, increase Circling Cat E visibility 1/4 mile.**

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3000 on MUF TACAN R-347 to WOLFI/MUF 15 DME and hold.

AWOS-3 <b>133.425</b>	FORT WORTH CENTER <b>132.025 360.75</b>	MAJORS TOWER ★ <b>118.65 (CTAF) 0 385.425</b>	GND CON <b>121.7 335.8</b>	UNICOM <b>122.95</b>
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ELEV <b>535</b>	TDZE <b>532</b>
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CATEGORY	A	B	C	D	E
S-35	980-1	448 (500-1)	980-1 3/8	448 (500-1 3/8)	
CIRCLING	1040-1	505 (600-1)	1040-1 1/2 505 (600-1 1/2)	1100-2 565 (600-2)	1280-2 3/4 745 (800-2 3/4)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5138 (FAA)

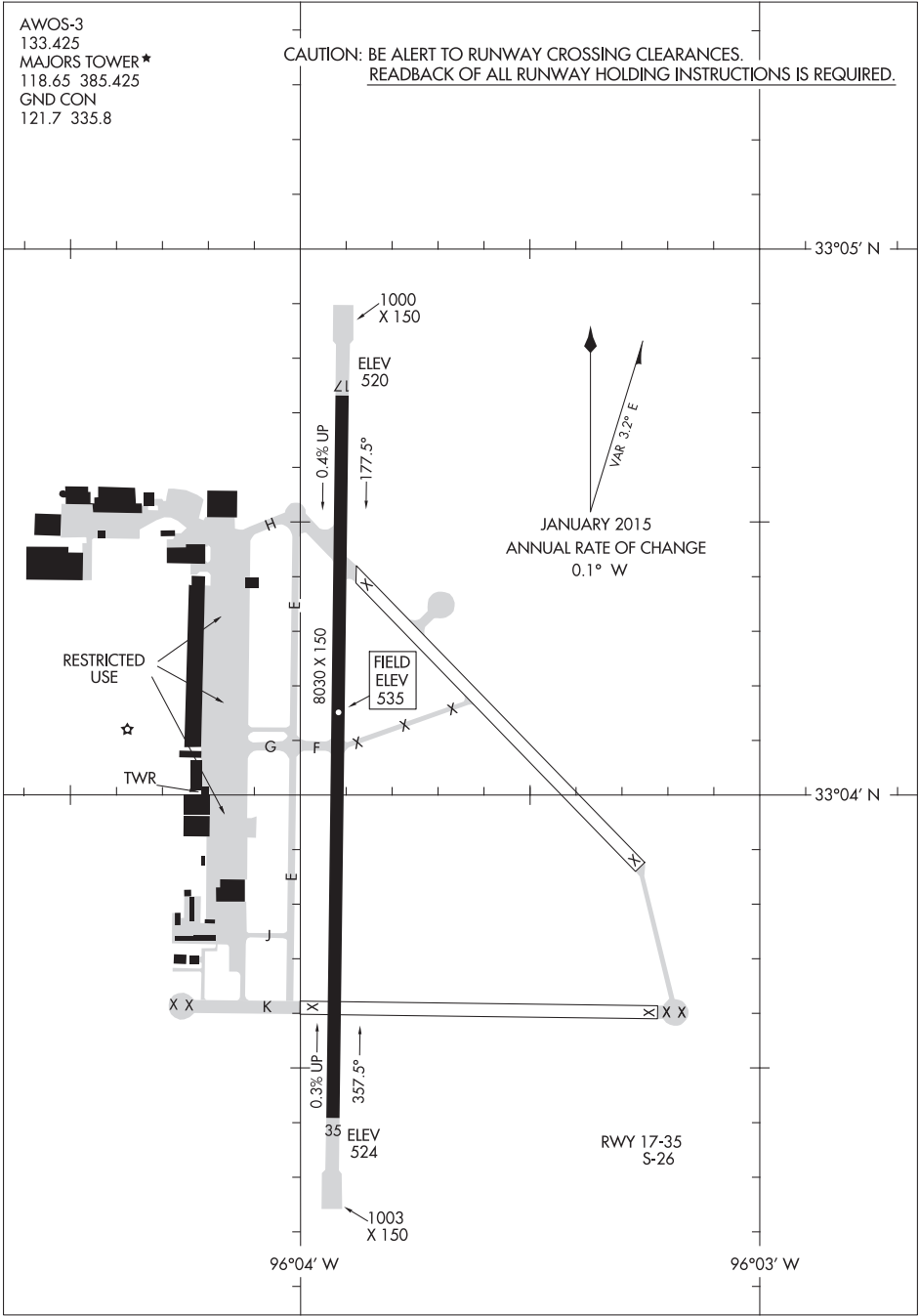
MAJORS (GVT)  
GREENVILLE, TEXAS

AWOS-3  
133.425  
MAJORS TOWER ★  
118.65 385.425  
GND CON  
121.7 335.8

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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

WAAS CH <b>82126</b> <b>W02A</b>	APP CRS <b>021°</b>	Rwy Idg <b>4698</b> TDZE <b>3205</b> Apt Elev <b>3205</b>
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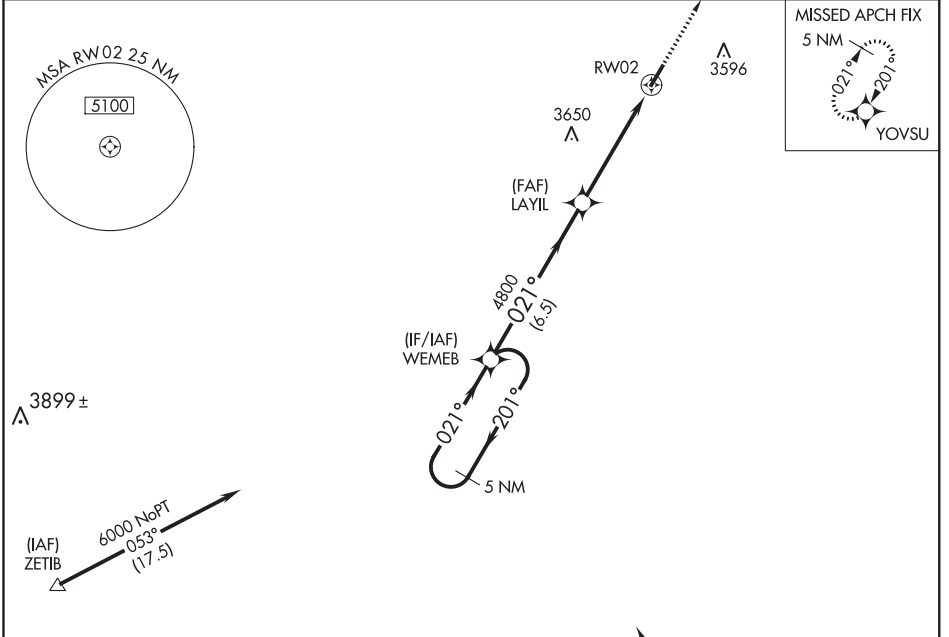
# RNAV (GPS) RWY 2

GRUVER MUNI (E19)

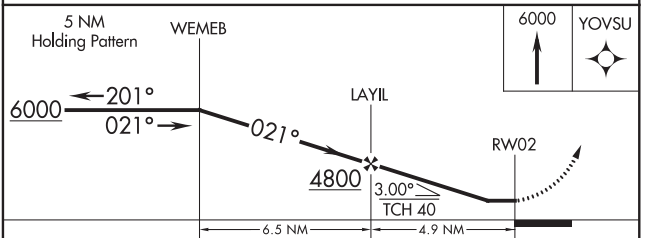
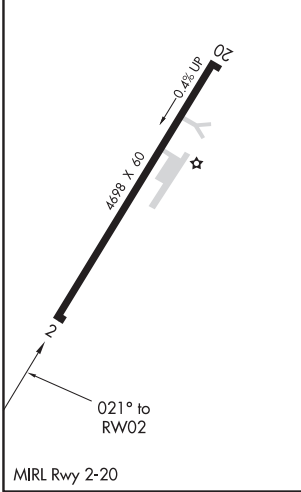
**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Guymon altimeter setting, when not received, use Borger altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 6000 direct YOVSU and hold.

GUYMON ASOS <b>119.925</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	CTAF <b>122.9</b>
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ELEV 3205	TDZE 3205
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CATEGORY	A	B	C	D
LP MDA	3780-1	575 (600-1)		NA
LNAV MDA	3780-1	575 (600-1)		NA
CIRCLING	3780-1	575 (600-1)		NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

GRUVER, TEXAS

AL-6557 (FAA)

15148

WAAS CH <b>42826</b> <b>W20A</b>	APP CRS <b>201°</b>	Rwy Idg TDZE Apt Elev	<b>4698</b> <b>3196</b> <b>3205</b>
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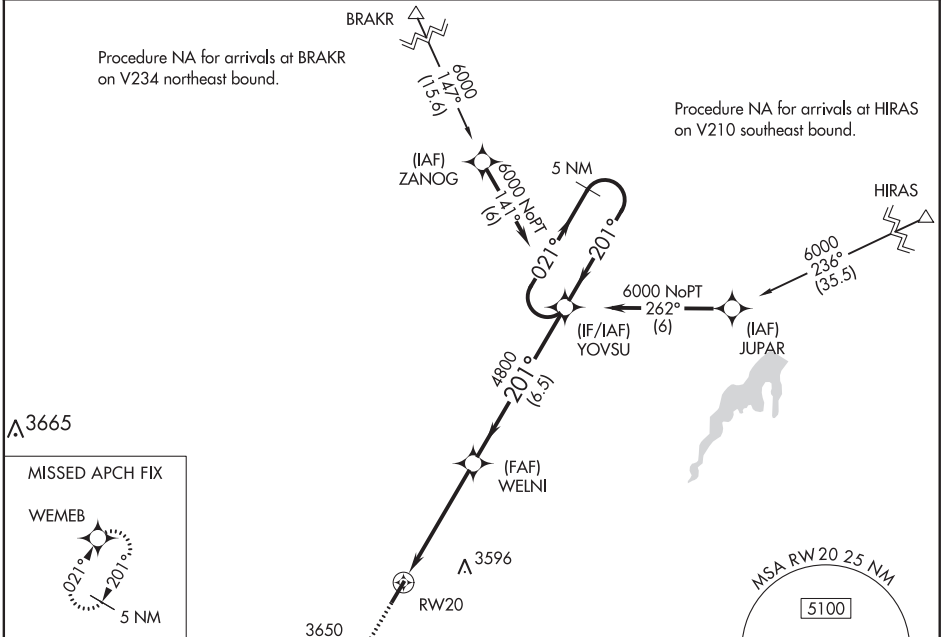
# RNAV (GPS) RWY 20

GRUVER MUNI (E19)

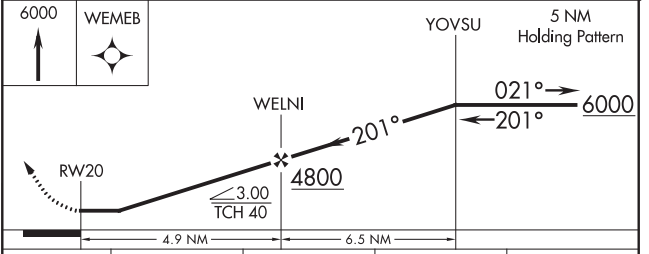
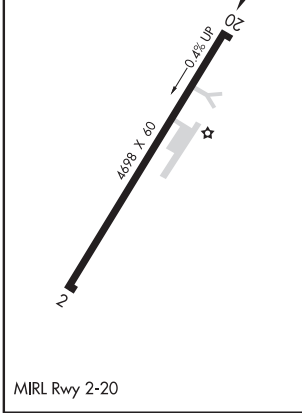
**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Guymon altimeter setting, when not received, use Borger altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 6000 direct WEMEB and hold.

GUYMON ASOS <b>119.925</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	CTAF <b>122.9</b>
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ELEV 3205	TDZE 3196
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CATEGORY	A	B	C	D
LP MDA	3720-1	524 (600-1)		NA
LNAV MDA	3720-1	524 (600-1)		NA
CIRCLING	3720-1	515 (600-1)		NA

GRUVER, TEXAS  
Orig-A 28MAY15

36°14'N-101°26'W

# GRUVER MUNI (E19) RNAV (GPS) RWY 20

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



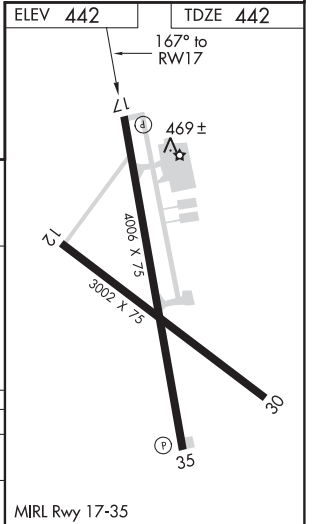
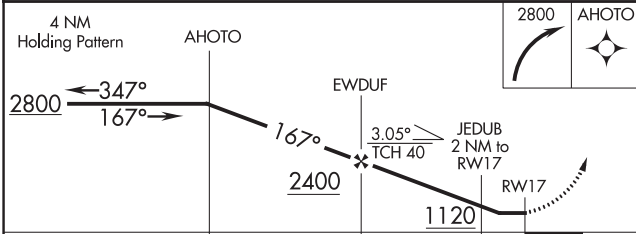
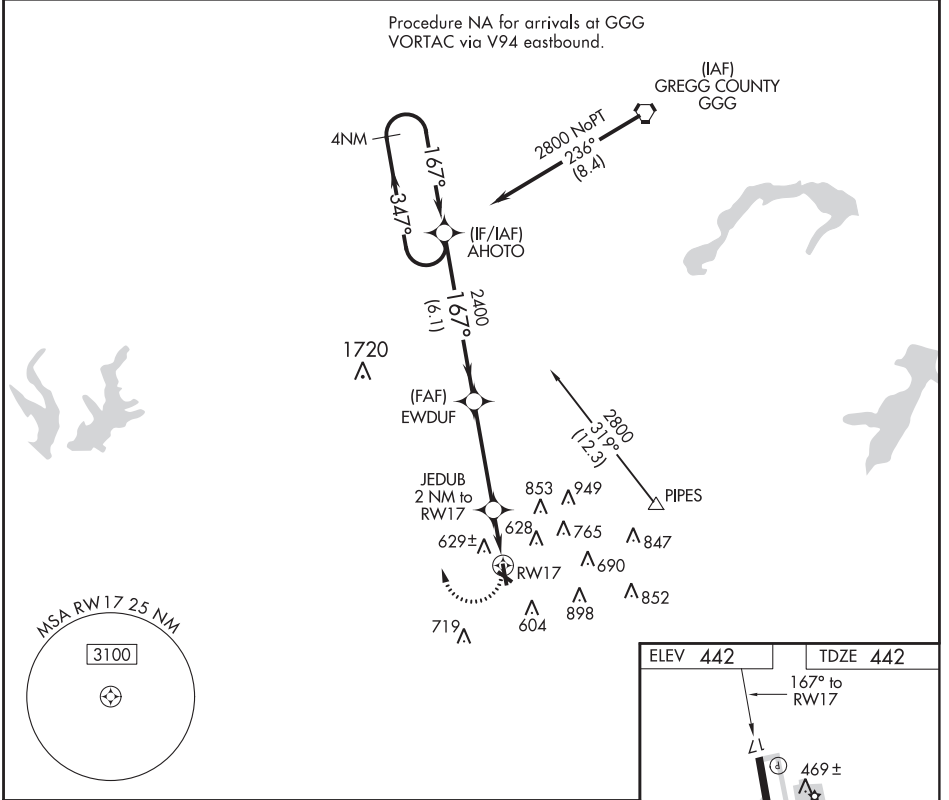
APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>4006</b> <b>442</b> <b>442</b>
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# RNAV (GPS) RWY 17

RUSK COUNTY (R.F.I)

<b>▽</b> <b>▲</b>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climbing right turn to 2800 direct AHOTO and hold.
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AWOS-3 <b>119,375</b>	LONGVIEW APP CON ★ <b>124.275 257.975</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA
CIRCLING	980-1	538 (600-1)	980-1½ 538 (600-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



VORTAC GGG <b>112.3</b> Chan 70	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>NA</b> <b>NA</b> <b>442</b>
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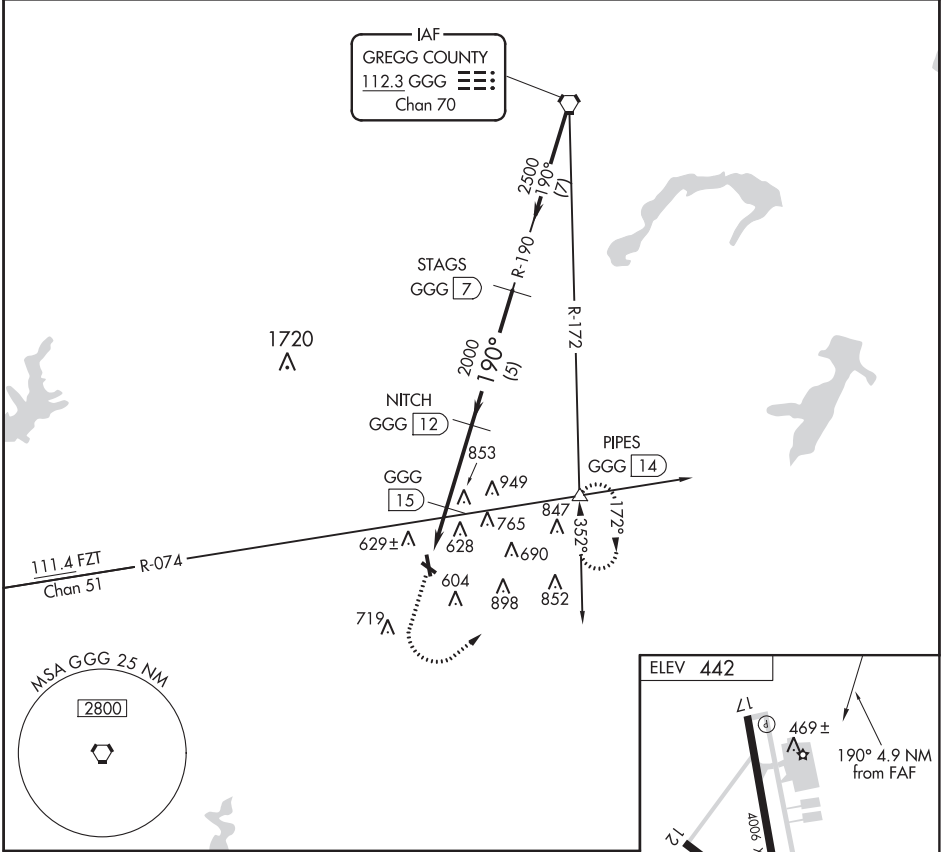
# VOR/DME-A

RUSK COUNTY (R.F.I)

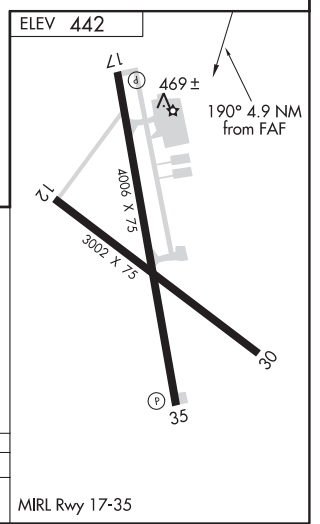
**NA** Use East Texas Rgnl altimeter setting; when not received, procedure NA.

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 <b>119,375</b>	LONGVIEW APP CON ★ <b>124,275 257,975</b>	UNICOM <b>122.8</b> (CTAF)
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1800	2500	hdg 045°	GGG R-172	PIPES GGG (14)	STAGS GGG (7)
↑	↙	↑	↑		
GGG (16.9)		GGG (15)		NITCH GGG (12)	
1300		2000		2500	
1.9 NM		3 NM		5 NM	
CATEGORY	A	B	C	D	
CIRCLING	1220-1 778 (800-1)	1220-1¼ 778 (800-1¼)	1220-2¼ 778 (800-2¼)	NA	



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HEREFORD, TEXAS

AL-6446 (FAA)

12040

WAAS CH <b>50416</b> <b>W02A</b>	APP CRS <b>020°</b>	Rwy Idg <b>6100</b> TDZE <b>3786</b> Apt Elev <b>3788</b>
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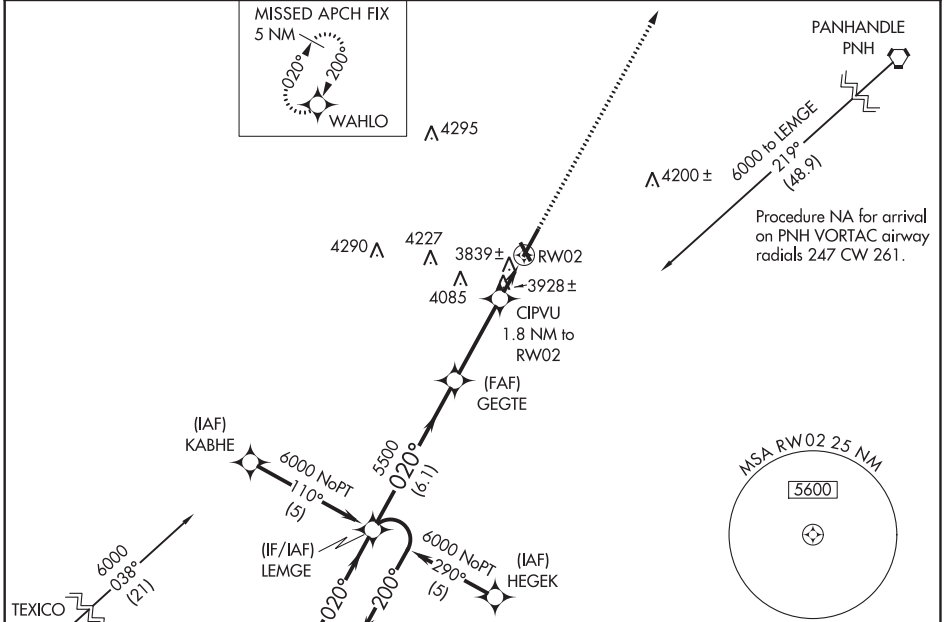
# RNAV (GPS) RWY 2

HEREFORD MUNI (HR.X)

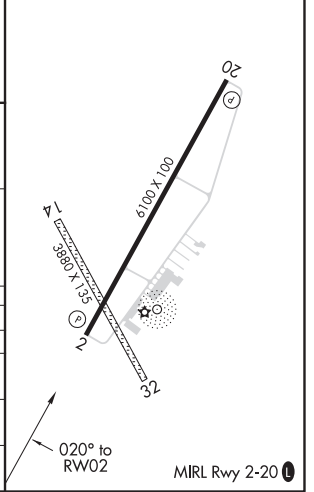
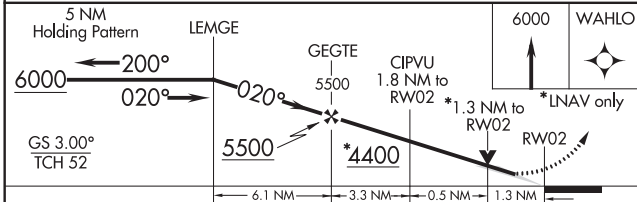
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).  
 ▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAHLO and hold.

AWOS-3 <b>118.05</b>	AMARILLO APP CON* <b>119.5 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 3788	TDZE 3786
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CATEGORY	A	B	C	D
LPV DA		3986-3/4	200 (200-3/4)	
LNAV/VNAV DA		4126-1/4	340 (400-1/4)	
LNAV MDA	4240-1	454 (500-1)	4240-1/4 454 (500-1/4)	4240-1/2 454 (500-1/2)
CIRCLING	4280-1	492 (500-1)	4280-1/2 492 (500-1/2)	4340-2 552 (600-2)

HEREFORD, TEXAS  
Orig-A 21OCT10

34°52'N - 102°20'W

# HEREFORD MUNI (HR.X) RNAV (GPS) RWY 2

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>61216</b> <b>W20A</b>	APP CRS <b>200°</b>	Rwy Idg <b>6100</b> TDZE <b>3786</b> Apt Elev <b>3788</b>
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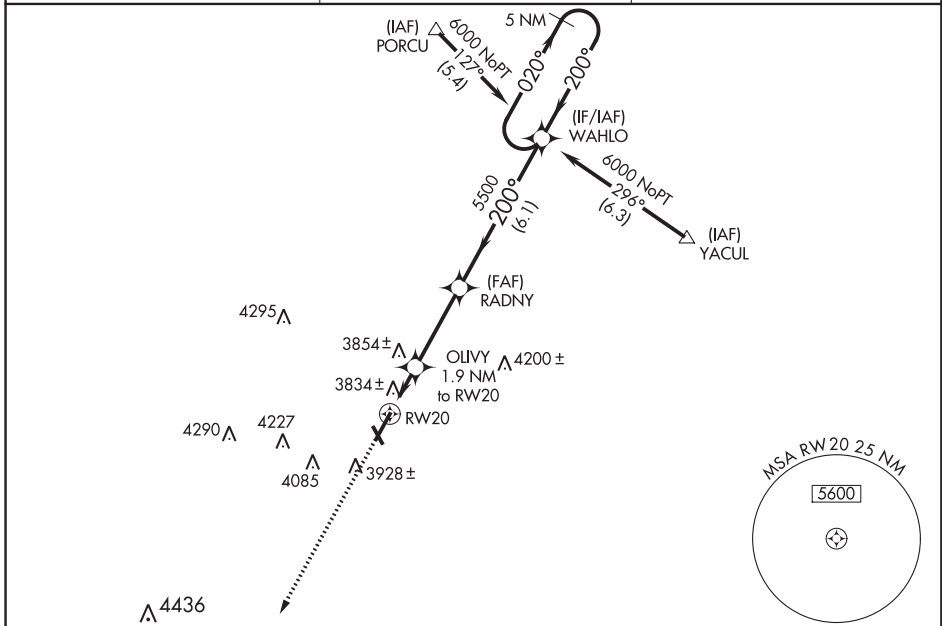
# RNAV (GPS) RWY 20

HEREFORD MUNI (HRX)

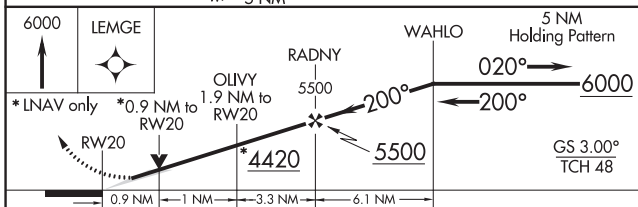
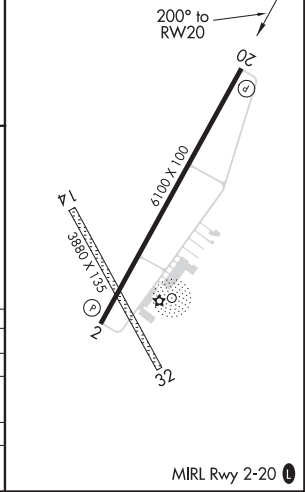
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F).  
 ▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibilities ¼ mile, and increase LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Amarillo Intl altimeter setting. VDP NA with Amarillo Intl altimeter setting.

MISSED APPROACH:  
 Climb to 6000 direct LEMGE and hold.

AWOS-3 <b>118.05</b>	AMARILLO APP CON* <b>119.5 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 3788	TDZE 3786
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CATEGORY	A	B	C	D
LPV DA		3986-3/4	200 (200-3/4)	
LNAV/VNAV DA		4120-1 1/4	334 (400-1 1/4)	
LNAV MDA		4120-1	334 (400-1)	
CIRCLING	4280-1	492 (500-1)	4280-1 1/2 492 (500-1 1/2)	4340-2 552 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HEREFORD, TEXAS

AL-6446 (FAA)

16315

NDB HRX <b>341</b>	APP CRS <b>201°</b>	Rwy Idg <b>6100</b> TDZE <b>3783</b> Apt Elev <b>3783</b>
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# NDB RWY 20

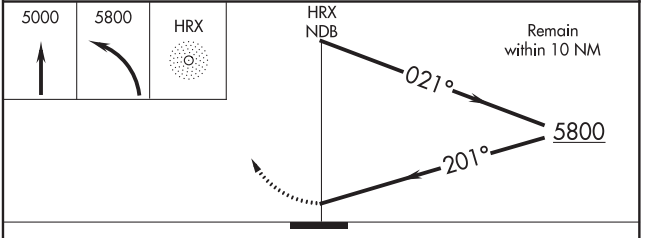
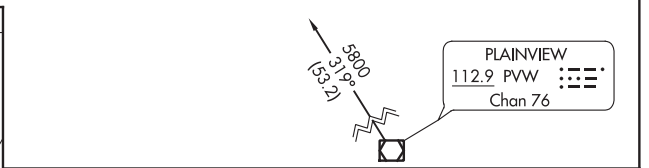
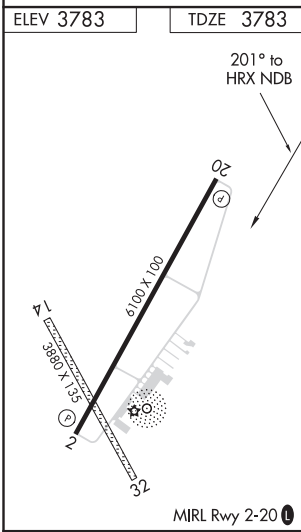
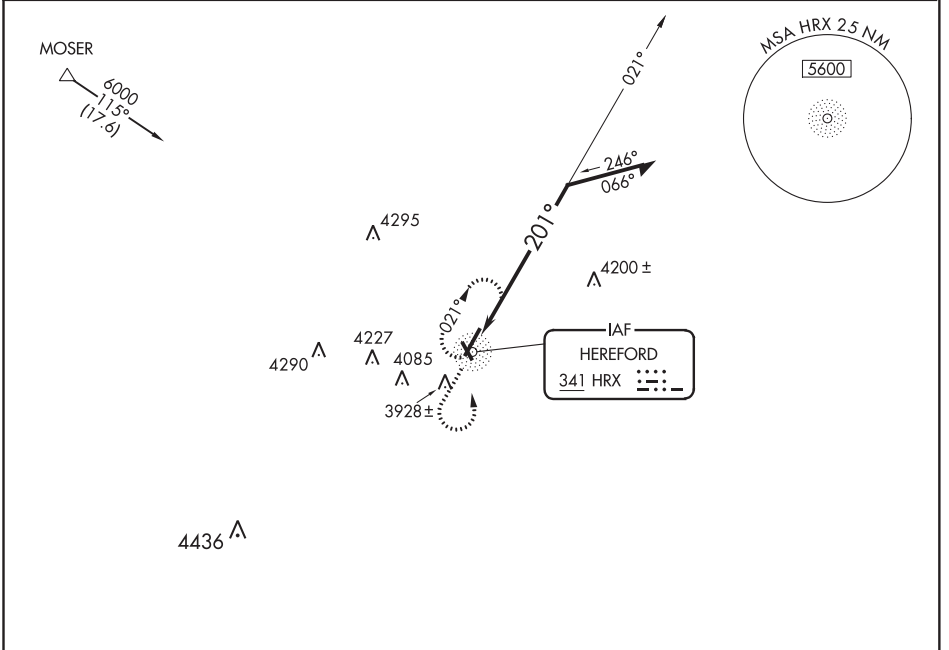
HEREFORD MUNI (HRX)

**▼** When local altimeter setting not received, use Amarillo Intl altimeter setting and increase all MDA 120 feet, increase S-20 and Circling Cat B visibility ¼ mile, Cat C/D ½ mile.

**▲ NA**

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct HRX NDB and hold.

AWOS-3 <b>118.05</b>	AMARILLO APP CON* <b>119.5 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-20	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4420-2 637 (700-2)
CIRCLING	4420-1	637 (700-1)	4420-1¾ 637 (700-1¾)	4440-2 657 (700-2)

HEREFORD, TEXAS  
Amdt 2A 05MAY11

34°52'N - 102°20'W

HEREFORD MUNI (HRX)  
**NDB RWY 20**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

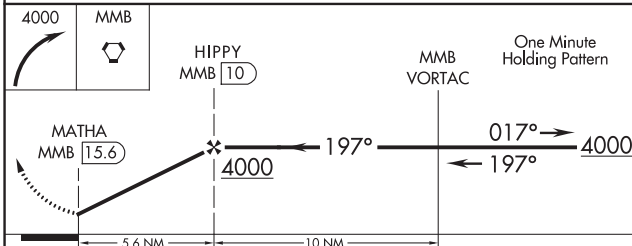
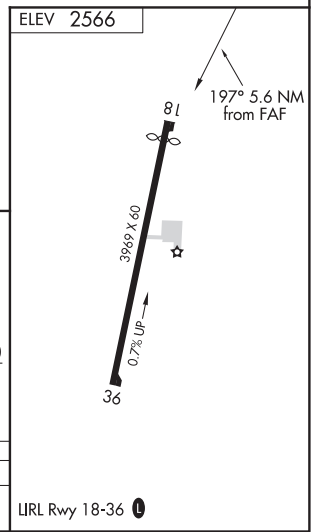
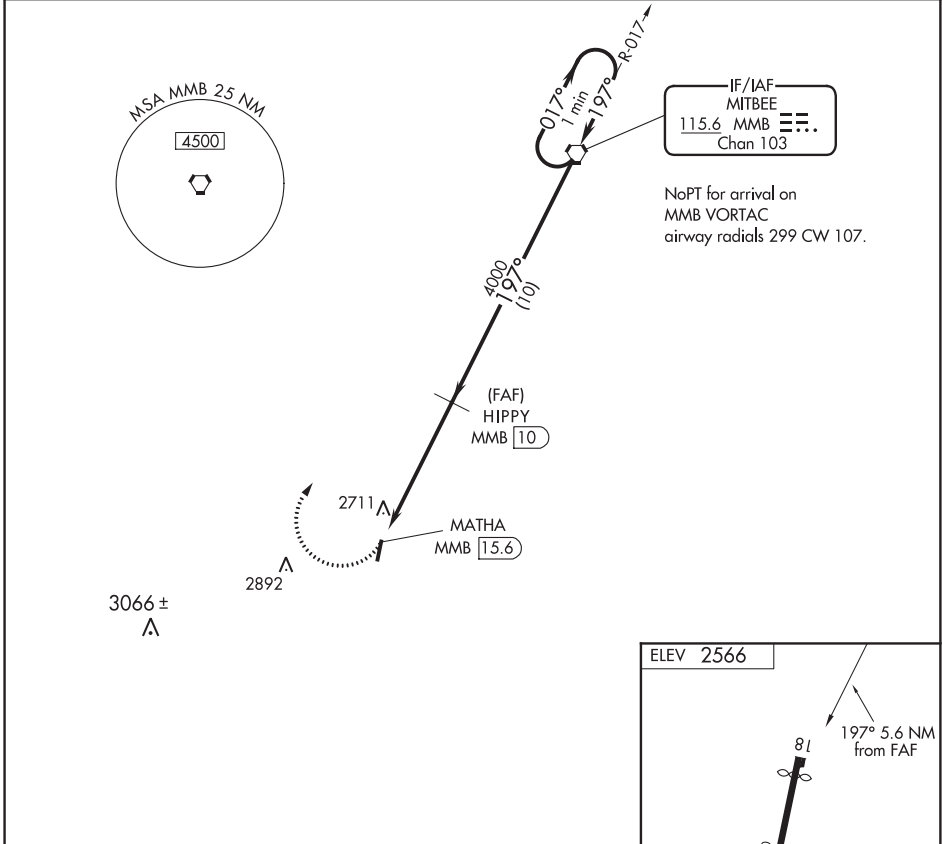
VORTAC MMB <b>115.6</b> Chan <b>103</b>	APP CRS <b>197°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2566</b>
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**VOR/DME-A**  
HIGGINS-LIPSCOMB COUNTY (1X1)

**NA** Procedure NA at night. Use Canadian altimeter setting; when not received, use Gage, OK altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climbing right turn to 4000 direct MMB VORTAC and hold.

KANSAS CITY CENTER <b>126.95 379.2</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
CIRCLING	3140-1	574 (600-1)	3140-1½ 574 (600-1½)	NA

IIRL Rwy 18-36 0

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HILLSBORO, TEXAS

AL-10219 (FAA)

14317

WAAS CH <b>40308</b> <b>W16A</b>	APP CRS <b>156°</b>	Rwy Idg TDZE <b>686</b> Apt Elev <b>686</b>	<b>3998</b>
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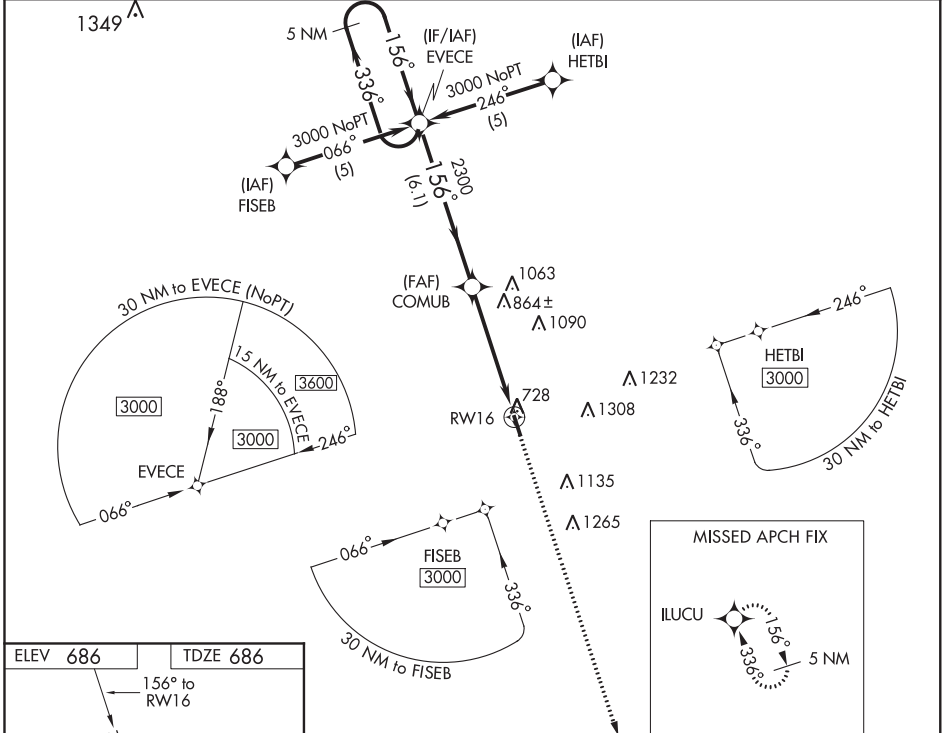
# RNAV (GPS) RWY 16

HILLSBORO MUNI (INJ)

▼ 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.

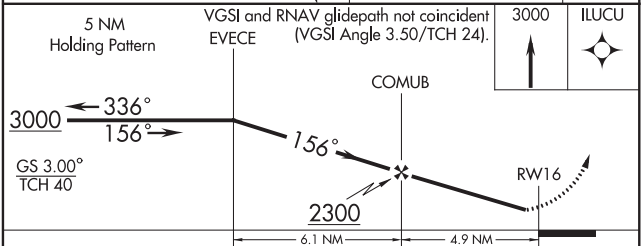
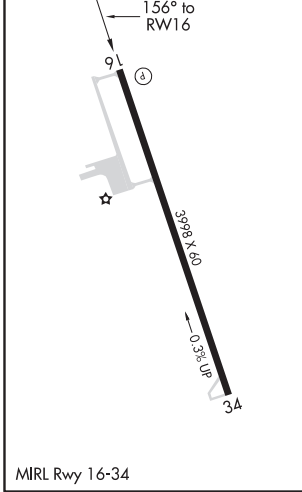
AWOS-3 <b>118.725</b>	WACO APP CON <b>127.65 352.0</b>	CTAF <b>122.9</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>686</b>	TDZE <b>686</b>
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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

HILLSBORO, TEXAS  
Amdt 1 25SEP08

32° 05' N-97° 06' W

# HILLSBORO MUNI (INJ) RNAV (GPS) RWY 16

WAAS CH <b>65908</b> <b>W34A</b>	APP CRS <b>336</b>	Rwy Idg <b>3998</b> TDZE <b>684</b> Apt Elev <b>686</b>
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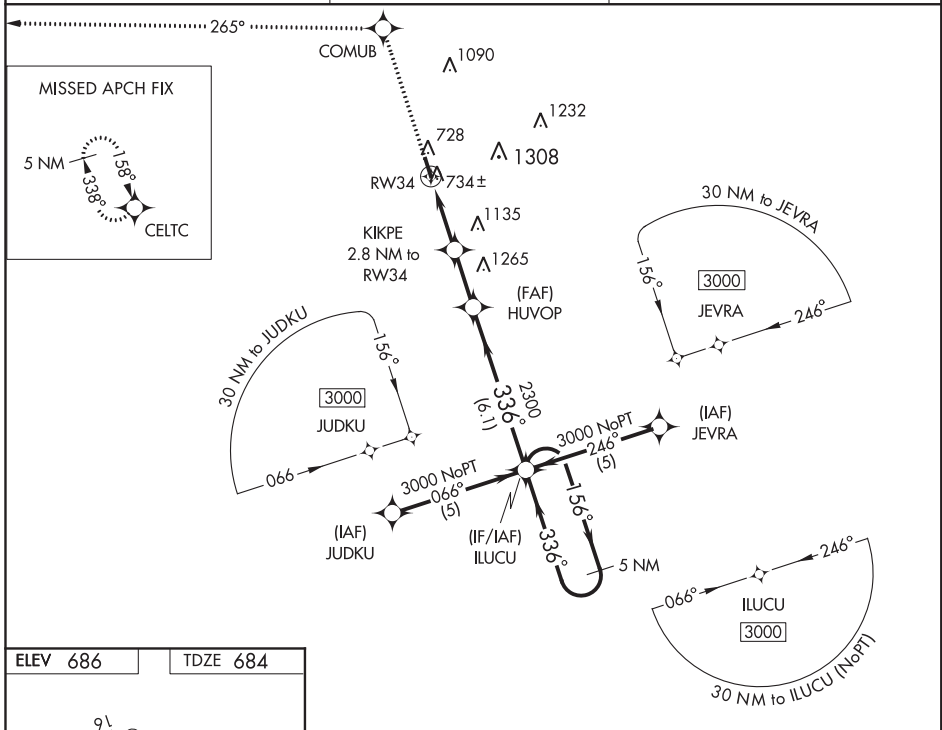
# RNAV (GPS) RWY 34

HILLSBORO MUNI (INJ)

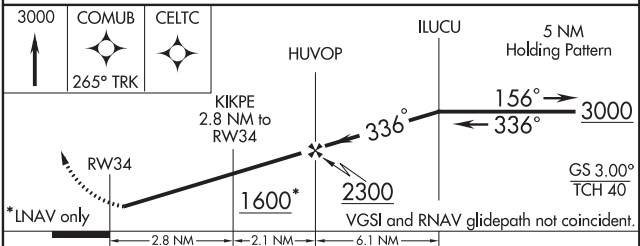
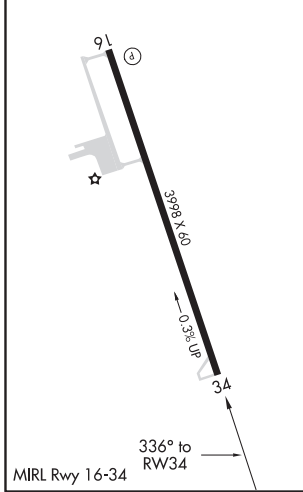
▼ Baro-VNAV NA when using Cleburne Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Rgnl altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

AWOS-3 <b>118.725</b>	WACO APP CON <b>127.65 352.0</b>	CTAF <b>122.9</b>
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ELEV <b>686</b>	TDZE <b>684</b>
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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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>70726</b> <b>W16A</b>	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>2995</b> <b>2999</b>
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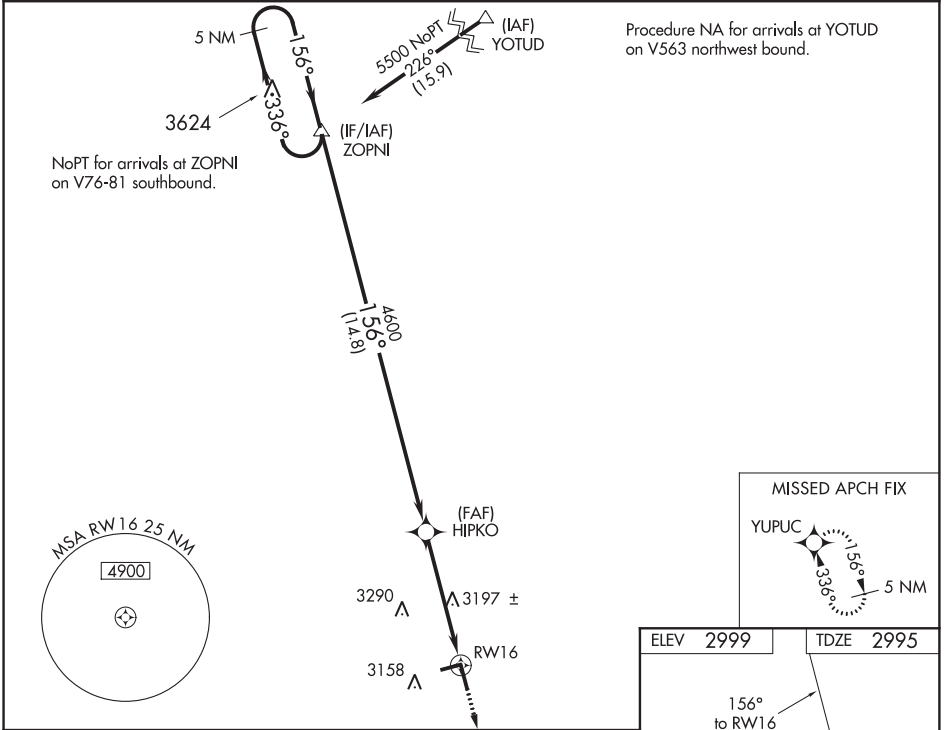
# RNAV (GPS) RWY 16

LAMESA MUNI (2F5)

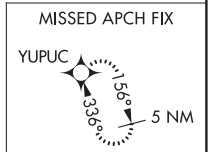
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF, when not received, use Seminole altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cat C and D and Circling Cat D visibility ½ mile and Circling Cat C visibility ⅓ mile. Procedure NA at night.

MISSED APPROACH: Climb to 5500 direct YUPUC and hold.

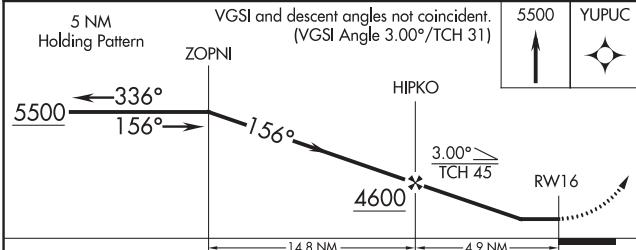
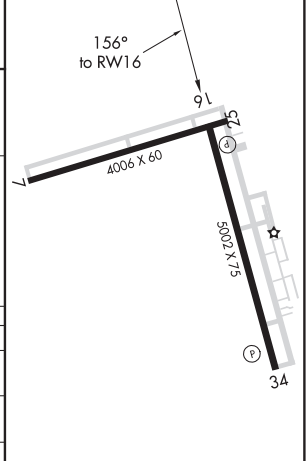
AWOS-3PT <b>124.175</b>	FORT WORTH CENTER <b>132.6 269.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at YOTUD on V563 northwest bound.



ELEV 2999	TDZE 2995
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CATEGORY	A	B	C	D
LP MDA	3500-1	505 (600-1)	3500-1⅓	505 (600-1⅓)
LNAV MDA	3500-1	505 (600-1)	3500-1⅓	505 (600-1⅓)
CIRCLING	3500-1	501 (600-1)	3500-1½ 501 (600-1½)	3660-2 661 (700-2)

MIRL Rwy 7-25 and 16-34 0

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>56626</b> <b>W34A</b>	APP CRS <b>336°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>2994</b> <b>2999</b>
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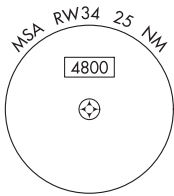
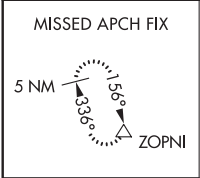
# RNAV (GPS) RWY 34

LAMESA MUNI (2F5)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, when not received, use Gains County altimeter setting and increase all DA 131 feet and MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility 3/8 mile; increase LNAV Cats C/D visibility 1/2 mile; increase Circling Cat C 1/2 mile and Cat D 1/4 mile. Baro-VNAV and VDP NA when using Gains County altimeter setting.

**MISSED APPROACH:**  
Climb to 5500 direct ZOPNI and hold.

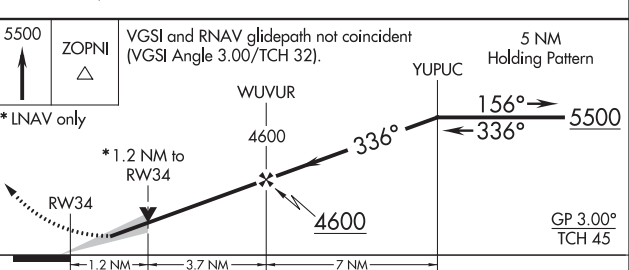
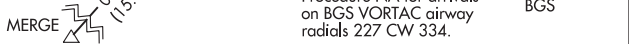
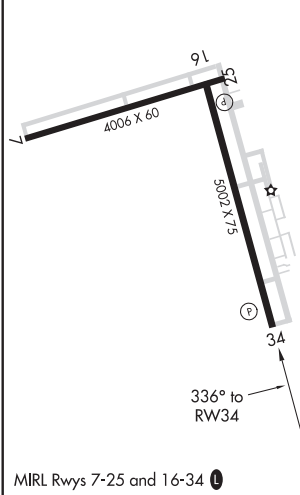
AWOS-3PT <b>124.175</b>	FORT WORTH CENTER <b>132.6 269.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at MERGE on V81 southbound.

Procedure NA for arrivals on BGS VORTAC airway radials 227 CW 334.

ELEV 2999	TDZE 2994
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CATEGORY	A	B	C	D
LPV DA		3244-7/8	250 (300-7/8)	
LNAV/VNAV DA		3244-7/8	250 (300-7/8)	
LNAV MDA	3400-1	406 (500-1)	3400-1 1/8	406 (500-1 1/8)
<b>C</b> CIRCLING	3460-1	461 (500-1)	3700-2 701 (800-2)	3840-2 3/4 841 (900-2 3/4)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42505</b> <b>W31A</b>	APP CRS <b>314°</b>	Rwy Idg <b>6500</b> TDZE <b>487</b> Apt Elev <b>501</b>
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# RNAV (GPS) RWY 31

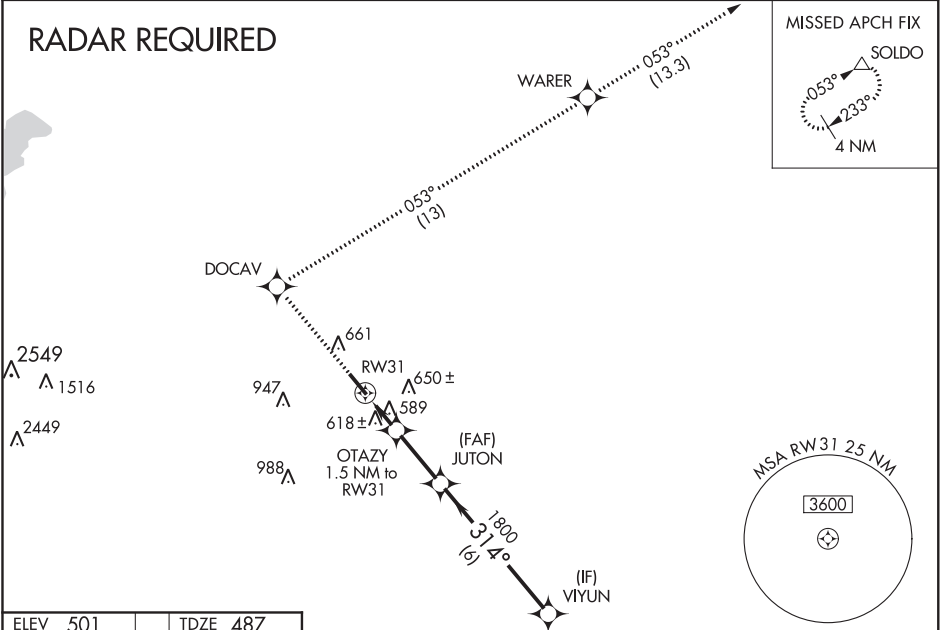
LANCASTER RGNL (LNC)

**⚠** 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 Executive altimeter setting. When local altimeter setting not received, use Dallas Executive altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

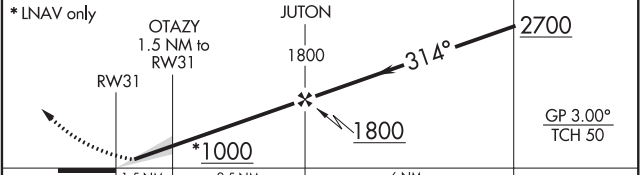
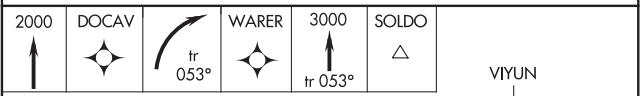
**MISSED APPROACH:** Climb to 2000 direct DOCAV and right turn on track 053° to WARER then climb to 3000 on track 053° to SOLDO and hold.

AWOS-3 <b>118,975</b>	REGIONAL APP CON <b>125.2 343.65</b>	GCO <b>121,725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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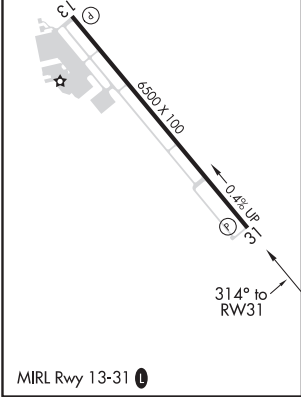
## RADAR REQUIRED



ELEV 501	TDZE 487
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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)	980-1½ 479 (500-1½)	1060-2 559 (600-2)



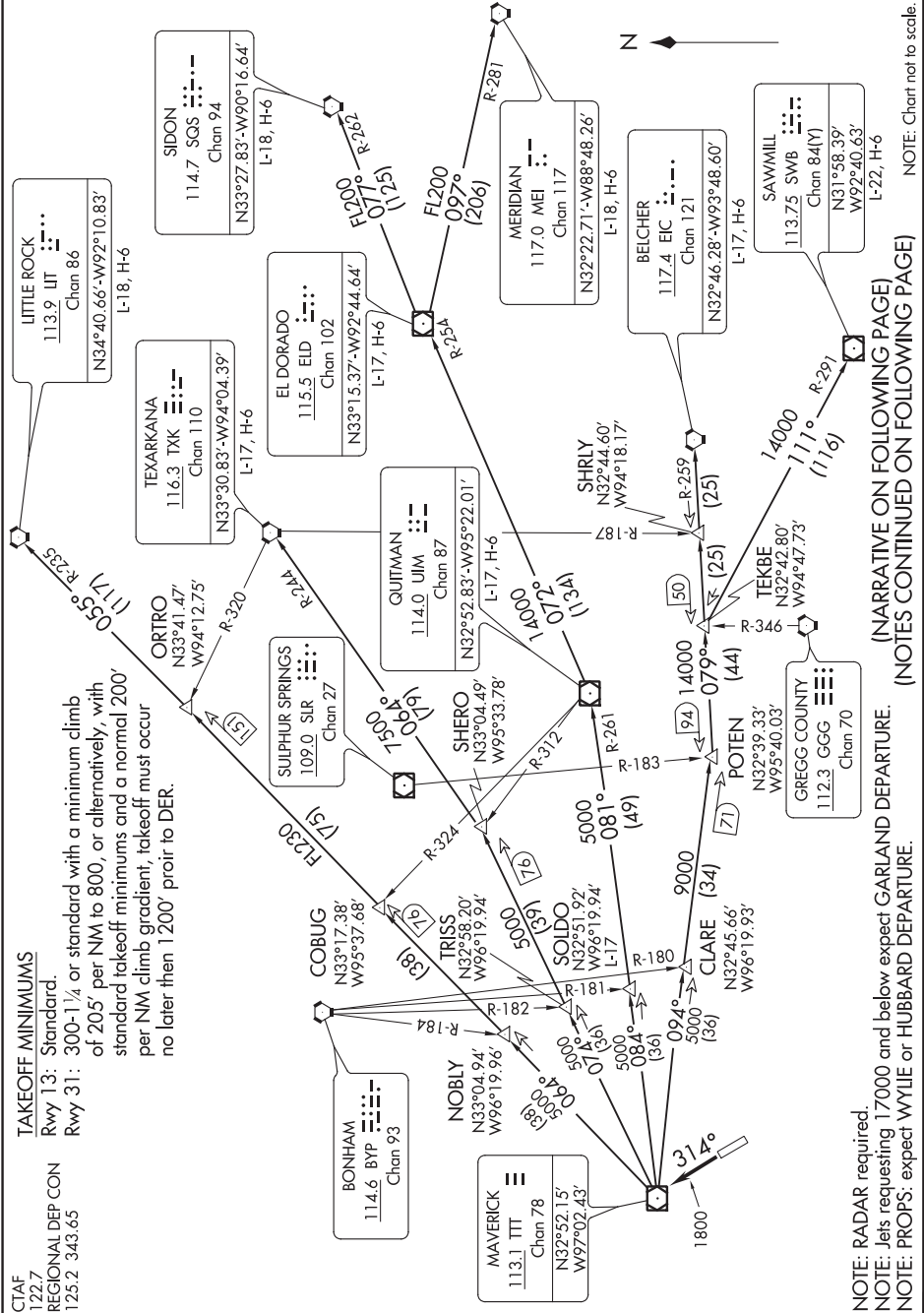
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

LANCASTER, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



**TAKEOFF MINIMUMS**  
 Rwy 13: Standard.  
 Rwy 31: 300-1¼ or standard with a minimum climb of 205' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient; takeoff must occur no later than 1200' prior to DER.

**CTAF**  
 122.7  
**REGIONAL DEP CON**  
 125.2 343.65

NOTE: RADAR required.  
 NOTE: Jets requesting 17000 and below expect GARLAND DEPARTURE.  
 NOTE: PROPS: expect WYLIE or HUBBARD DEPARTURE.

(NARRATIVE ON FOLLOWING PAGE)  
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

LANCASTER, TEXAS

LANCASTER RGNL (LNC)

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL. Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL. Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# GARLAND SIX DEPARTURE

SL-5936 (FAA)

LANCASTER RGNL (LNC)

LANCASTER, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017

AWOS-3 118.975  
CTAF 122.7  
REGIONAL DEP CON  
125.2 343.65

NOTE: RADAR required.

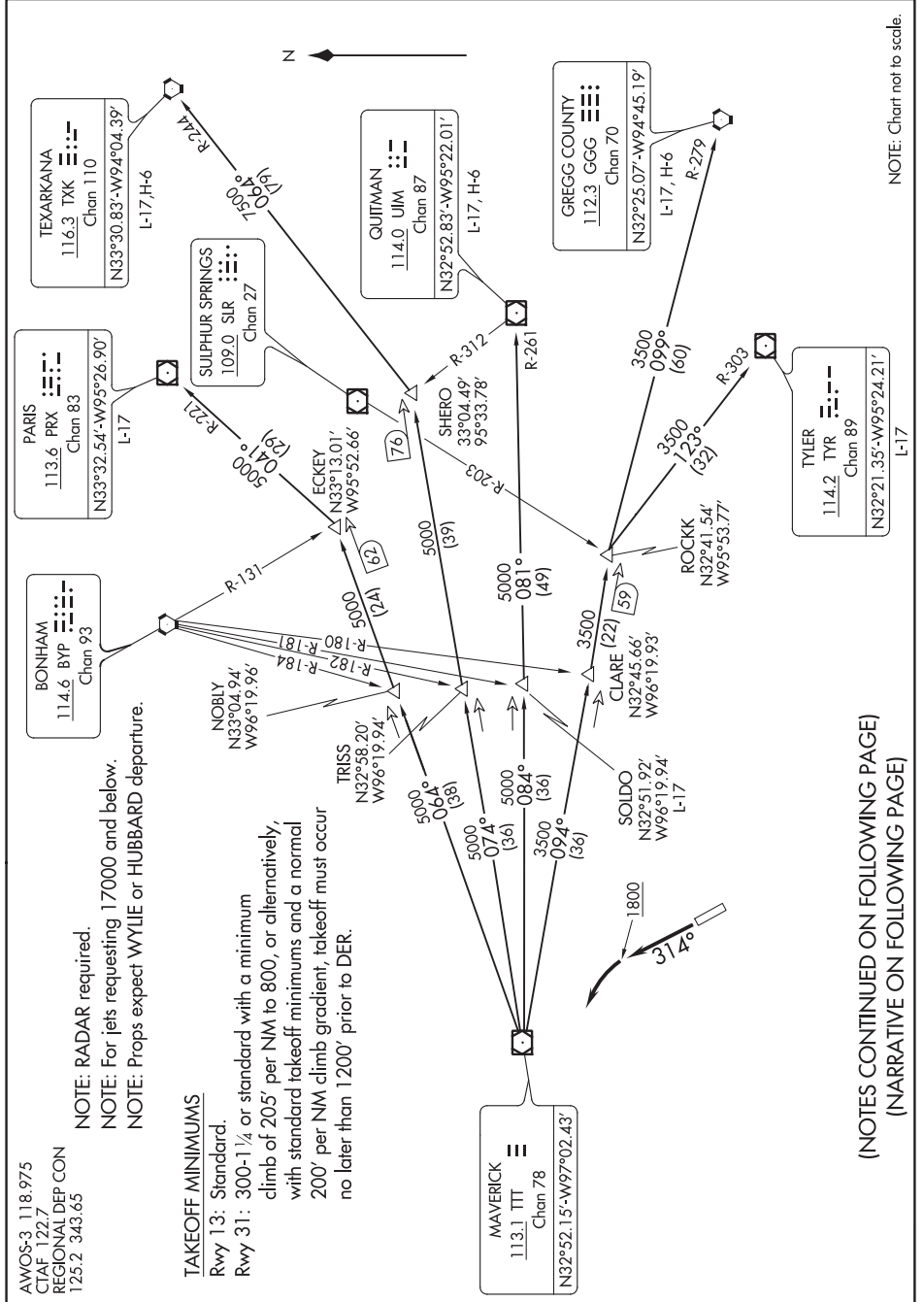
NOTE: For jets requesting 17000 and below.

NOTE: Props expect WYLIE or HUBBARD departure.

### TAKEOFF MINIMUMS

Rwy 13: Standard.

Rwy 31: 300-1 1/4 or standard with a minimum climb of 205' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

# GARLAND SIX DEPARTURE

LANCASTER, TEXAS

LANCASTER RGNL (LNC)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL.

Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL.

Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.



(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-5936 (FAA)

LANCASTER RGNL (LNC)  
LANCASTER, TEXAS

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (HUBB9.SOLD0): From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL.

Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL.

Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

LANCASTER, TEXAS  
LANCASTER RGNL (LNC)



# JOE POOL NINE DEPARTURE

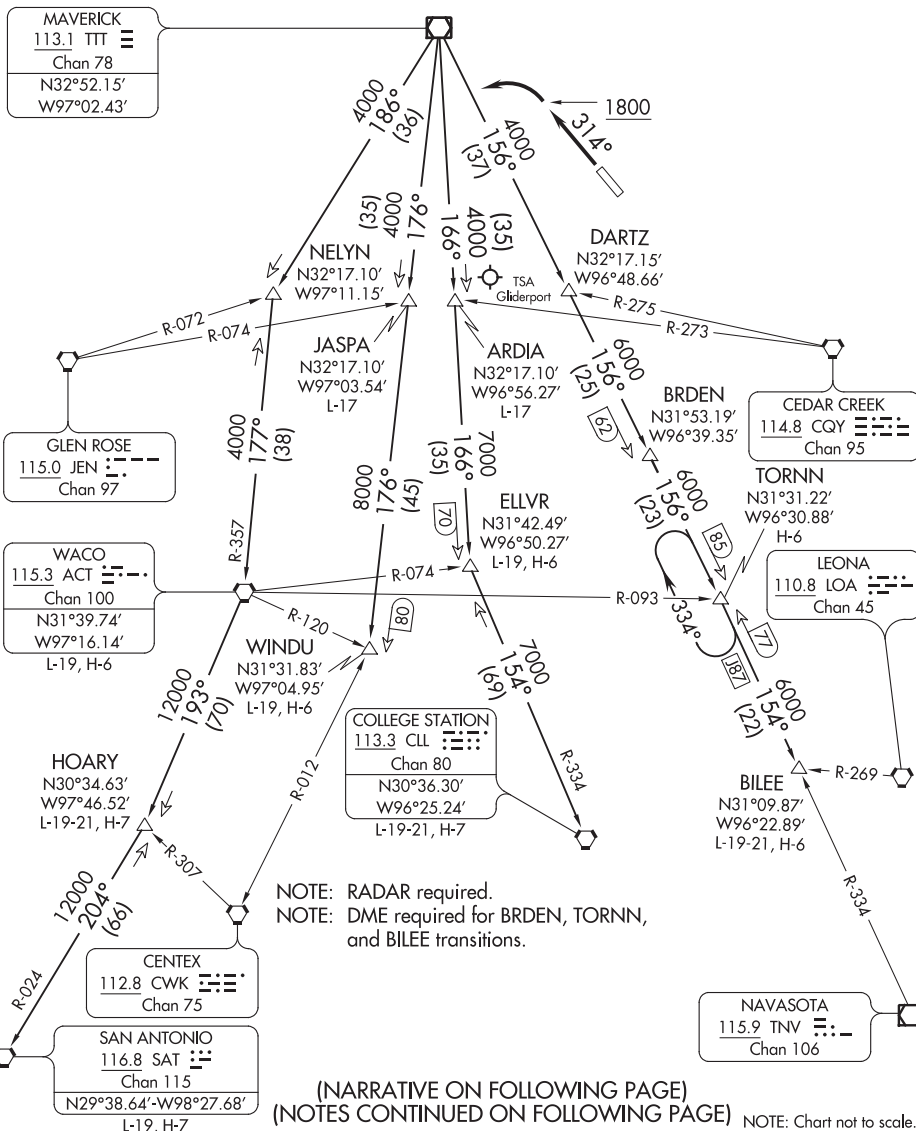
## TAKEOFF MINIMUMS

Rwy 13: Standard.

Rwy 31: 300-1¼ or standard with a minimum climb of 205' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

REGIONAL DEP CON  
125.2 343.65  
CTAF  
122.7

**TOP ALTITUDE:  
ASSIGNED BY ATC**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

# JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 31: Climb heading 314° to 1800 before turning left.

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL9.TORNN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

### TAKEOFF OBSTACLE NOTES

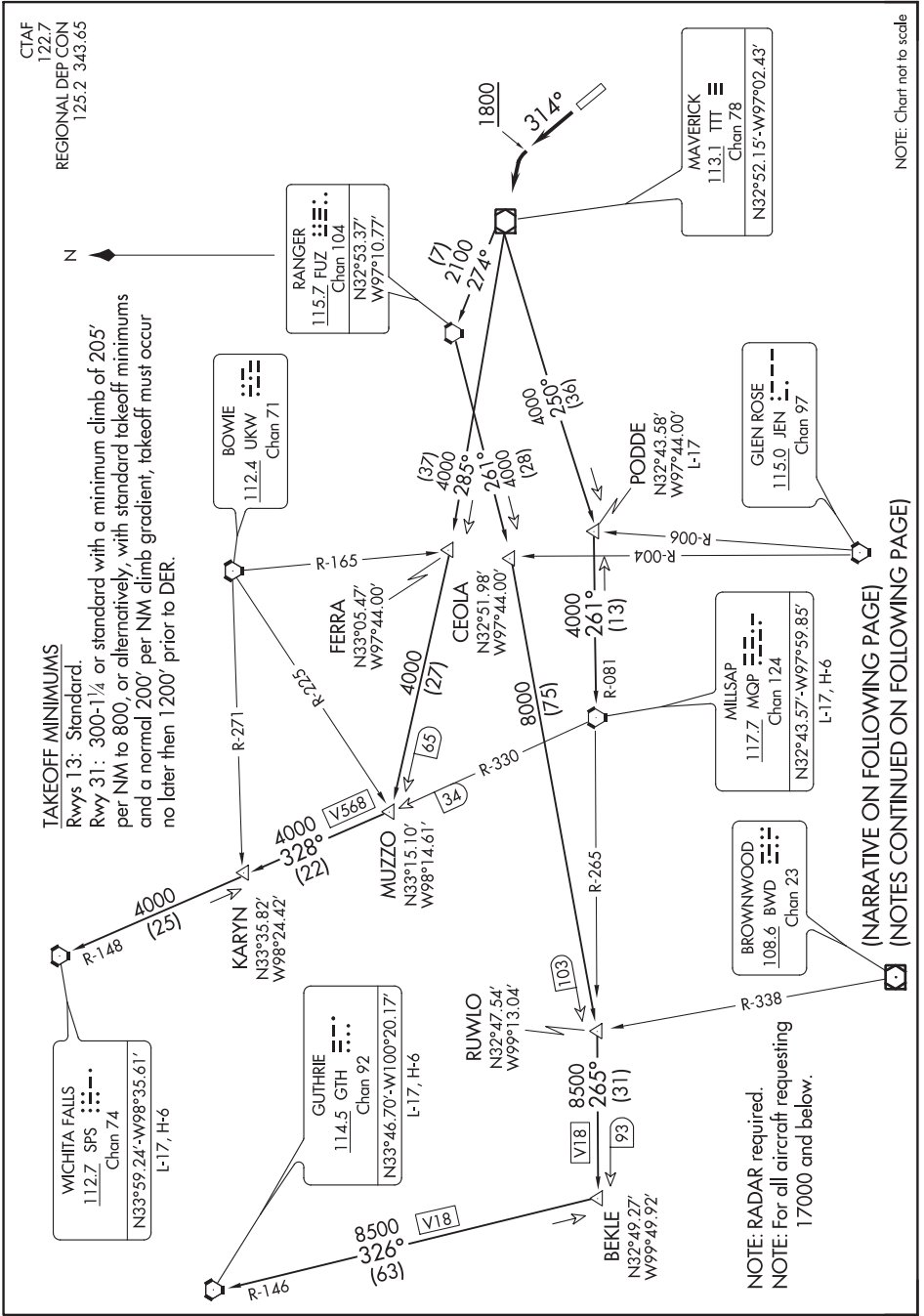
- Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL.
- Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL.
- Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL. Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL. Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 31: Climb heading 314° to 1800 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL. Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL.

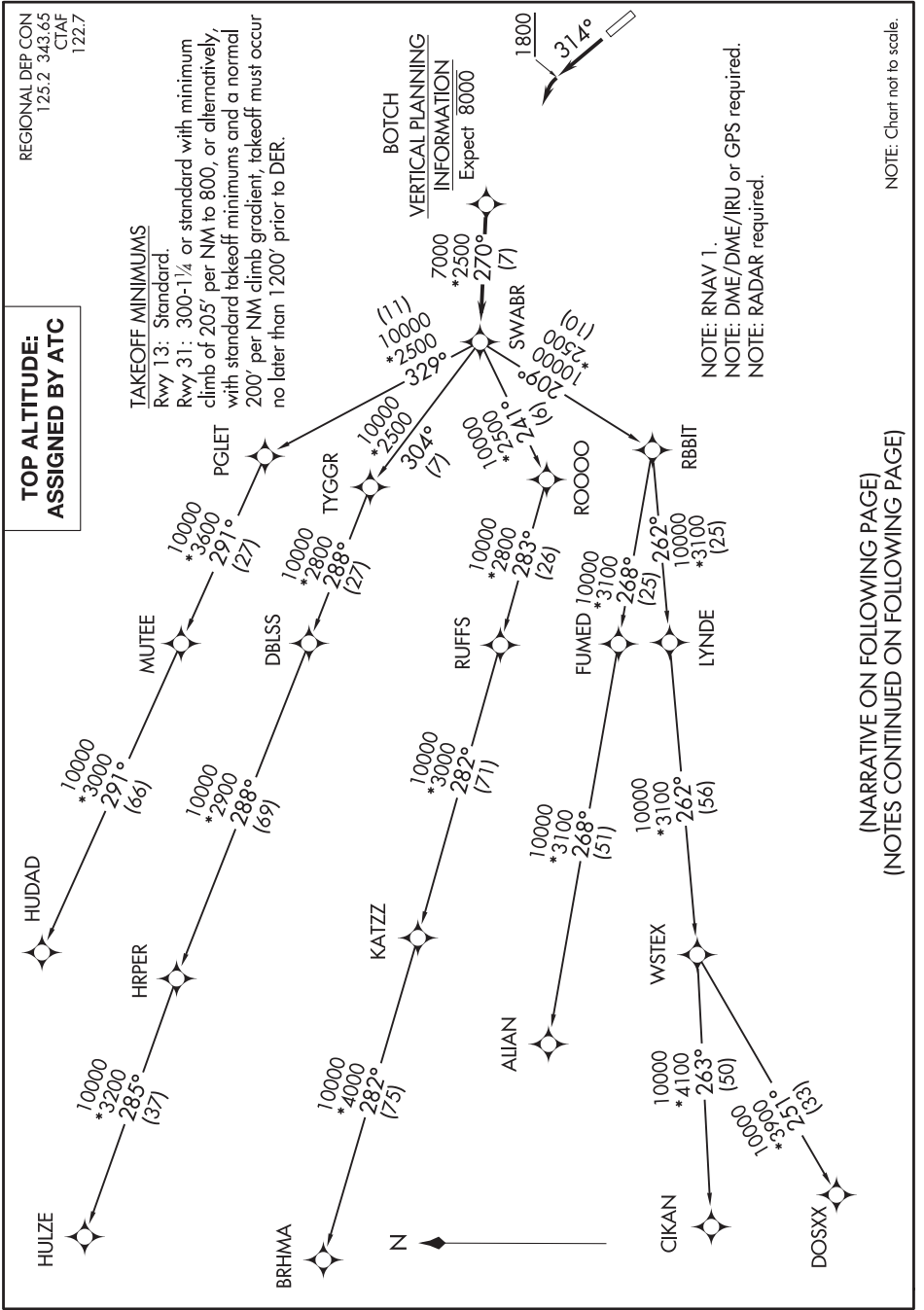
Transmission tower 1 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL. Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL.  
Transmission tower 1 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CTAF  
122.7  
REGIONAL DEP CON  
125.2 343.65

TULSA  
114.4 TUL  
Chan 91  
N36°11.78'  
W95°47.29'  
L-15, H-6

OKMULGEE  
114.9 OKM  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

WILL ROGERS  
114.1 IRW  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

ADA  
117.8 ADH  
Chan 125

ROLLS  
N35°43.36'  
W99°28.24'  
L-15, H-6

DECKK  
N34°52.37'  
W97°16.87'  
L-17, H-6

MC ALESTER  
112.0 MLC  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

MRMAC  
N34°50.48'  
W98°06.57'

NOOGO  
N34°25.65'  
W96°59.06'

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

ARDMORE  
116.7 ADM  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

TEXOMA  
114.3 URH  
Chan 90

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABE  
N33°27.09'  
W96°57.69'  
L-17

TIKYS  
N34°04.00'  
W96°25.56'

BOWIE  
112.4 UKW  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

BONHAM  
114.6 BYP  
Chan 93

RANGER  
115.7 FUZ  
Chan 104  
N32°53.37'-W97°10.77'



**TAKEOFF MINIMUMS**

Rwy 13: Standard.  
Rwy 31: 300-1¼ or standard with a minimum climb of 205' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECK TRANSITION (TEX5.DECK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL. Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL. Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.



# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 314° to 1800 before turning left.

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### TAKEOFF OBSTACLE NOTES

Rwy 31: Trees 888' from DER, 637' right of centerline, up to 35' AGL/536' MSL.

Trees beginning 1133' from DER, 479' left of centerline, up to 45' AGL/541' MSL.

Transmission tower 1.0 NM from DER, 1685' right of centerline, 127' AGL/661' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

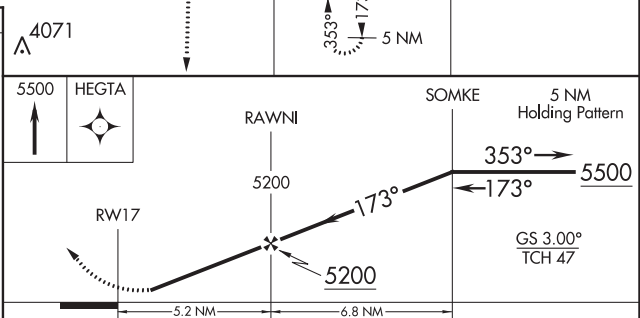
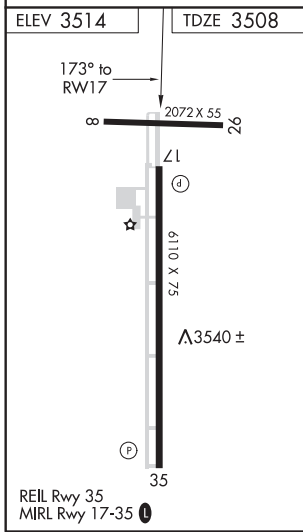
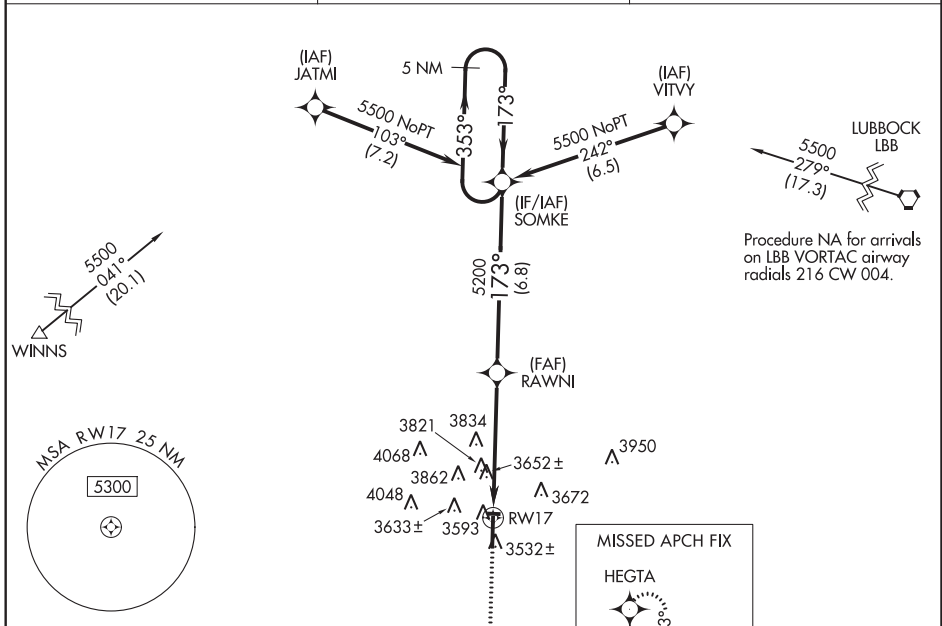
SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77631</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>6110</b> <b>3508</b> <b>3514</b>
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# RNAV (GPS) RWY 17

LEVELLAND MUNI (LLN)

<p><b>▼</b> Baro-VNAV NA. DME/DME RNP-0.3 NA.  <b>▲</b> NA Helicopter visibility reduction below ¾ SM NA.                  Use Lubbock altimeter setting.</p>	<p>MISSED APPROACH: Climb to 5500 direct HEGTA and hold.</p>	
LUBBOCK ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8 (CTAF) 0</b>



CATEGORY	A	B	C	D
LPV DA		3856-1 <sup>1</sup> / <sub>8</sub>	348 (400-1 <sup>1</sup> / <sub>8</sub> )	
LNAV/VNAV DA		4268-2 <sup>3</sup> / <sub>4</sub>	760 (800-2 <sup>3</sup> / <sub>4</sub> )	
LNAV MDA	4180-1	672 (700-1)	4180-1 <sup>7</sup> / <sub>8</sub>	672 (700-1 <sup>7</sup> / <sub>8</sub> )
CIRCLING	4180-1 666 (700-1)	4260-1 746 (800-1)	4320-2 <sup>1</sup> / <sub>4</sub> 806 (900-2 <sup>1</sup> / <sub>4</sub> )	4320-2 <sup>1</sup> / <sub>2</sub> 806 (900-2 <sup>1</sup> / <sub>2</sub> )

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LEVELLAND, TEXAS

AL-6570 (FAA)

15092

WAAS CH <b>65719</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>6110</b> TDZE <b>3514</b> Apt Elev <b>3514</b>
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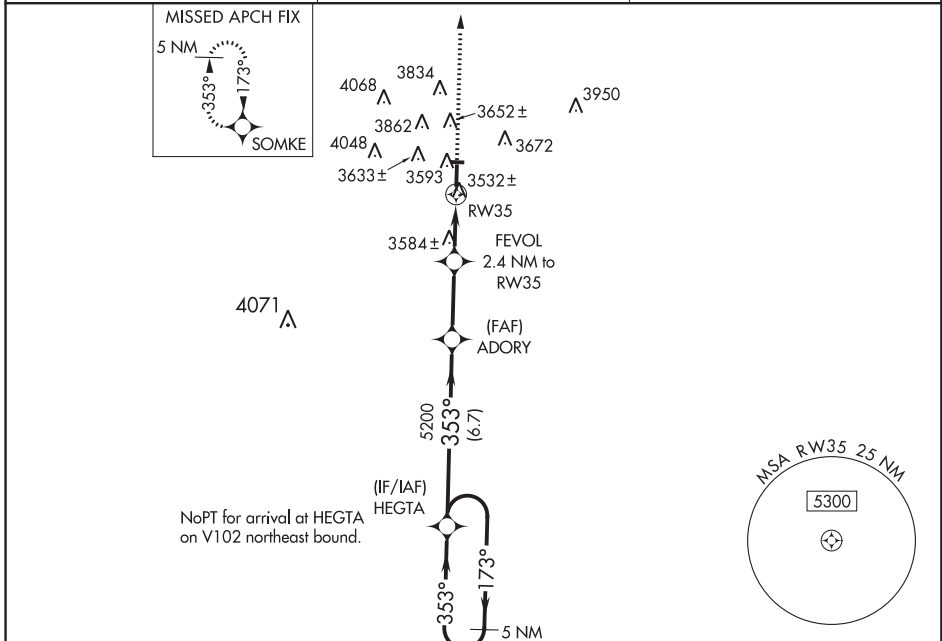
# RNAV (GPS) RWY 35

LEVELLAND MUNI (LLN)

**V** Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 35 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA. Use Lubbock altimeter setting.

**MISSED APPROACH:** Climb to 5500 direct SOMKE and hold.

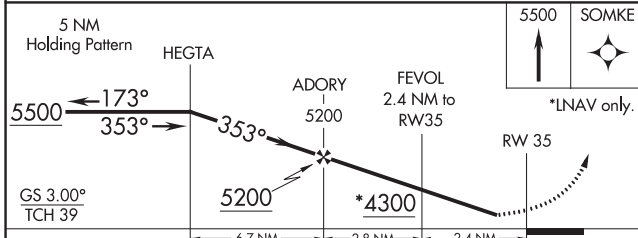
LUBBOCK ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8 (CTAF)</b>
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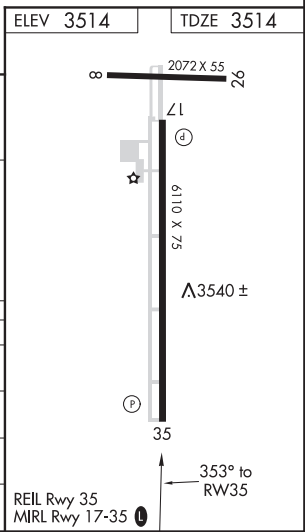
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 3514	TDZE 3514
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CATEGORY	A	B	C	D
LPV DA	3862-1 1/8		348 (400-1 1/8)	
LNAV/VNAV DA	3862-1 1/8		348 (400-1 1/8)	
LNAV MDA	3940-1	426 (500-1)	3940-1 1/4	426 (500-1 1/4)
CIRCLING	4100-1 586 (600-1)	4260-1 1/4 746 (800-1 1/4)	4320-2 1/4 806 (900-2 1/4)	4320-2 1/2 806 (900-2 1/2)



LEVELLAND, TEXAS  
Amdt 1A 02APR15

33°33'N-102°22'W

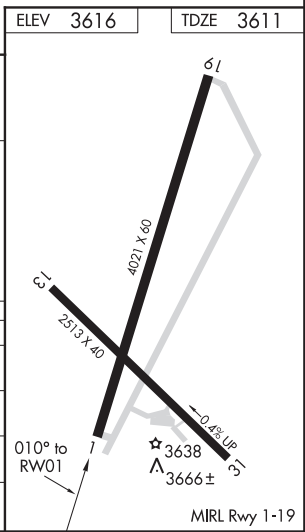
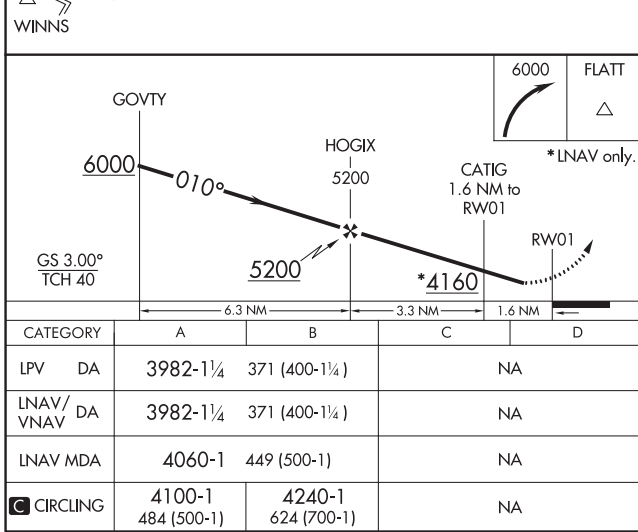
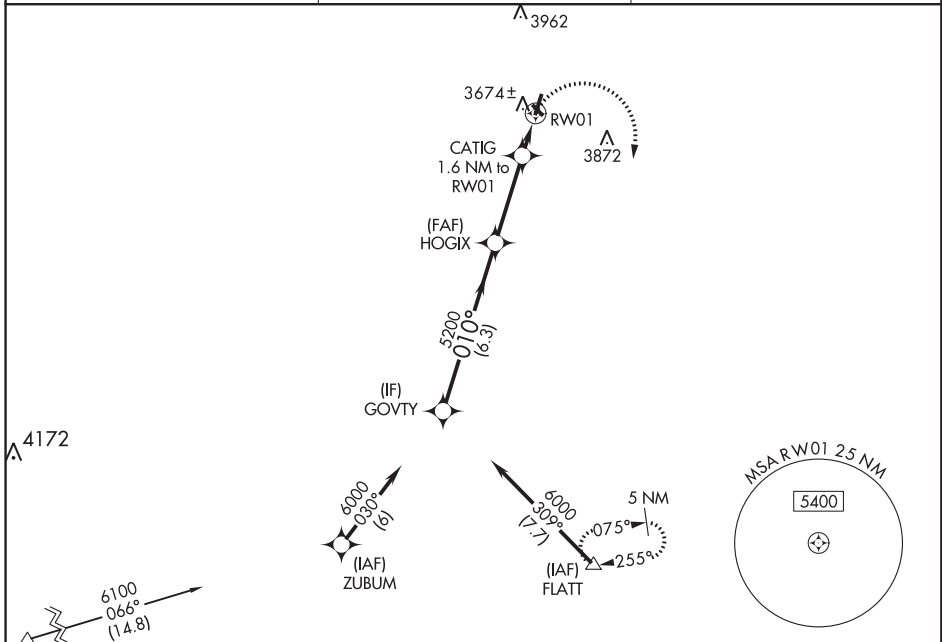
# RNAV (GPS) RWY 35

WAAS CH <b>66032</b> W01A	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	<b>4021</b> <b>3611</b> <b>3616</b>
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# RNAV (GPS) RWY 1

LITTLEFIELD TAYLOR BROWN MUNI (LIU)

<b>▲ NA</b> 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.	
LUBBOCK ASOS <b>118.375</b>	LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8</b> (CTAF)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LITTLEFIELD, TEXAS

AL-6730 (FAA)

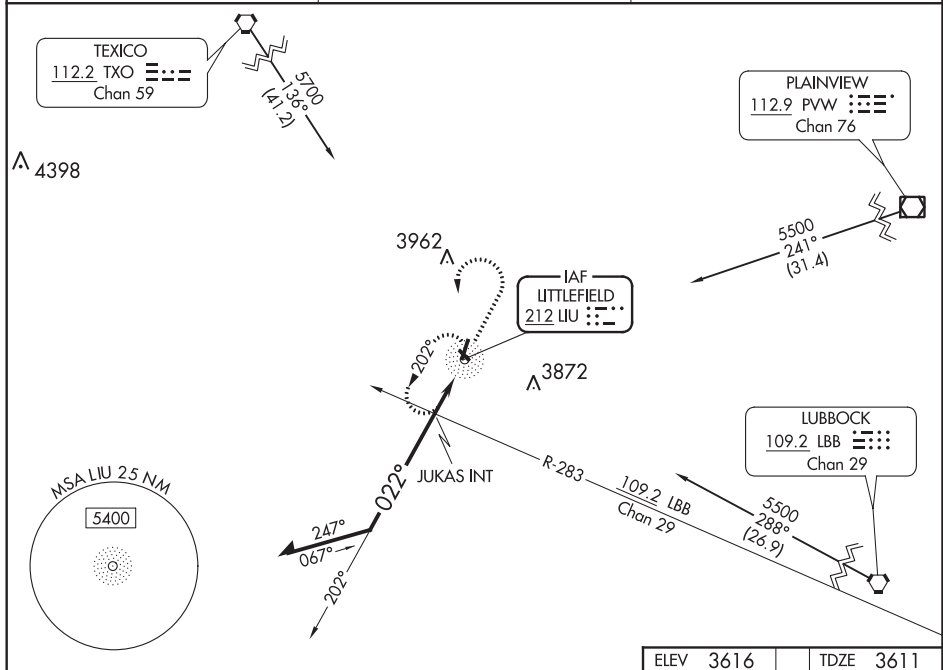
15092

NDB LIU <b>212</b>	APP CRS <b>022°</b>	Rwy ldg 4021 TDZE 3611 Apt Elev 3616
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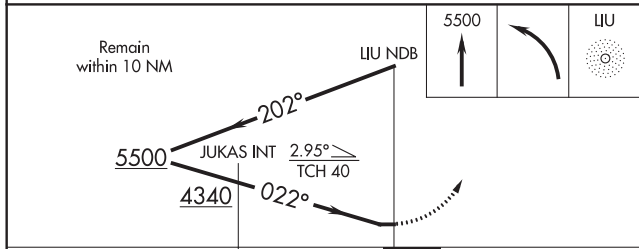
**NDB RWY 1**  
LITTLEFIELD TAYLOR BROWN MUNI (LIU)

**NA** Use Lubbock altimeter setting. Helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climb to 5500 then left turn direct LIU NDB and hold.

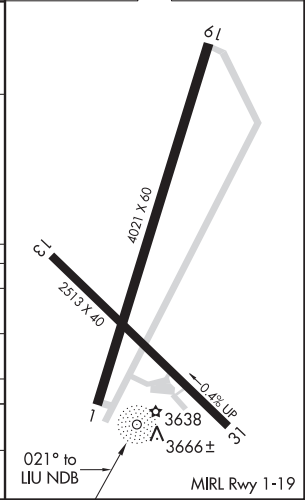
LUBBOCK ASOS <b>118.375</b>	LUBBOCK APP CON <b>119.2 351.8</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 3616	TDZE 3611
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CATEGORY	A	B	C	D
S-1	4340-1	729 (800-1)		NA
<b>C</b> CIRCLING	4340-1	724 (800-1)		NA
JUKAS FIX MINIMUMS				
S-1	4180-1	569 (600-1)		NA
<b>C</b> CIRCLING	4180-1 564 (600-1)	4240-1 624 (700-1)		NA



LITTLEFIELD, TEXAS  
Amdt 1A 02APR15

33°55'N-102°23'W

LITTLEFIELD TAYLOR BROWN MUNI (LIU)  
**NDB RWY 1**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017




LOC I-GGG	APP CRS	Rwy Idg	<b>9200</b>
<b>109.5</b>	<b>131°</b>	TDZE	<b>358</b>
		Apt Elev	<b>365</b>

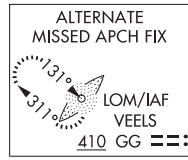
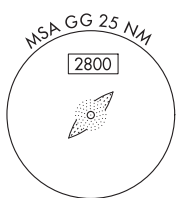
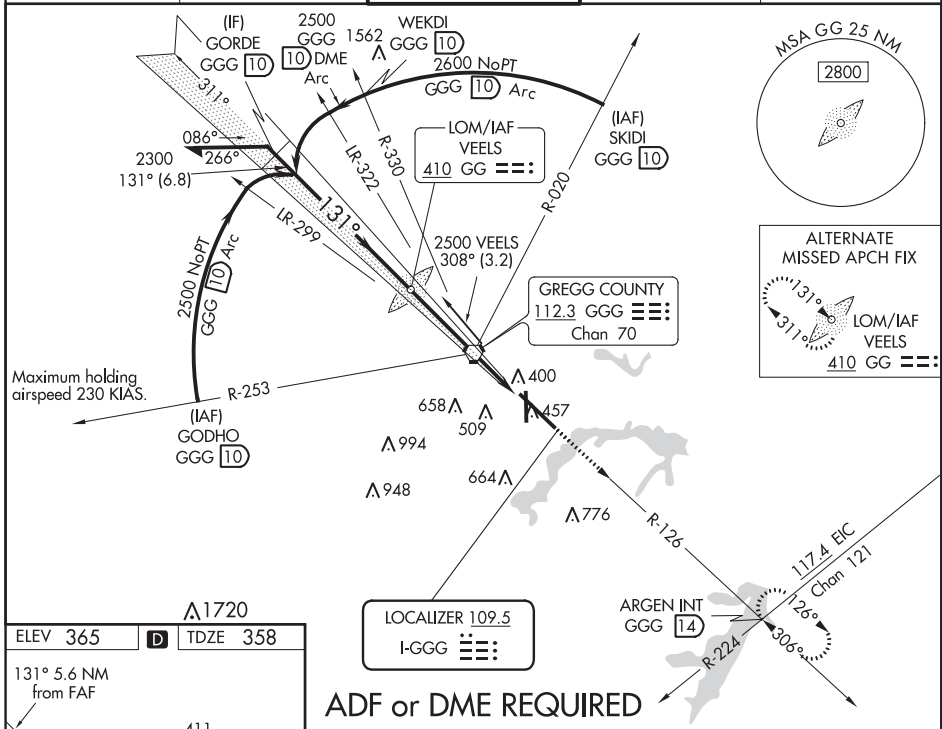
# ILS or LOC RWY 13

EAST TEXAS RGNL (GGG)

**▼** For inoperative MALSRS, increase S-ILS-13 Cat E visibility to RVR 4000, S-LOC-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and visibility S-LOC 13 and circling Cat D, E ¼ mile. For inoperative MALSRS when using Gilmer altimeter setting, increase visibility S-ILS 13 all Cats to RVR 5000 and S-LOC 13 Cat E to 2. \*RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MALSRS**  
  
**MISSED APPROACH:**  
 Climb to 3000 via GGG  
 VORTAC R-126 to  
 ARGEN Int/GGG 14  
 DME and hold.

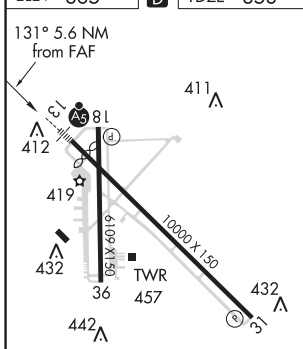
ATIS <b>119.65</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	EASTEX TOWER* <b>119.2 (CTAF) 0377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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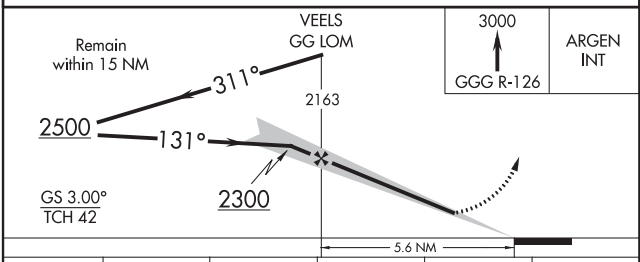
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 365	<b>D</b>	TDZE 358
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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	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

WAAS CH <b>61100</b> W13A	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>9200</b> <b>358</b> <b>365</b>
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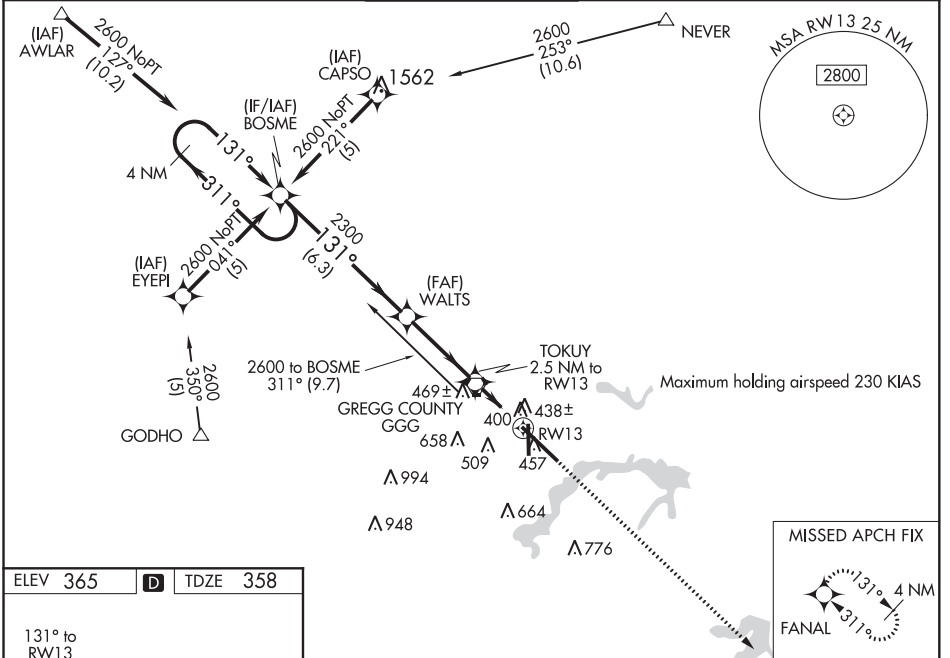
# RNAV (GPS) RWY 13

EAST TEXAS RGNL (GGG)

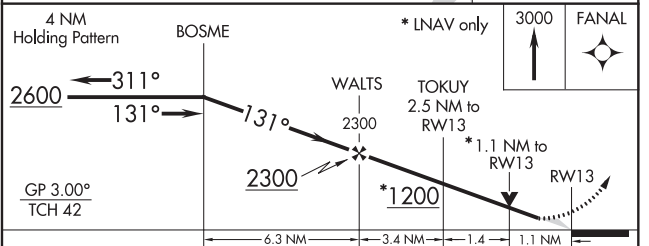
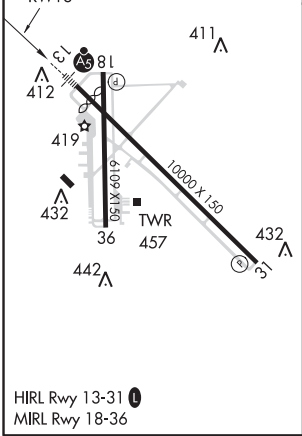
**▽** For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cat E and circling Cat E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1½.

**MALSR**  
  
**MISSED APPROACH:**  
 Climb to 3000 direct  
 FANAL and hold.

ATIS <b>119.65</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	EASTEX TOWER* <b>119.2 (CTAF) 377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 365	<b>D</b>	TDZE 358
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CATEGORY	A	B	C	D	E
LPV DA	612/24 254 (300-½)				
LNAV/VNAV DA	726/40 368 (400-¾)				
LNAV MDA	760/24	402 (400-½)	760/40 402 (400-¾)	760/50	402 (400-1)
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>99426</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>6109</b> <b>356</b> <b>365</b>
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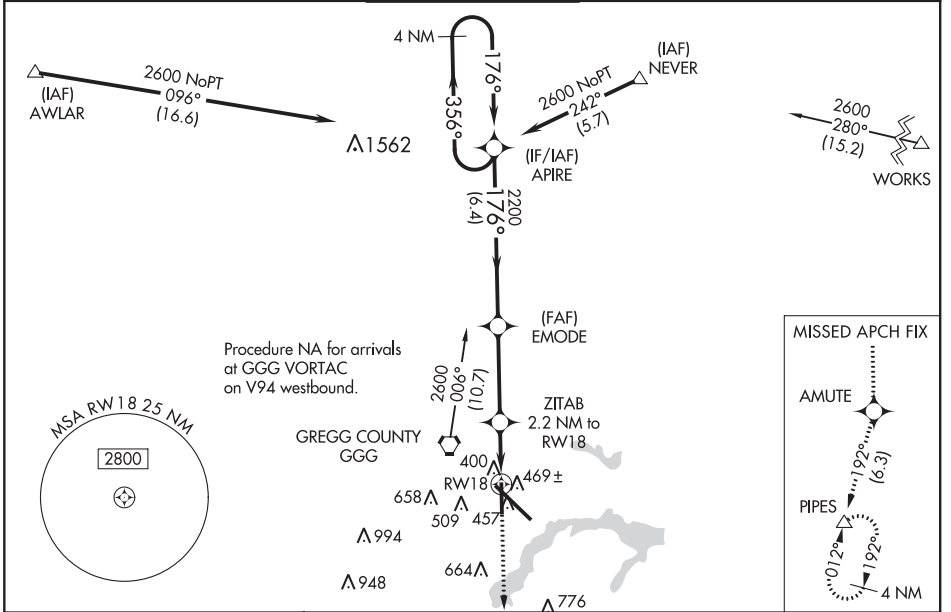
# RNAV (GPS) RWY 18

EAST TEXAS RGNL (GGG)

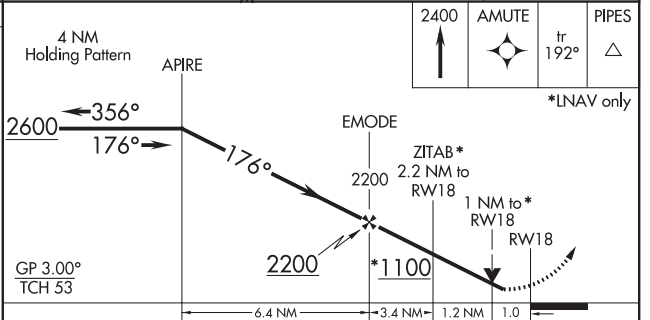
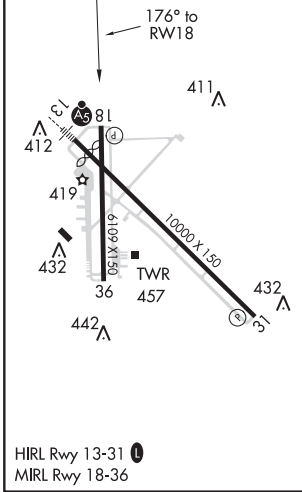
**⚠** Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile and LNAV/VNAV visibility all Cats ⅓ mile and LNAV visibility Cat C and D ⅓ mile.

**⚠** MISSED APPROACH: Climb to 2400 direct AMUTE and on track 192° to PIPES and hold.

ATIS <b>119.65</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	EASTEX TOWER* <b>119.2 (CTAF) 0377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 365	<b>D</b>	TDZE 356
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CATEGORY	A	B	C	D
LPV DA		630-7/8	274 (300-7/8)	
LNAV/VNAV DA		652-1	296 (300-1)	
LNAV MDA		720-1	364 (400-1)	
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

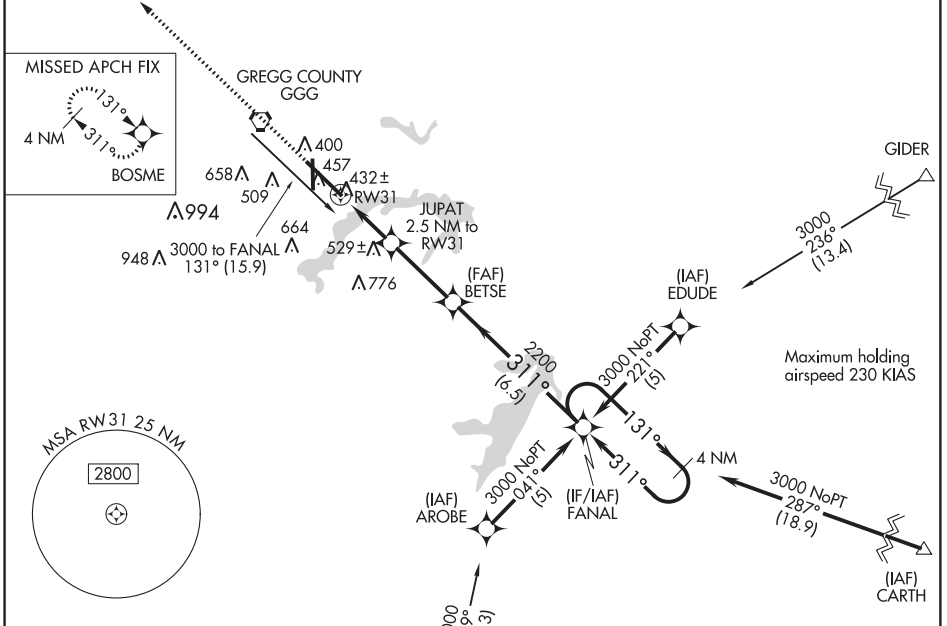
SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53504</b> W31A	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>9200</b> <b>354</b> <b>365</b>
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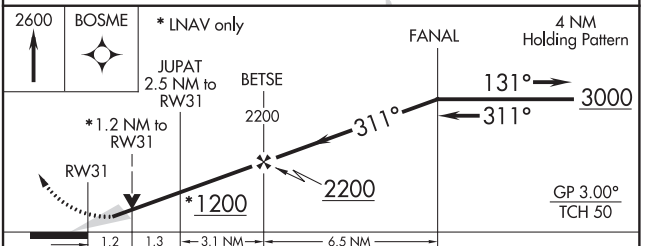
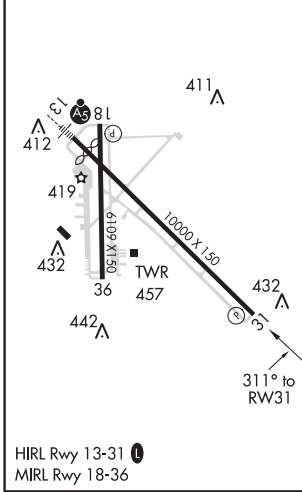
# RNAV (GPS) RWY 31

EAST TEXAS RGNL (GGG)

<p><b>Baro-VNAV NA</b> when using Gilmer altimeter setting. 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. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and all visibilities ¼ mile.</p>		<p><b>MISSED APPROACH:</b> Climb to 2600 direct BOSME and hold.</p>	
<p>ATIS <b>119.65</b></p>	<p>LONGVIEW APP CON* <b>124.275 257.975</b></p>	<p>EASTEX TOWER* <b>119.2(CTAF) 0377.05</b></p>	<p>GND CON <b>121.6</b></p>
			<p>UNICOM <b>122.95</b></p>



ELEV 365	<b>D</b>	TDZE 354
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CATEGORY	A	B	C	D	E
LPV DA	604-3/4		250 (300-3/4)		
LNAV/VNAV DA	682-1/4		328 (400-1/4)		
LNAV MDA	800-1	446 (500-1)	800-1/4 446 (500-1/4)	800-1/2	446 (500-1/2)
CIRCLING	860-1	495 (500-1)	860-1/2 495 (500-1/2)	920-2 555 (600-2)	1080-2/2 715 (800-2/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>356°</b>	Rwy Idg <b>6109</b>
	TDZE <b>365</b>
	Apt Elev <b>365</b>

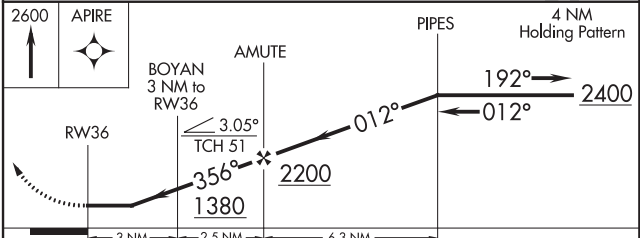
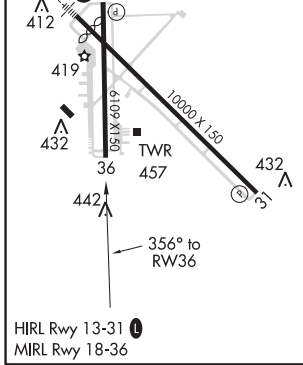
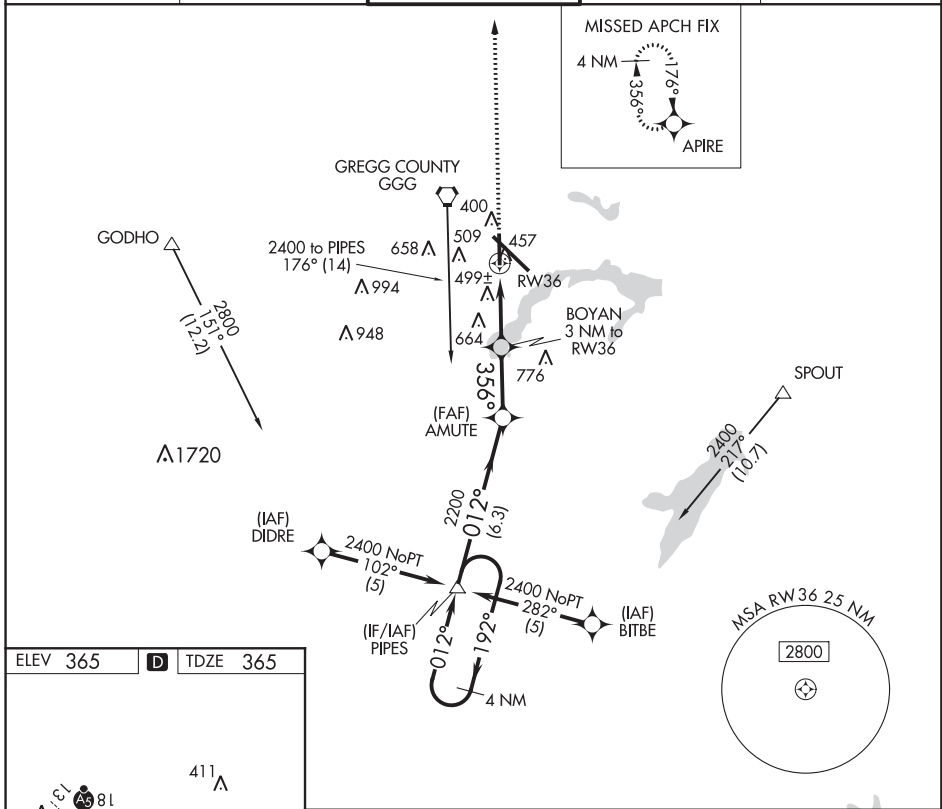
# RNAV (GPS) RWY 36

EAST TEXAS RGNL (GGG)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

ATIS <b>119.65</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	EASTEX TOWER* <b>119.2 (CTAF) 0377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	760-1 395 (400-1)			760-1¼ 395 (400-1¼)
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC GGG <b>112.3</b> Chan <b>70</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>9200</b> <b>358</b> <b>365</b>
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# VOR/DME or TACAN RWY 13

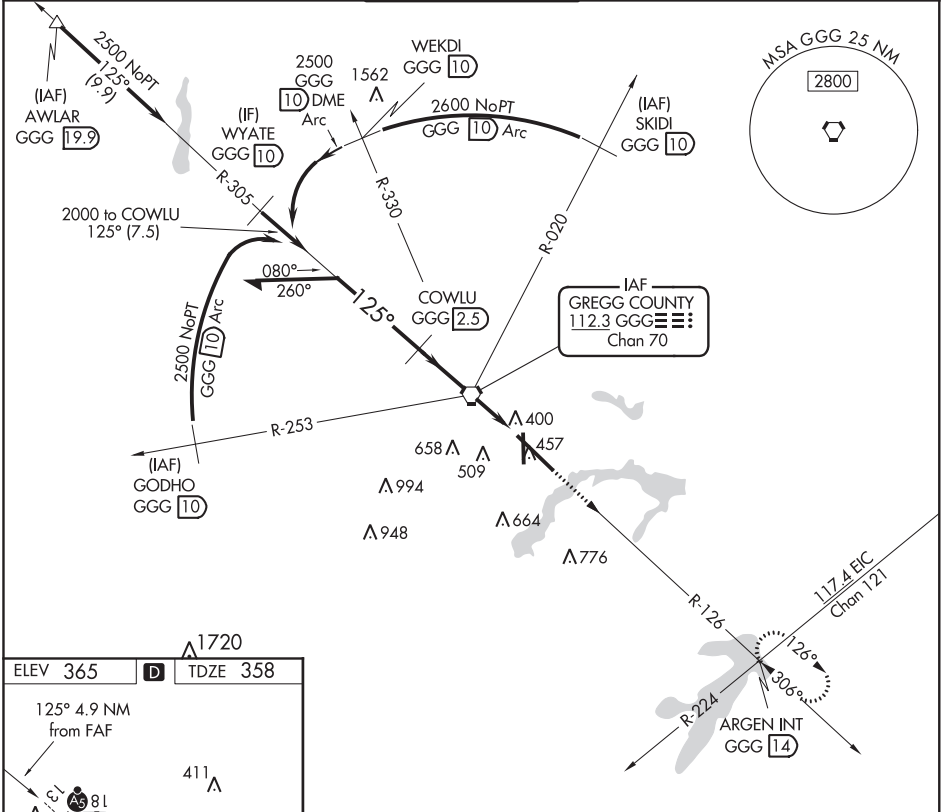
EAST TEXAS RGNL (GGG)

▼ For inoperative MALS, increase S-13 Cat E visibility to 1¼. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility  
 ▲ Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALS R-126 when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles.

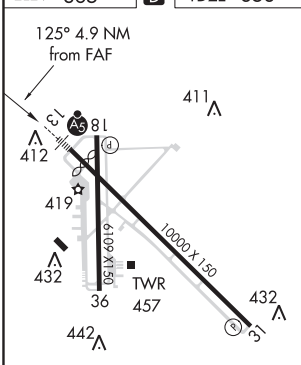


MISSED APPROACH:  
Climb to 3000 via GGG  
R-126 to ARGEN Int/GGG  
14 DME and hold.

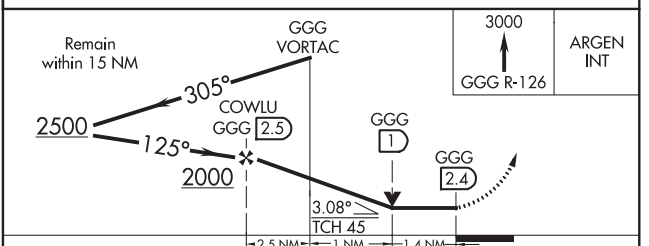
ATIS <b>119.65</b>	LONGVIEW APP CON * <b>124.275 257.975</b>	EASTEX TOWER * <b>119.2 (CTAF) 377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 365	<b>D</b>	TDZE 358
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HIRL Rwy 13-31  
MIRL Rwy 18-36



CATEGORY	A	B	C	D	E
S-13	860/24 502 (500-½)		860/50 502 (500-1)		860-60 502 (500-1¼)
CIRCLING	860-1 495 (500-1)		860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC GGG <b>112.3</b> Chan 70	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>9200</b> <b>354</b> <b>365</b>
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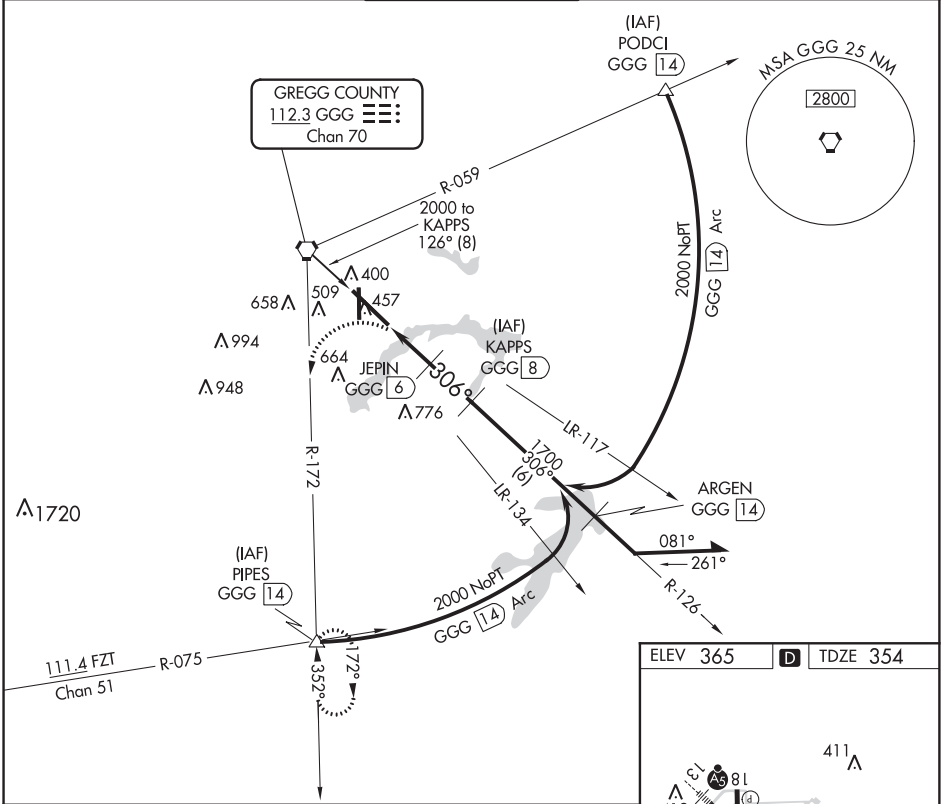
# VOR/DME or TACAN RWY 31

EAST TEXAS RGNL (GGG)

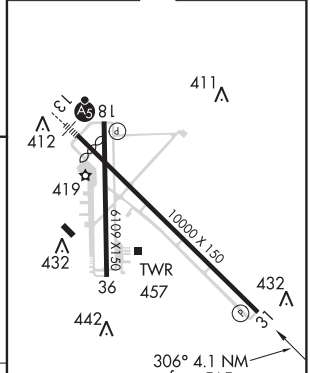
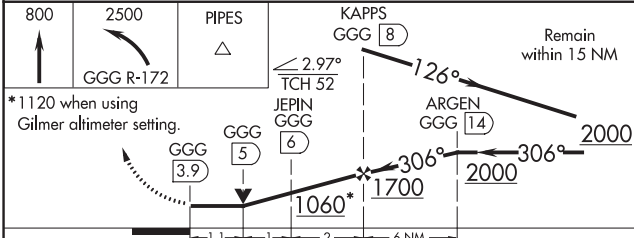
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cat E visibility ¼ mile. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold.

ATIS <b>119.65</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	EASTEX TOWER* <b>119.2 (CTAF) 377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 365	<b>D</b>	TDZE 354
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CATEGORY	A	B	C	D	E
S-31	740-1	386 (400-1)		740-1½	386 (400-1½)
CIRCLING	860-1	495 (500-1)	860-1½ 495 (500-1½)	920-2 555 (600-2)	1080-2½ 715 (800-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LONGVIEW, TEXAS

AL-807 (FAA)

16035

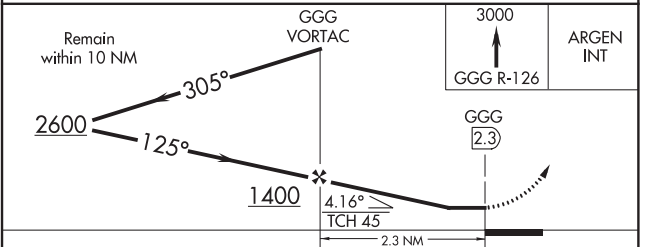
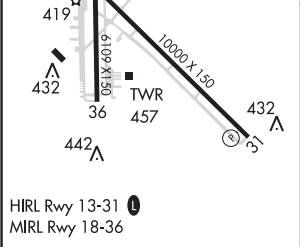
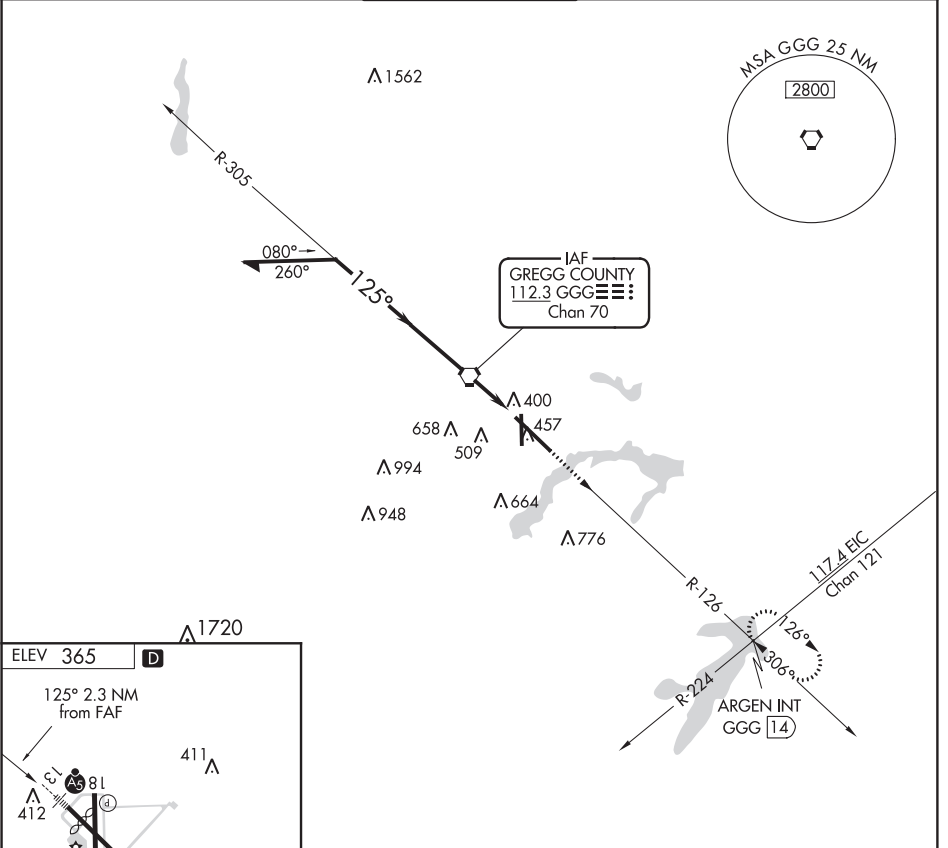
VORTAC GGG <b>112.3</b> Chan 70	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>365</b>
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**VOR-A**  
EAST TEXAS RGNL (GGG)

**▼** When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

ATIS <b>119.65</b>	LONGVIEW APP CON* <b>124.275 257.975</b>	EASTEX TOWER* <b>119.2 (CTAF) 377.05</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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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		495 (500-1)		860-1½ 495 (500-1½)		920-2 555 (600-2)	

LONGVIEW, TEXAS  
Orig-A 14JAN10

32°23'N-94°43'W

EAST TEXAS RGNL (GGG)  
**VOR-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

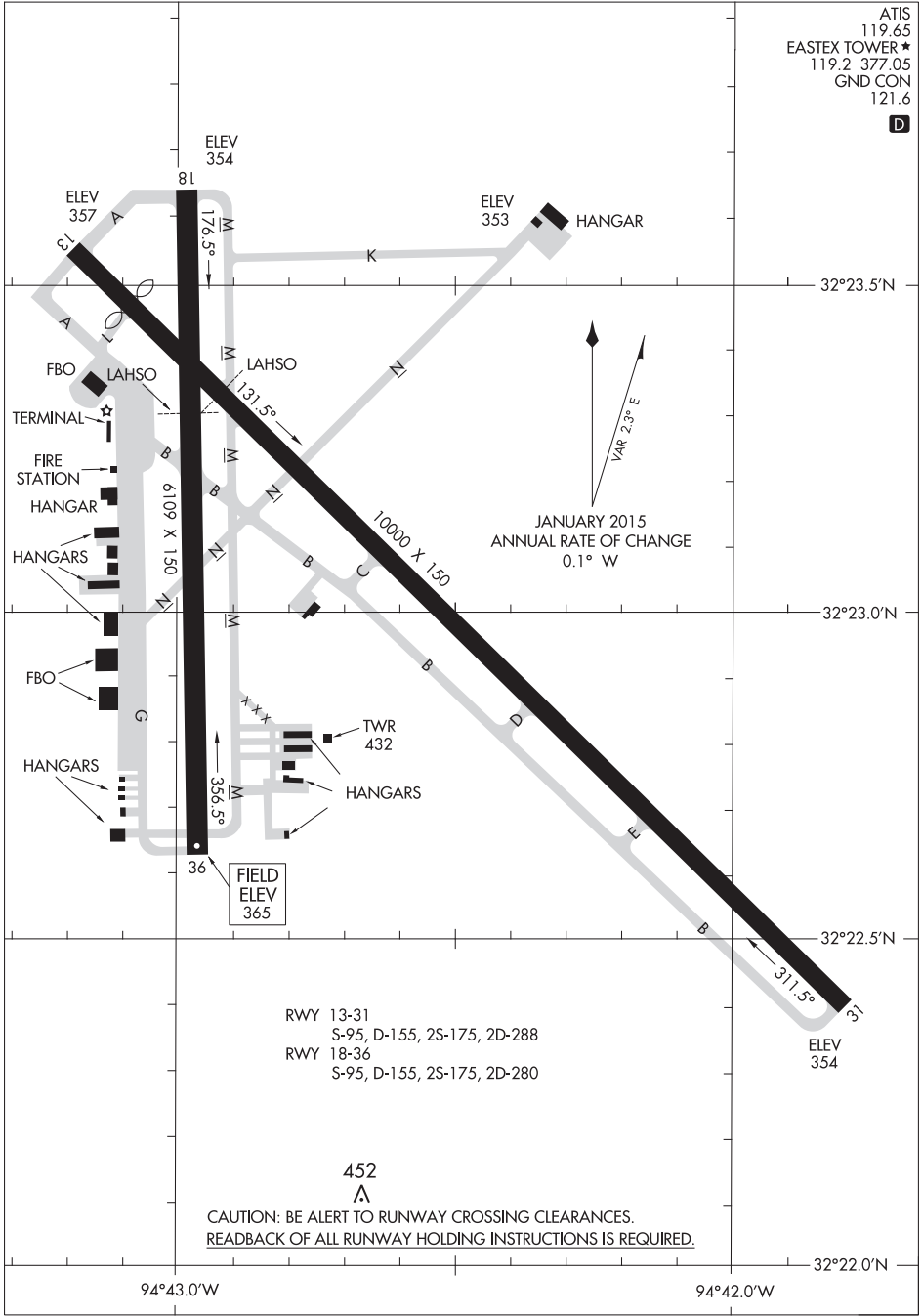
AL-807 (FAA)

EAST TEXAS RGNL (GGG)  
LONGVIEW, TEXAS

ATIS 119.65  
 EASTEX TOWER ★ 119.2 377.05  
 GND CON 121.6  
D

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

LONGVIEW, TEXAS  
EAST TEXAS RGNL (GGG)

LOC/DME I-LBB	APP CRS	Rwy Idg	11500
111.7	171°	TDZE	3282
Chan 54		Apt Elev	3282

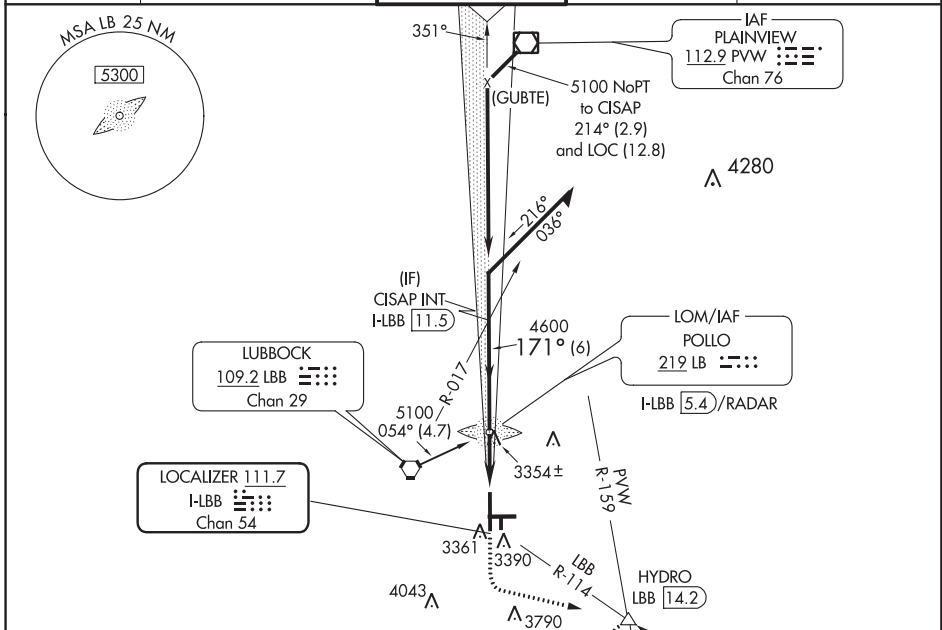
# ILS or LOC RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

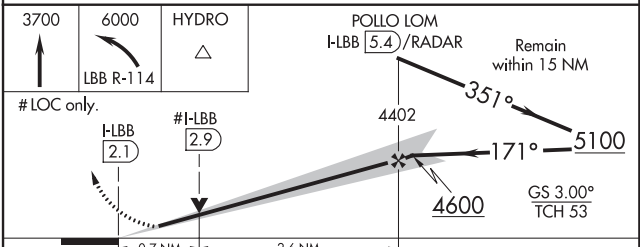
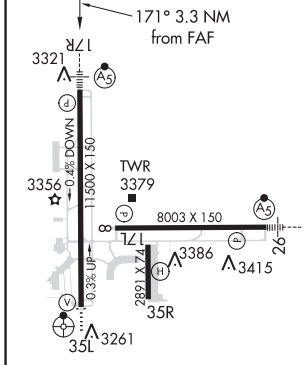
**ASR** For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000, increase S-LOC 17R Cat D visibility to RVR 5000, and Cat E visibility to 6000. \*RVR 1800 authorized with the use of FD or AP or HUD to DA.

**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 <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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ELEV 3282	<b>D</b>	TDZE 3282
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CATEGORY	A	B	C	D	E
S-ILS 17R	*3482/24 200 (200-½)				
S-LOC 17R	3620/24 338 (400-½)		3620/40 338 (400-¾)		
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

REIL Rwy 8  
HIRL Rwys 8-26 and 17R-35L  
FAF to MAP 3.3 NM

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

LUBBOCK, TEXAS  
Amdt 17A 10JAN13

33°40'N-101°49'W

# LUBBOCK PRESTON SMITH INTL (LBB)

## ILS or LOC RWY 17R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-DLT <b>111.9</b>	APP CRS <b>261°</b>	Rwy Idg <b>8003</b>
		TDZE <b>3255</b>
		Apt Elev <b>3282</b>

# ILS or LOC RWY 26

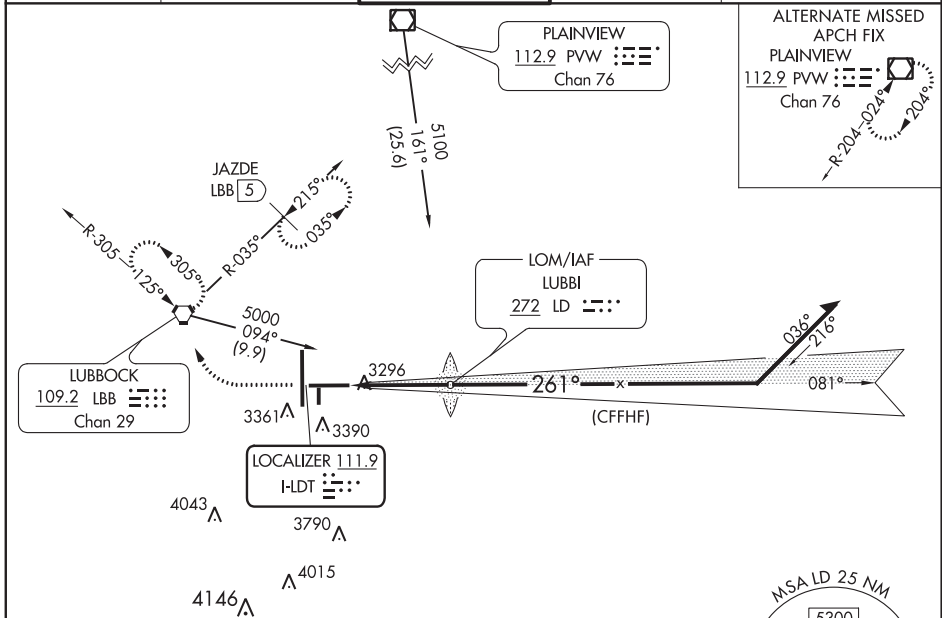
LUBBOCK PRESTON SMITH INTL (LBB)

**▽** For inop MALSR, increase S-ILS 26 Cat E visibility to RVR 4000 and increase S-LOC 26 Cat E visibility to RVR 5000. #RVR 1800 authorized with use of FD or AP or HUD to DA.

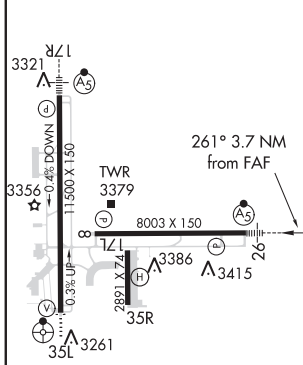
**MALSR**  
**ASR**

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 <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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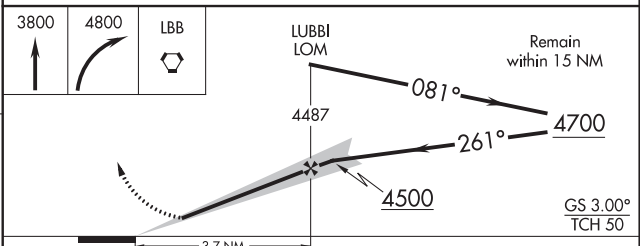


ELEV 3282	<b>D</b>	TDZE 3255
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**ADF OR RADAR REQUIRED**

**MSA LD 25 NM**  
5300



REIL Rwy 8 HIRL Rws 8-26 and 17R-35L FAF to MAP 3.7 NM	CATEGORY	A	B	C	D	E
	S-ILS 26		#3455/24	200 (200-½)		
	S-LOC 26		3560/24	305 (300-½)		
	CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>171°</b>	Rwy Idg <b>11500</b>
	TDZE <b>3282</b>
	Apt Elev <b>3282</b>

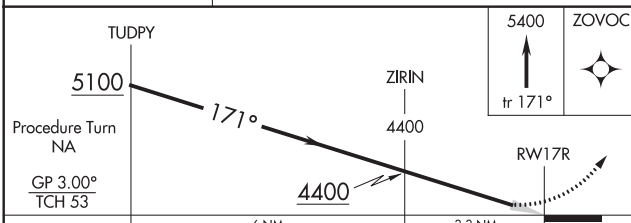
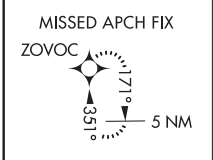
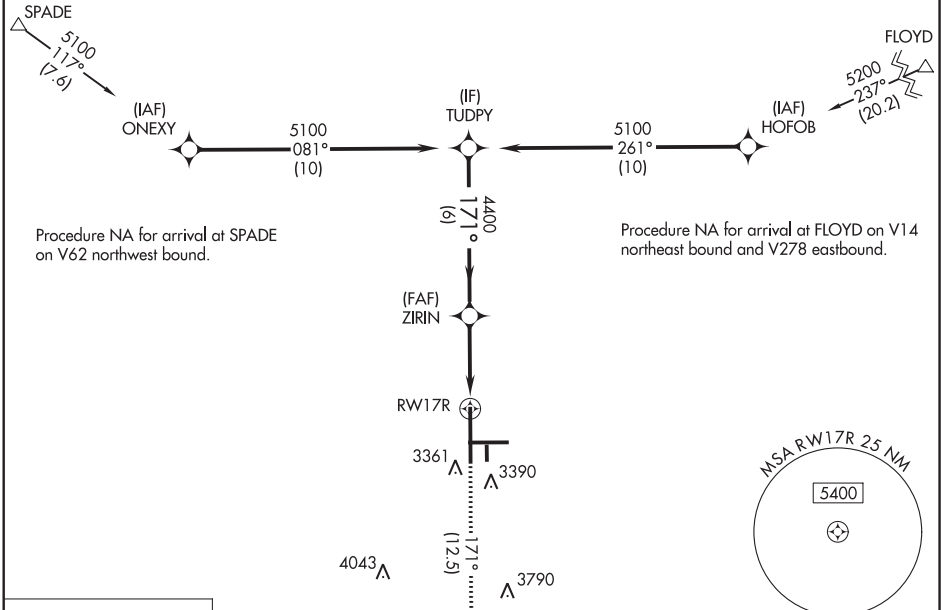
# RNAV (RNP) Z RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

**ASR** **GPS Required.** For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 41°C (106°F). For inoperative MALSR, increase RNP 0.16 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000.

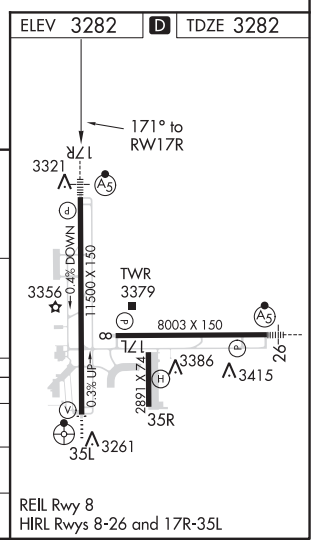
**MALSR**  
  
**MISSED APPROACH:** Climb to 5400 on track 171° to ZOVOC and hold.

ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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CATEGORY	A	B	C	D
RNP 0.16 DA		3538/24	256 (300-1/2)	
RNP 0.30 DA		3589/24	307 (400-1/2)	

**AUTHORIZATION REQUIRED**



SC-2, 10 NOV 2016 to 05 JAN 2017

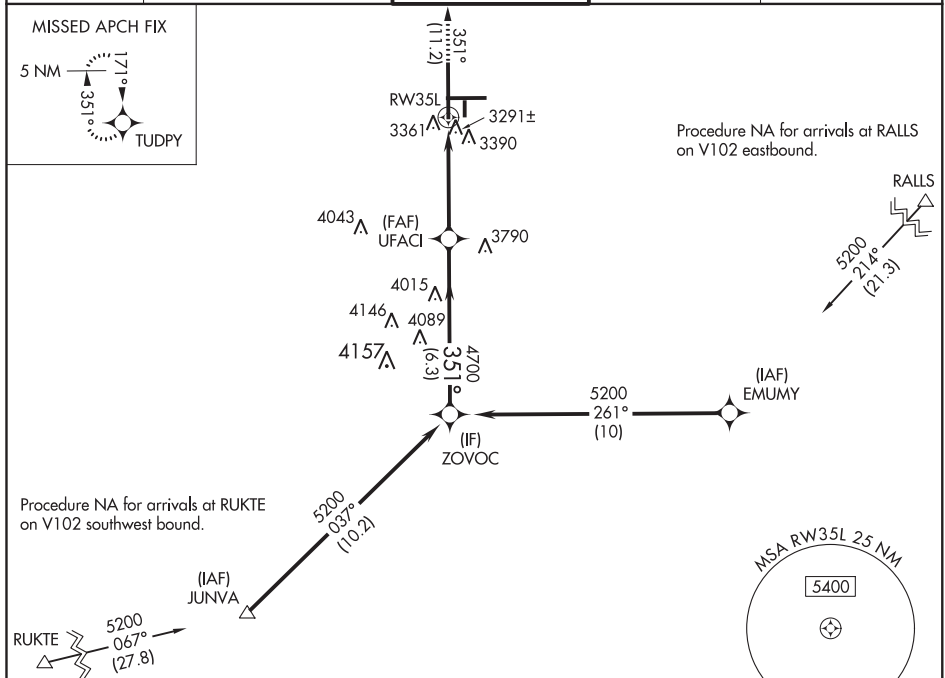
SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy ldg	<b>11500</b>
<b>351°</b>	TDZE	<b>3254</b>
	Apt Elev	<b>3282</b>

# RNAV (RNP) Z RWY 35L

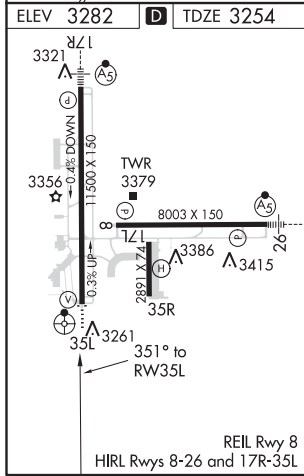
LUBBOCK PRESTON SMITH INTL (LBB)

ASR	GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 42°C (108°F). *Missed approach requires a minimum climb of 425 feet per NM to 5400. For inoperative ODALS, increase RNP 0.18 and RNP 0.30* Cats A, B, and C visibility to 1 mile. When VGSJ inop, RNP 0.18 NA.		ODALS	MISSED APPROACH: Climb to 5400 on track 351° to TUDPY and hold.	
	ATIS	LUBBOCK APP CON	LUBBOCK TOWER	GND CON	CLNC DEL
<b>125.3</b>	<b>119.2 351.8</b>	<b>120.5 239.3</b>	<b>121.9 348.6</b>	<b>125.8 281.55</b>	



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



5400	TUDPY	ZOVOC		
↑ tr 351°	☀	5200		
RW35L		UFACI		
4.4 NM		6.3 NM		
4700		351°		
Procedure Turn NA		GP 3.00° TCH 54		
CATEGORY	A	B	C	D
RNP 0.18 DA	3557-3/4 303 (300-3/4)		3557-1 303 (300-1)	
RNP 0.30 DA	*3572-3/4 318 (300-3/4)		3572-1 318 (300-1)	
RNP 0.30 DA	3610-1 1/4 356 (400-1 1/4)			
<b>AUTHORIZATION REQUIRED</b>				

LUBBOCK, TEXAS

AL-241 (FAA)

15288

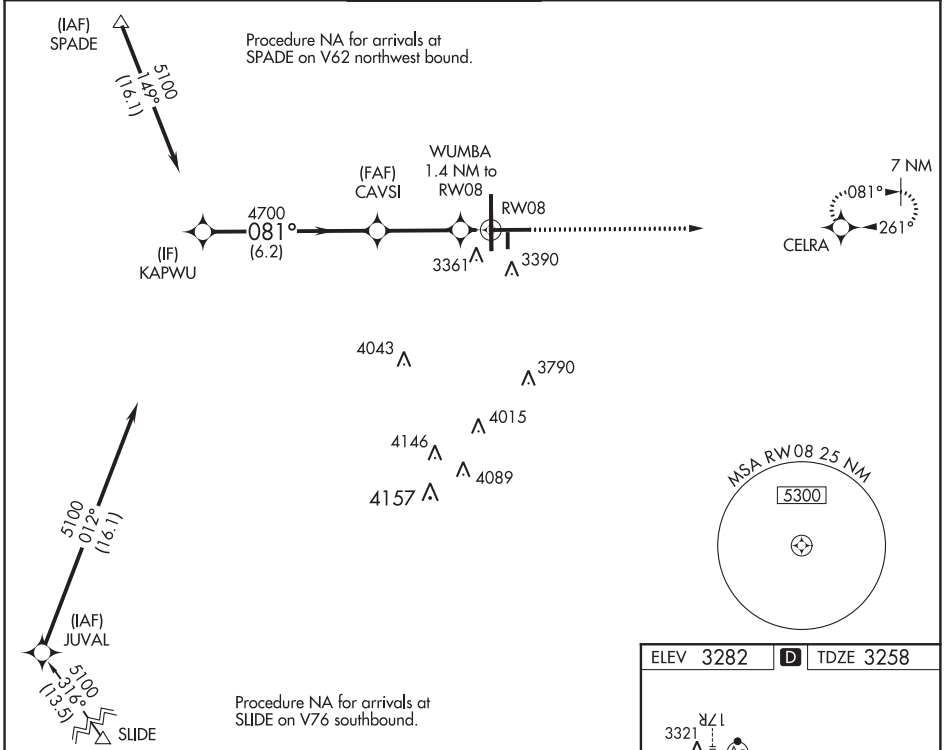
WAAS CH <b>97327</b> <b>W08A</b>	APP CRS <b>081°</b>	Rwy Idg TDZE Apt Elev	<b>8003</b> <b>3258</b> <b>3282</b>
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# RNAV (GPS) RWY 8

LUBBOCK PRESTON SMITH INTL (LBB)

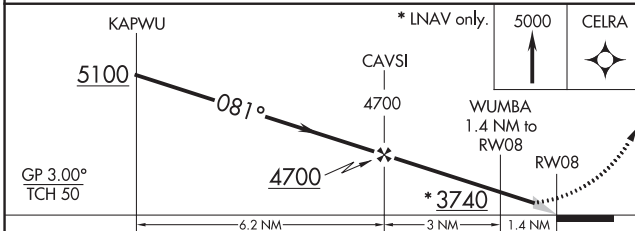
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 23°C (73°F). MISSED APPROACH: Climb to 5000 direct CELRA and hold.  
**▲** ASR DME/DME RNP-0.3 NA.

ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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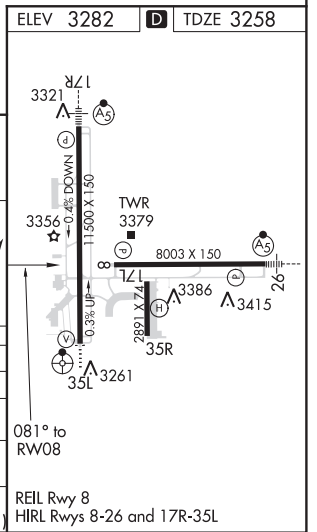


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA	3458- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )		
LNAV/VNAV DA	3540- <sup>7</sup> / <sub>8</sub>		282 (300- <sup>7</sup> / <sub>8</sub> )		
LNAV MDA	3640-1 382 (400-1)		3640-1 <sup>1</sup> / <sub>8</sub> 382 (400-1 <sup>1</sup> / <sub>8</sub> )		
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1 <sup>1</sup> / <sub>2</sub> 458 (500-1 <sup>1</sup> / <sub>2</sub> )	3840-2 558 (600-2)	3980-2 <sup>1</sup> / <sub>2</sub> 698 (700-2 <sup>1</sup> / <sub>2</sub> )



LUBBOCK, TEXAS  
Amdt 2A 02APR15

33°40'N-101°49'W

LUBBOCK PRESTON SMITH INTL (LBB)  
**RNAV (GPS) RWY 8**

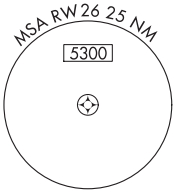
WAAS CH <b>45528</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>8003</b> <b>3255</b> <b>3282</b>
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# RNAV (GPS) RWY 26

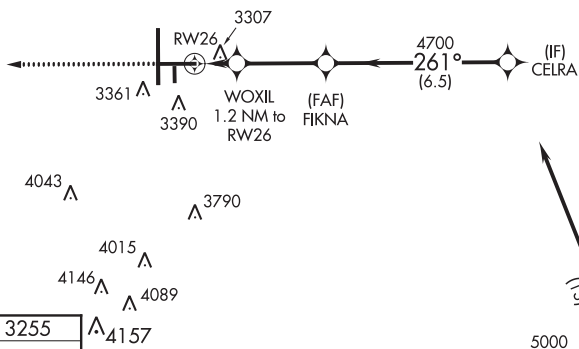
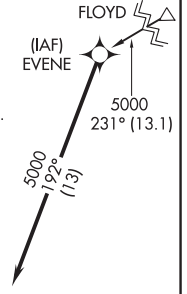
LUBBOCK PRESTON SMITH INTL (LBB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 23°C (73°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ½ mile.	MALSR	MISSED APPROACH: Climb to 5100 direct KAPWU and hold.

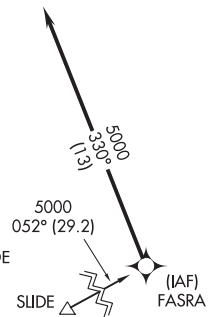
ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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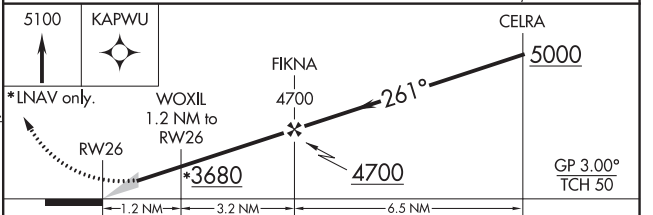
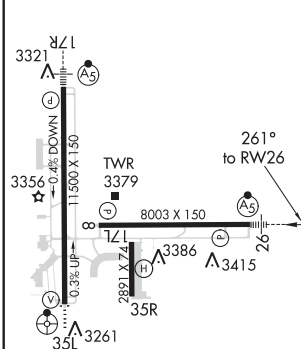
Procedure NA for arrival at FLOYD on V14 northeast bound and V278 southeast bound.



Procedure NA for arrivals at SLIDE on V76-81 north bound.



ELEV <b>3282</b>	<b>D</b>	TDZE <b>3255</b>
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CATEGORY	A	B	C	D	E
LPV DA		3455/24	200 (200-½)		
LNAV/VNAV DA		3538/24	283 (300-½)		
LNAV MDA		3560/24	305 (300-½)		
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

LUBBOCK, TEXAS

AL-241 (FAA)

15288

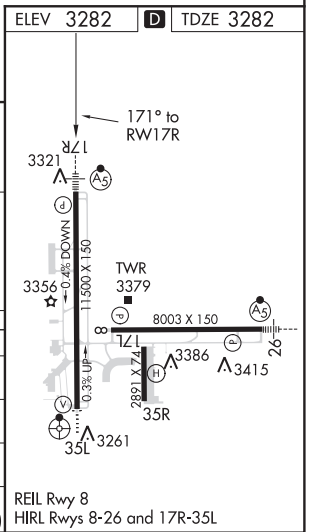
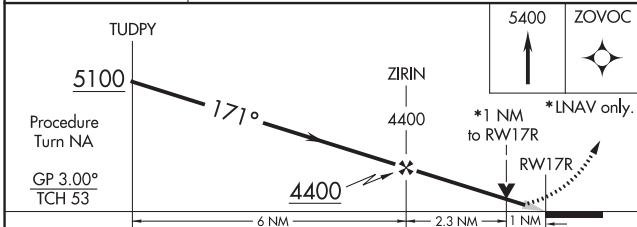
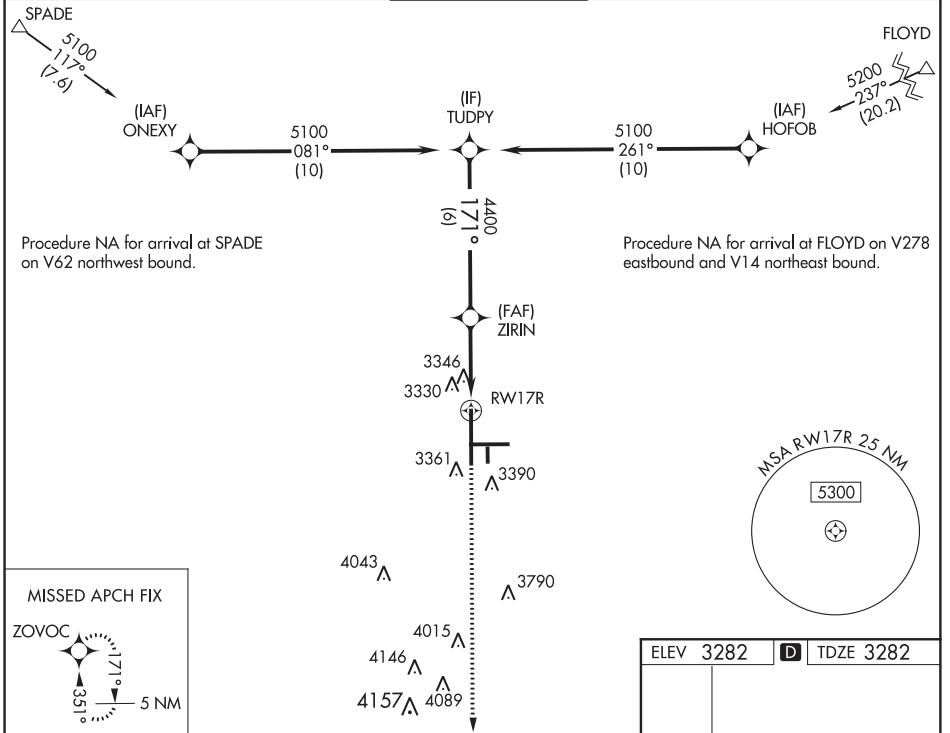
WAAS CH <b>40028</b> <b>W17A</b>	APP CRS <b>171°</b>	Rwy Idg TDZE <b>3282</b> Apt Elev <b>3282</b>	<b>11500</b>
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# RNAV (GPS) Y RWY 17R

LUBBOCK PRESTON SMITH INTL (LBB)

<b>ASR</b>	DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cats D and E visibility to RVR 5000 and inop table does not apply to LNAV Cats D and E. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 41°C (105°F).	<b>MALSR</b>	<b>MISSED APPROACH:</b> Climb to 5400 direct ZOVOC and hold.
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ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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CATEGORY	A	B	C	D	E
LPV DA	3482/24		200 (200-½)		
LNAV/VNAV DA	3591/24		309 (400-½)		3591/40 309 (400-¾)
LNAV MDA	3600/24		318 (400-½)		3600/50 318 (400-1)
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)	3980-2½ 698 (700-2½)

LUBBOCK, TEXAS  
Amdt 2 10JAN13

33°40'N-101°49'W

# RNAV (GPS) Y RWY 17R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



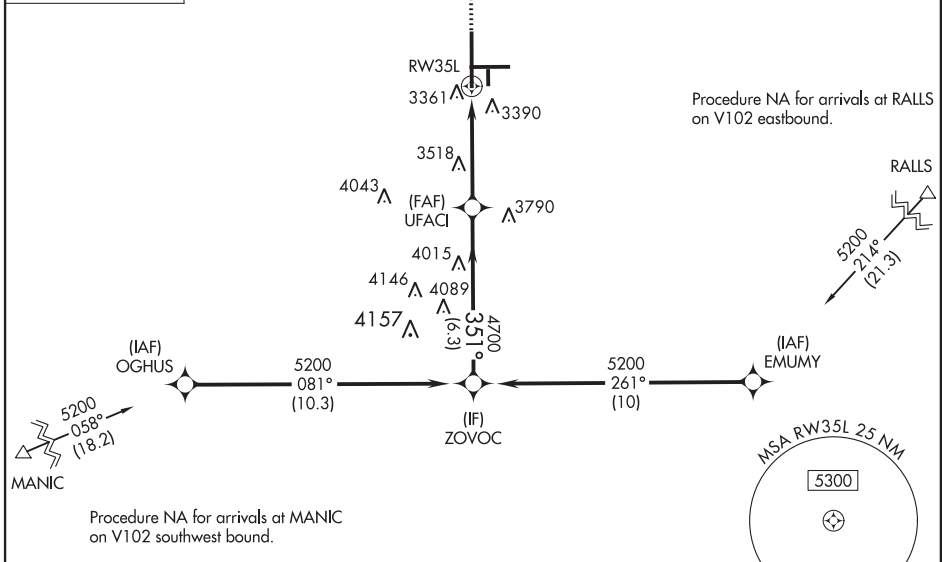
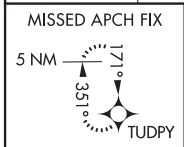
WAAS CH <b>50128</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg <b>11500</b> TDZE <b>3254</b> Apt Elev <b>3282</b>
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# RNAV (GPS) Y RWY 35L

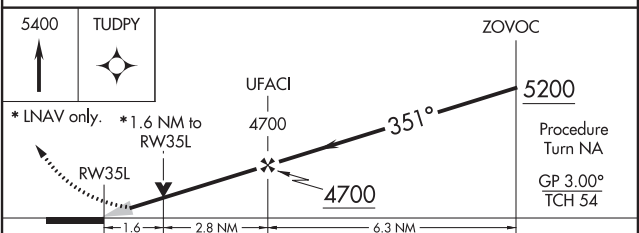
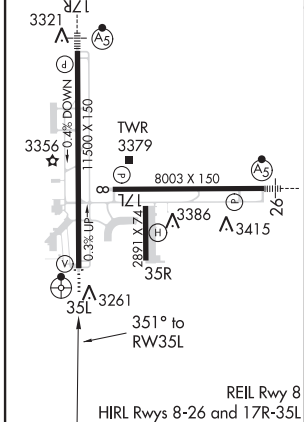
LUBBOCK PRESTON SMITH INTL (LBB)

<b>ASR</b>	Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F).	ODALS 	MISSED APPROACH: Climb to 5400 direct TUDPY and hold.
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ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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ELEV 3282	<b>D</b>	TDZE 3254
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CATEGORY	A	B	C	D	E
LPV DA	3454-3/4 200 (200-3/4)				
LNAV/VNAV DA	3673-1 1/2 419 (400-1 1/2)				
LNAV MDA	3820-3/4	566 (600-3/4)	3820-1 1/2 566 (600-1 1/2)	3820-1 3/4 566 (600-1 3/4)	3820-2 566 (600-2)
CIRCLING	3820-1	538 (600-1)	3820-1 1/2 538 (600-1 1/2)	3840-2 558 (600-2)	3980-2 1/2 698 (700-2 1/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





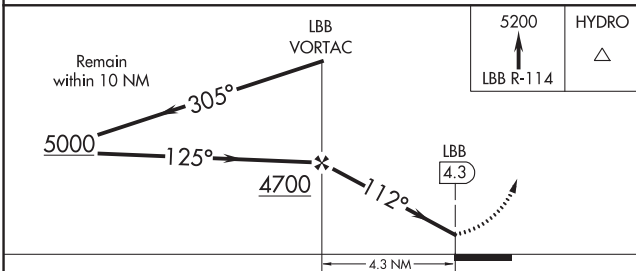
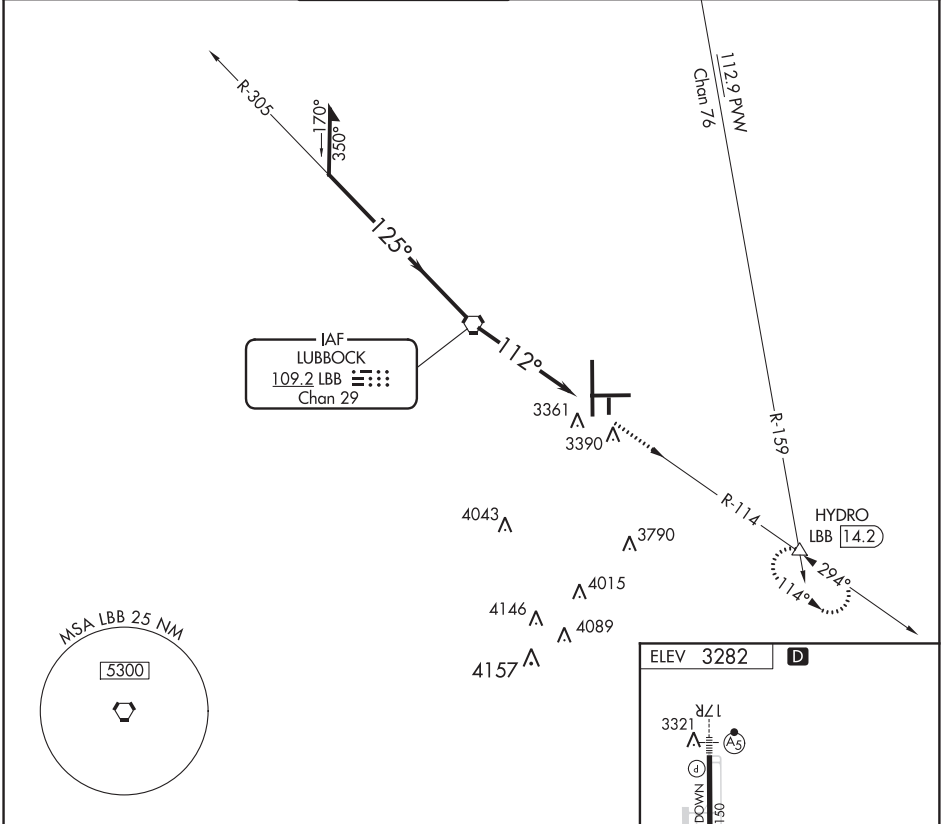
VOR LBB <b>109.2</b> Chan 29	APP CRS <b>112°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3282</b>
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**VOR-A**

LUBBOCK PRESTON SMITH INTL (LBB)

ASR	MISSED APPROACH: Climb to 5200 via LBB R-114 to HYDRO Int and hold.			
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ATIS <b>125.3</b>	LUBBOCK APP CON <b>119.2 351.8</b>	LUBBOCK TOWER <b>120.5 239.3</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>125.8 281.55</b>
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ELEV 3282	<b>D</b>
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REIL Rwy 8  
HIRL Rwys 8-26 and 17R-35L

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

CATEGORY	A	B	C	D
CIRCLING	3720-1 438 (500-1)	3740-1 458 (500-1)	3740-1½ 458 (500-1½)	3840-2 558 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



MARSHALL, TEXAS

AL-5070 (FAA)

16119

WAAS CH <b>90426</b> <b>W15A</b>	APP CRS <b>154°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>357</b> <b>357</b>
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# RNAV (GPS) RWY 15

HARRISON COUNTY (ASL)

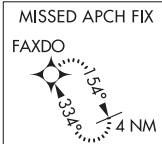
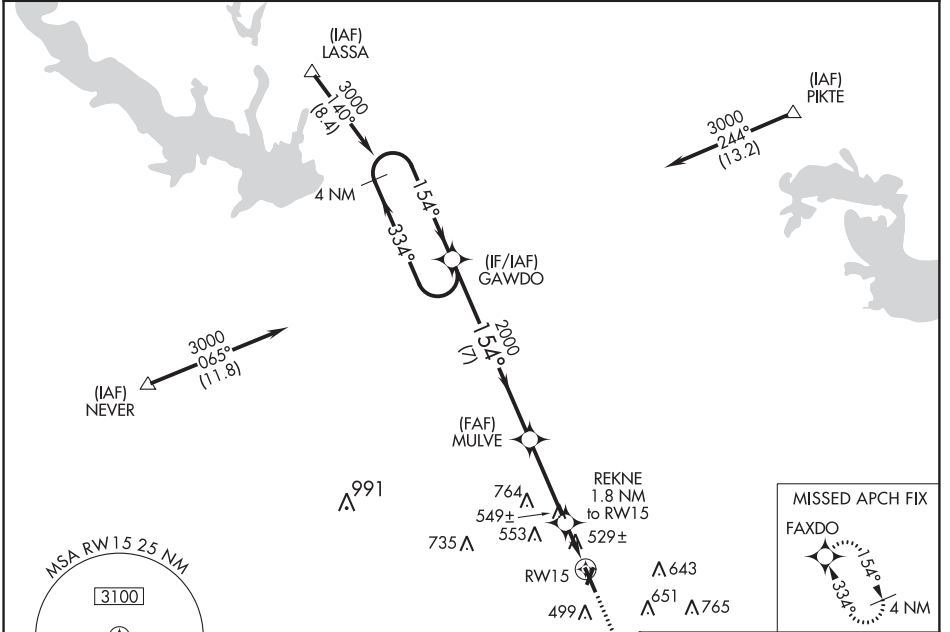
**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**△** NA When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet; increase LP Cat C visibility 1/8 mile.  
 Night Landing: Rwy 2, 15, 20 NA.

MISSED APPROACH: Climb to 3000 direct FAXDO and hold.

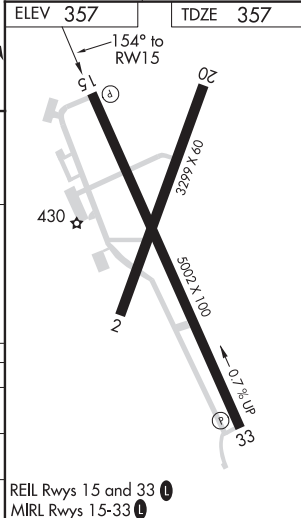
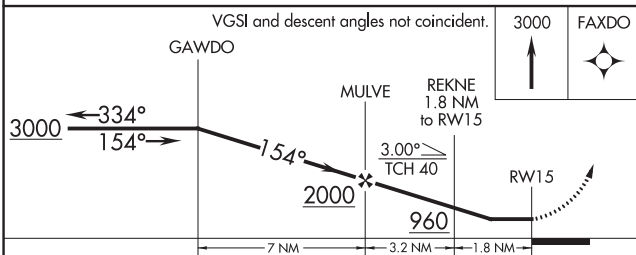
AWOS-3  
**118.675**

LONGVIEW APP CON ★  
**124.275 257.975**

UNICOM  
**122.8** (CTAF) **0**



ELEV 357	TDZE 357
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CATEGORY	A	B	C	D
LP MDA	780-1	423 (500-1)	780-1¼ 423 (500-1¼)	NA
LNVA MDA	800-1	443 (500-1)	800-1⅜ 443 (500-1⅜)	NA
CIRCLING	840-1	483 (500-1)	840-1½ 544 (600-1½)	NA

REIL Rwy 15 and 33 **0**  
MRL Rwy 15-33 **0**

MARSHALL, TEXAS  
Orig-B 28APR16

32°31'N-94°18'W

# HARRISON COUNTY (ASL)

## RNAV (GPS) RWY 15

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86926</b> <b>W33A</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>349</b> <b>357</b>
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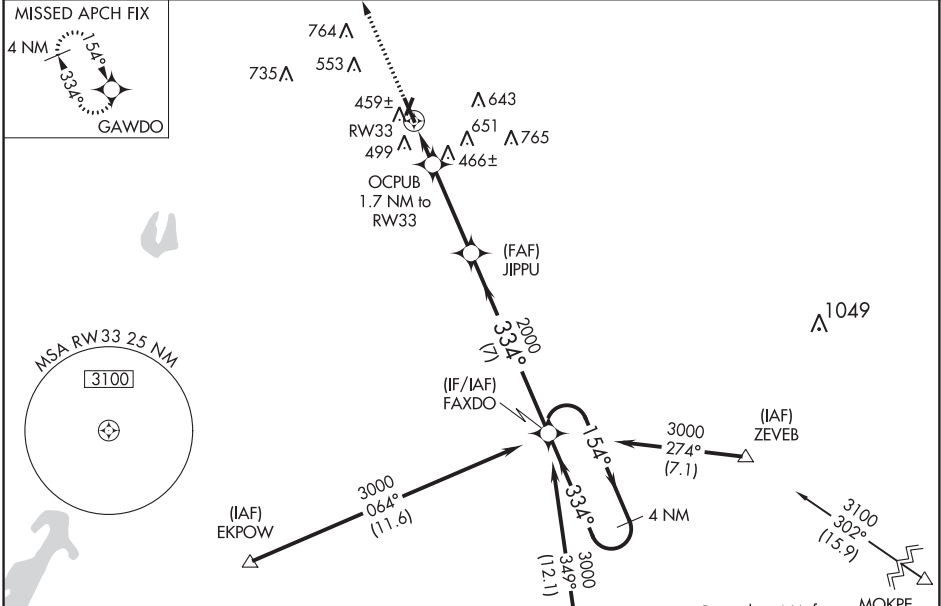
# RNAV (GPS) RWY 33

HARRISON COUNTY (ASL)

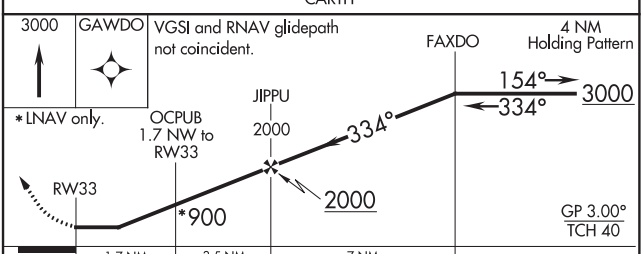
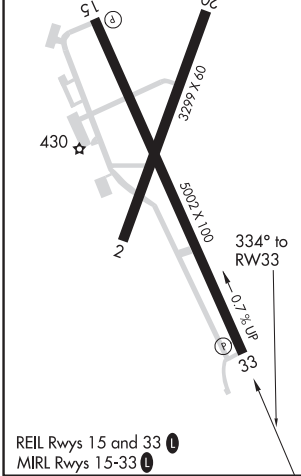
**▼** Baro-VNAV NA when using Longview altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 40°C (104°F). DME/DME RNP-0.3 NA.  
**▲ NA** Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Longview altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.  
 Night Landing: Rwy 2, 15, 20 NA.

**MISSED APPROACH:**  
Climb to 3000 direct GAWDO and hold.

AWOS-3 <b>118.675</b>	LONGVIEW APP CON * <b>124.275 257.975</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 357	TDZE 349
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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)	720-1 1/8 371 (400-1 1/8)	NA
CIRCLING	840-1	483 (500-1)	840-1 1/2 483 (500-1 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

MARSHALL, TEXAS

AL-5070 (FAA)

16119

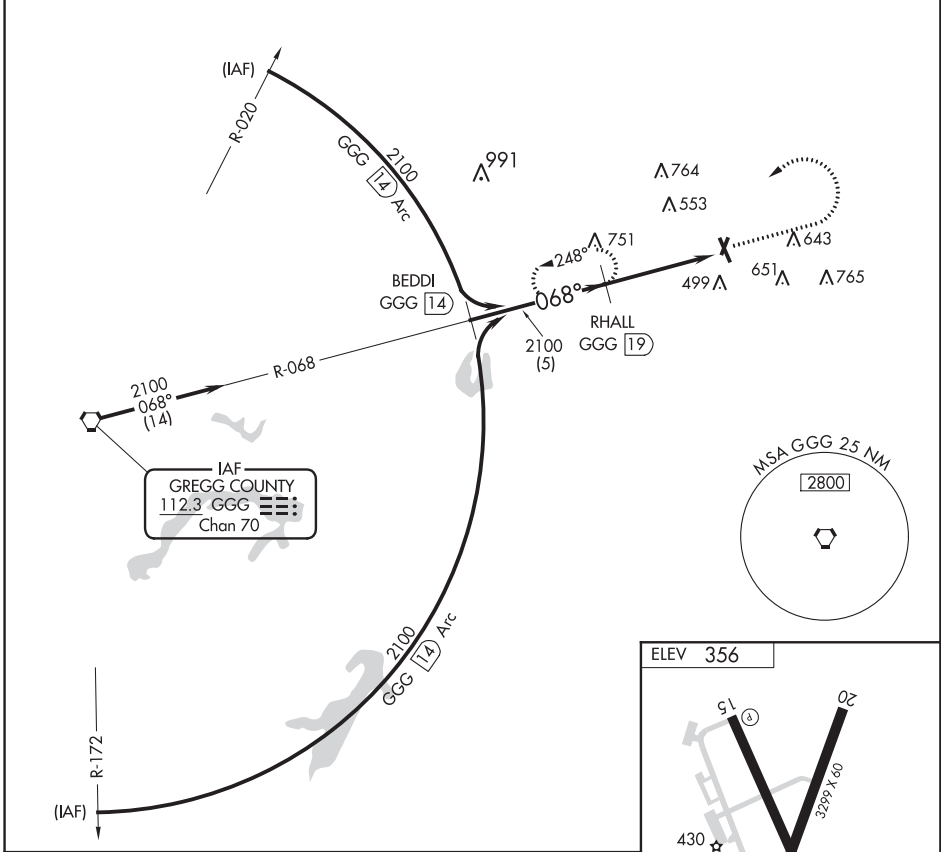
VORTAC GGG <b>112.3</b> Chan 70	APP CRS <b>068°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>356</b>
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**VOR/DME-A**  
HARRISON COUNTY (ASL)

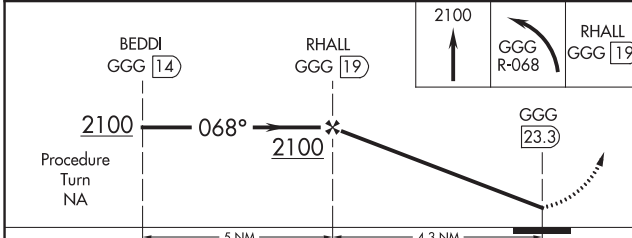
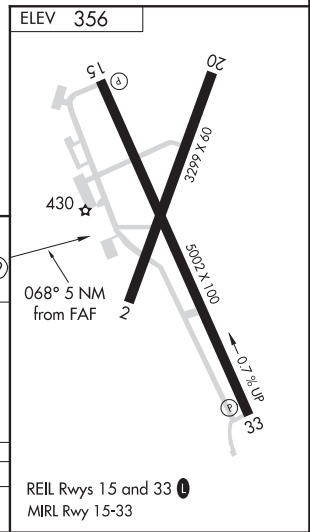
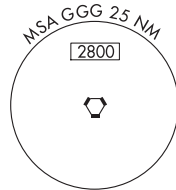
**⚠** When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet; increase Cat B visibility to 1½. Night Landing: Rwy 2, 15, 20 NA. Helicopter visibility reduction below 1 SM NA.

**⚠ NA** MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

AWOS-3 <b>118.675</b>	LONGVIEW APP CON ★ <b>124.275 257.975</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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IAF  
GREGG COUNTY  
112.3 GGG  
Chan 70



CATEGORY	A	B	C	D
CIRCLING	1300-1¼	944 (1000-1¼)	NA	

MARSHALL, TEXAS  
Amdt 4E 28APR16

32°31'N-94°18'W

HARRISON COUNTY (ASL)  
**VOR/DME-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-HQZ <b>109.75</b> Chan 34 (Y)	APP CRS <b>178°</b>	Rwy Idg <b>5999</b> TDZE <b>447</b> Apt Elev <b>447</b>
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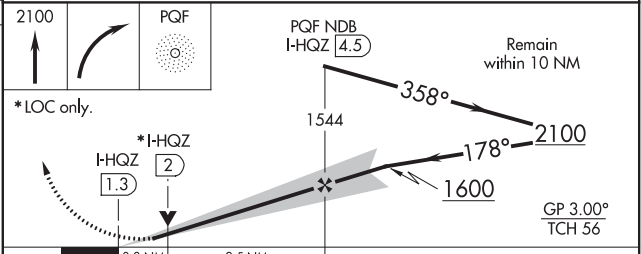
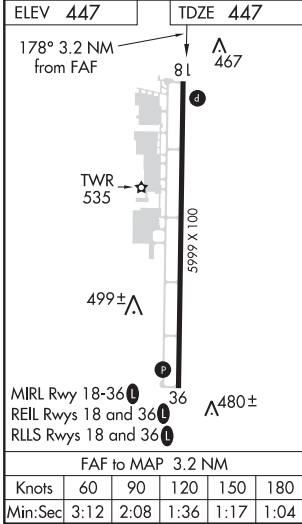
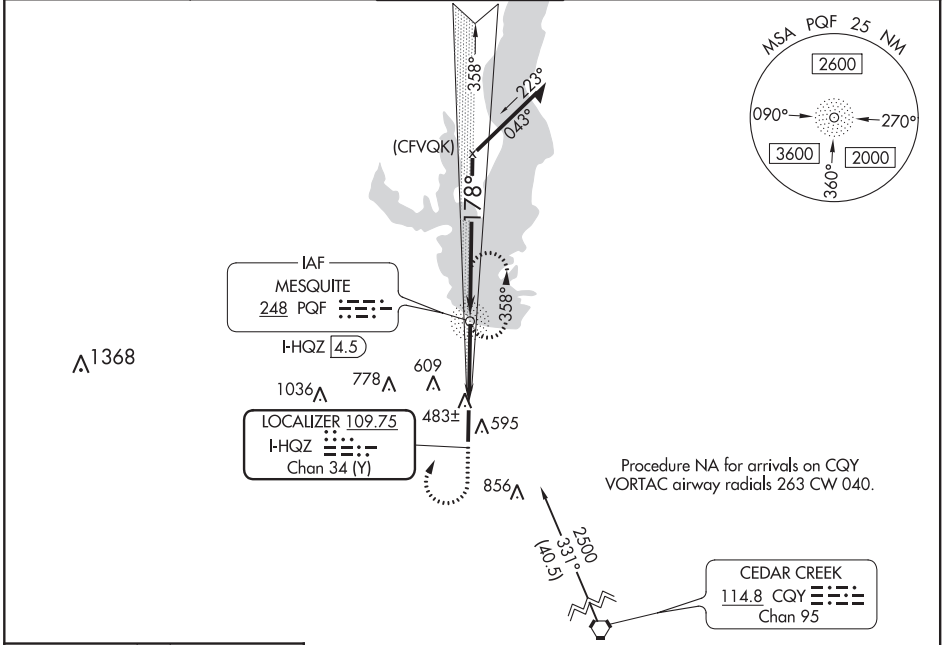
# ILS or LOC RWY 18

MESQUITE METRO (HQZ)

**V** VDP NA with Dallas-Love Field altimeter setting.  
**A** When local altimeter setting not received, use Dallas-Love Field altimeter setting.  
 ADF Required.

**MISSED APPROACH:** Climb to 2100 then right turn direct PQF NDB and hold.

AWOS-3 <b>118.175</b>	REGIONAL APP CON <b>125.2 343.65</b>	MESQUITE TOWER* <b>120.3 (CTAF)</b>	GND CON <b>118.85</b>	UNICOM <b>123.05</b>
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CATEGORY	A	B	C	D
S-ILS 18	697- <sup>3</sup> / <sub>4</sub>		250 (300- <sup>3</sup> / <sub>4</sub> )	NA
S-LOC 18	740-1	293 (300-1)	740- <sup>7</sup> / <sub>8</sub> 293 (300- <sup>7</sup> / <sub>8</sub> )	NA
<b>C</b> CIRCLING	960-1	513 (600-1)	1160-2 713 (800-2)	NA
DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS				
S-ILS 18	743- <sup>7</sup> / <sub>8</sub>		296 (300- <sup>7</sup> / <sub>8</sub> )	NA
S-LOC 18	800-1		353 (400-1)	NA
<b>C</b> CIRCLING	1020-1	573 (600-1)	1220-2 <sup>1</sup> / <sub>4</sub> 773 (800-2 <sup>1</sup> / <sub>4</sub> )	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

MESQUITE, TEXAS

AL-6444 (FAA)

16147

WAAS CH <b>58301</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg <b>5999</b> TDZE <b>447</b> Apt Elev <b>447</b>
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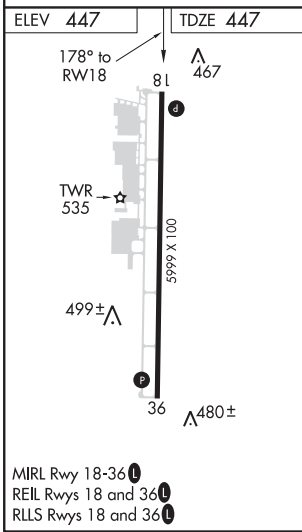
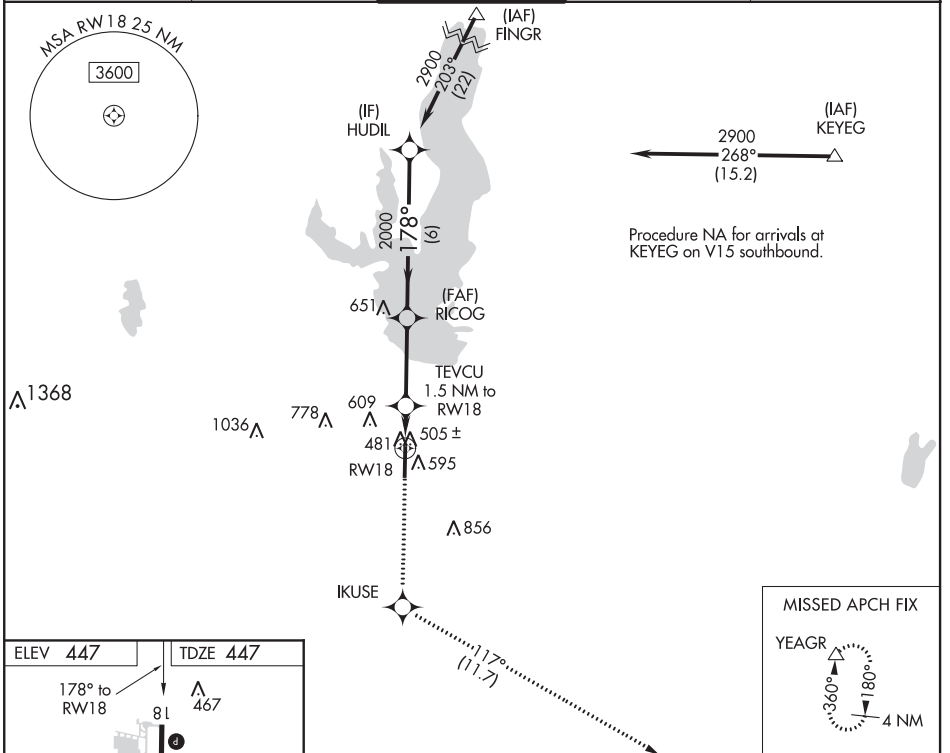
# RNAV (GPS) RWY 18

MESQUITE METRO (HQZ)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility to 1 mile, LNAV Cat C visibility to 1 3/8 and Circling Cat C visibility to 2 1/4. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 3000 direct IKUSE then on track 117° to YEAGR and hold.

AWOS-3 <b>118.175</b>	REGIONAL APP CON <b>125.2 343.65</b>	MESQUITE TOWER★ <b>120.3</b> (CTAF) <b>0</b>	GND CON <b>118.85</b>	UNICOM <b>123.05</b>
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3000	IKUSE	tr 117°	YEAGR	HUDIL
*LNAV only.				
RW18		TEVCU 1.5 NM to RW18	RICOG 2000	2900
1.5 NM		*980		GP 3.00° TCH 56
1.5 NM		3.1 NM		6 NM
CATEGORY	A	B	C	D
LPV DA	697-3/4		250 (300-3/4)	NA
LNAV MDA	860-1	413 (500-1)	860-1 1/8 413 (500-1 1/8)	NA
<b>C</b> CIRCLING	960-1	513 (600-1)	1160-2 713 (800-2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

MESQUITE, TEXAS  
Amdt 1A 25JUN15

32°45'N-96°32'W

# RNAV (GPS) RWY 18

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

AL-6444 (FAA)

16147

WAAS CH <b>78401</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg <b>5999</b> TDZE <b>443</b> Apt Elev <b>447</b>
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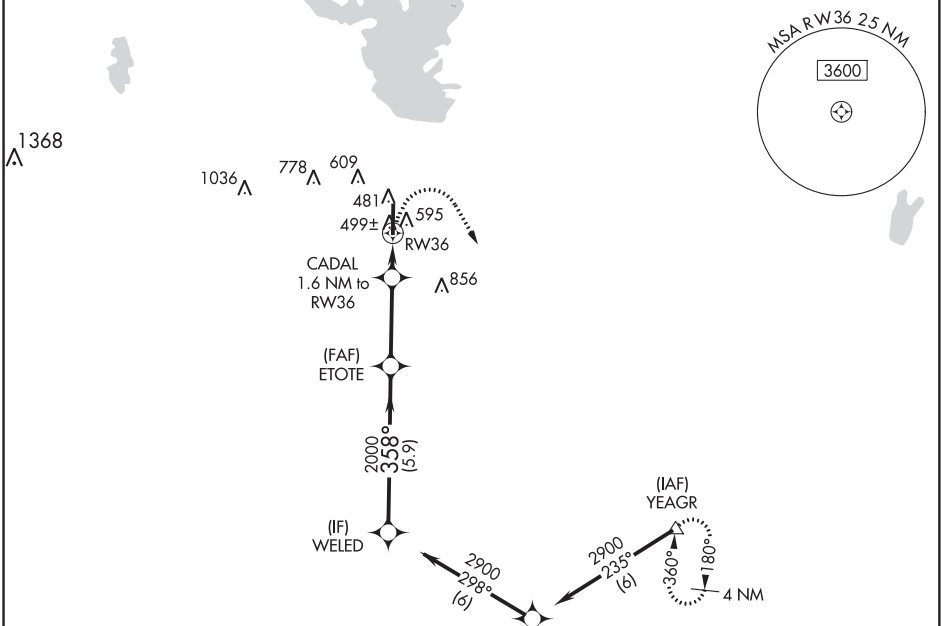
# RNAV (GPS) RWY 36

MESQUITE METRO (HQZ)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV all Cats visibility to 1 mile, increase Circling Cat C visibility to 2 1/4 mile. VDP NA when using Dallas Love Field altimeter setting.

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

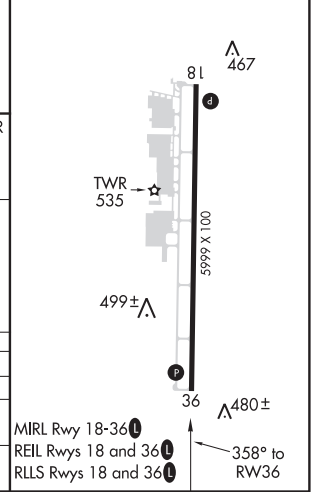
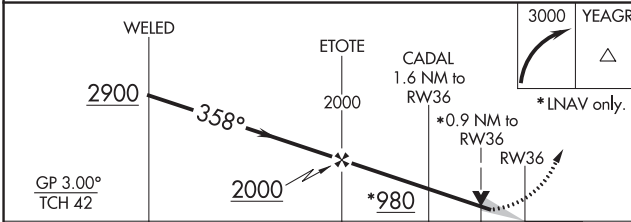
AWOS-3 <b>118.175</b>	REGIONAL APP CON <b>125.2 343.65</b>	MESQUITE TOWER ★ <b>120.3 (CTAF)</b> <b>0</b>	GND CON <b>118.85</b>	UNICOM <b>123.05</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 447	TDZE 443
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CATEGORY	A	B	C	D
LPV DA	693-7/8	250 (300-7/8)		NA
RNAV MDA	760-1	317 (400-1)		NA
<b>C</b> CIRCLING	960-1	513 (600-1)	1160-2 713 (800-2)	NA

MESQUITE, TEXAS  
Amdt 2 25JUN15

32°45'N-96°32'W  
639

# MESQUITE METRO (HQZ)

## RNAV (GPS) RWY 36

MESQUITE, TEXAS

AL-6444 (FAA)

16147

LOC/DME I-HQZ <b>109.75</b> Chan 34 (Y)	APP CRS <b>358°</b>	Rwy Idg <b>5999</b> TDZE <b>443</b> Apt Elev <b>447</b>
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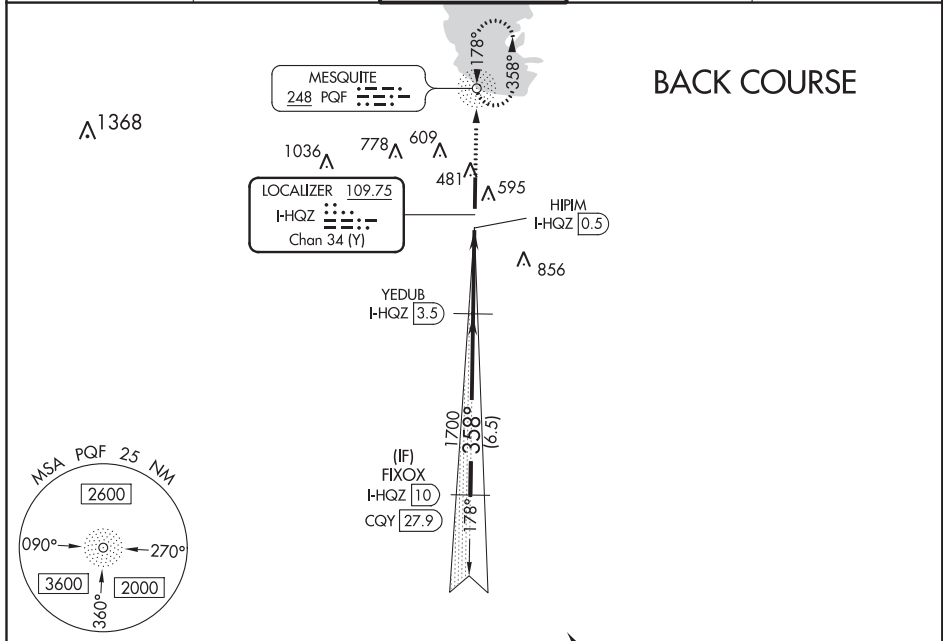
# LOC/DME BC RWY 36

MESQUITE METRO (H/QZ)

**ADF required.** When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 60 feet; increase S-36 Cat C visibility to 1½ mile and Circling Cat C visibility to 2¼ mile.

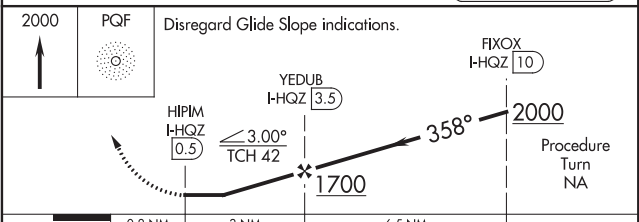
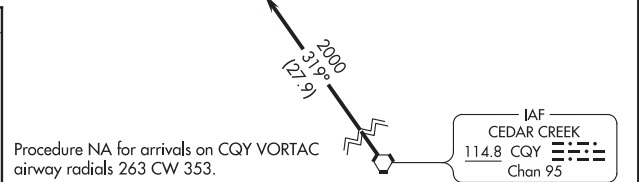
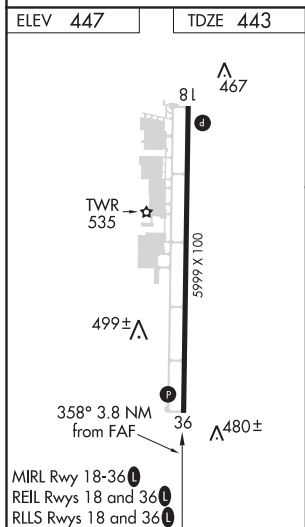
**MISSED APPROACH:** Climb to 2000 direct PQF NDB and hold.

AWOS-3 <b>118.175</b>	REGIONAL APP CON <b>125.2 343.65</b>	MESQUITE TOWER★ <b>120.3 (CTAF) 0</b>	GND CON <b>118.85</b>	UNICOM <b>123.05</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-36	880-1	437 (500-1)	880-1¼ 437 (500-1¼)	NA
<b>C</b> CIRCLING	960-1	513 (600-1)	1160-2 713 (800-2)	NA

MESQUITE, TEXAS  
Amdt 4 25JUN15

32°45'N-96°32'W

# MESQUITE METRO (H/QZ) LOC/DME BC RWY 36

15176

# AIRPORT DIAGRAM

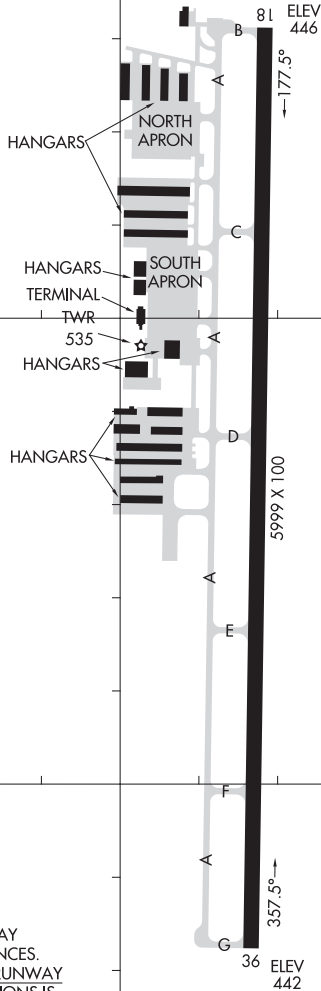
MESQUITE METRO (HQZ)  
MESQUITE, TEXAS

AL-6444 (FAA)

FIELD  
ELEV  
447

AWOS-3  
118.175  
MESQUITE TOWER ★  
120.3  
GND CON  
118.85

VAR 3.4° E  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 18-36  
S-70, D-100, 2D-100

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

96°32.5'W

96°32.0'W

96°31.5'W

MESQUITE, TEXAS  
MESQUITE METRO (HQZ)

# AIRPORT DIAGRAM

15176

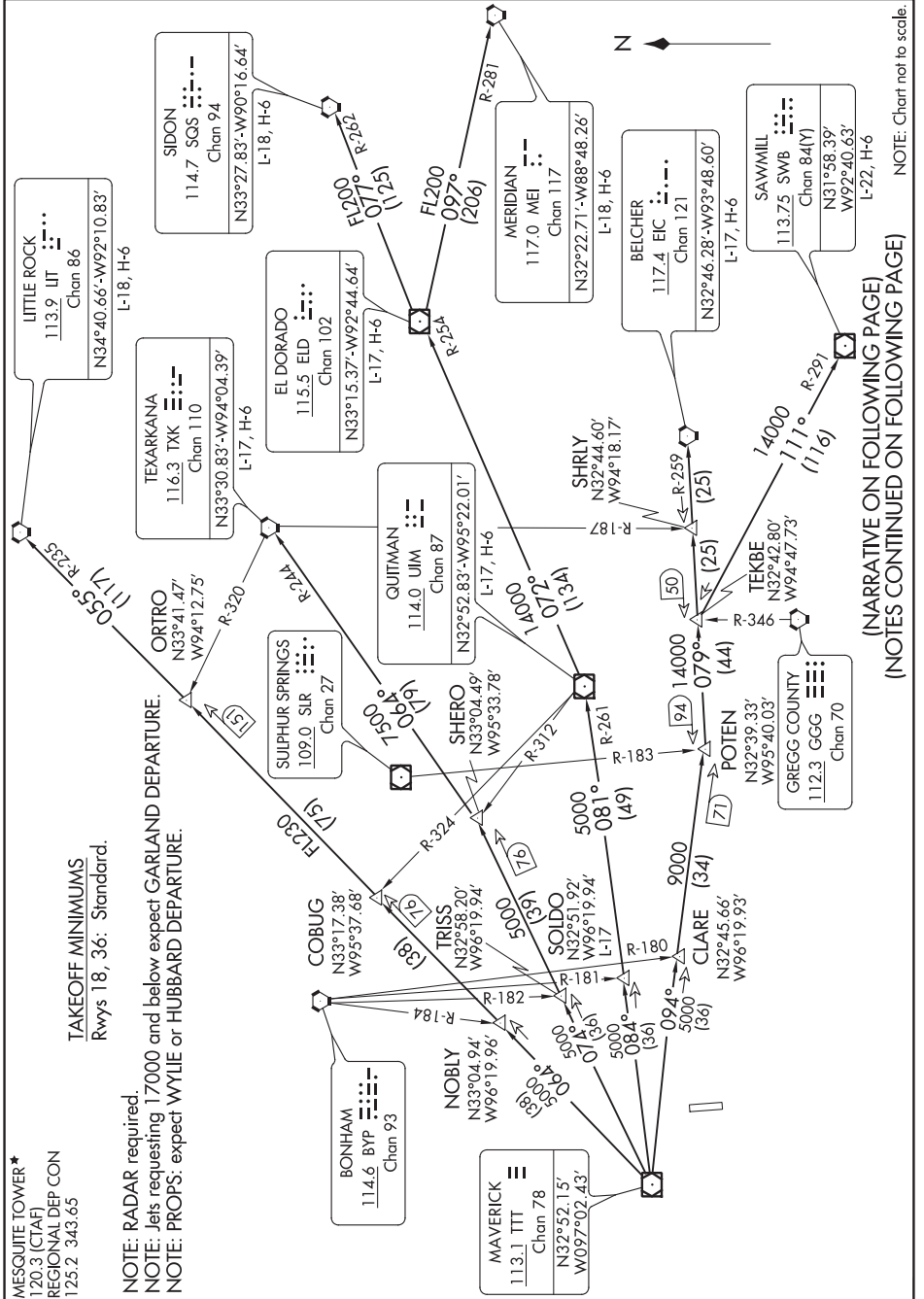
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

MESQUITE, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

# DALLAS FOUR DEPARTURE

(DALL4.TTT) 10NOV16

MESQUITE, TEXAS

MESQUITE METRO (HQZ)

SC-2, 10 NOV 2016 to 05 JAN 2017

# DALLAS FOUR DEPARTURE

MESQUITE, TEXAS



## DEPARTURE ROUTE DESCRIPTION

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

BELCHER TRANSITION (DALL4.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only). From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL4.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect the appropriate STAR). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL4.MEI): (For aircraft inbound to the Atlanta Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL4.UIM): (For aircraft inbound to Shreveport Terminal area). From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL4.SWB): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to TEKBE, then on SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL4.SQS): From over TTT VOR/DME on TTT R-084 to SOLD0, then on UIM R-261 to UIM VOR/DME, then on UIM R-072 and ELD R-254 to ELD VOR/DME, then on ELD R-077 and SQS R-262 to SQS VORTAC.

SOLD0 TRANSITION (DALL4.SOLD0): (ATC assigned). From over TTT VOR/DME on TTT R-084 to SOLD0.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF 120.3  
REGIONAL DEP CON  
125.2 343.65

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

NOTE: RADAR required.  
NOTE: For jets requesting 17000 and below.  
NOTE: Props expect WYLIE or HUBBARD departure.

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'-W97°02.43'

BONHAM  
114.6 BVP  
Chan 93

PARIS  
113.6 PRX  
Chan 83  
N83°32.54'-W95°26.90'

TEXARKANA  
116.3 TKX  
Chan 110  
N33°30.83'-W94°04.39'

NOBLY  
N33°04.94'  
W96°19.96'

ECKEY  
N33°13.01'  
W95°52.66'

SULPHUR SPRINGS  
109.0 SILR  
Chan 27

TRISS  
N32°58.20'  
W96°19.94'

SHERO  
33°04.49'  
95°33.78'

QUITMAN  
114.0 UIM  
Chan 87  
N32°52.83'-W95°22.01'

SOLDO  
N32°51.92'  
W96°19.94'  
L-17

CLARE (22)  
N32°45.66'  
W96°19.93'

ROCKK  
N32°41.54'  
W95°53.77'

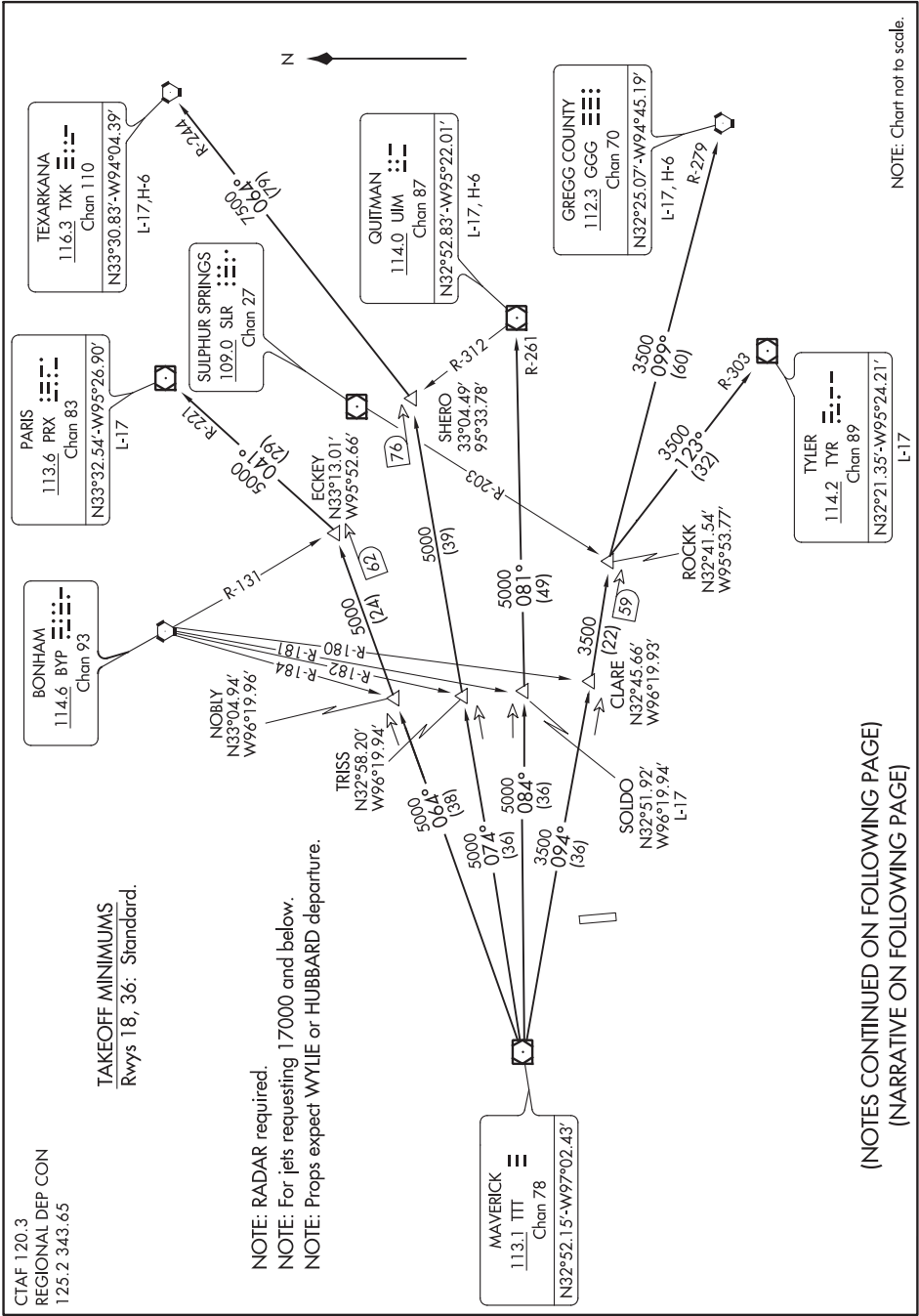
GREGG COUNTY  
112.3 GGG  
Chan 70  
N32°25.07'-W94°45.19'

TYLER  
114.2 TYR  
Chan 89  
N32°21.35'-W95°24.21'

SC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)







DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (GARL6.SOLD0): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

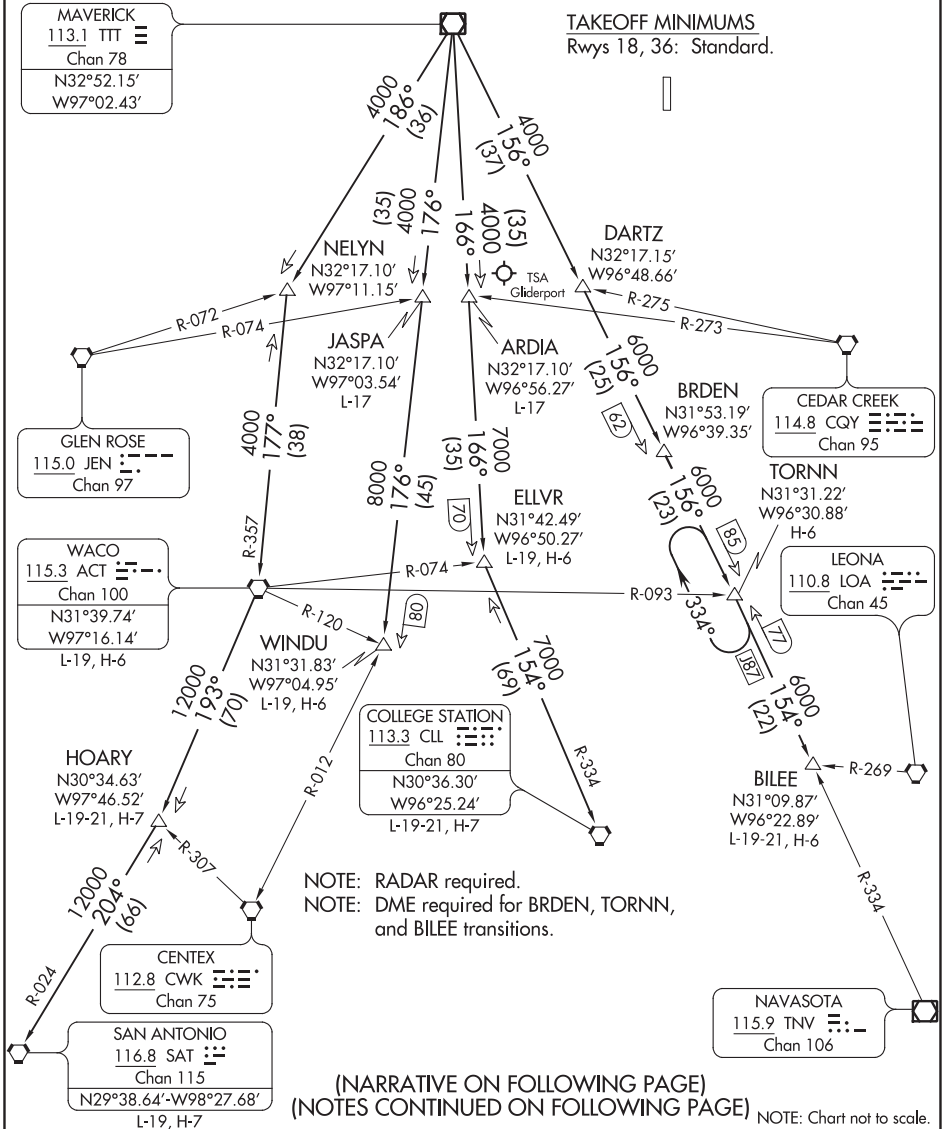
REGIONAL DEP CON  
125.2 343.65  
CTAF  
120.3

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**  
Rwys 18, 36: Standard.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# JOE POOL NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

ARDIA TRANSITION (JPOOL9.ARDIA): (ATC assigned). From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL9.BILEE): (For non GPS or DME/DME/IRU equipped aircraft overflying BILEE INT then via the appropriate star to IAH, CXO, or DWH. Also for aircraft overflying BILEE INT via J87 to TNV VOR/DME). From over TTT VOR/DME via TTT R-156 to TORNIN INT, then via TNV R-334 to BILEE INT.

BRDEN TRANSITION (JPOOL9.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL9.CLL): (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, or DWH). From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL9.ELLVR): (For turbojet aircraft destined to HOU, EFD, GLS, OR LBX). From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL9.HOARY): From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL9.JASPA): (ATC assigned). From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL9.SAT): (For aircraft overflying Centex and San Antonio). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNIN TRANSITION (JPOOL9.TORNIN): (For GPS or DME/DME/IRU equipped aircraft overflying TORNIN INT then via the appropriate RNAV STAR to IAH, CXO, or DWH. Also for aircraft landing in the Lafayette, Lake Charles, or Beaumont/Port Arthur terminal areas). From over TTT VOR/DME via TTT R-156 to TORNIN INT.

WACO TRANSITION (JPOOL9.ACT): (For aircraft inbound to Waco or Gray Terminal Area airport). From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL9.WINDU): (For aircraft inbound to Austin or San Antonio Terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU). From over TTT VOR/DME via TTT R-176 to WINDU INT.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# JOE POOL NINE DEPARTURE

(JPOOL9.TTT) 10NOV16



# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

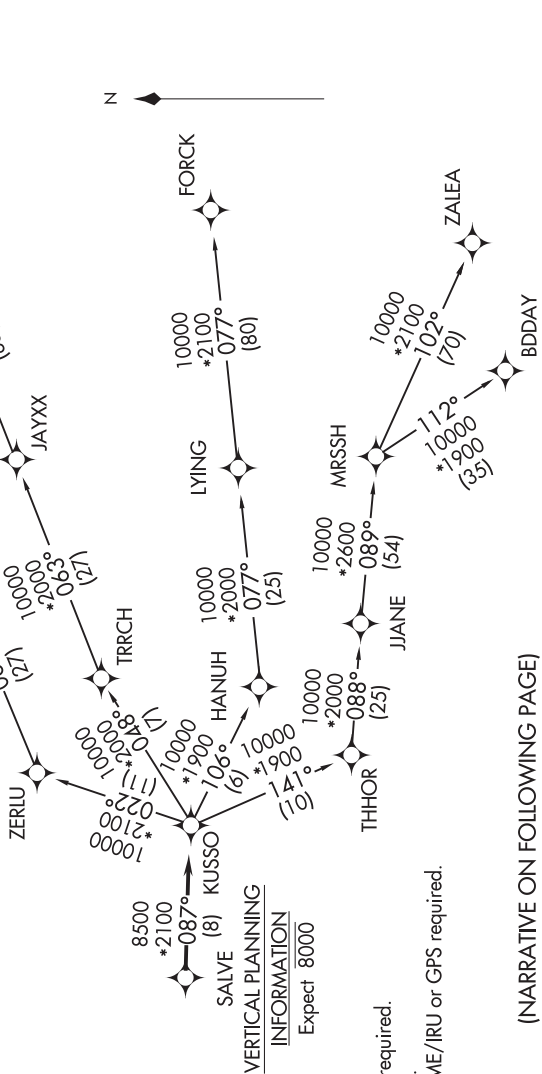
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

REGIONAL DEP CON  
125.2 343.65  
CTAF 120.3

TAKEOFF MINIMUMS  
Rwy 18, 36: Standard.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017





## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

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.

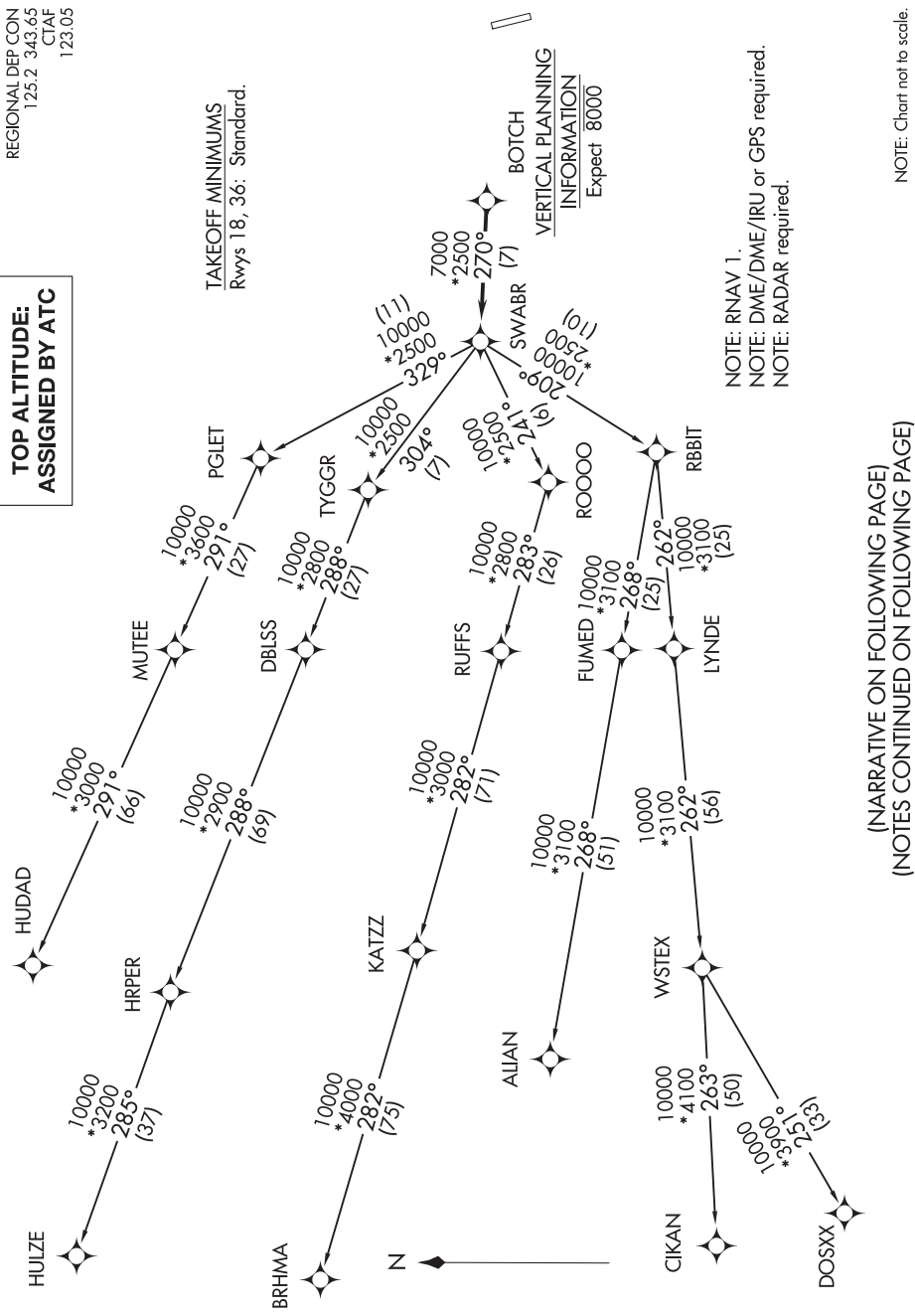
Rwy 36: Trees beginning 45' from DER, 389' right of centerline, up to 29' AGL/452' MSL. Pole 814' from DER, 288' right of centerline, 27' AGL/467' MSL. Building, pole, and trees beginning 53' from DER, 497' left of centerline, up to 41' AGL/483' MSL.

# SWABR FOUR DEPARTURE (RNAV)

REGIONAL DEP CON  
125.2 343.65  
CTAF  
123.05

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.



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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### TAKEOFF OBSTACLE NOTES

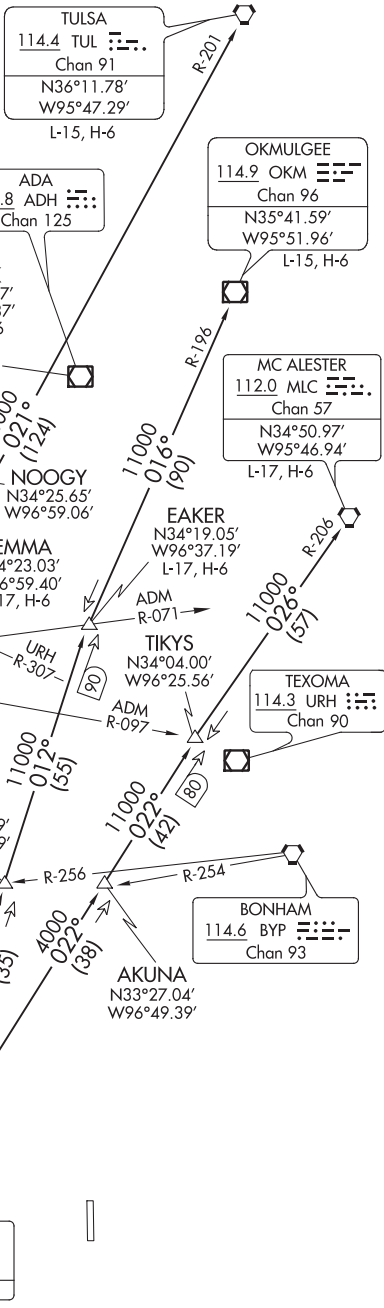
Rwy 18: Fence and trees beginning abeam DER, 362' left of centerline, up to 5' AGL/447' MSL.  
Sign, vehicles on road, and trees beginning 254' from DER, 453' left of centerline, up to 49' AGL/478' MSL.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF  
120.3  
REGIONAL DEP CON  
125.2 343.65



ARDMORE  
116.7 ADM  
Chan 114  
N34°12.70'-W97°10.09'  
L-17, H-6

WILL ROGERS  
114.1 IRW  
Chan 88  
N35°21.52'  
W97°36.55'  
L-15, H-6

ADA  
117.8 ADH  
Chan 125

OKMULGEE  
114.9 OKM  
Chan 96  
N35°41.59'  
W95°51.96'  
L-15, H-6

MC ALESTER  
112.0 MLC  
Chan 57  
N34°50.97'  
W95°46.94'  
L-17, H-6

NOOGLY  
N34°25.65'  
W96°59.06'

EAKER  
N34°19.05'  
W96°37.19'  
L-17, H-6

ZEMMA  
N34°23.03'  
W96°59.40'  
L-17, H-6

TIKYS  
N34°04.00'  
W96°25.56'

TEXOMA  
114.3 URH  
Chan 90

BLECO  
N33°27.05'  
W97°06.54'  
L-17

GRABBE  
N33°27.09'  
W96°57.69'  
L-17

BONHAM  
114.6 BYP  
Chan 93

AKUNA  
N33°27.04'  
W96°49.39'

BOWIE  
112.4 UKW  
Chan 71

LOWGN  
N33°27.05'  
W97°14.99'

RANGER  
115.7 FUZ  
Chan 104  
N32°53.37'-W97°10.77'

TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

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

ARDMORE TRANSITION (TEX5.ADM): From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX5.BLECO): (ATC assigned.) From over FUZ VORTAC on FUZ R-360 to BLECO INT.

DECKK TRANSITION (TEX5.DECKK): (For all aircraft inbound to the Oklahoma City Area.) From over FUZ VORTAC on FUZ R-360 to NOOGY INT, then on IRW R-144 to DECKK INT.

EAKER TRANSITION (TEX5.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC on FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX5.GRABE): (ATC assigned.) From over FUZ VORTAC on FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX5.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC on FUZ R-022 to TIKYS INT, then on MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX5.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC on FUZ R-012 to EAKER INT, then on OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX5.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC on FUZ R-348 to LOWGN INT, then on ADM R-179 to ADM VORTAC, then on ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX5.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX5.IRW): (For all aircraft overflying IRW VORTAC.) From over FUZ VORTAC on FUZ R-360 to ZEMMA INT, then on IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX5.ZEMMA): From over FUZ VORTAC on FUZ R-360 to ZEMMA INT.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# WORTH ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

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.

BOOMR TRANSITION (WORTH1.BOOMR): (For aircraft inbound to the Lubbock Terminal area, DME required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to OWING, then on LBB R-085 to BOOMR.

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-264 to KIRST, then on LBB R-102 to LBB VORTAC, then on LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH1.GTH): From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH1.LBB): From over TTT VOR/DME on TTT R-264 to KIRST, then on LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH1.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP 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): (ATC assigned). From over TTT VOR/DME on TTT R-250 to PODDE.

TEXICO TRANSITION (WORTH1.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.

TUCUMCARI TRANSITION (WORTH1.TCC): (GTH VORTAC to TCC VORTAC, GPS required). From over TTT VOR/DME on TTT R-275 to MANKI, then on GTH R-119 to GTH VORTAC, then on track 286° to TCC VORTAC.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# WORTH ONE DEPARTURE

(WORTH1.TTT) 31MAR16

MIDLOTHIAN/WAXAHACHIE, TEXAS

AL-9212 (FAA)

16175

WAAS CH <b>62920</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy ldg 6500 TDZE 727 Apt Elev 727
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# RNAV (GPS) RWY 18

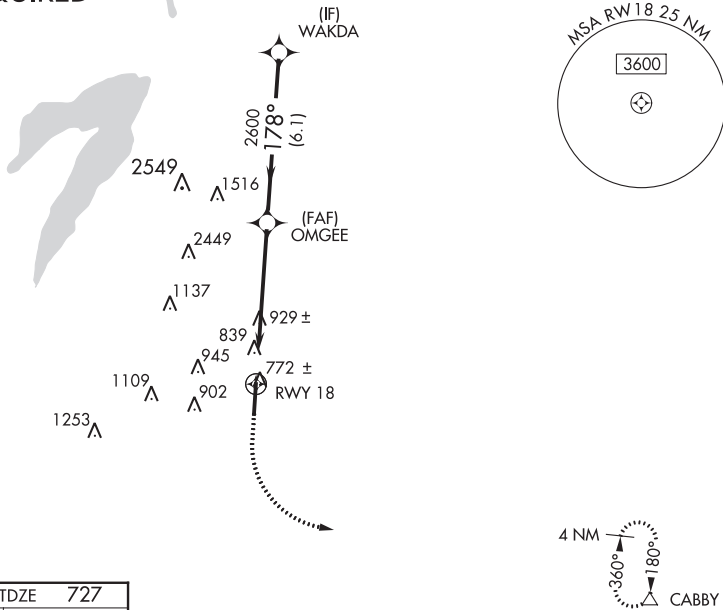
MID-WAY RGNL (JWY)

**⚠** Baro-VNAV NA when using Dallas Love Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F).  
**⚠** DME/DME RNP-0.3 NA. VDP NA with Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cats C and D ⅓ mile, and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 direct CABBY and hold.

AWOS-3 <b>119.575</b>	REGIONAL APP CON <b>125.2 343.65</b>	UNICOM <b>122.975 (CTAF)</b> <b>📻</b>
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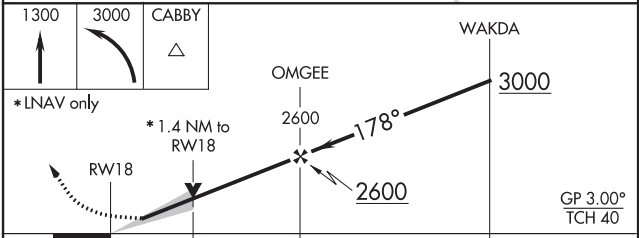
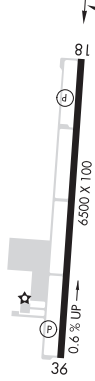
## RADAR REQUIRED



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>727</b>	TDZE <b>727</b>
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CATEGORY	A	B	C	D
LPV DA		927-¾	200 (200-¾)	
LNAV/VNAV DA		977-⅞	250 (300-⅞)	
LNAV MDA	1220-1	493 (500-1)	1220-1⅓	493 (500-1⅓)
CIRCLING	1220-1	493 (500-1)	1220-1½ 493 (500-1½)	1300-2 573 (600-1)

MIDLOTHIAN/WAXAHACHIE, TEXAS  
 Orig-A 23JUN16

32°27'N-96°55'W

# MID-WAY RGNL (JWY) RNAV (GPS) RWY 18



WAAS CH <b>62814</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy ldg TDZE Apt Elev	<b>6500</b> <b>703</b> <b>726</b>
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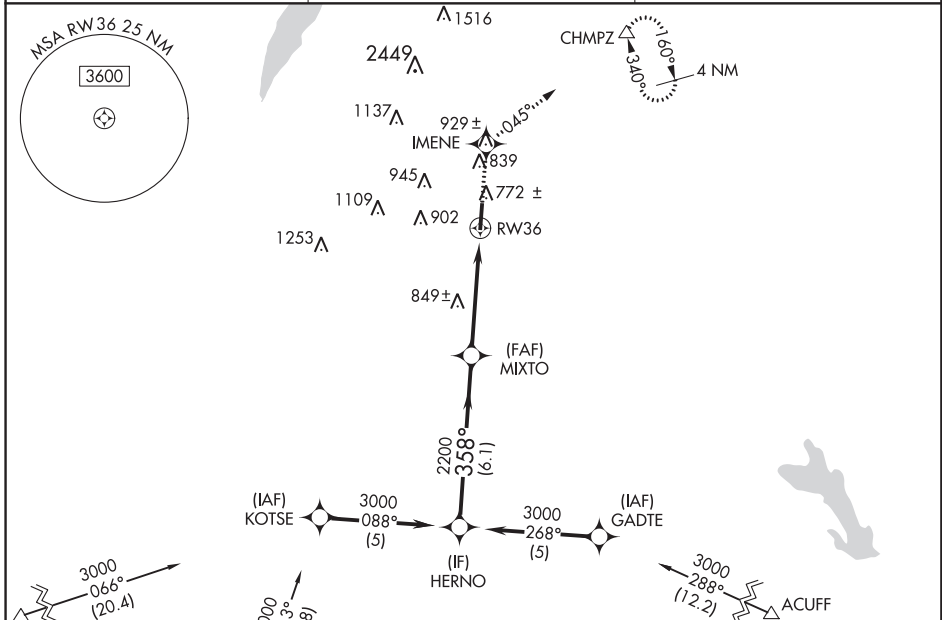
# RNAV (GPS) RWY 36

MID-WAY RGNL (JWY)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field 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 Field altimeter setting.

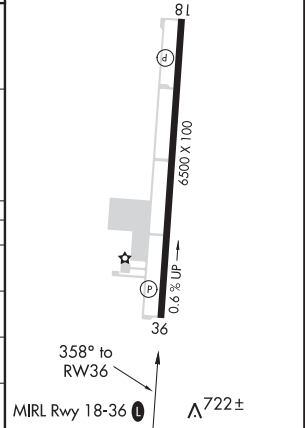
**MISSED APPROACH:** Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

AWOS-3 <b>119.575</b>	REGIONAL APP CON <b>125.2 343.65</b>	UNICOM <b>122.975 (CTAF)</b>
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ELEV 726	TDZE 703
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Procedure Turn NA GP 3.00° TCH 40	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).				
	3000 IMENE CHMPZ *1.1 NM to RW36 *LNAV only				
	CATEGORY	A	B	C	D
	LPV DA		953-1	250 (300-1)	
	LNAV/DA		992-1	289 (300-1)	
LNAV MDA	1100-1 397 (400-1)		1100-1¼ 397 (400-1¼)		
CIRCLING	1140-1 414 (500-1)	1180-1 454 (500-1)	1180-1½ 454 (500-1½)	1300-2 574 (600-1)	



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





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.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





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.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (HUBB9.SOLD0): From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





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.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

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.

SC-2, 10 NOV 2016 to 05 JAN 2017

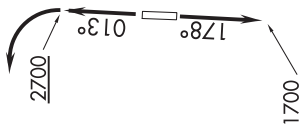
SC-2, 10 NOV 2016 to 05 JAN 2017

# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

REGIONAL DEP CON  
125.2 343.65  
CTAF 122.975



**TAKEOFF MINIMUMS**  
Rwys 18, 36: Standard.

**VERTICAL PLANNING INFORMATION**  
Expect 8000

8500 \*2100 -087°  
SALVE (8) KUSSO

10000 \*1900 -106°  
HANUH (6)

10000 \*1900 -141°  
THOR (25)

10000 \*2000 -088°  
JJANE (54)

10000 \*2600 -089°  
MRSSH (54)

10000 \*2000 -077°  
LYING (25)

10000 \*2000 -077°  
FORCK (80)

10000 \*2100 -077°  
ZALIA (70)

10000 \*1900 -102°  
BDDAY (39)

10000 \*2100 -102°  
ZACHH (96)

10000 \*2000 -063°  
JAYXX (85)

10000 \*2000 -065°  
TRRCH (27)

10000 \*2100 -061°  
SWDIA (86)

10000 \*2000 -061°  
ZERLU (27)

10000 \*2100 -061°  
TRYTN (62)

10000 \*2100 -054°  
BSKAT (40)

10000 \*2100 -054°  
LOOSE



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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



## KUSSO THREE DEPARTURE (RNAV)

MIDLOTHIAN/WAXAHACHIE, TEXAS



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18: Climb heading 178° to 1700 before proceeding northbound.

TAKEOFF RWY 36: Climb heading 013° to 2700 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

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.

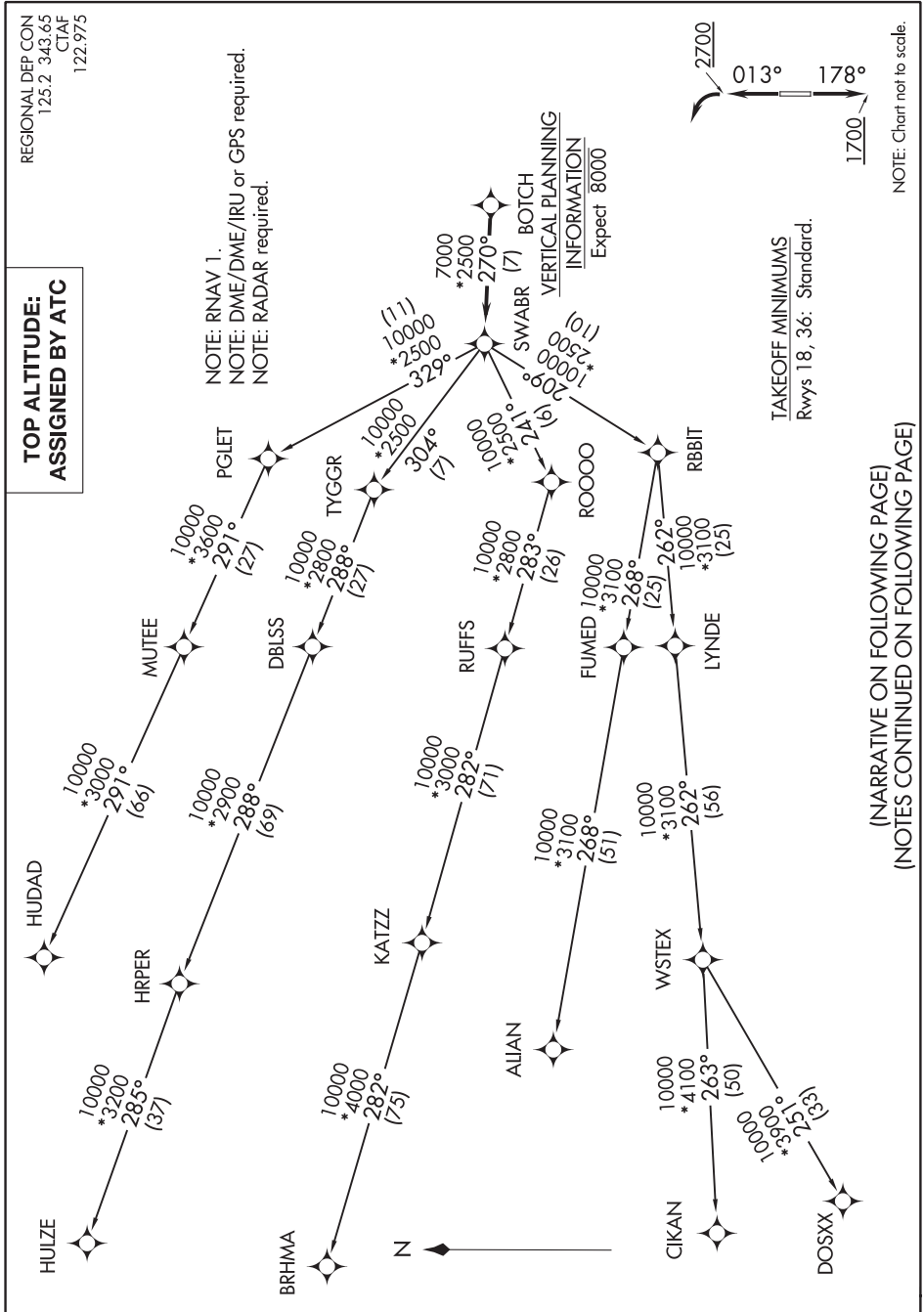
Rwy 36: Trees beginning 6' from DER, 334' left of centerline, up to 34' AGL/753' MSL. Trees beginning 82' from DER, 251' right of centerline, up to 40' AGL/759' MSL. Catenaries and trees beginning 1067' from DER, 629' left of centerline, up to 37' AGL/765' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

# SWABR FOUR DEPARTURE (RNAV)



## 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.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

MINEOLA, TEXAS

AL-5946 (FAA)

16231

VOR/DME UIM <b>114.0</b> Chan <b>87</b>	APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>429</b>
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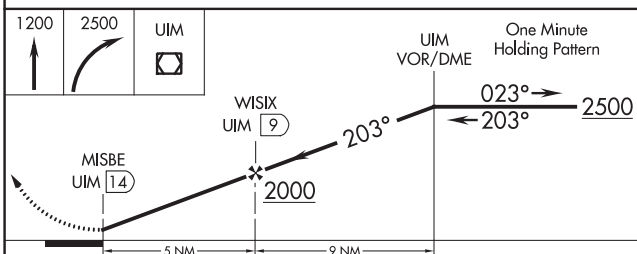
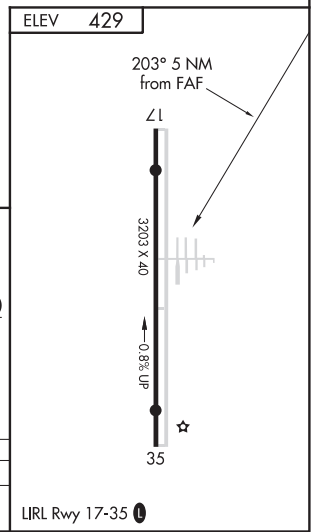
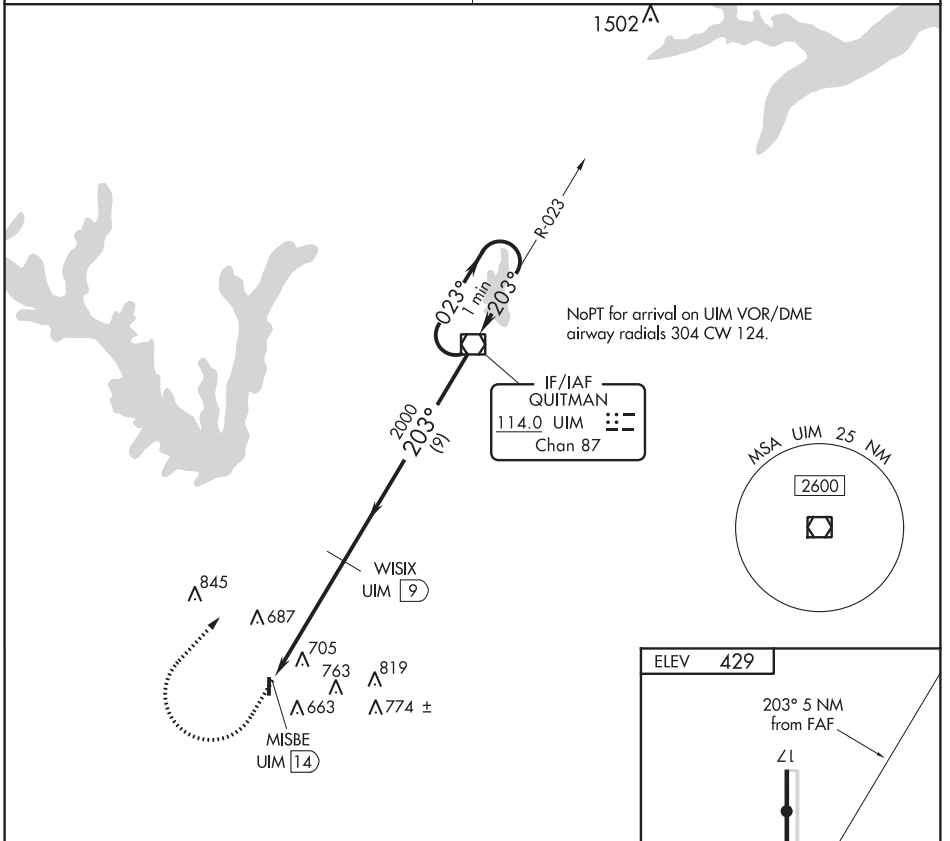
**VOR-A**  
MINEOLA WISENER FIELD (3F9)

**▽** DME required. Use Tyler altimeter setting; when not received, use Longview altimeter setting and increase all MDA 60 feet.  
**△ NA** Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct UIM VOR/DME and hold.

LONGVIEW APP CON\*  
**128.75 379.15**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
<b>C</b> CIRCLING	1040-1 611 (700-1)	1080-1 651 (700-1)	NA	

MINEOLA, TEXAS  
Amdt 6A 18AUG16

32°41'N-95°31'W

MINEOLA WISENER FIELD (3F9)  
**VOR-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

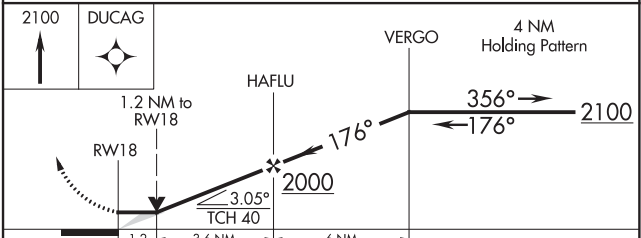
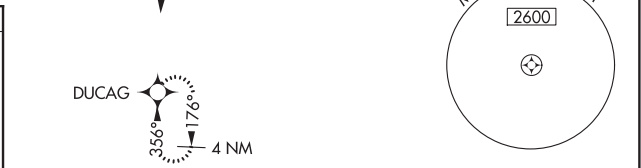
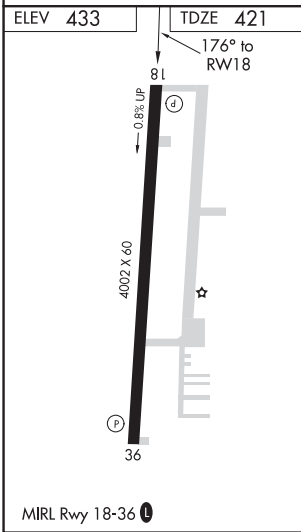
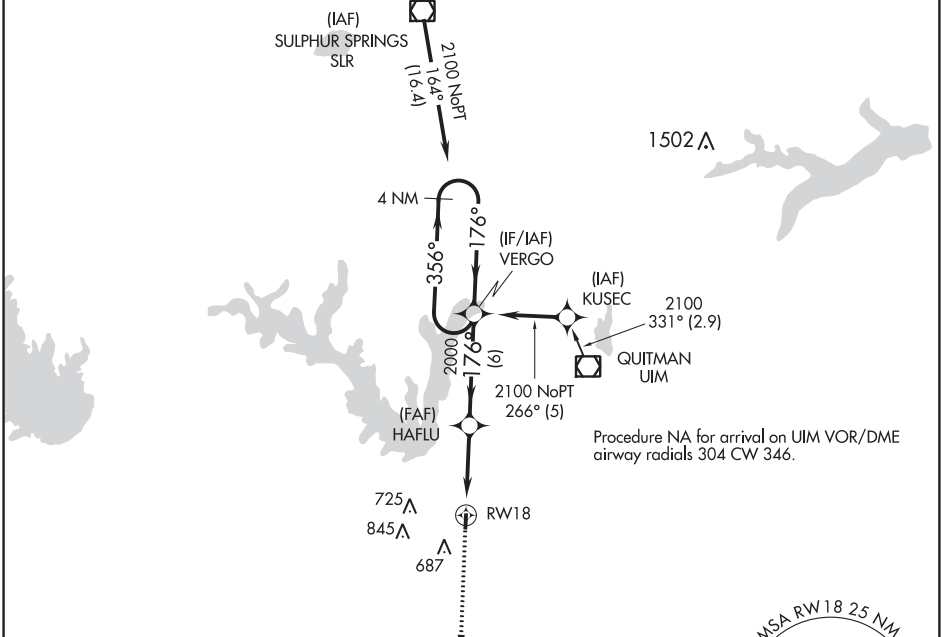
APP CRS	Rwy Idg	<b>4002</b>
<b>176°</b>	TDZE	<b>421</b>
	Apt Elev	<b>433</b>

# RNAV (GPS) RWY 18

WOOD COUNTY (JDD)

**▼** DME/DME RNP-0.3 NA. Night landing: Rwy 36 NA. MISSED APPROACH: Climb to 2100 direct DUCAG and hold.

AWOS-3 <b>118.9</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	820-1 399 (400-1)			NA
CIRCLING	920-1 487 (500-1)	940-1 507 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>4002</b>
<b>356°</b>	TDZE	<b>433</b>
	Apt Elev	<b>433</b>

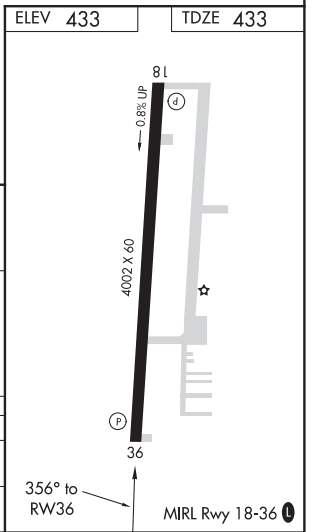
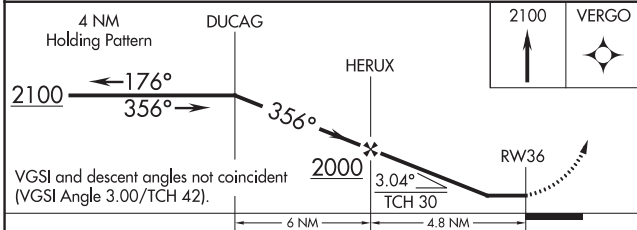
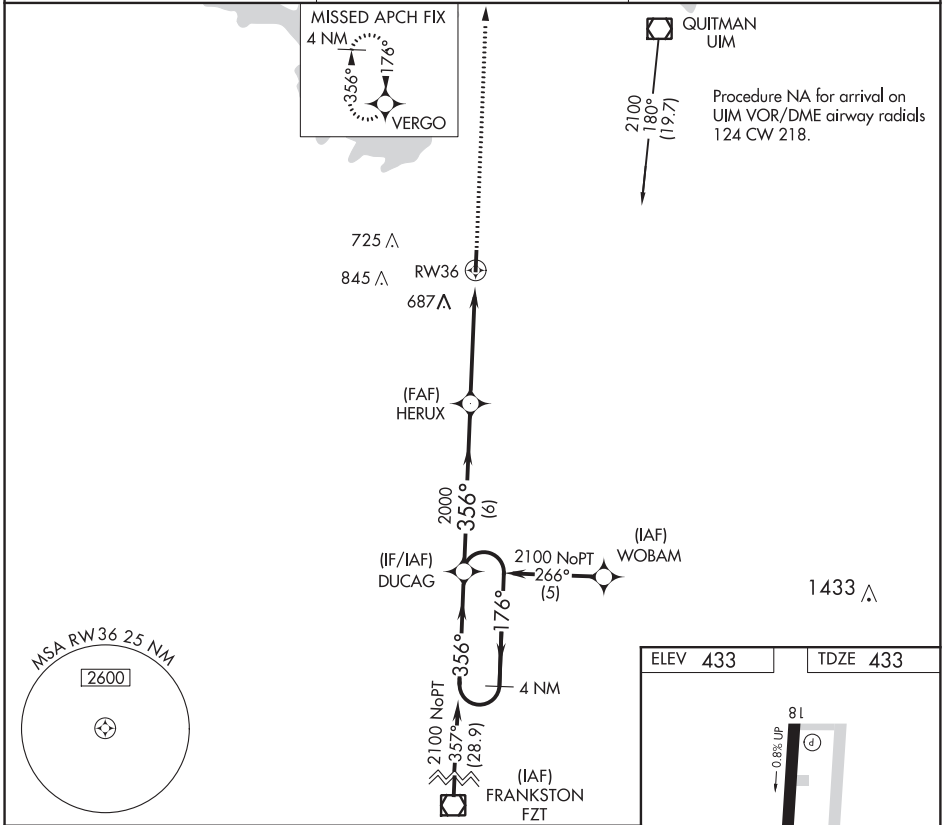
# RNAV (GPS) RWY 36

WOOD COUNTY (JDD)

**▽** DME/DME RNP-0.3 NA.  
 Night landing: Rwy 36 NA.  
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

AWOS-3 <b>118.9</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
RNAV MDA	960-1	527 (600-1)	960-1¼ 527 (600-1¼)	NA
CIRCLING	960-1	527 (600-1)	1000-1½ 567 (600-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME UIM <b>114.0</b> Chan <b>87</b>	APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>433</b>
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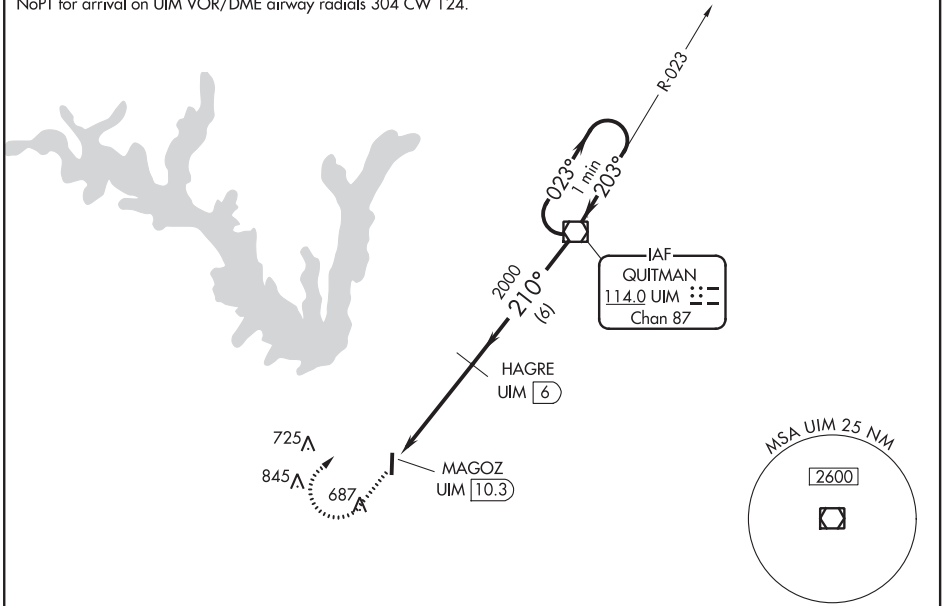
**VOR/DME-B**  
WOOD COUNTY (JDD)

**▼** Night landing: Rwy 36 NA.  
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UIM VOR/DME and hold.

AWOS-3 <b>118.9</b>	LONGVIEW APP CON ★ <b>128.75 379.15</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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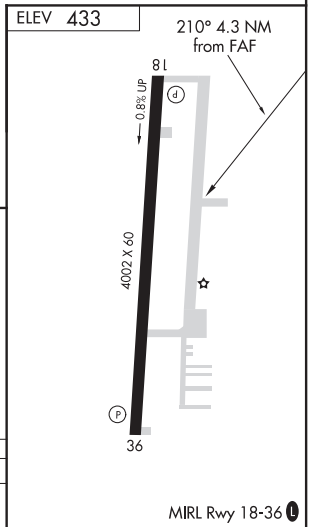
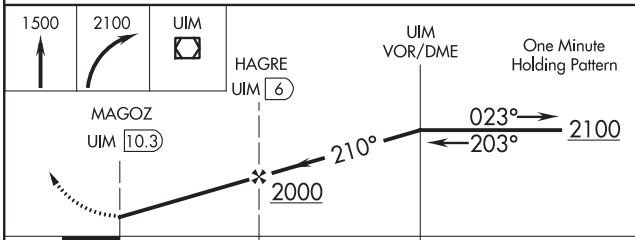
NoPT for arrival on UIM VOR/DME airway radials 304 CW 124.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

▲1070



CATEGORY	A	B	C	D
CIRCLING	980-1	547 (600-1)	1000-1½ 567 (600-1½)	NA

MIRL Rwy 18-36 **0**

LOC/DME I-VMH <b>109.55</b> Chan <b>32 (Y)</b>	APP CRS <b>310°</b>	Rwy Idg <b>5596</b> TDZE <b>974</b> Apt Elev <b>974</b>
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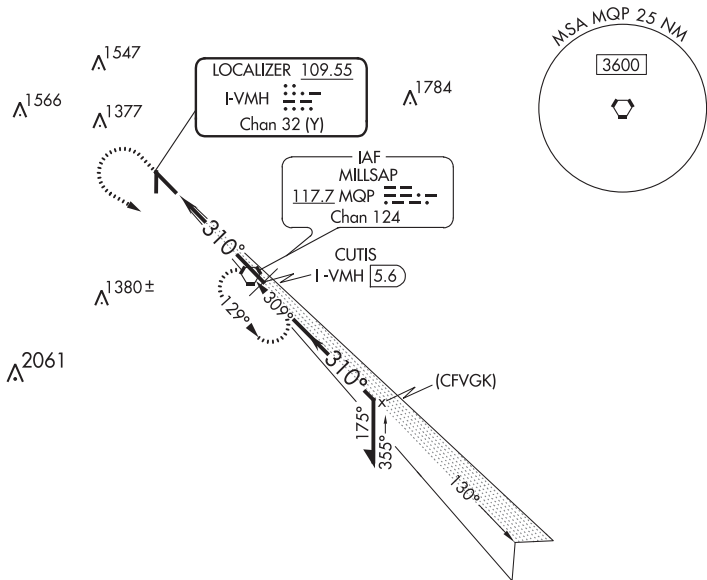
# ILS or LOC RWY 31

MINERAL WELLS (MWL)

**⚠** Circling to Rwy 17 NA at night. DME required. VDP NA when using Granbury Rgnl altimeter setting. When local altimeter setting not received, use Granbury Rgnl altimeter setting and increase DA to 1255 feet and visibility all Cats 1/2 mile; increase all MDA 80 feet and S-LOC 31 Cat C/D visibility 3/8 mile.

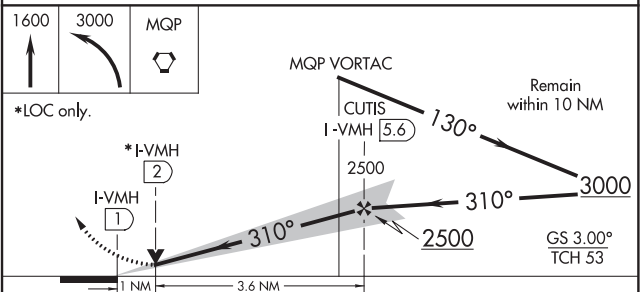
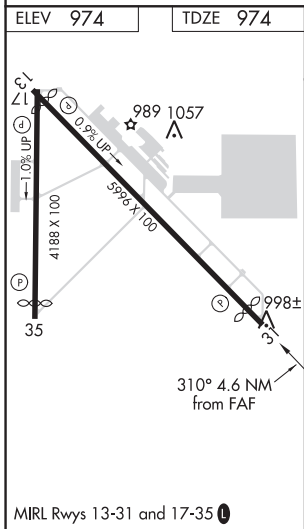
**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 direct MQP VORTAC and hold.

ASOS <b>135.075</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.725 (CTAF)</b> <b>📻</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 31		1174-3/4	200 (200-3/4)	
S-LOC 31		1340-1	366 (400-1)	
<b>📻</b> CIRCLING	1420-1 446 (500-1)	1460-1 486 (500-1)	1740-2 766 (800-2)	1740-2 1/4 766 (800-2 1/4)



WAAS CH <b>70639</b> <b>W31A</b>	APP CRS <b>310°</b>	Rwy Idg <b>5596</b> TDZE <b>974</b> Apt Elev <b>974</b>
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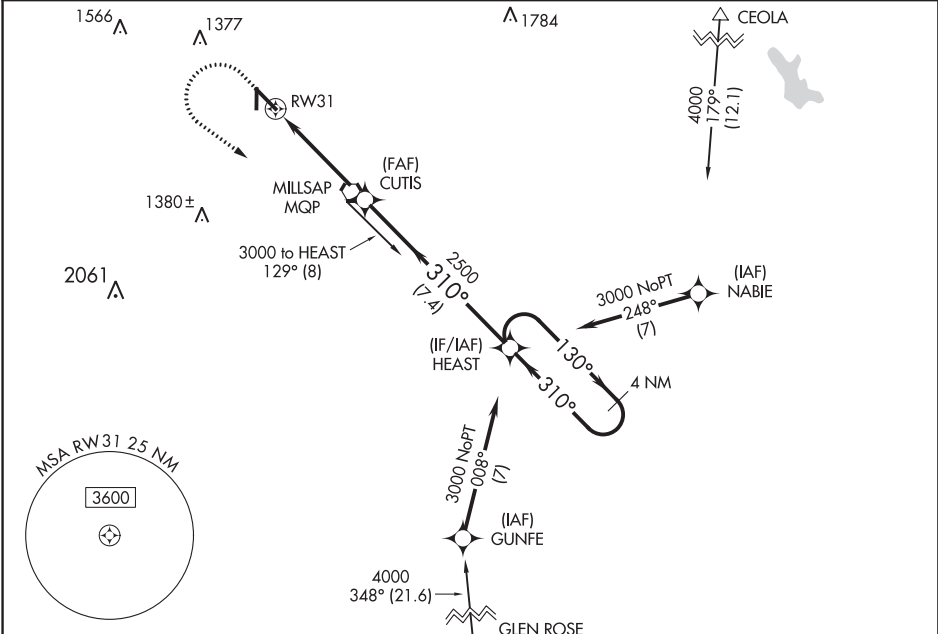
# RNAV (GPS) RWY 31

MINERAL WELLS (MWL)

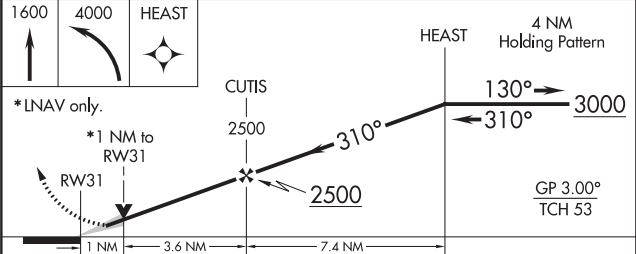
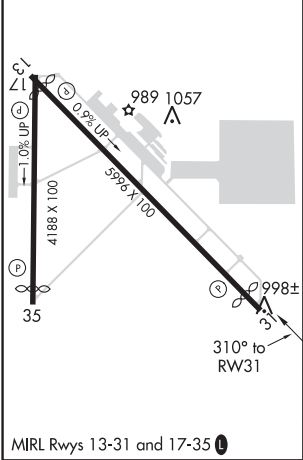
**⚠** Circling to Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Granbury Rgnl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Granbury Rgnl altimeter setting and increase LPV DA to 1256 feet and all visibilities 1/8 SM; LNAV/VNAV DA to 1306 feet and all visibilities 3/8 SM; increase all MDA 100 feet and LNAV visibility Cat C/D 3/8 mile, and Circling visibility Cat C/D 1/4 mile.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 4000 direct HEAST and hold.

ASOS <b>135.075</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.725 (CTAF)</b> <b>📻</b>
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ELEV 974	TDZE 974
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CATEGORY	A	B	C	D
LPV DA		1174-3/4	200 (200-3/4)	
LNAV/VNAV DA		1224-3/4	250 (300-3/4)	
LNAV MDA		1340-1	366 (400-1)	
<b>📻</b> CIRCLING	1420-1 446 (500-1)	1460-1 486 (500-1)	1740-2 1/4 766 (800-2 1/4)	1740-2 1/2 766 (800-2 1/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC MQP <b>117.7</b> Chan <b>124</b>	APP CRS <b>309°</b>	Rwy Idg <b>5596</b> TDZE <b>974</b> Apt Elev <b>974</b>
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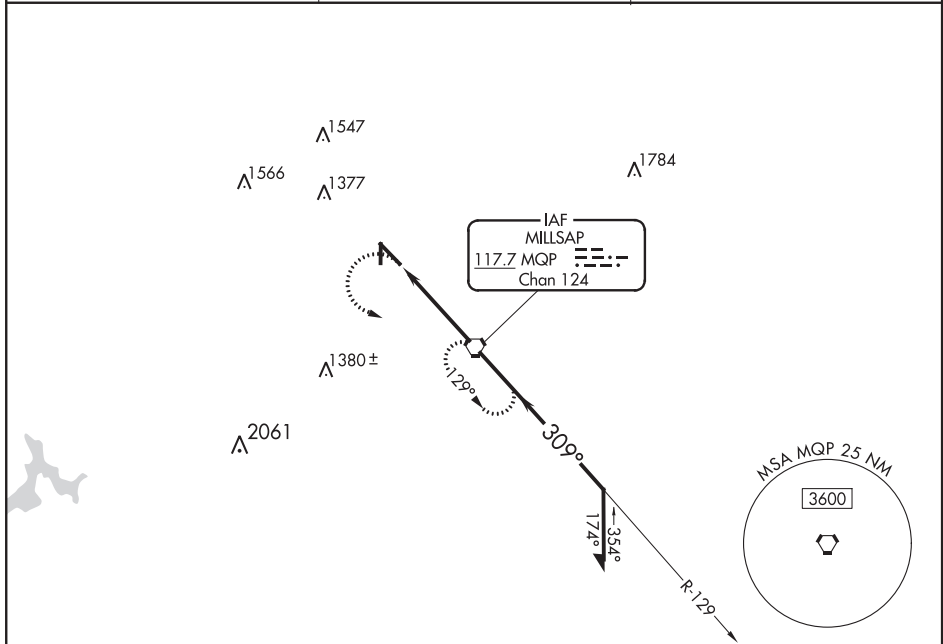
# VOR RWY 31

MINERAL WELLS (MWL)

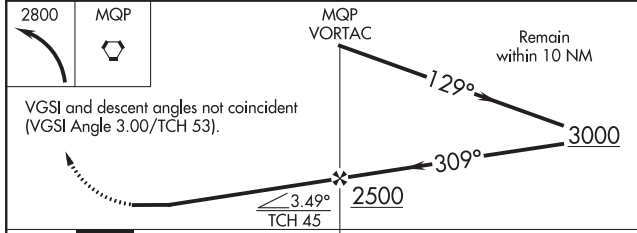
**NA** Circling to Rwy 17 NA at night. When local altimeter setting not received, use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

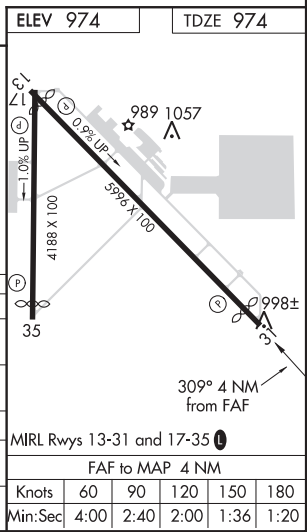
ASOS <b>135.075</b>	FORT WORTH CENTER <b>127.0 360.6</b>	UNICOM <b>122.725 (CTAF)</b>
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ELEV 974	TDZE 974
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CATEGORY	A	B	C	D
S-31	1340-1 366 (400-1)			1340-1¼ 366 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)
FORT WORTH MEACHAM INTL. ALTIMETER SETTING MINIMUMS				
S-31	1460-1	486 (500-1)	1460-1¼ 486 (500-1¼)	1460-1½ 486 (500-1½)
CIRCLING	1540-1	566 (600-1)	1540-1½ 566 (600-1½)	1580-2 606 (700-2)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>6004</b>
<b>168°</b>	TDZE	<b>364</b>
	Apt Elev	<b>364</b>

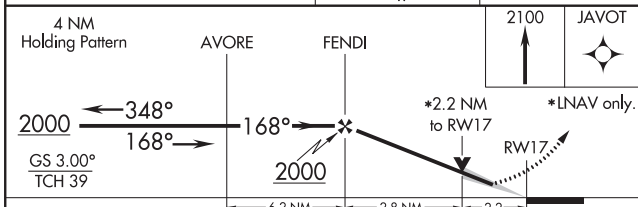
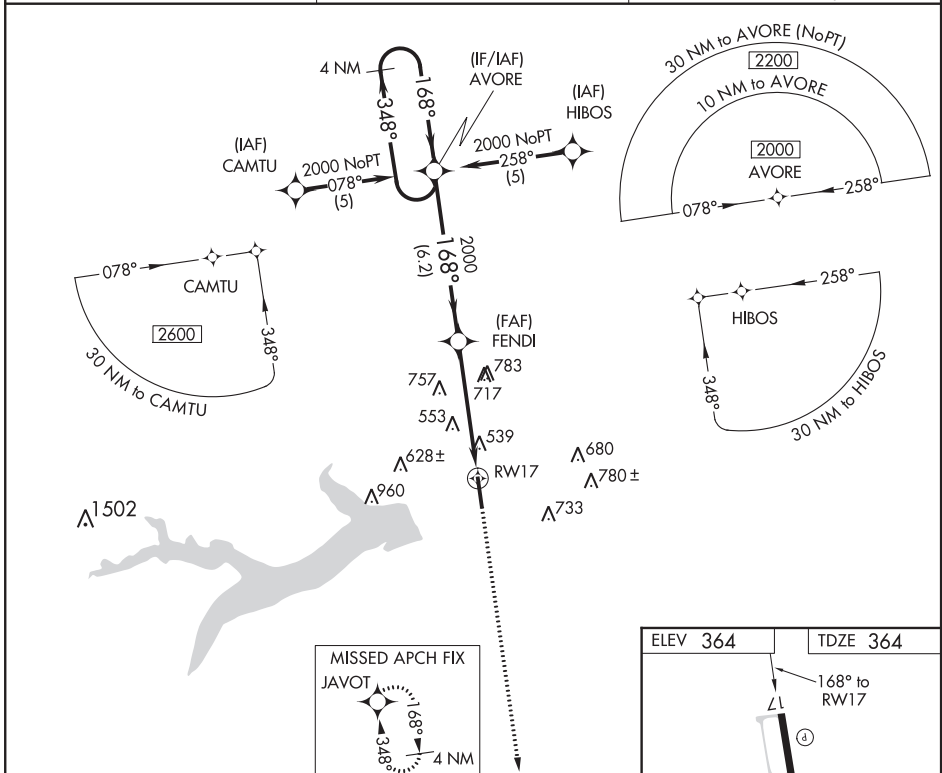
# RNAV (GPS) RWY 17

MOUNT PLEASANT RGNL (OSA)

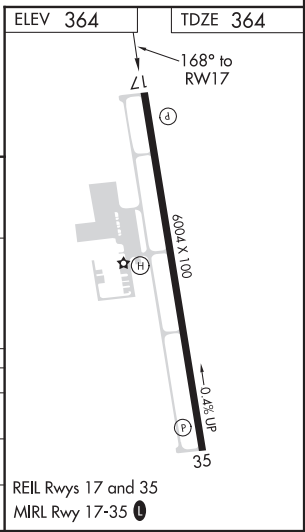
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, 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 <b>119.775</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV/DA/VNAV	890-2 526 (600-2)			
LNAV MDA	1100-1 736 (800-1)	1100-2 736 (800-2)	1100-2 736 (800-2¼)	1100-2¼ 736 (800-2¼)
CIRCLING	1100-1 736 (800-1)	1100-2 736 (800-2)	1100-2 736 (800-2¼)	1100-2¼ 736 (800-2¼)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>348°</b>	Rwy Idg <b>6004</b>
	TDZE <b>360</b>
	Apt Elev <b>364</b>

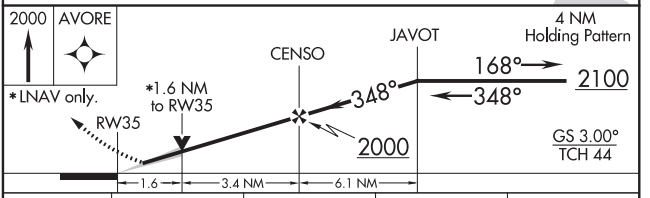
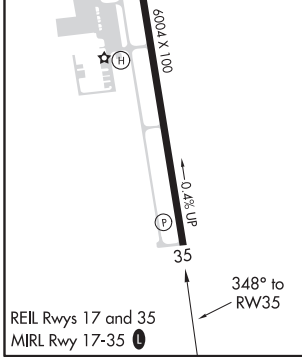
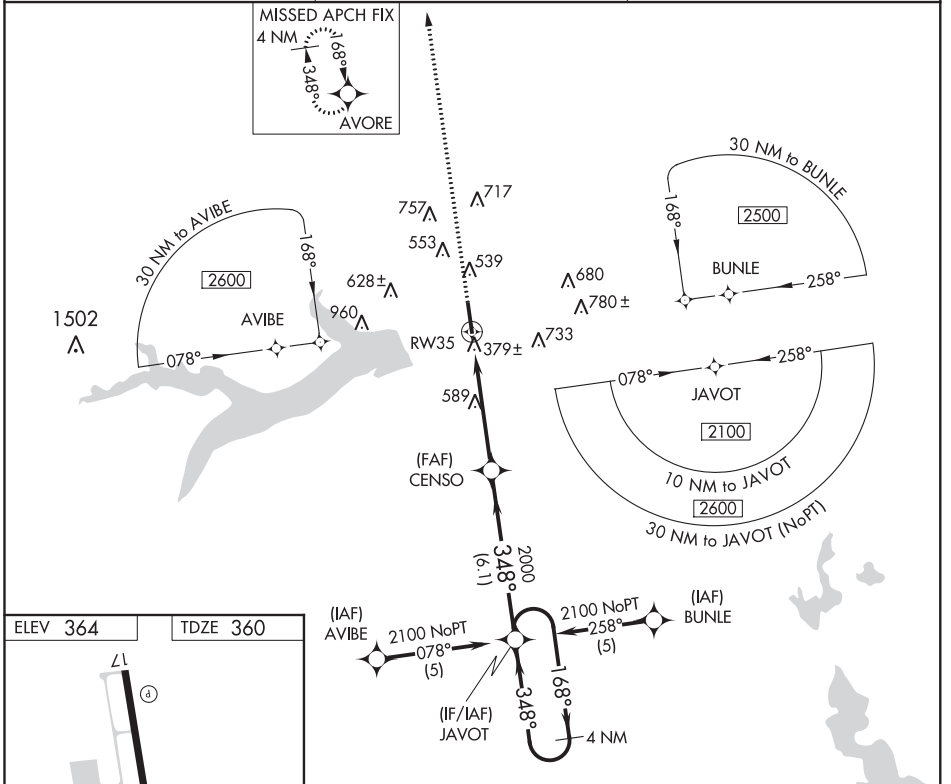
# RNAV (GPS) RWY 35

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 <b>119.775</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV/ VNAV	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)	900-1½ 536 (600-1½)	920-2 556 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

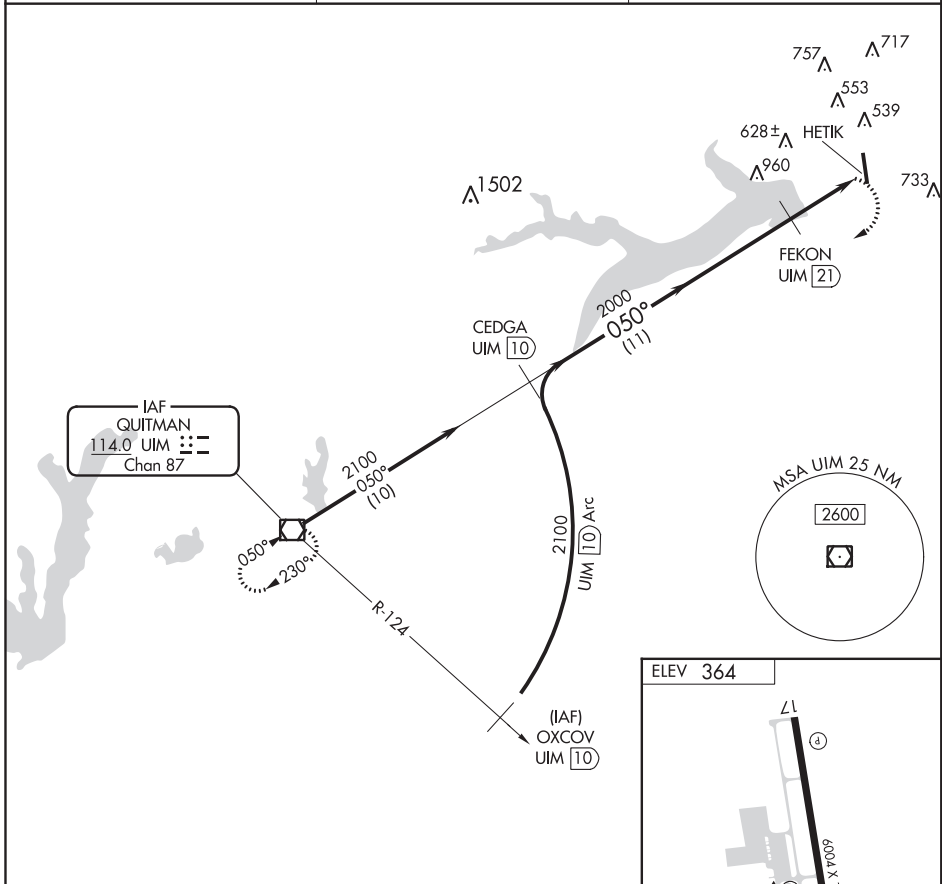
SC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME UIM <b>114.0</b> Chan <b>87</b>	APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>364</b>
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**VOR/DME-A**  
MOUNT PLEASANT RGNL (OSA)

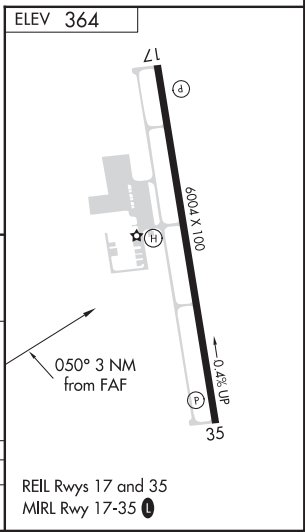
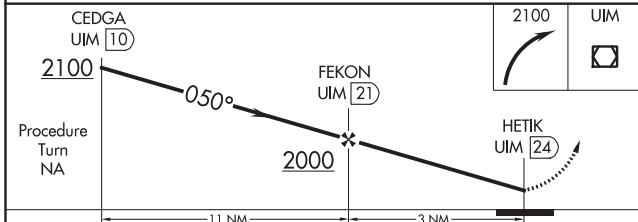
<p><b>▼</b> When local altimeter setting not received, use Paris altimeter setting and increase MDA 120 feet, increase Cats C and D visibility ¼ mile.</p> <p><b>▲ NA</b></p>	<p>MISSED APPROACH: Climbing right turn to 2100 direct UIM VOR/DME and hold.</p>
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<p>AWOS-3 <b>119.775</b></p>	<p>FORT WORTH CENTER <b>132.025 360.75</b></p>	<p>UNICOM <b>122.7 (CTAF) 0</b></p>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	900-1 536 (600-1)	900-1¼ 536 (600-1¼)	900-1½ 536 (600-1½)	920-2 556 (600-2)

APP CRS **130°**  
 Rwy Idg **3900**  
 TDZE **408**  
 Apt Elev **412**

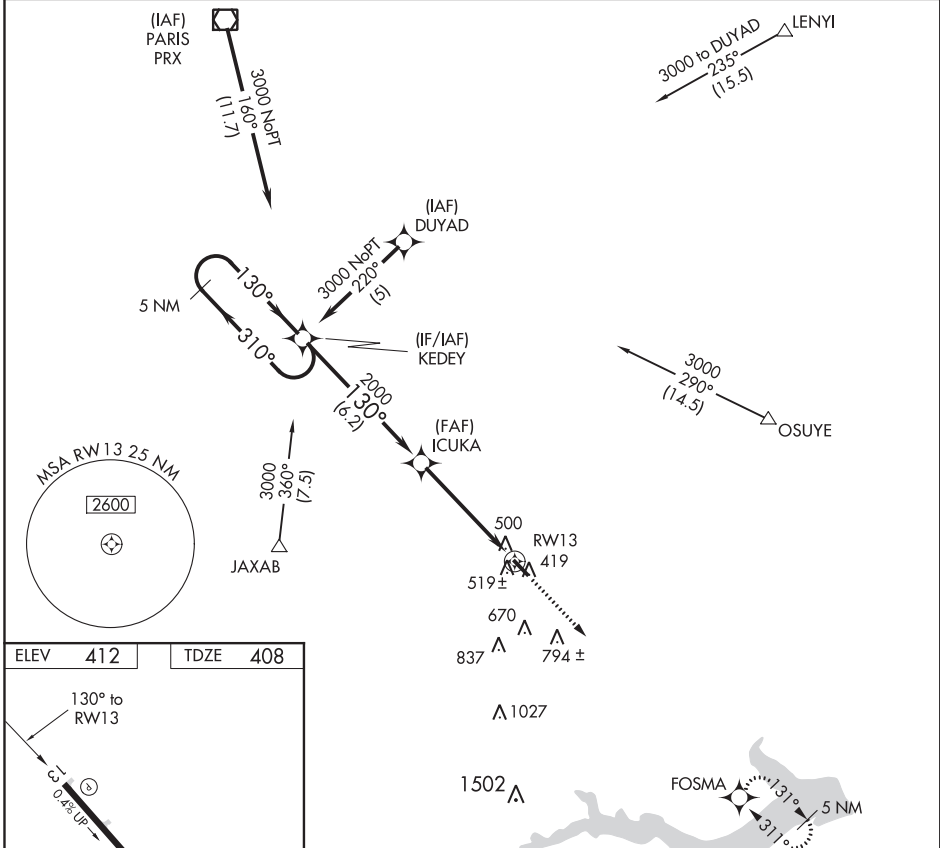
# RNAV (GPS) RWY 13

FRANKLIN COUNTY (F53)

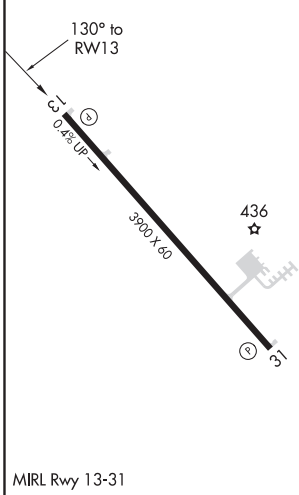
**NA** DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct FOSMA and hold.

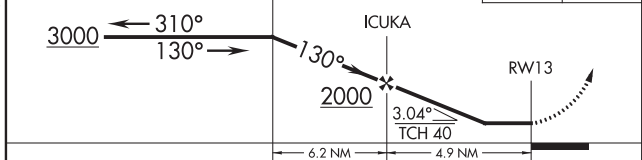
AWOS-3 MOUNT PLEASANT RGNL **119.775**      FORT WORTH CENTER **132.025 360.75**      UNICOM **123.0** (CTAF)



ELEV **412**      TDZE **408**



5 NM Holding Pattern      VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 45).      3000      FOSMA



CATEGORY	A	B	C	D
LNAV MDA	820-1	412 (500-1)		NA
CIRCLING	940-1	528 (600-1)		NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>311°</b>	Rwy Idg <b>3900</b>
	TDZE <b>412</b>
	Apt Elev <b>412</b>

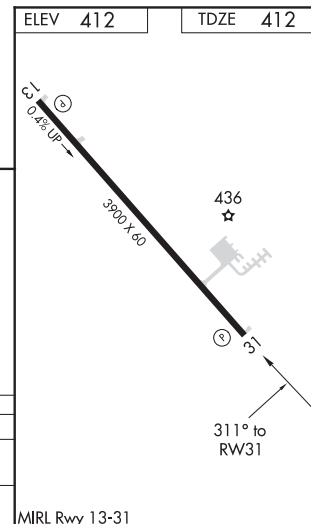
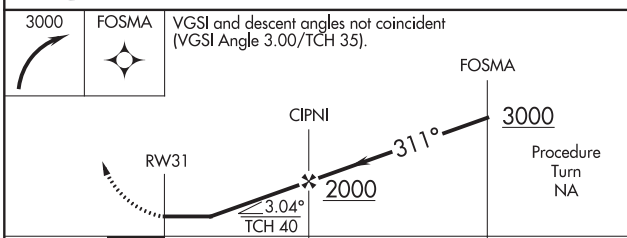
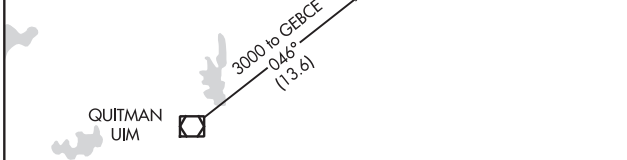
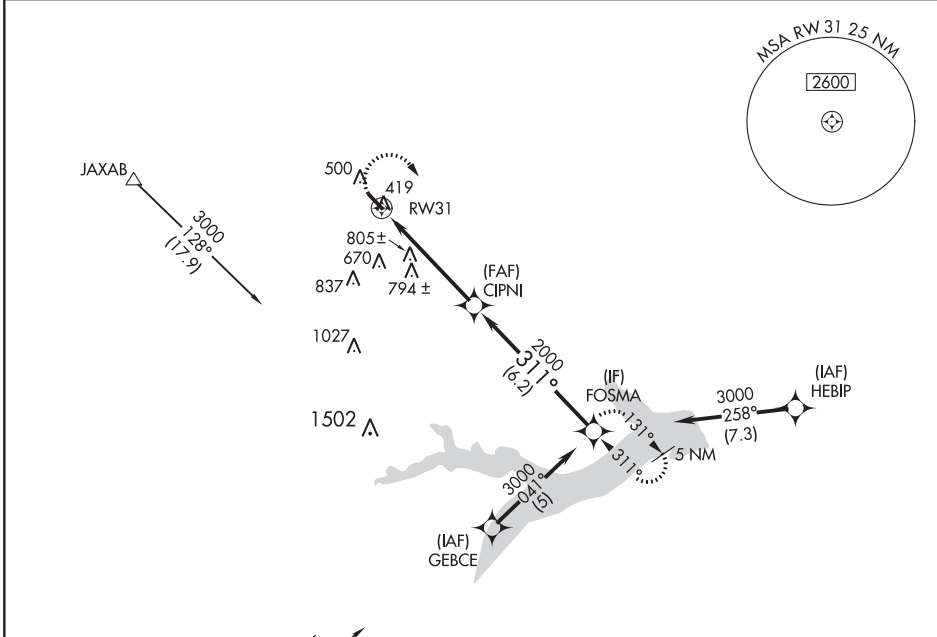
# RNAV (GPS) RWY 31

MOUNT VERNON/ FRANKLIN COUNTY (F53)

**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 3/4 SM NA.

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

AWOS-3 MOUNT PLEASANT RGNL <b>119.775</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>123.0</b> (CTAF)
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**3000 FOSMA** VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

CATEGORY	A	B	C	D
LNVA MDA	1160-1 748 (800-1)	1160-1¼ 748 (800-1¼)	NA	
CIRCLING	1160-1 748 (800-1)	1160-1¼ 748 (800-1¼)	NA	

MIRL Rwy 13-31

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

MULESHOE, TEXAS

AL-6976 (FAA)

16315

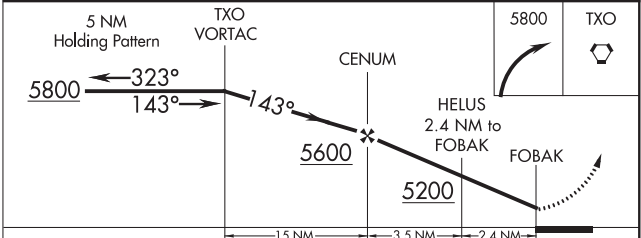
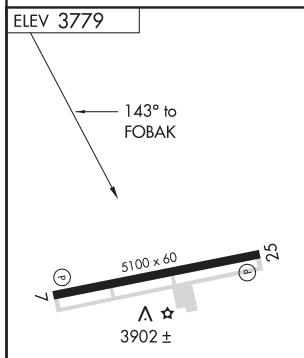
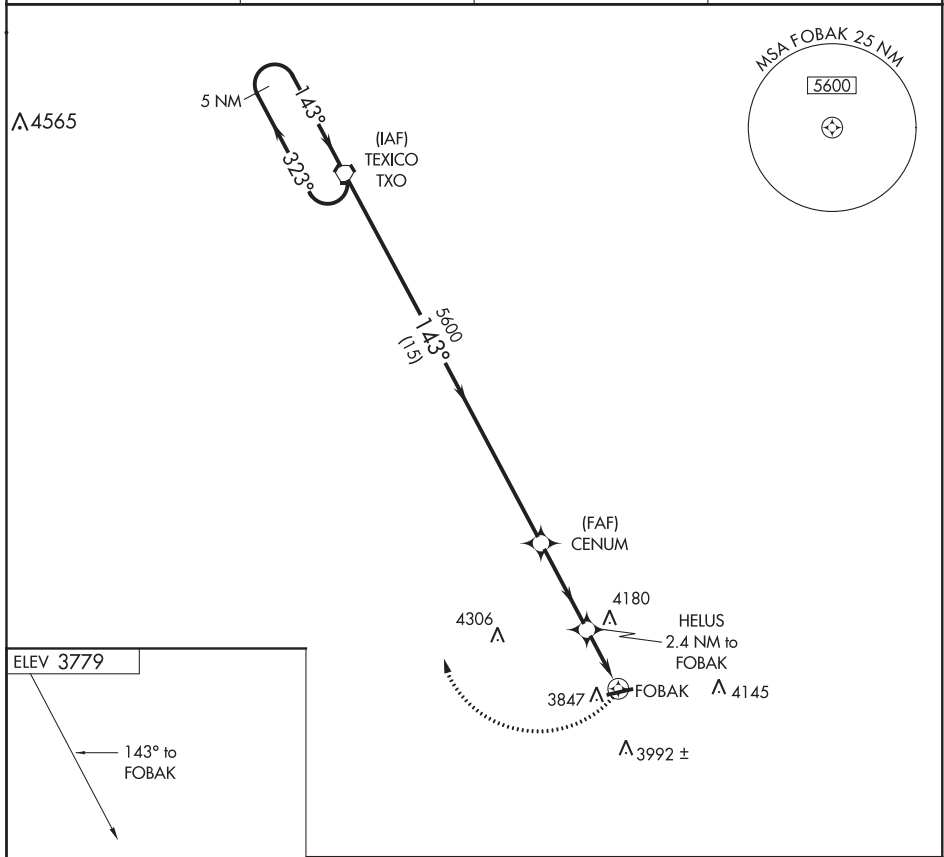
APP CRS <b>143°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3779</b>
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# RNAV (GPS)-B

MULESHOE MUNI (2T1)

**▲** NA Use Clovis Municipal altimeter setting; if not received, procedure not authorized. MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3 <b>135.375</b>	FORT WORTH CENTER <b>126.45 316.1</b>	CTAF <b>122.9</b>	<b>122.8</b> <b>0</b>
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CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¾ 601 (700-1¾)	NA

MULESHOE, TEXAS  
Orig 03OCT02

34°11'N-102°38'W

MULESHOE MUNI (2T1)  
RNAV (GPS)-B

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

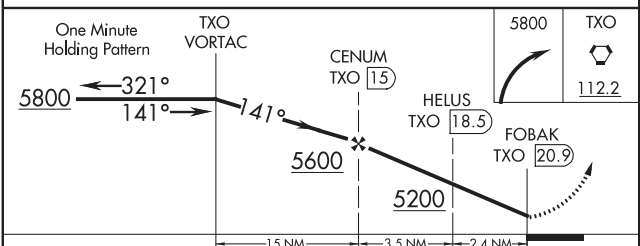
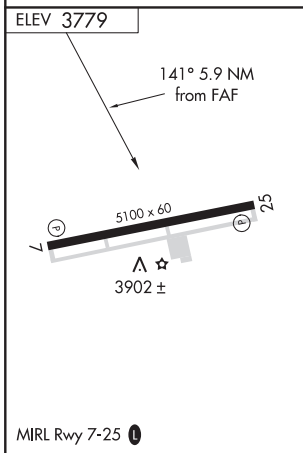
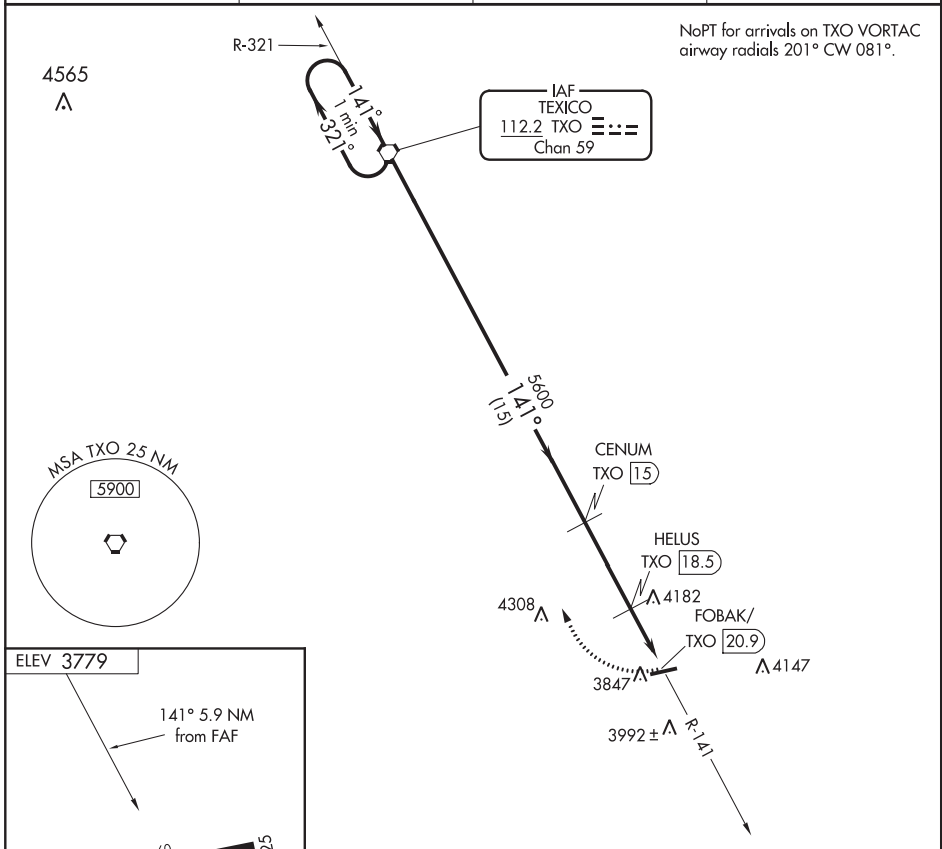


VORTAC TXO <b>112.2</b> Chan <b>59</b>	APP CRS <b>141°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3779</b>
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**VOR/DME-A**  
MULESHOE MUNI (2T1)

▲ NA Use Clovis Muni altimeter setting; if not received, procedure not authorized. MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

CLOVIS MUNI AWOS-3 <b>135.375</b>	FORT WORTH CENTER <b>126.45 316.1</b>	CTAF <b>122.9</b>	<b>122.8</b> 0
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CATEGORY	A	B	C	D
CIRCLING	4360-1 581 (600-1)	4380-1 601 (700-1)	4380-1¼ 601 (700-1¼)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

OLNEY, TEXAS

AL-6443 (FAA)

16175

WAAS CH <b>97332</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>1275</b> Apt Elev <b>1275</b>	<b>5101</b>
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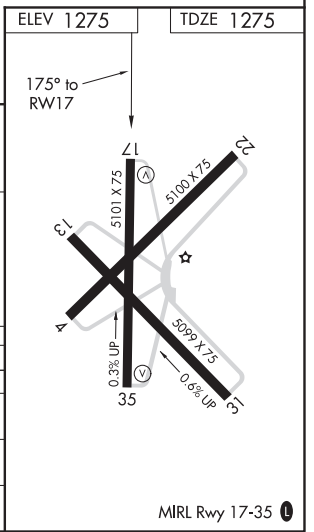
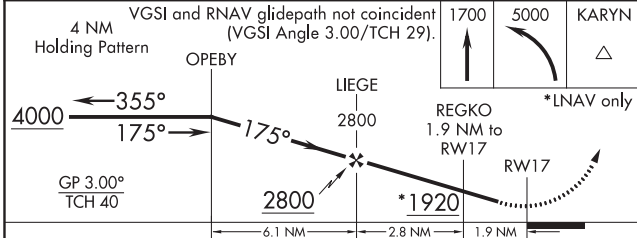
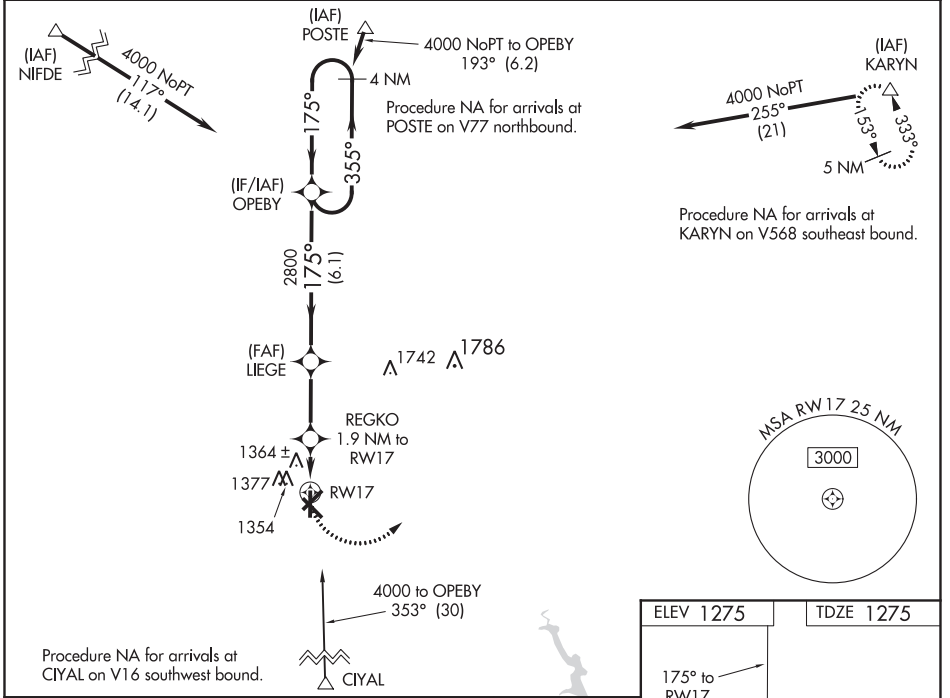
# RNAV (GPS) RWY 17

OLNEY MUNI (ONY)

**NA** Baro-VNAV NA. Use Graham altimeter setting; when not received, use Kickapoo Downtown altimeter setting and increase all DA 51 feet and all LPV and LNAV/VNAV visibilities ¼ mile, increase all MDA 60 feet and LNAV Cat C ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 5000 direct KARYN and hold.

GRAHAM AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>133.5 350.35</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1592-1	317 (400-1)		NA
LNAV/VNAV DA	1592-1	317 (400-1)		NA
LNAV MDA	1700-1	425 (500-1)	1700-1½ 425 (500-1½)	NA
CIRCLING	1760-1	485 (500-1)	1760-1½ 485 (500-1½)	NA

OLNEY, TEXAS

Orig-B 23JUN16

33°21'N-98°49'W

# RNAV (GPS) RWY 17

OLNEY MUNI (ONY)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53331</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE <b>1267</b> Apt Elev <b>1275</b>	<b>5101</b>
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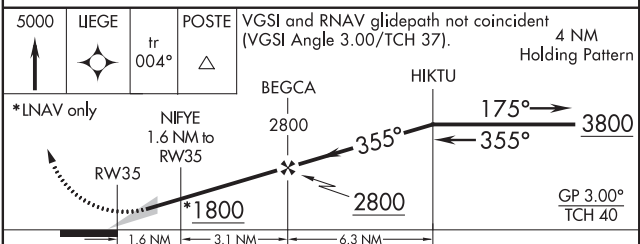
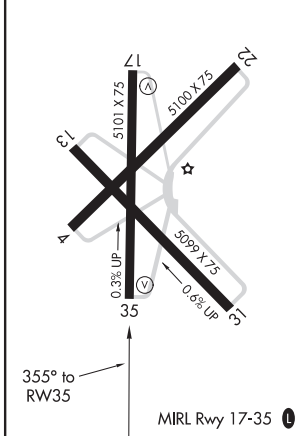
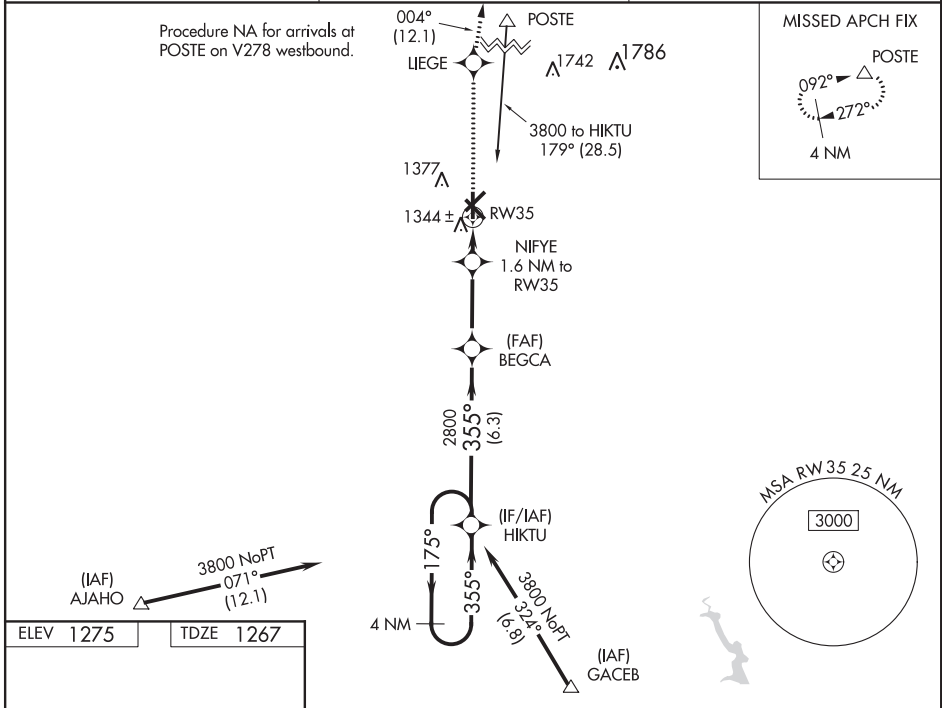
# RNAV (GPS) RWY 35

OLNEY MUNI (ONY)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Graham altimeter setting; when not received, use Kickapoo Downtown altimeter setting and increase all DA 51 feet, LPV all Cats visibility 1/4 mile and LNAV/VNAV all Cats visibility 1/8 mile, increase all MDA 60 feet and LNAV Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 5000 direct LIEGE and on track 004° to POSTE and hold.

GRAHAM AWOS-3 <b>118.025</b>	FORT WORTH CENTER <b>133.5 350.35</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1534-7/8	267 (300-7%)		NA
LNAV/VNAV DA	1584-1 1/8	317 (400-1 1/8)		NA
LNAV MDA	1680-1	413 (500-1)	1680-1 1/8 413 (500-1 1/8)	NA
CIRCLING	1760-1	485 (500-1)	1760-1 1/2 485 (500-1 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PADUCAH, TEXAS

AL-6306 (FAA)

16315

VORTAC GTH <b>114.5</b> Chan <b>92</b>	APP CRS <b>360°</b>	Rwy Idg TDZE <b>1857</b> Apt Elev <b>1858</b>
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# VOR/DME or GPS RWY 35

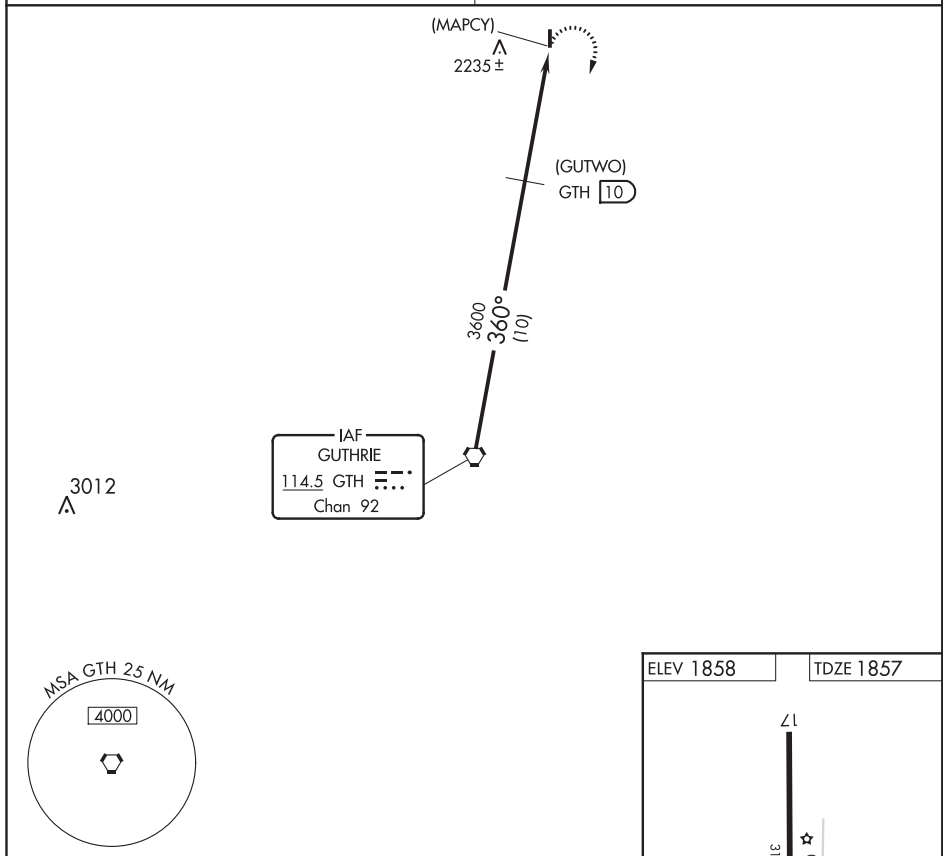
DAN E. RICHARDS MUNI (3F6)

**⚠ NA** Use Childress altimeter setting. When not available use Altus AFB altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 3700 direct to GTH VORTAC.

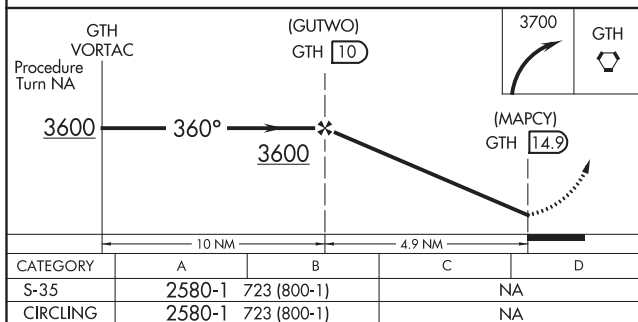
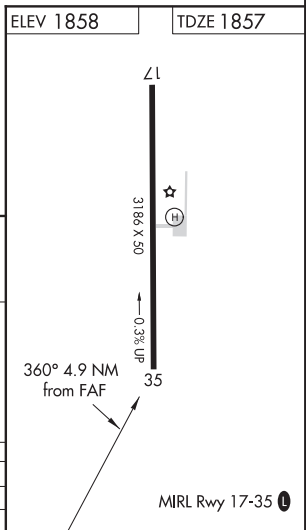
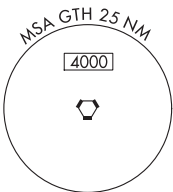
FORT WORTH CENTER  
**133.5 350.35**

CTAF  
**122.9**



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



PADUCAH, TEXAS  
Amdt 1 31MAR83

34°02'N-100°17'W

DAN E. RICHARDS MUNI (3F6)

# VOR/DME or GPS RWY 35

WAAS CH <b>65731</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>5862</b> TDZE <b>3244</b> Apt Elev <b>3245</b>
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# RNAV (GPS) RWY 17

PAMPA/ PERRY LEFORS FIELD (PPA)

**⚠** Baro-VNAV NA when using Borger altimeter setting. 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 Borger altimeter setting and increase all DA 73 ft and all MDA 80 ft. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized

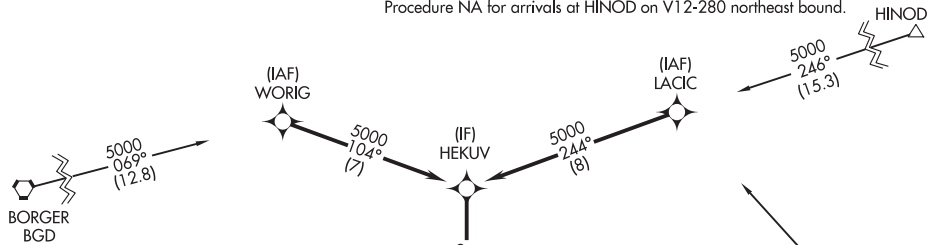
**MISSED APPROACH:** Climb to 6000 direct NOSEW and hold, continue climb-in-hold to 6000.

AWOS-3  
**118.725**

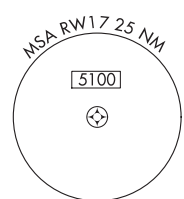
ALBUQUERQUE CENTER  
**127.85 285.475**

UNICOM  
**122.7 (CTAF) ①**

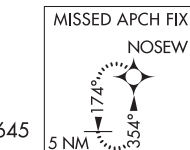
Procedure NA for arrivals at HINOD on V12-280 northeast bound.



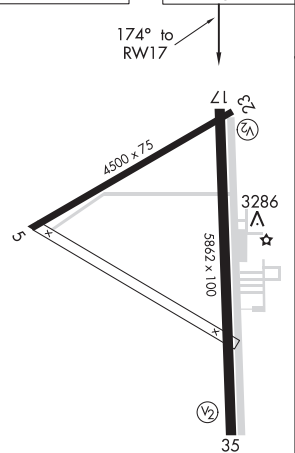
Procedure NA for arrivals on BGD VORTAC airway radials 004 CW 096.



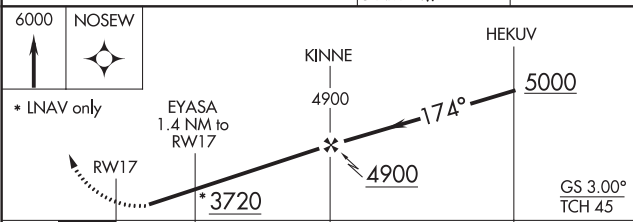
Procedure NA for arrivals at BRISC on V402 southwest bound and V402-440 northeast bound.



ELEV 3245 TDZE 3244



REIL Rwy 17 and 35  
MIRL Rwy 5-23 and 17-35 ①



CATEGORY	A	B	C	D
LPV DA		3494-1	250 (300-1)	
LNAV/VNAV DA		3494-1	250 (300-1)	
LNAV MDA		3540-1	296 (300-1)	
CIRCLING	3700-1	455 (500-1)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PAMPA, TEXAS

AL-5450 (FAA)

13010

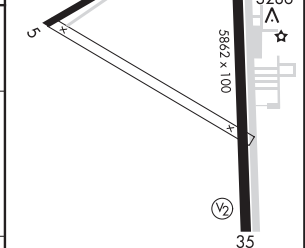
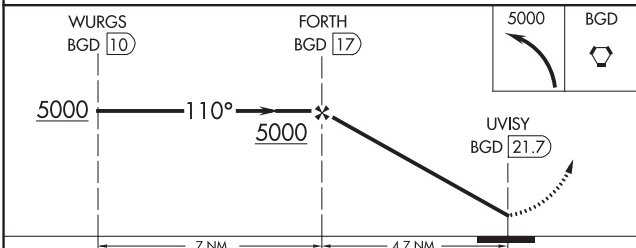
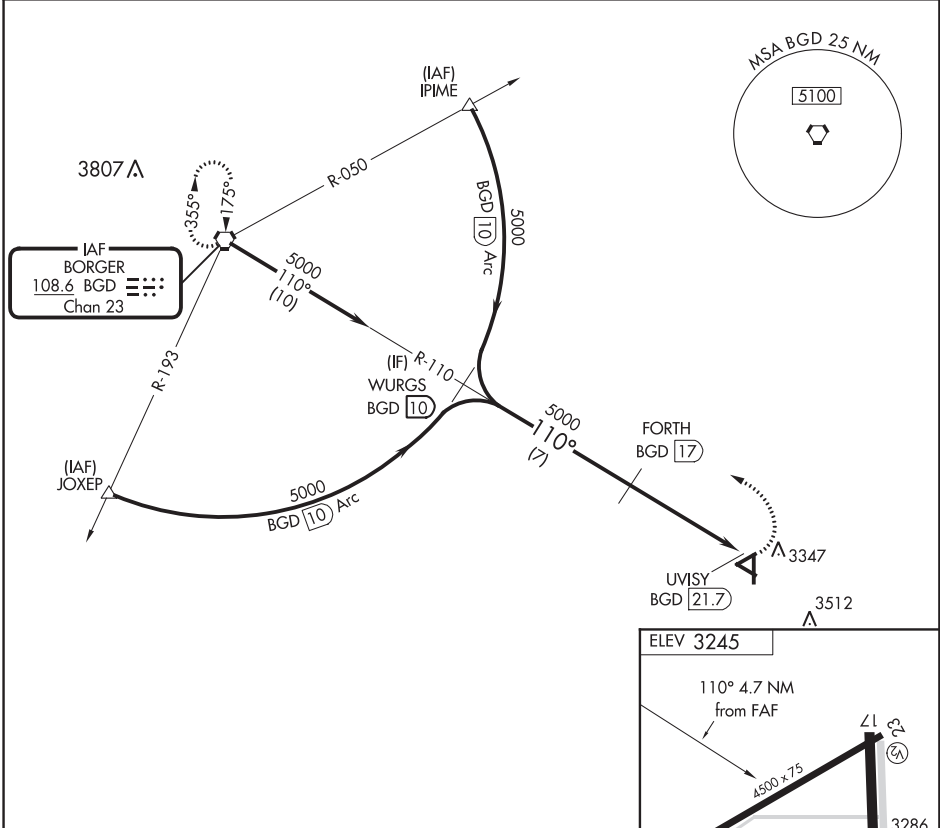
VORTAC BGD <b>108.6</b> Chan 23	APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>3245</b>
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**VOR/DME-A**  
PAMPA/PERRY LEFORS FIELD (PFA)

**▲** When local altimeter setting not received, use Borger altimeter setting and increase all MDA 80 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold.

AWOS-3 <b>118.725</b>	ALBUQUERQUE CENTER <b>127.85 285.475</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
CIRCLING	3700-1 455 (500-1)	3700-1¼ 455 (500-1¼)	3700-1½ 455 (500-1½)	3800-2 555 (600-2)

REIL Rwy 17 and 35  
MIRL Rwy 5-23 and 17-35 0

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

NDB PPA <b>368</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>5862</b> <b>3244</b> <b>3245</b>
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# NDB RWY 17

PAMPA/PERRY LEFORS FIELD (PPA)

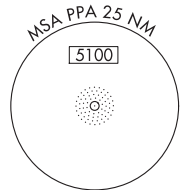
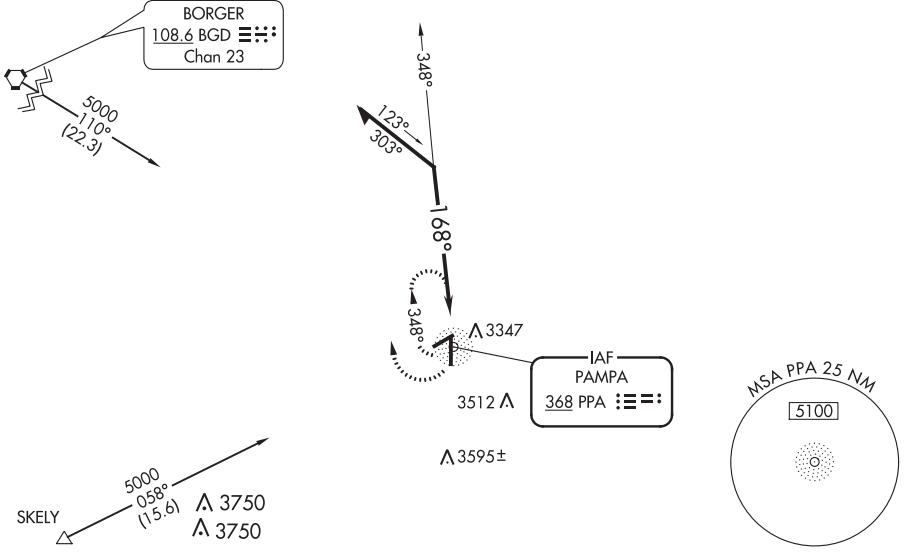
**⚠ NA** When local altimeter setting not received, use Borger altimeter setting and increase all MDA 80 feet and increase S-17 Cat C/D visibility ¼ mile and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

**MISSED APPROACH:** Climbing right turn to 5000 in PPA NDB holding pattern.

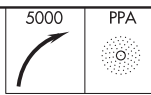
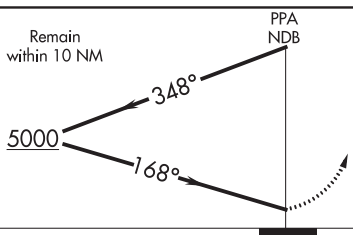
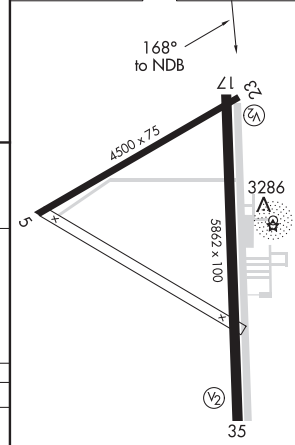
AWOS-3  
**118.725**

ALBUQUERQUE CENTER  
**127.85 285.475**

UNICOM  
**122.7 (CTAF) ①**



ELEV 3245	TDZE 3244
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CATEGORY	A	B	C	D
S-17	3800-1	556 (600-1)	3800-1½	556 (600-1½)
CIRCLING	3800-1	555 (600-1)	3800-1½ 555 (600-1½)	3800-2 555 (600-2)

REIL Rwy 17 and 35  
MIRL Rwy 5-23 and 17-35 ①

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PANHANDLE, TEXAS

AL-9145 (FAA)

16203

APP CRS	Rwy Idg	<b>4404</b>
<b>172°</b>	TDZE	<b>3454</b>
	Apt Elev	<b>3454</b>

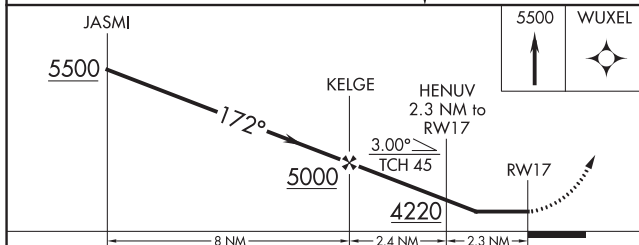
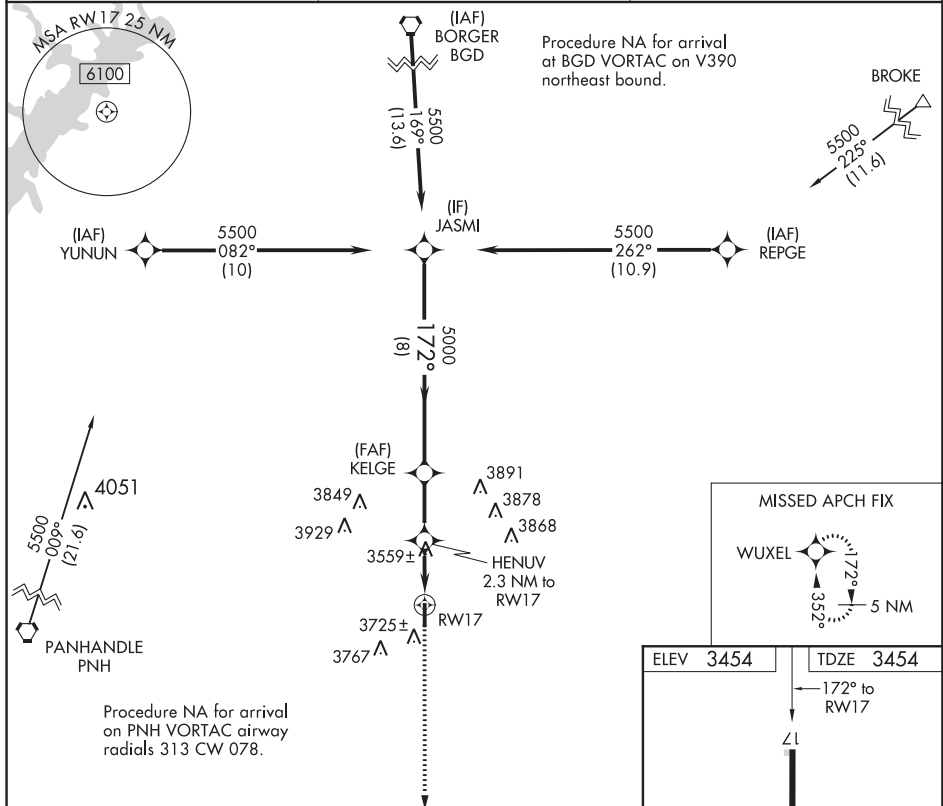
# RNAV (GPS) RWY 17

PANHANDLE-CARSON COUNTY (T45)

**NA** DME/DME RNP-0.3 NA. Use Amarillo Intl altimeter setting; when not received, use Hutchinson County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 5500 direct WUXEL and hold.

AMARILLO APP CON★ <b>119.5 307.0</b>	UNICOM <b>122.7 (CTAF)</b>	<b>123.5</b>
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ELEV 3454	TDZE 3454
172° to RW17	
4404 x 50	
35	
MIRL Rwy 17-35	

CATEGORY	A	B	C	D
LNAV MDA	3900-1	446 (500-1)	3900-1 $\frac{3}{8}$ 446 (500-1 $\frac{3}{8}$ )	NA
CIRCLING	4140-1	686 (700-1)	4140-2 686 (700-2)	NA

PANHANDLE, TEXAS  
Orig-B 26MAY16

35°22'N-101°22'W

# PANHANDLE-CARSON COUNTY (T45) RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>4404</b>
<b>352°</b>	TDZE	<b>3454</b>
	Apt Elev	<b>3454</b>

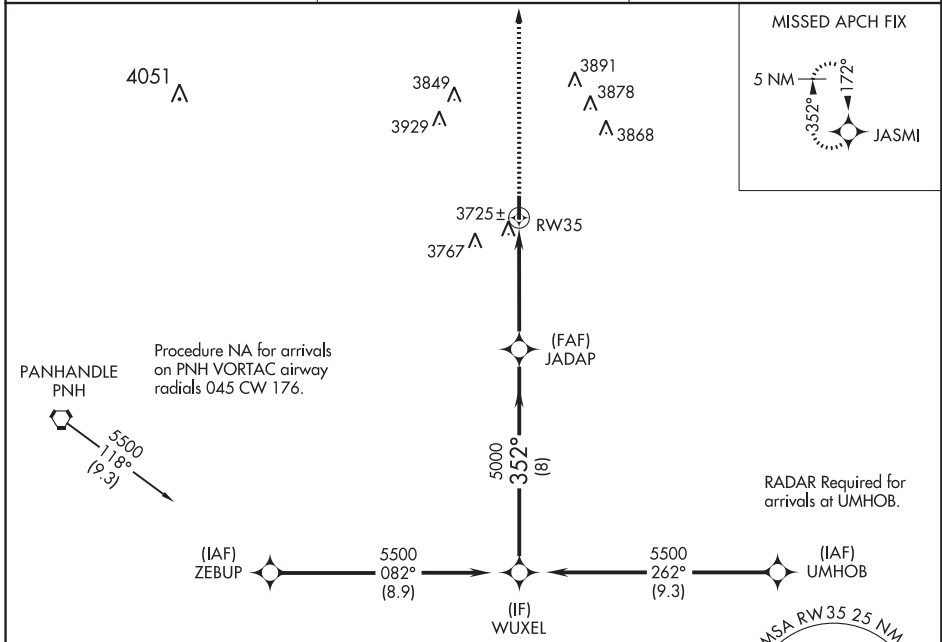
# RNAV (GPS) RWY 35

PANHANDLE-CARSON COUNTY (T45)

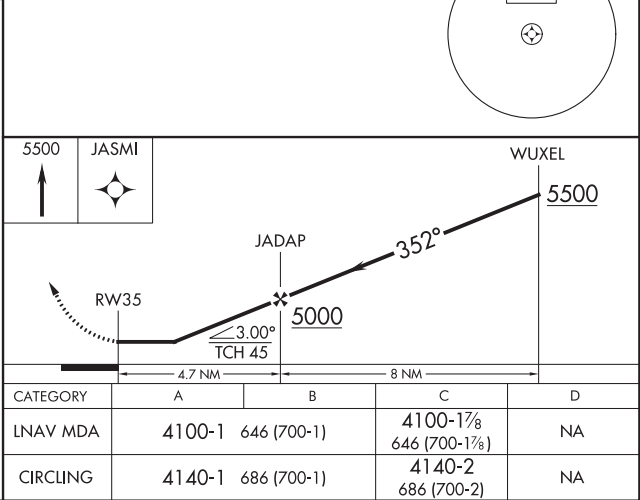
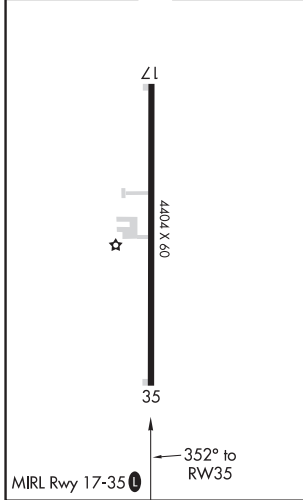
**NA** DME/DME RNP-0.3 NA. Use Amarillo Intl altimeter setting; when not received, use Hutchinson County altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility to 2.

MISSED APPROACH: Climb to 5500 direct JASMI and hold.

AMARILLO APP CON★ <b>119.5 307.0</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.5</b> 0
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ELEV	<b>3454</b>	TDZE	<b>3454</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PANHANDLE, TEXAS

AL-9145 (FAA)

16203

VORTAC BGD <b>108.6</b> Chan <b>23</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>3454</b>
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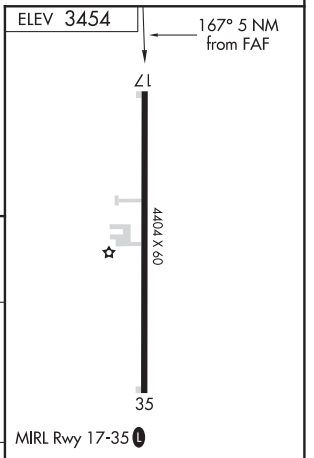
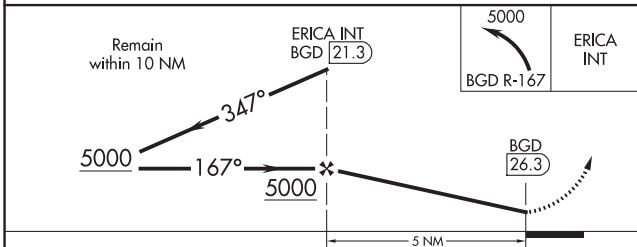
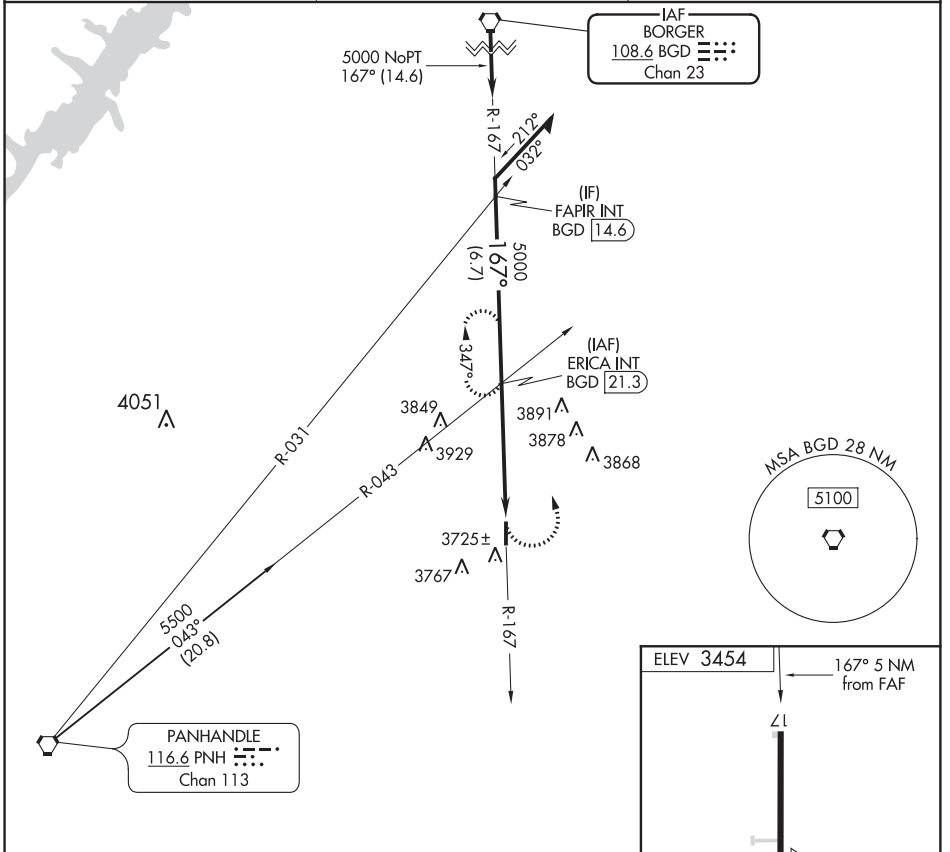
**VOR-A**

PANHANDLE-CARSON COUNTY (T45)

**▲ NA** Use Amarillo Intl altimeter setting; when not received, use Hutchinson County altimeter setting and increase all MDA 40 feet; increase Circling Cat C visibility to 2½.

MISSED APPROACH: Climbing left turn to 5000 on BGD R-167 to ERICA/21.3 DME and hold.

AMARILLO APP CON★ <b>119.5 307.0</b>	UNICOM <b>122.7 (CTAF)</b>	<b>123.5</b> <b>0</b>
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CATEGORY	A	B	C	D	FAF to MAP 5 NM					
	4220-1 766 (800-1)	4220-1¼ 766 (800-1¼)	4220-2¼ 766 (800-2¼)	NA	Knots	60	90	120	150	180
CIRCLING					Min:Sec	5:00	3:20	2:30	2:00	1:40

PANHANDLE, TEXAS

Orig-B 23JUN16

PANHANDLE-CARSON COUNTY (T45)

35°22'N-101°22'W

**VOR-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>69401</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>541</b> <b>548</b>
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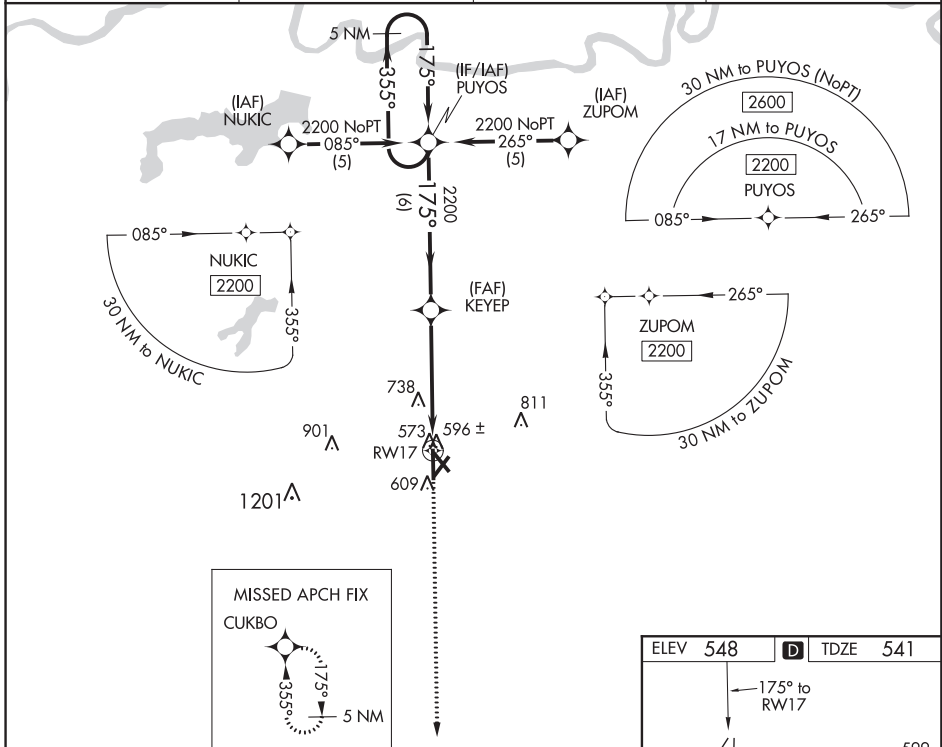
# RNAV (GPS) RWY 17

COX FIELD (P.R.X)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.  
**⚠** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (118°F). BARO-VNAV NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

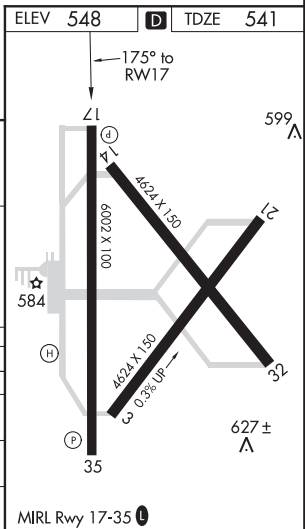
AWOS-3 <b>119.675</b>	FORT WORTH CENTER <b>124.875</b>	FORT WORTH RADIO <b>122.25</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

5 NM Holding Pattern	PUYOS	KEYEP	2200	CUKBO
2200 ← 355°	→ 175°	→ 2200	↑	⬠
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA		791-1	250 (300-1)	
LNAV/DA VNAV		846-1	305 (300-1)	
LNAV MDA	1040-1	499 (500-1)	1040-1¼ 499 (500-1¼)	1040-1½ 499 (500-1½)
CIRCLING	1040-1	492 (500-1)	1040-1½ 492 (500-1½)	1100-2 552 (600-2)



PARIS, TEXAS

AL-803 (FAA)

16147

WAAS CH <b>63001</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>532</b> <b>548</b>
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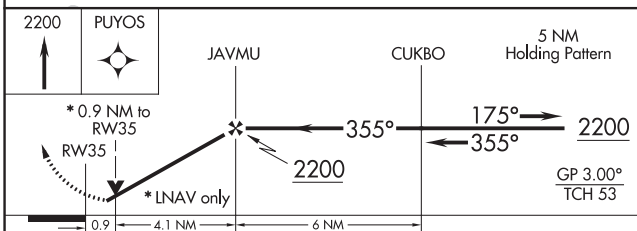
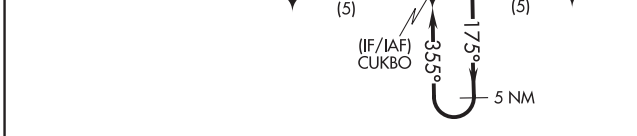
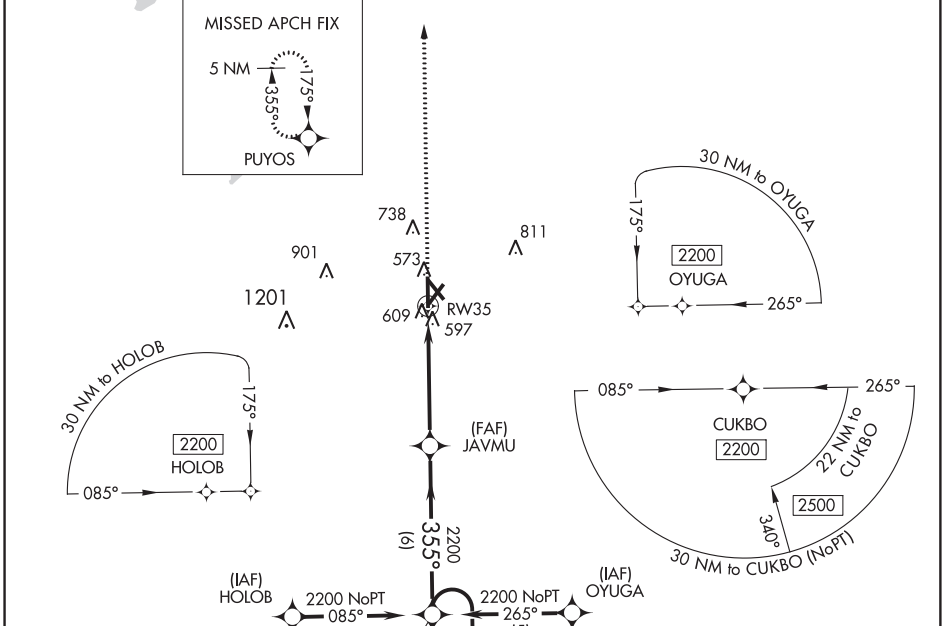
# RNAV (GPS) RWY 35

COX FIELD (P.R.X)

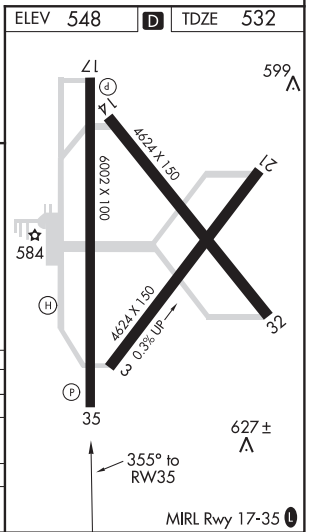
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.  
**▲** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (118°F). BARO-VNAV and VDP NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

AWOS-3 <b>119.675</b>	FORT WORTH CENTER <b>124.875</b>	FORT WORTH RADIO <b>122.25</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		782-3/4	250 (300-3/4)	
LNAV/DA/VNAV		925-1/4	393 (400-1/4)	
LNAV MDA		860-1	328 (400-1)	
CIRCLING	960-1/4 412 (500-1/4)	1000-1/4 452 (500-1/4)	1000-1/2 452 (500-1/2)	1100-2 552 (600-2)



PARIS, TEXAS  
 Orig 23NOV06

33°38' N-95°27' W

# RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 17-35 **0**

VOR/DME PRX <b>113.6</b> Chan <b>83</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>532</b> <b>548</b>
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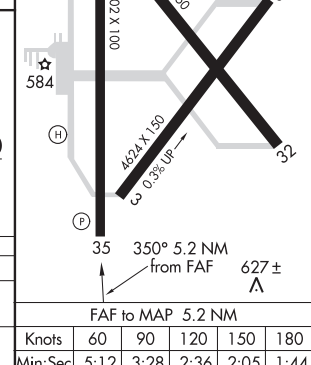
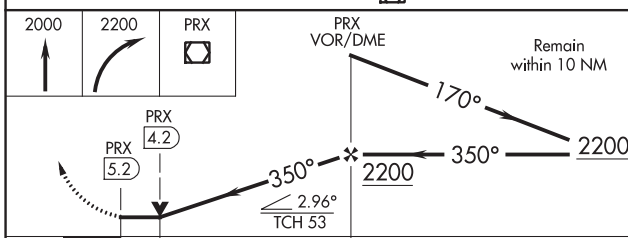
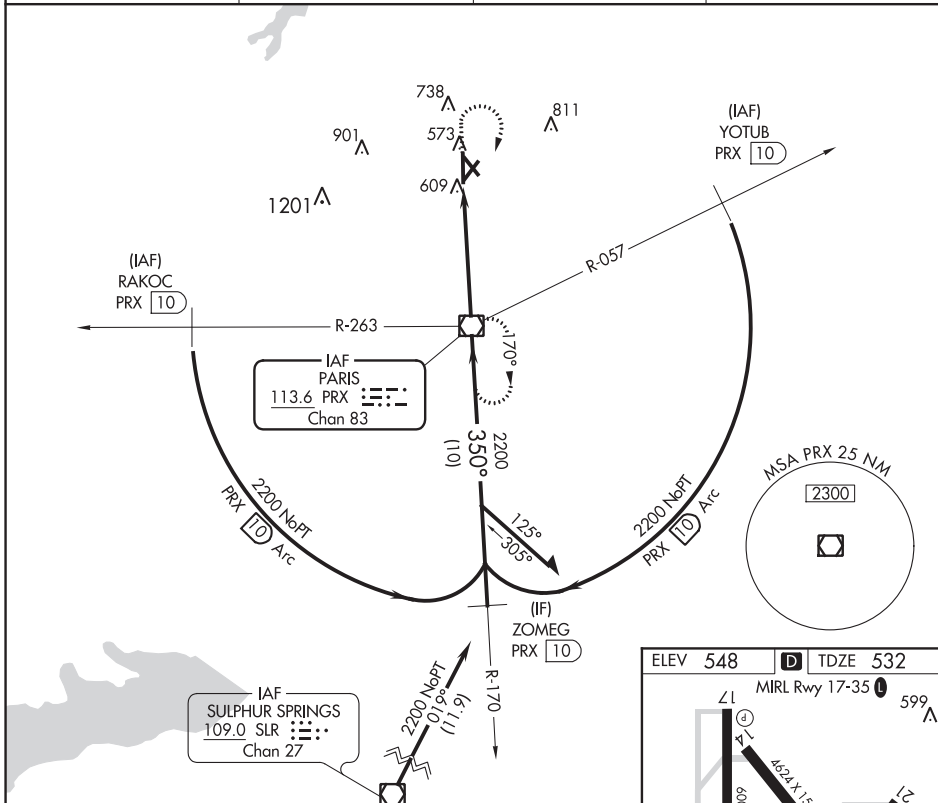
# VOR RWY 35

COX FIELD (PRX)

**⚠** If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. VDP NA when using Sulphur Springs altimeter setting.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2200 direct PRX VOR/DME.

AWOS-3 <b>119.675</b>	FORT WORTH CENTER <b>124.875</b>	FORT WORTH RADIO <b>122.25</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-35	880-1	348 (400-1)		880-1 1/4 348 (400-1 1/4)
CIRCLING	960-1 412 (500-1)	1000-1 452 (500-1)	1000-1 1/2 452 (500-1 1/2)	1100-2 552 (600-2)

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PERRYTON, TEXAS

AL-5391 (FAA)

16287

WAAS CH <b>86833</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>5701</b> <b>2918</b> <b>2918</b>
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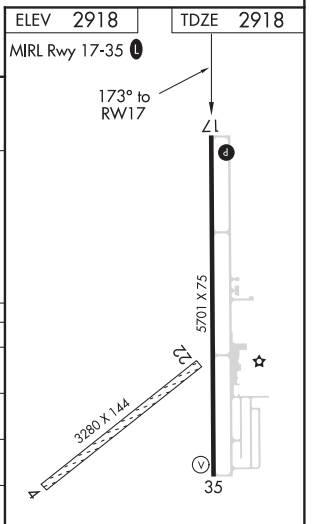
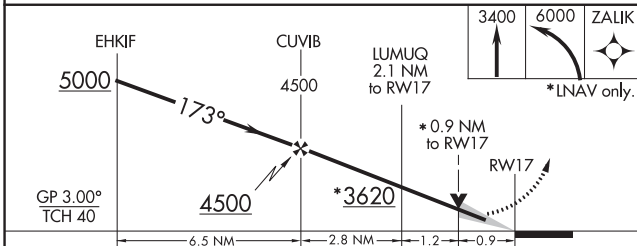
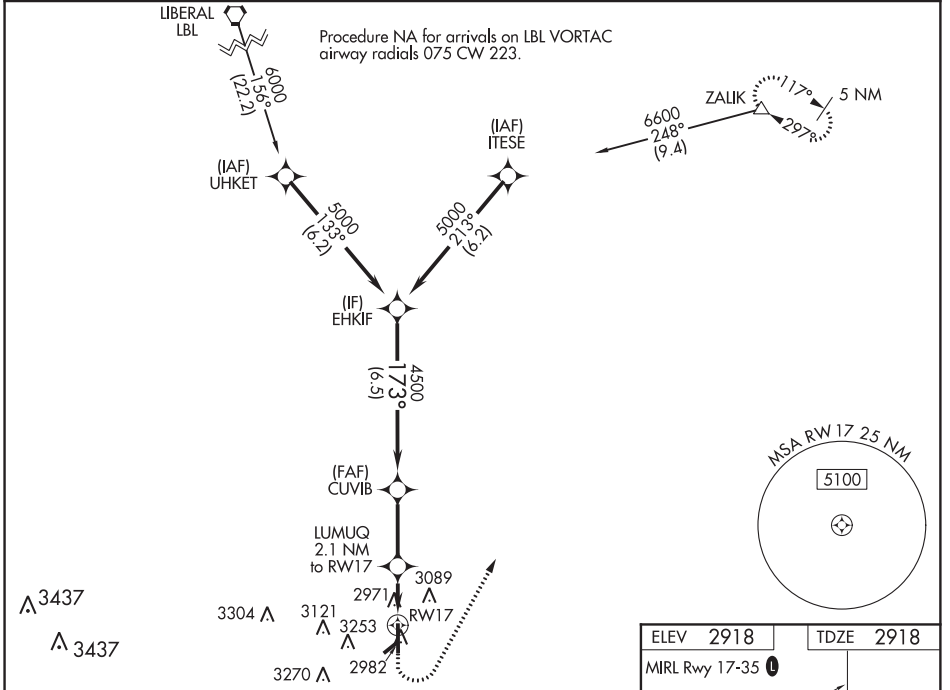
# RNAV (GPS) RWY 17

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 MDAs 220 feet; increase LPV and LNAV/VNAV Cats A and B visibility ¾ mile and Circling Cat B visibility ¼ mile. DME/DME RNP-0.3 NA. Circling NA to Rwy's 4 and 22.

**MISSED APPROACH:** Climb to 3400 then climbing left turn to 6000 direct ZALIK and hold.

AWOS-3 <b>118.175</b>	KANSAS CITY CENTER <b>126.95 379.2</b>	UNICOM <b>122.8 (CTAF) ①</b>
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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	3240-1	322 (400-1)		NA
CIRCLING	3300-1 382 (400-1)	3580-1 662 (700-1)		NA

PERRYTON, TEXAS  
Orig-B 13OCT16

36°25'N-100°45'W

# PERRYTON OCHILTREE COUNTY (PYX) RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77633</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>5701</b> <b>2918</b> <b>2918</b>
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# RNAV (GPS) RWY 35

PERRYTON OCHILTREE COUNTY (PYX)

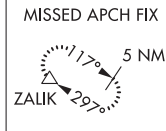
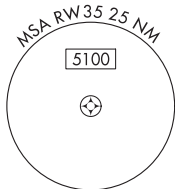
**▼** Baro-VNAV and VDP NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).  
**▲** When local altimeter setting not received, use Gage altimeter setting and increase all DAs 208 feet and MDA 220 feet; increase LPV and LNAV/VNAV Cats A and B visibility ¼ miles and Circling Cat B visibility ¼ mile. DME/DME RNP -0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rws 4 and 22.

**MISSED APPROACH:** Climb to 6000 direct LUMUQ and on track 031° to ZALIK and hold.

AWOS-3  
**118.175**

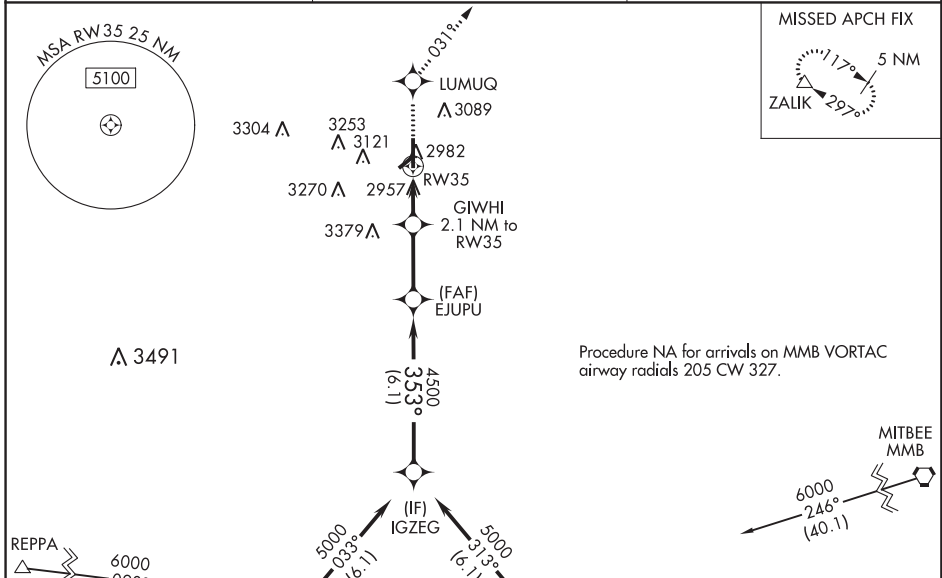
KANSAS CITY CENTER  
**126.95 379.2**

UNICOM  
**122.8 (CTAF) 0**

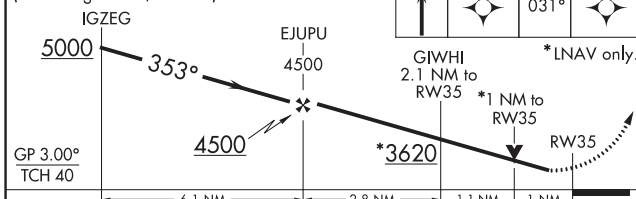


▲ 3491

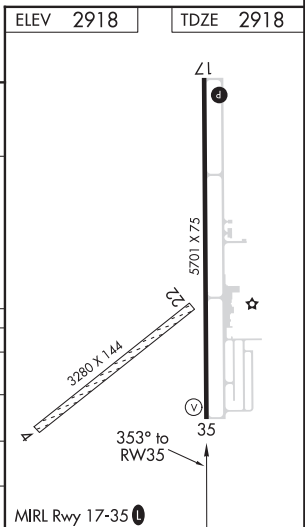
Procedure NA for arrivals on MMB VORTAC airway radials 205 CW 327.



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
<b>C</b> CIRCLING	3320-1 402 (500-1)	3580-1 662 (700-1)		NA



PERRYTON, TEXAS

AL-5391 (FAA)

16287

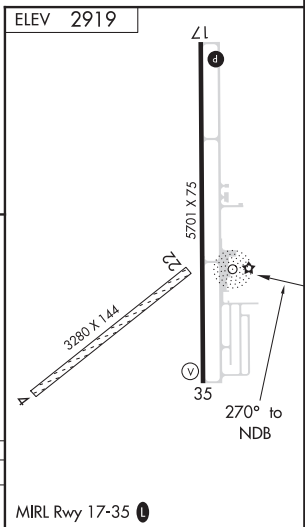
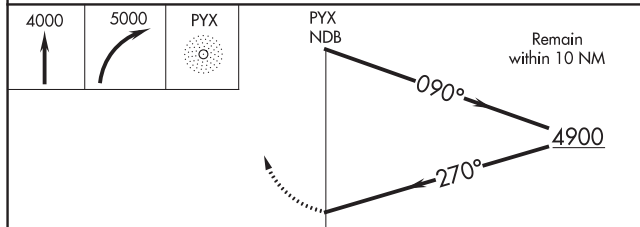
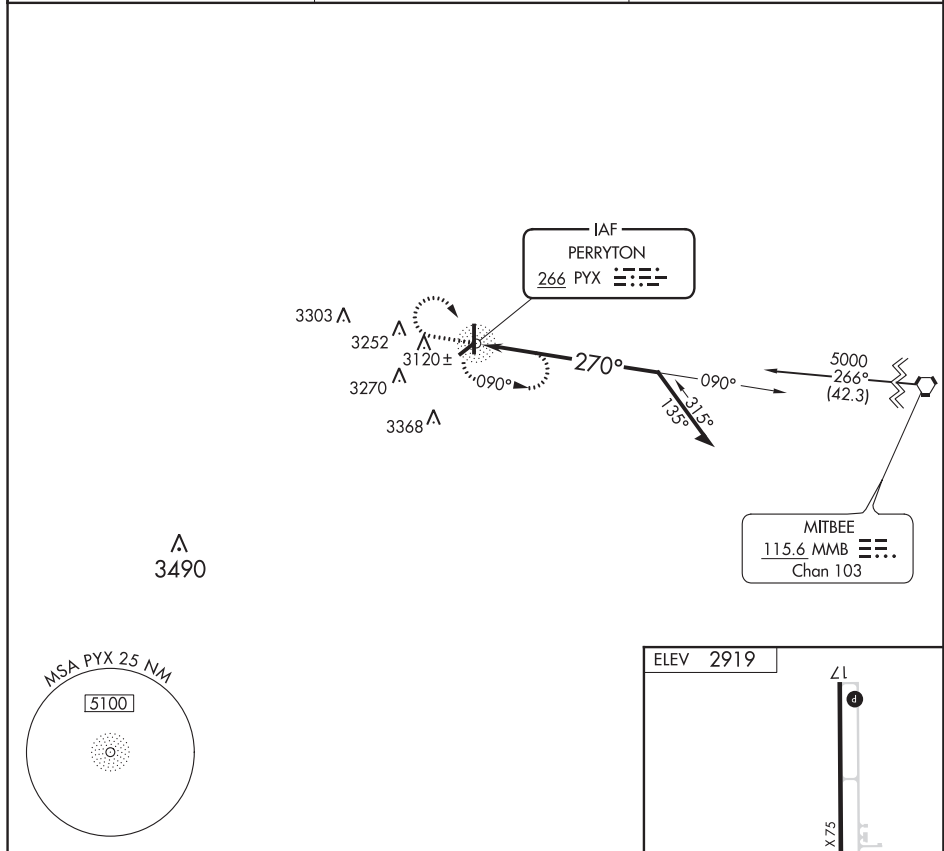
NDB PYX <b>266</b>	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>2919</b>
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**NDB-A**  
PERRYTON OCHILTREE COUNTY (PYX)

**⚠ NA** When local altimeter setting not received, use Gage altimeter setting and increase all MDA 220 feet and Cat B visibility 1/4 mile. Circling NA to Rwy 4 and 22.

**MISSED APPROACH:** Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold.

AWOS-3 <b>118.175</b>	KANSAS CITY CENTER <b>126.95 379.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
<b>C</b> CIRCLING	3460-1 542 (600-1)	3580-1 662 (700-1)	NA	

PERRYTON, TEXAS  
Amdt 4B 13OCT16

36°25'N-100°45'W

PERRYTON OCHILTREE COUNTY (PYX)  
**NDB-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>86334</b> <b>W03A</b>	APP CRS <b>033°</b>	Rwy Idg <b>5001</b> TDZE <b>3684</b> Apt Elev <b>3705</b>
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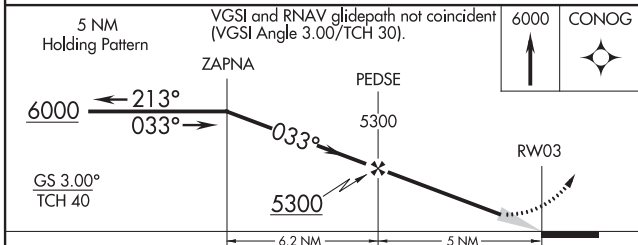
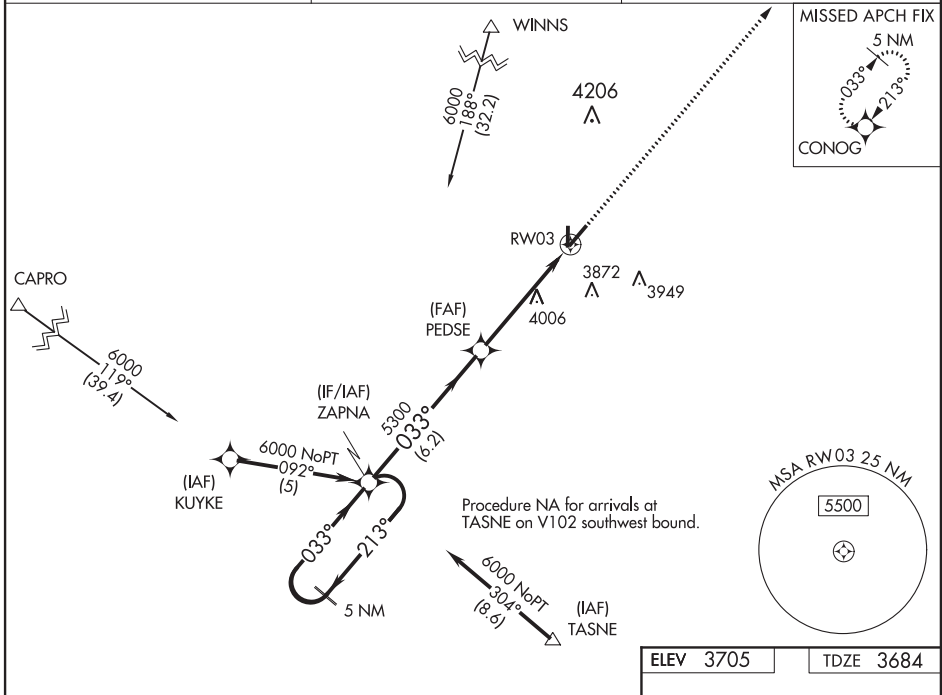
# RNAV (GPS) RWY 3

YOAKUM COUNTY (F98)

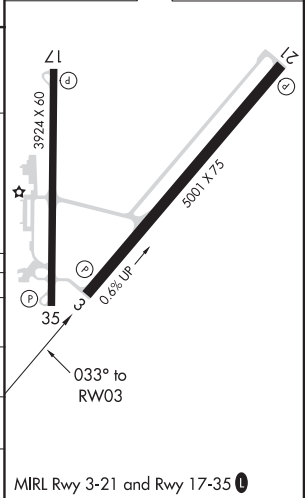
**Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting, when not received, use Seminole altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV Cats A/B visibility to 1½ mile, LNAV/VNAV Cat A/B to 1½ mile, LNAV and Circling Cat B to 1¼ mile.**

**MISSED APPROACH:** Climb to 6000 direct CONOG and hold.

HOBBS AWOS-3 <b>119.75</b>	FORT WORTH CENTER <b>132.6 269.05</b>	CTAF <b>122.9</b>
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ELEV 3705	TDZE 3684
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CATEGORY	A	B	C	D
LPV DA	4026-1½	342 (400-1½)		NA
LNAV/VNAV DA	4073-1¾	389 (400-1¾)		NA
LNAV MDA	4400-1	716 (700-1)		NA
CIRCLING	4400-1	695 (700-1)		NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PLAINS, TEXAS

AL-10358 (FAA)

15148

WAAS CH <b>99533</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>3705</b> <b>3705</b>
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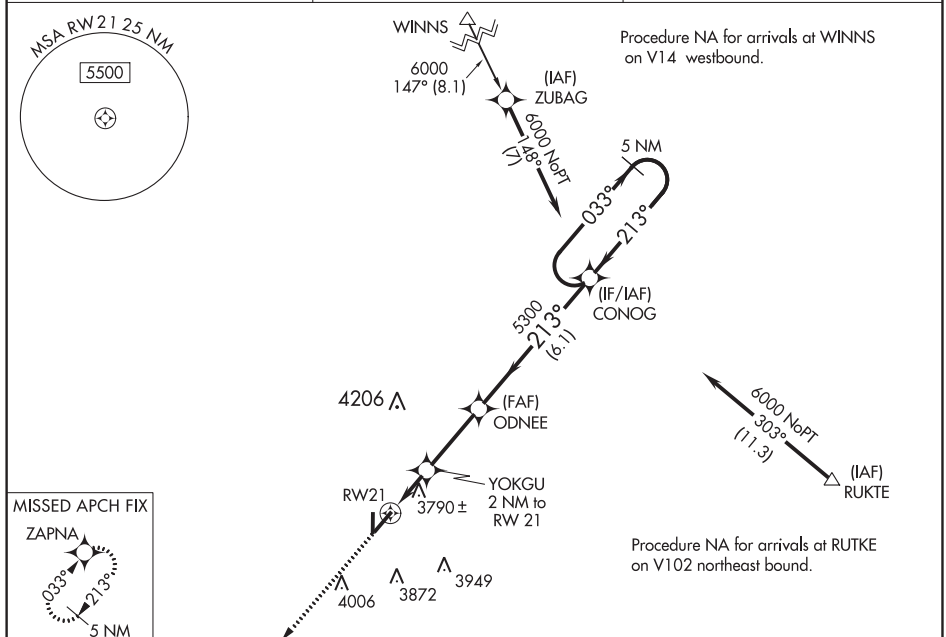
# RNAV (GPS) RWY 21

YOAKUM COUNTY (F98)

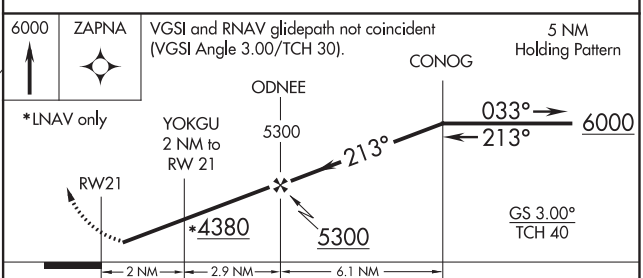
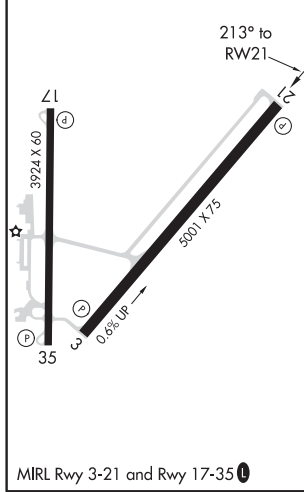
**▼** Baro-VNAV NA. Use Hobbs alimeter setting; when not received, use Seminole altimeter setting; increase LPV and LNAV/VNAV DA to 4088 and Cats A/B visibility to 1 3/8 mile; increase all MDAS 60 feet. DME/DME RNP-0.3 NA. Helicopter Visibility reduction below 3/4 SM NA.

**▲ NA** MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

HOBBS AWOS-3 <b>119.75</b>	FORT WORTH CENTER <b>132.6 269.05</b>	CTAF <b>122.9 0</b>
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ELEV 3705	TDZE 3705
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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
<b>C</b> CIRCLING	4200-1 495 (500-1)	4260-1 555 (600-1)		NA

PLAINS, TEXAS  
Amdt 1A 26JUN14

33°13' N-102°50' W

# YOAKUM COUNTY (F98) RNAV (GPS) RWY 21

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53302</b> <b>W04A</b>	APP CRS <b>042°</b>	Rwy Idg <b>5997</b> TDZE <b>3374</b> Apt Elev <b>3374</b>
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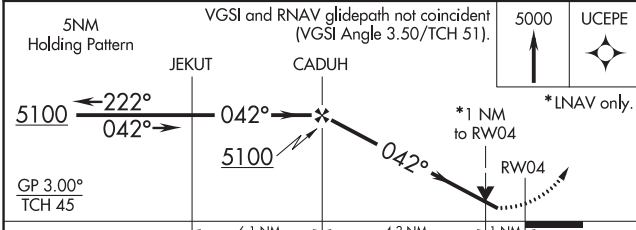
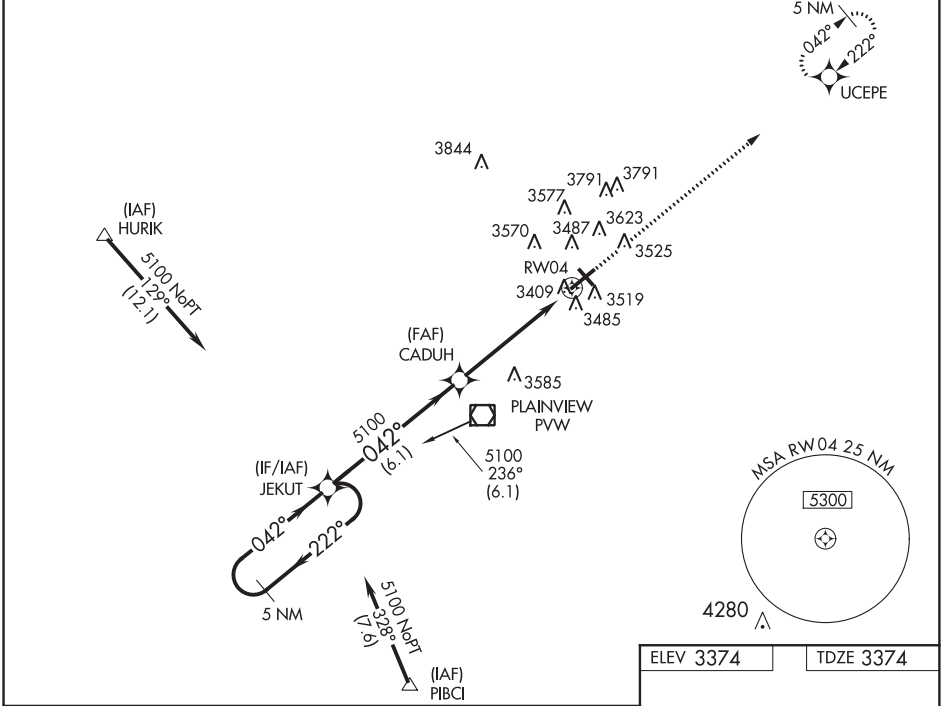
# RNAV (GPS) RWY 4

HALE COUNTY (PVW)

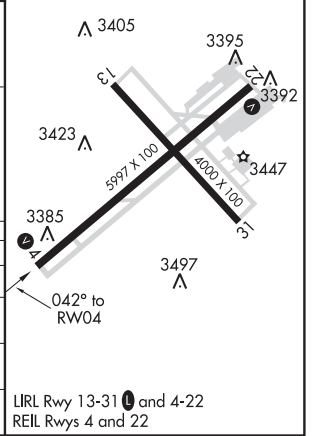
**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (108°F). If local altimeter setting not received, use Lubbock altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Lubbock altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting is not received, use Lubbock altimeter setting; increase all DA 83 feet and increase all LPV and LNAV/VNAV visibility ¼ mile, increase all MDA 100 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

ASOS <b>119.675</b>	LUBBOCK APP CON <b>119.2 351.8</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 3374	TDZE 3374
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CATEGORY	A	B	C	D
LPV DA		3624-1	250 (300-1)	
LNAV/VNAV DA		3730-1½	356 (400-1½)	
LNAV MDA	3800-1	426 (500-1)	3800-1½	426 (500-1½)
CIRCLING	3920-1½ 546 (600-1½)	3940-1½ 566 (600-1½)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

PLAINVIEW, TEXAS

AL-876 (FAA)

16175

# RNAV (GPS) RWY 22

HALE COUNTY (PVW)

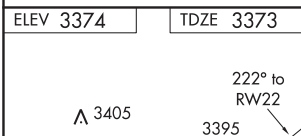
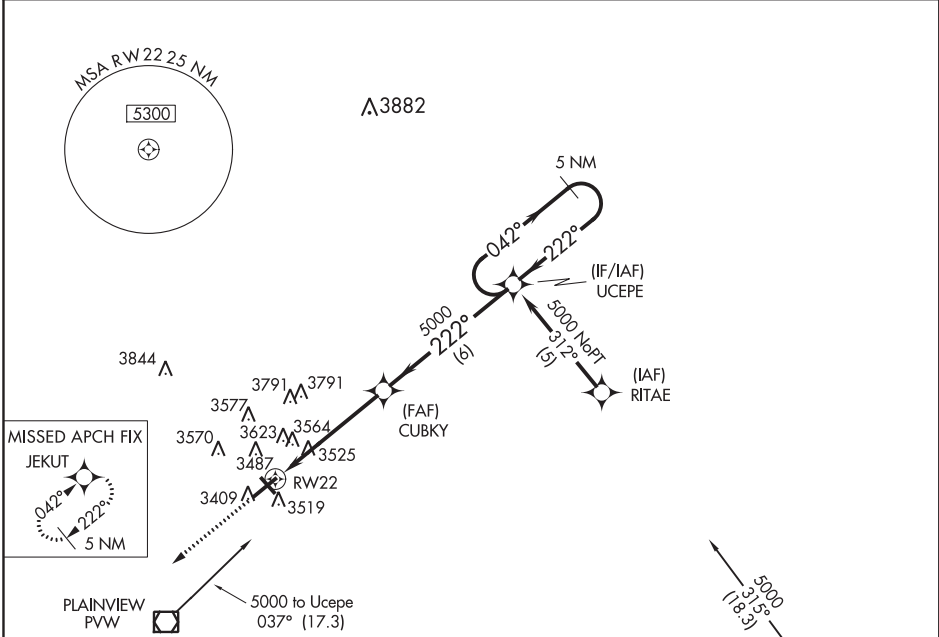
APP CRS <b>222°</b>	Rwy Idg <b>5997</b>
	TDZE <b>3373</b>
	Apt Elev <b>3374</b>



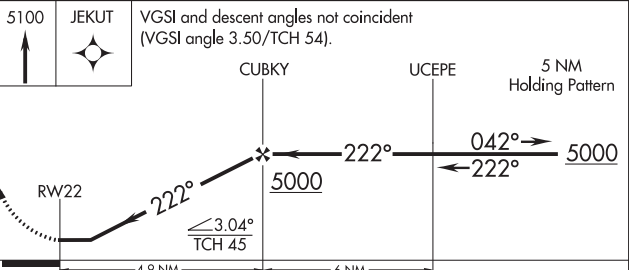
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

ASOS <b>119.675</b>	LUBBOCK APP CON <b>119.2 351.8</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrivals at PVW VOR/DME via V81 southbound.



CATEGORY	A	B	C	D
LNAV MDA	3820-1 447 (500-1)		3820-1¼ 447 (500-1¼)	3820-1½ 447 (500-1½)
CIRCLING	3920-1 546 (600-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

LIRL Rwy 13-31 0 and 4-22  
REL Rws 4 and 22

PLAINVIEW, TEXAS  
Orig 28SEP06

34°10'N-101°43'W

# RNAV (GPS) RWY 22

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME PVW <b>112.9</b> Chan <b>76</b>	APP CRS <b>024°</b>	Rwy Idg <b>5997</b> TDZE <b>3374</b> Apt Elev <b>3374</b>
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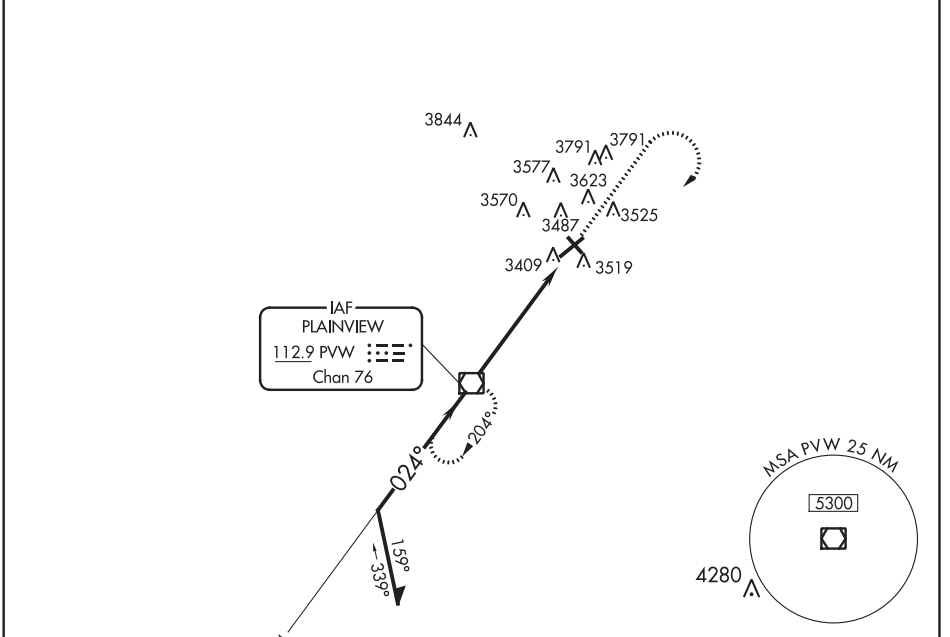
# VOR RWY 4

HALE COUNTY (PVW)

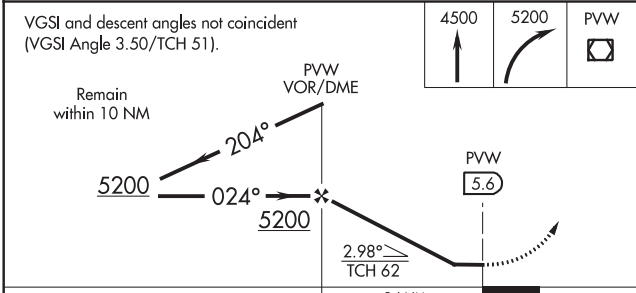
**NA** When local altimeter setting not received, use Lubbock altimeter setting and increase all MDA 100 feet, increase S-4 visibility Cat C to 1½, Cat D and Circling Cat C to 1¼. Helicopter visibility reduction below ¾ mile NA.

**MISSED APPROACH:** Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

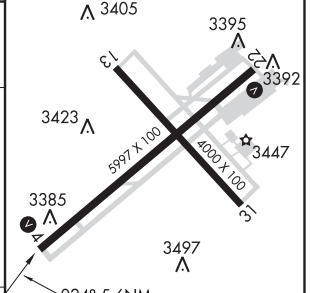
ASOS <b>119.675</b>	LUBBOCK APP CON <b>119.2 351.8</b>	CLNC DEL <b>121.7</b>	UNICOM <b>123.0 (CTAF)</b>
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VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 51).



ELEV 3374	TDZE 3374
LIRL Rwy 13-31 and 4-22	
REIL Rwy 4 and 22	



CATEGORY	A	B	C	D
S-4	3840-1	466 (500-1)	3840-1½	466 (500-1½)
CIRCLING	3920-1 546 (600-1)	3940-1 566 (600-1)	3940-1½ 566 (600-1½)	3940-2 566 (600-2)

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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ROCKWALL, TEXAS

AL-6323 (FAA)

15120

APP CRS	Rwy Idg	<b>2901</b>
<b>167°</b>	TDZE	<b>574</b>
	Apt Elev	<b>574</b>

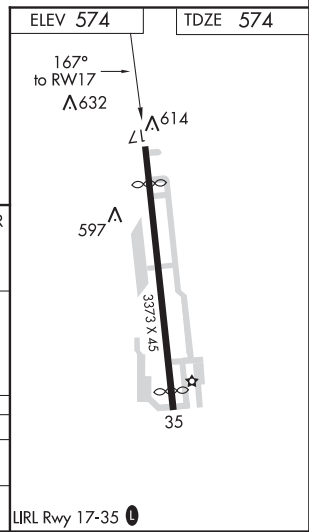
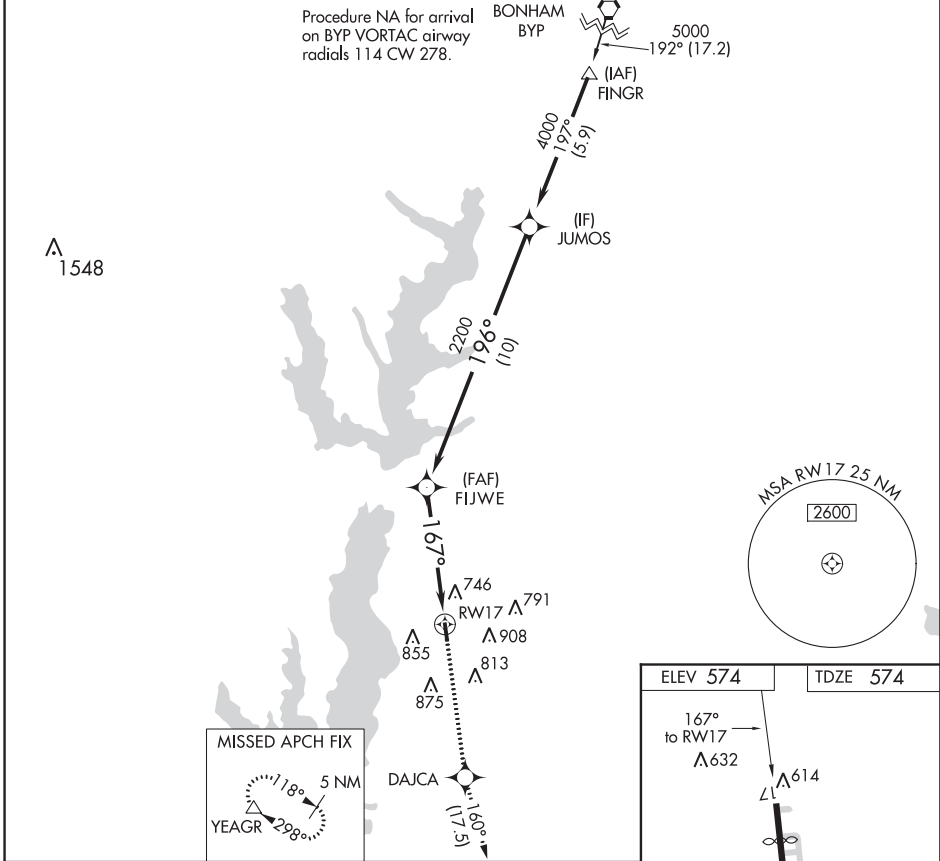
# RNAV (GPS) RWY 17

RALPH M HALL/ROCKWALL MUNI (F46)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field 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-3 <b>121.25</b>	REGIONAL APP CON <b>124.3 282.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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JUMOS	5000	DAJCA	tr 160°	YEAGR
4000	↑	⬠		△
	FIJWE	3.00°	TCH 40 RW17	
	2200	167°		
10 NM		5 NM		
CATEGORY	A	B	C	D
LNAV MDA	1140-1	566 (600-1)	NA	
CIRCLING	1280-1	706 (800-1)	NA	

ROCKWALL, TEXAS  
Orig-C 30APR15

32°56'N-96°26'W

# RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>347°</b>	Rwy Idg <b>3084</b>
	TDZE <b>574</b>
	Apt Elev <b>574</b>

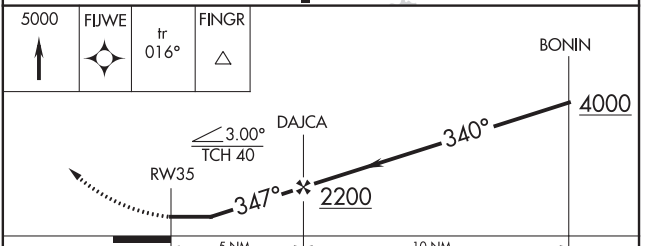
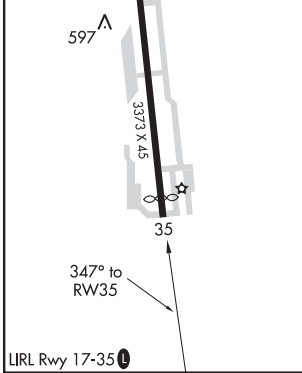
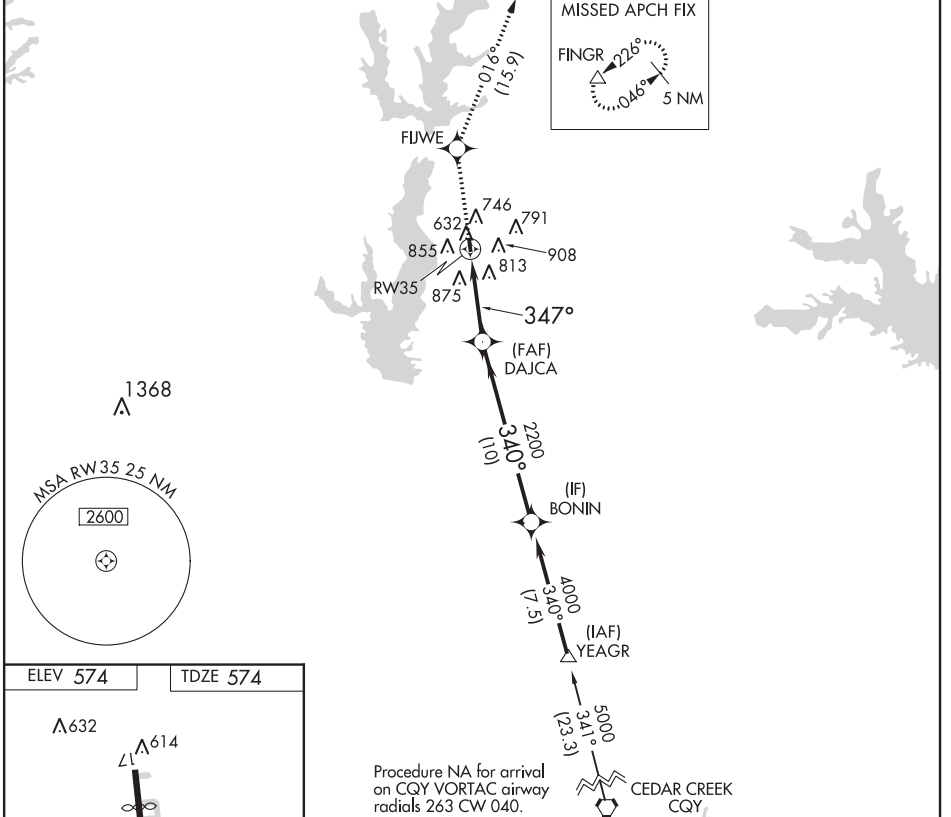
# RNAV (GPS) RWY 35

RALPH M HALL/ROCKWALL MUNI (F46)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field 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-3 <b>121.25</b>	REGIONAL APP CON <b>124.3 282.275</b>	UNICOM <b>122.8 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LNAV MDA	1200-1	626 (700-1)	NA	
CIRCLING	1280-1	706 (800-1)	NA	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ROCKWALL, TEXAS

AL-6323 (FAA)

15120

NDB PQF <b>248</b>	APP CRS <b>027°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>574</b>
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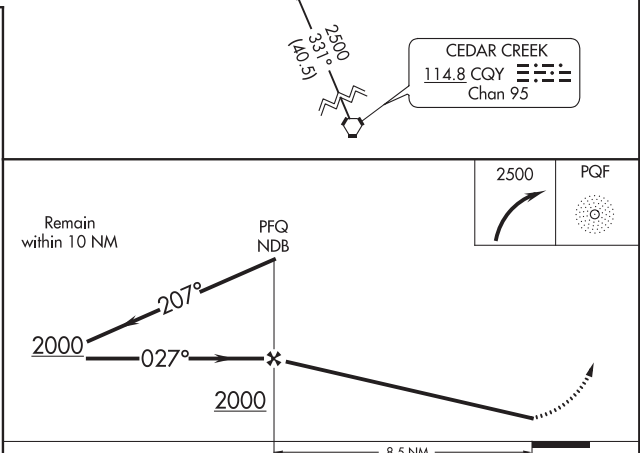
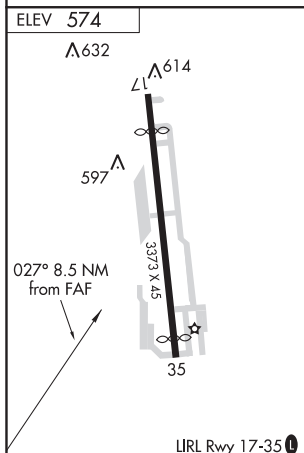
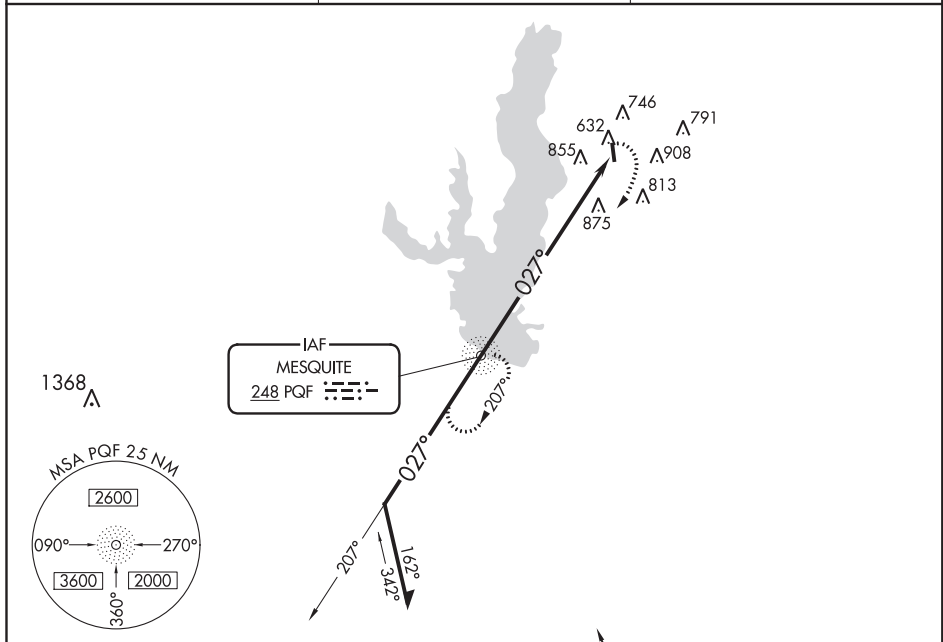
**NDB-A**

RALPH M HALL/ROCKWALL MUNI (F46)

**⚠** When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all MDA 80 feet. Procedure NA at night.  
**⚠** Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 2500 direct PQF NDB and hold.

AWOS-3 <b>121.25</b>	REGIONAL APP CON <b>124.3 282.275</b>	UNICOM <b>122.8</b> (CTAF) <b>📻</b>
-------------------------	--	--



FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50
CATEGORY	A	B	C	D	
CIRCLING	1400-1¼ 826 (900-1¼)		NA		

ROCKWALL, TEXAS  
Orig-C 30APR15

32°56'N-96°26'W

RALPH M HALL/ROCKWALL MUNI (F46)

**NDB-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF 122.8  
REGIONAL DEP CON  
124.3 282.275

TAKEOFF MINIMUMS  
Rwys 17, 35: Standard.

NOTE: RADAR required.  
NOTE: For jets requesting 17000 and below.  
NOTE: Props expect WYLIE or HUBBARD departure.

MAVERICK  
113.1 TTT  
Chan 78  
N32°52.15'-W97°02.43'

BONHAM  
114.6 BVP  
Chan 93

PARIS  
113.6 PRX  
Chan 83  
N33°32.54'-W95°26.90'

TEXARKANA  
116.3 TKX  
Chan 110  
N33°30.83'-W94°04.39'

NOBLY  
N33°04.94'  
W96°19.96'

TRISS  
N32°58.20'  
W96°19.94'

ECKEY  
N33°13.01'  
W95°52.66'

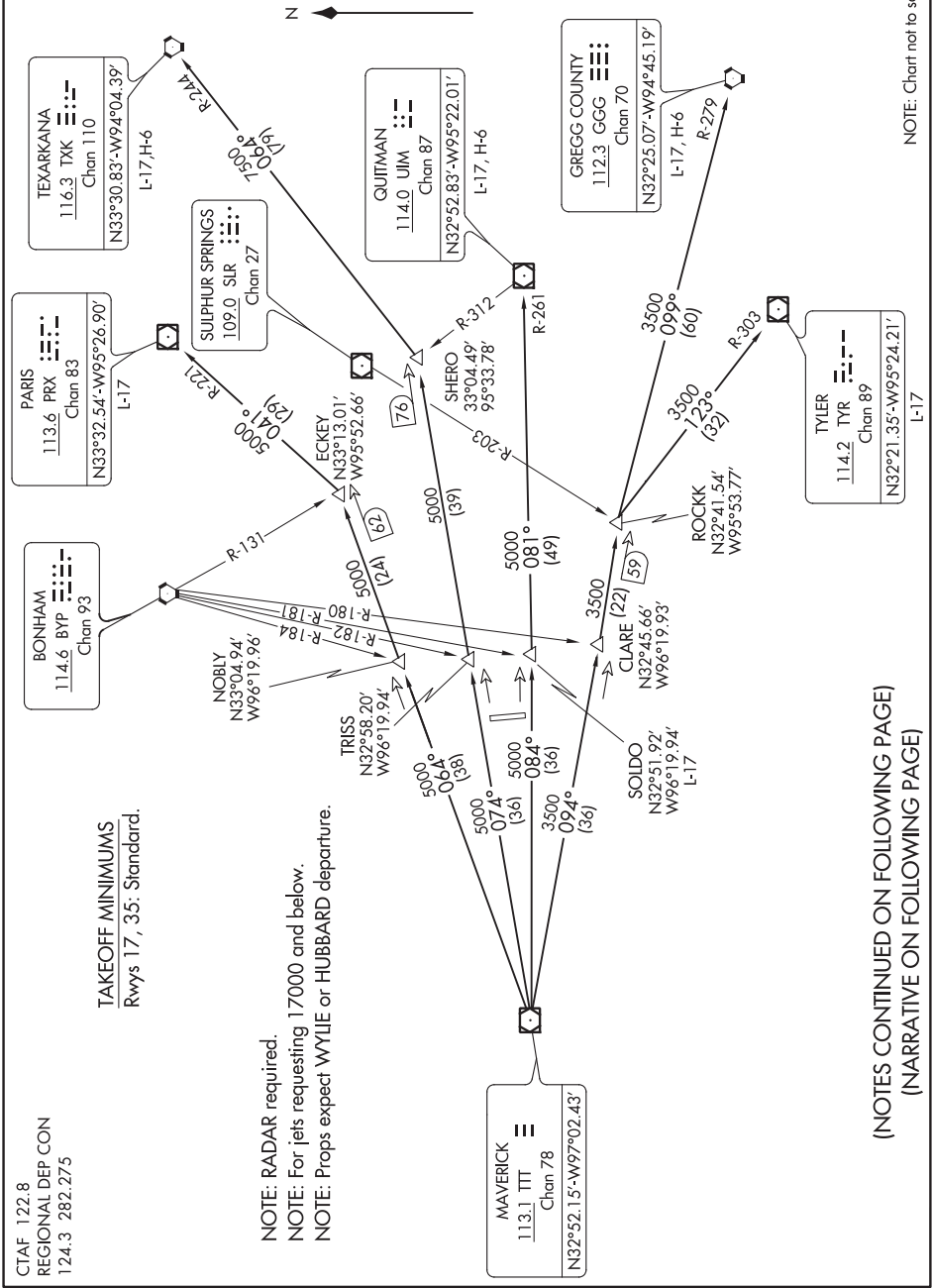
SULPHUR SPRINGS  
109.0 SILR  
Chan 27

SHERO  
33°04.49'  
95°33.78'

QUITMAN  
114.0 UIM  
Chan 87  
N32°52.83'-W95°22.01'

GREGG COUNTY  
112.3 GGG  
Chan 70  
N32°25.07'-W94°45.19'

TYLER  
114.2 TYR  
Chan 89  
N32°21.35'-W95°24.21'



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDI INT, then on UIM R-261 to UIM VOR/DME.

SOLDI TRANSITION (GARL6.SOLDI): (ATC Assigned) From over TTT VOR/DME on TTT R-084 to SOLDI INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

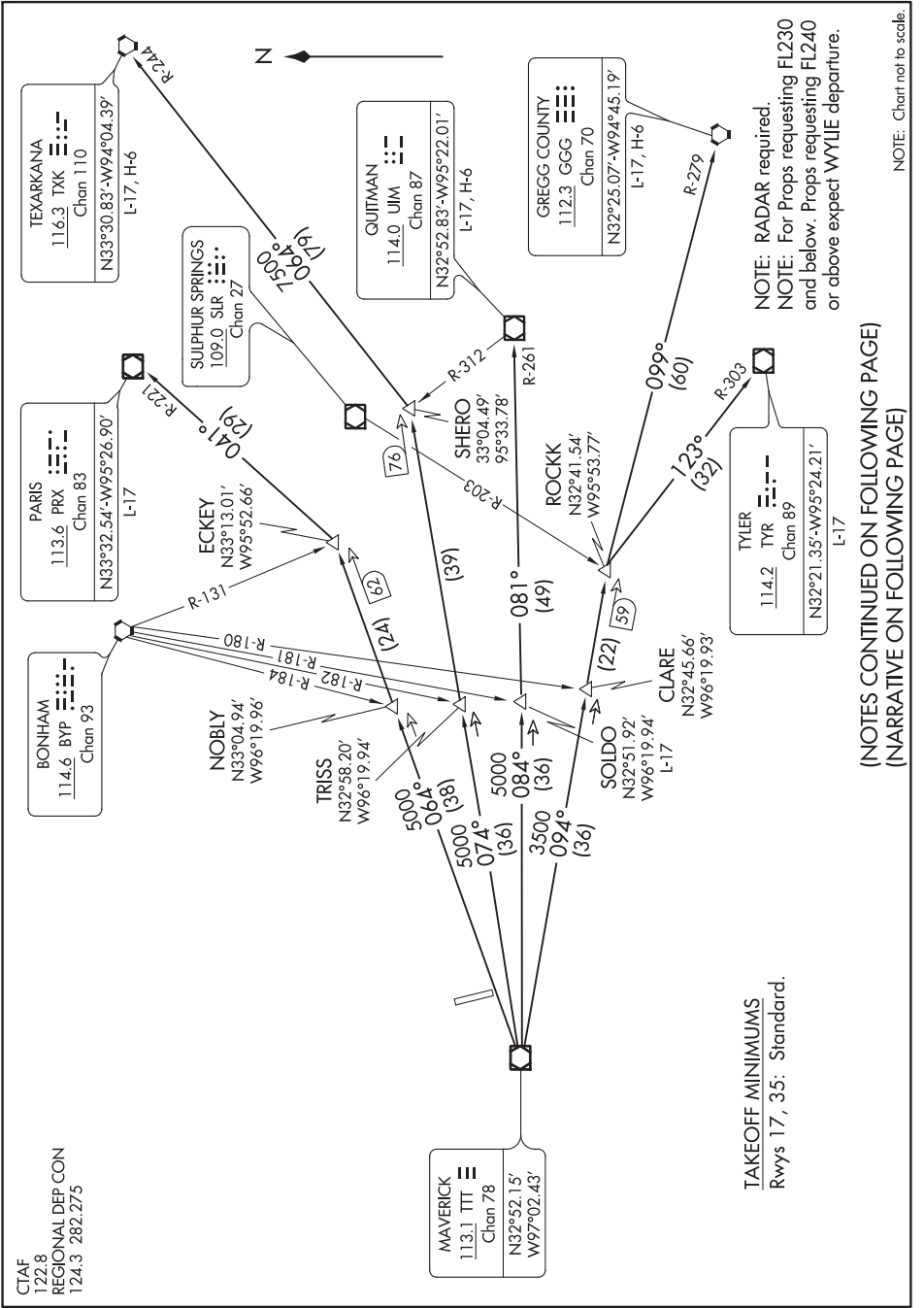
TAKEOFF OBSTACLE NOTES

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/699' 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF  
122.8  
REGIONAL DEP CON  
124.3 282.275



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

(HUBB9.TTT) 16091

## HUBBARD NINE DEPARTURE

SL-6323 (FAA)

RALPH M HALL-ROCKWALL MUNI (F46)  
ROCKWALL, TEXAS

## DEPARTURE ROUTE DESCRIPTION

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (HUBB9.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

## TAKEOFF OBSTACLES 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

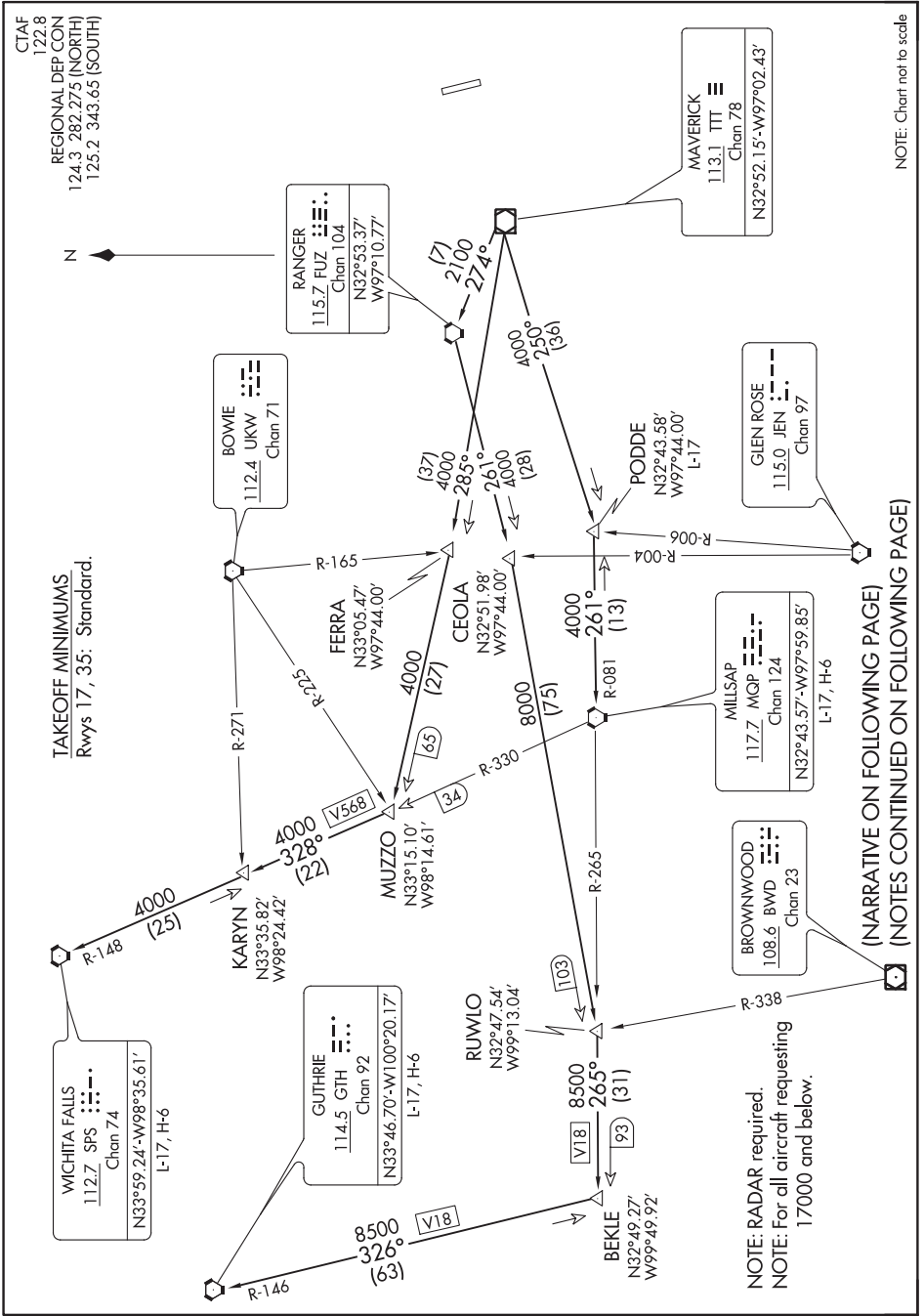
HUBBARD NINE DEPARTURE

(HUBB9.TTT) 31MAR16

ROCKWALL, TEXAS  
RALPH M HALL-ROCKWALL MUNI (F46)

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



# KUSSO THREE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

### 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.

SC-2, 10 NOV 2016 to 05 JAN 2017

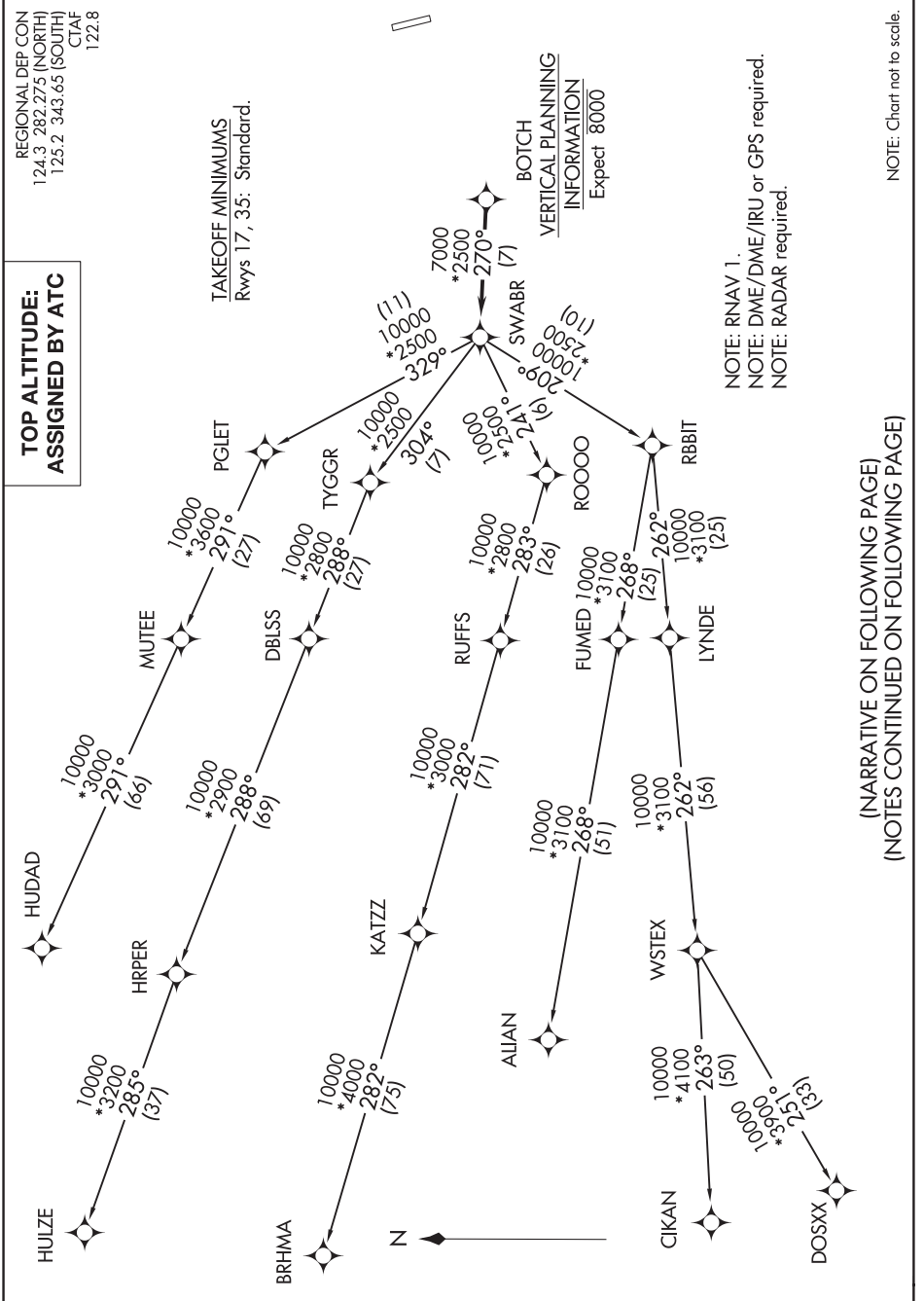
SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

ROCKWALL, TEXAS

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)

(SWABR4.SWABR) 31MARI6

ROCKWALL, TEXAS

RALPH M HALL-ROCKWALL MUNI (F46)

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



## DEPARTURE ROUTE DESCRIPTION

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

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.

WAAS CH <b>72918</b> <b>W35A</b>	APP CRS <b>350°</b>	Rwy Idg <b>4999</b> TDZE <b>3278</b> Apt Elev <b>3315</b>
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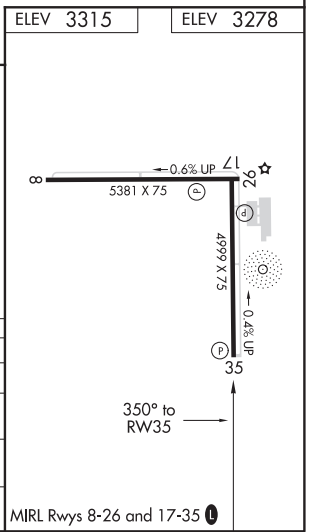
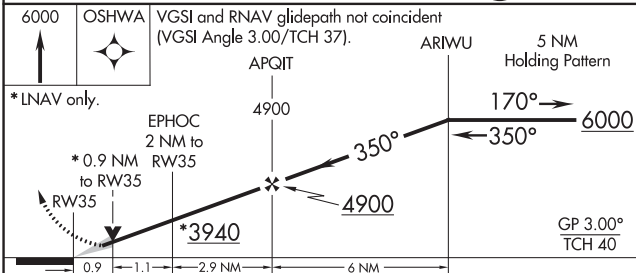
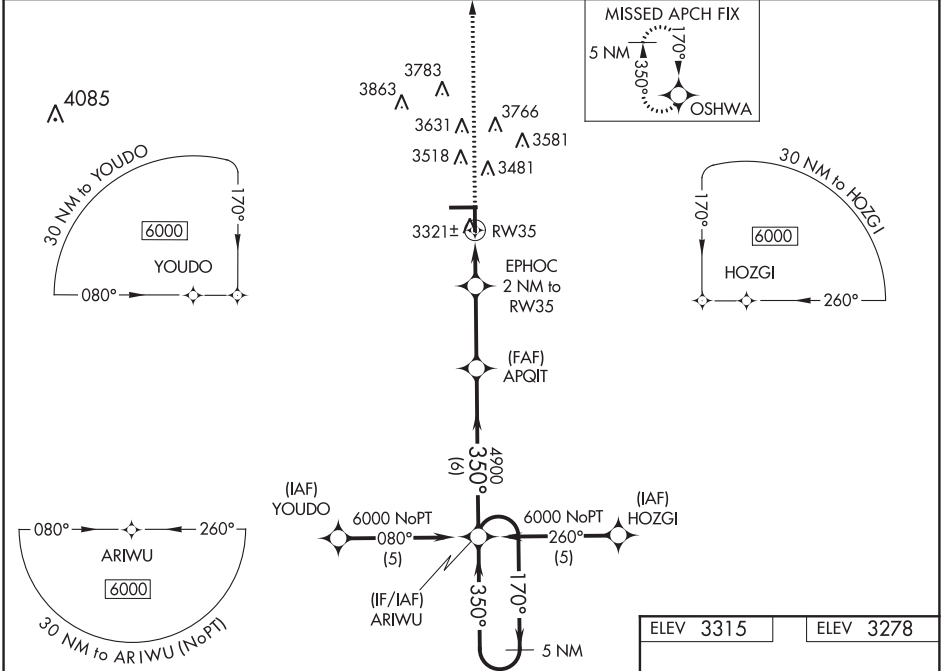
# RNAV (GPS) RWY 35

GAINES COUNTY (GNC)

**⚠** 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 altimeter setting and increase all DA 177 feet, all MDA 180 feet, increase LPV all Cats and LNAV Cat C visibility 1/2 mile, LNAV/VNAV all Cats and Circling Cat C visibility 3/4 mile. Baro-VNAV and VDP NA when using Midland Intl altimeter setting.

**MISSED APPROACH:** Climb to 6000 direct OSHWA and hold, continue climb-in-hold to 6000.

AWOS-3 <b>118.075</b>	FORT WORTH CENTER <b>132.6 269.05</b>	UNICOM <b>122.8</b> (CTAF) <b>①</b>
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CATEGORY	A	B	C	D
LPV DA	3528-1		250 (300-1)	NA
LNAV/VNAV DA	3591-1 1/4		313 (300-1 1/4)	NA
LNAV MDA	3580-1		302 (300-1)	NA
CIRCLING	3840-1		525 (600-1)	3880-1 1/2 565 (600-1 1/2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SEMINOLE, TEXAS

AL-6747 (FAA)

15008

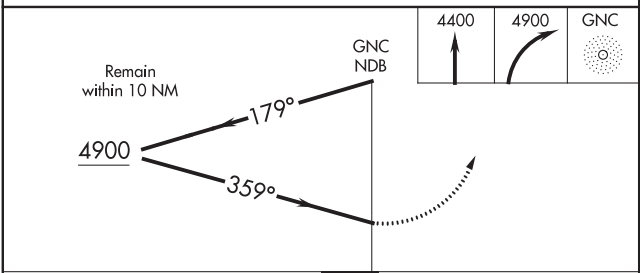
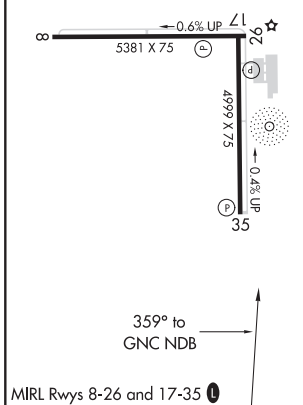
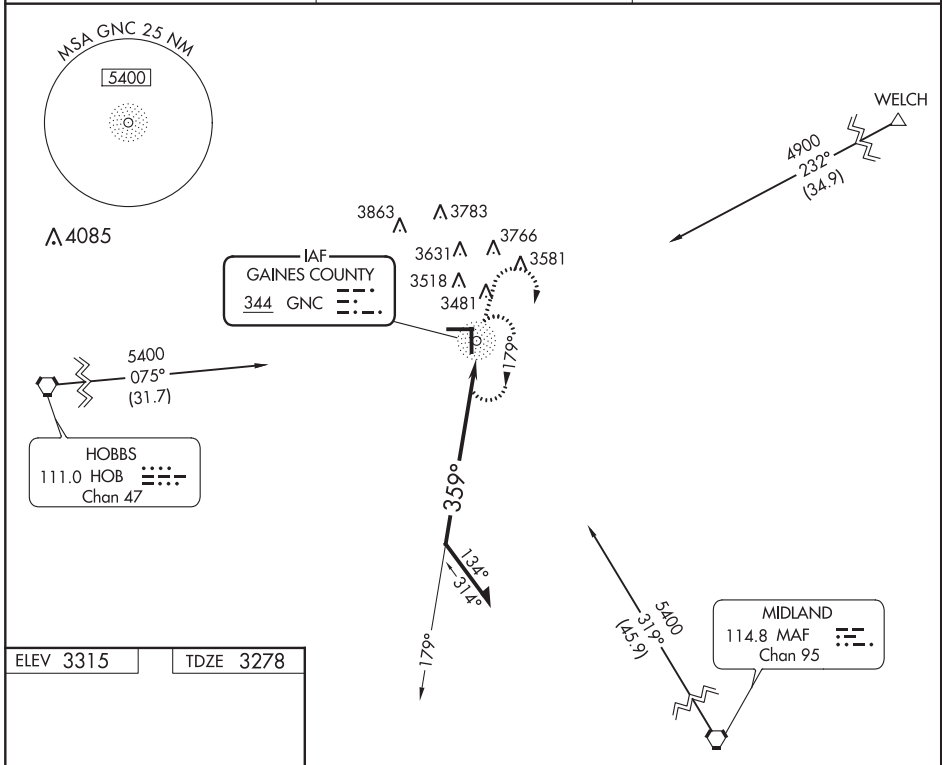
APP CRS <b>359°</b>	Rwy Idg <b>4999</b>
	TDZE <b>3278</b>
	Apt Elev <b>3315</b>

# NDB RWY 35

GAINES COUNTY (GNC)

**▲** NA Use Midland Infil altimeter setting. MISSED APPROACH: Climb to 4400 then climbing right turn to 4900 direct GNC NDB and hold.

AWOS-3 <b>118.075</b>	FORT WORTH CENTER <b>132.6 269.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-35	3940-1	662 (700-1)	3940-1¾ 662 (700-1¾)	NA
CIRCLING	3960-1	645 (700-1)	4060-2¼ 745 (800-2¼)	NA

SEMINOLE, TEXAS  
Amdt 1 25JAN01

32°41'N-102°39'W

# GAINES COUNTY (GNC) NDB RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>173°</b>	Rwy Idg <b>4300</b>
	TDZE <b>1344</b>
	Apt Elev <b>1344</b>

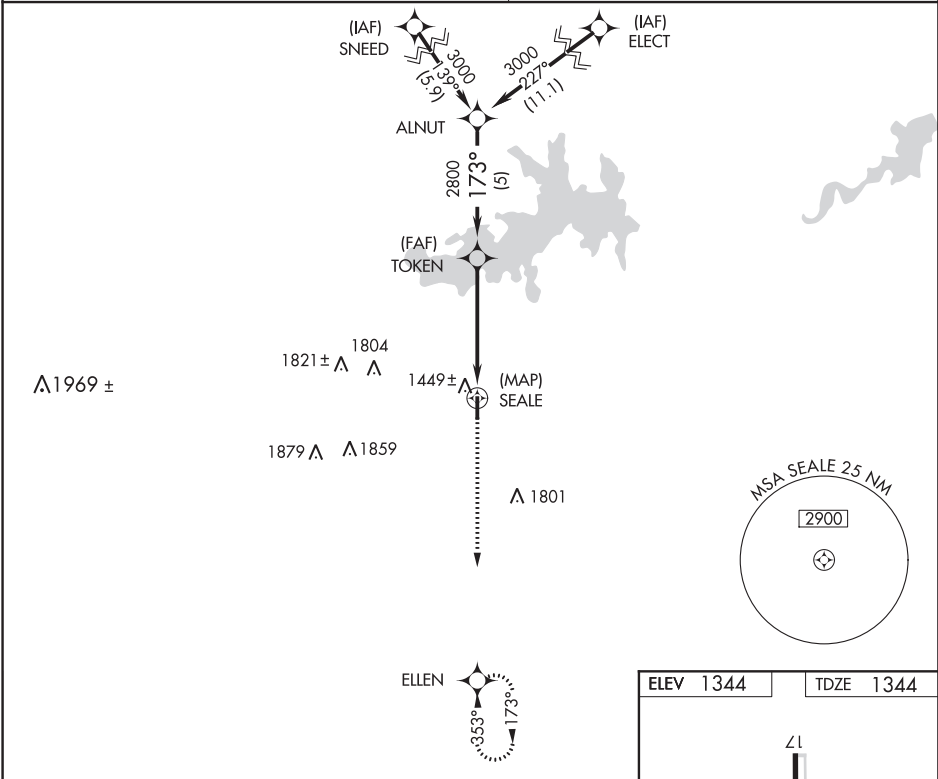
**GPS RWY 17**  
SEYMOUR MUNI (60F)

**NA** Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

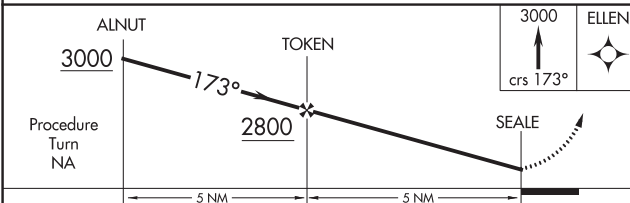
**MISSED APPROACH:** Climb to 3000 via 173° course to ELLEN WP and hold.

FORT WORTH CENTER  
**133.5 350.35**

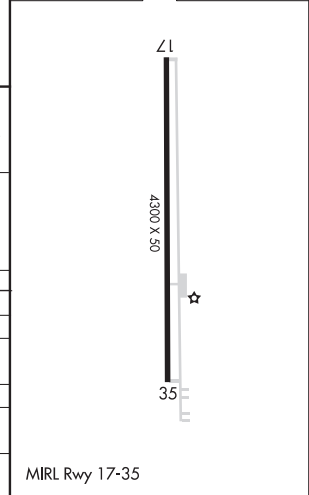
CTAF  
**122.9**



ELEV 1344	TDZE 1344
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CATEGORY	A	B	C	D
S-17	1700-1		356 (400-1)	NA
CIRCLING	1780-1 436 (500-1)	1800-1 456 (500-1)	1800-1½ 456 (500-1½)	NA
SHEPPARD AFB/WICHITA FALLS MUNI ALTIMETER SETTING MINIMUMS				
S-17	1880-1	536 (600-1)	1880-1½ 536 (600-1½)	NA
CIRCLING	1960-1 616 (700-1)	1980-1 636 (700-1)	1980-1¾ 636 (700-1¾)	NA



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WICHITA FALLS, TEXAS

# ILS or LOC/DME RWY 15C

LOC I-SHP <b>110.5</b>	APCH CRS <b>153°</b>	Rwy ldg 15C <b>10,002</b> 15R <b>13,100</b> THRE 15C <b>1003</b> 15R <b>998</b> Arpt Elev <b>1019</b>
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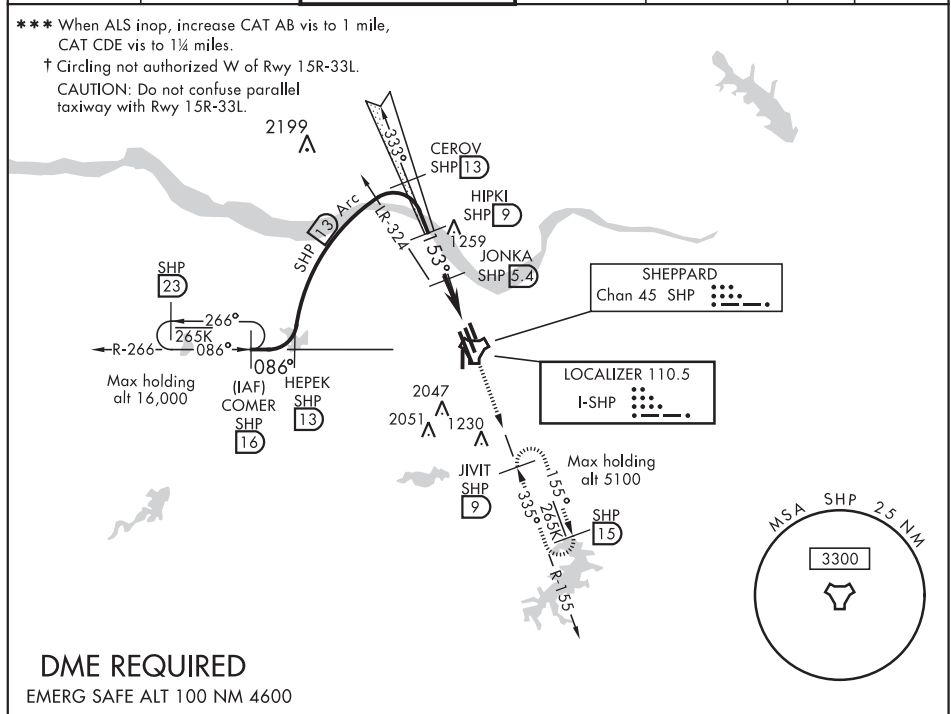
AL-454 [USAF] WICHITA FALLS/SHEPPARD AFB/  
WICHITA FALLS MUNI (KSPS)

▼ \* When ALS inop, increase all CATs vis to ¾ mile.  
\*\* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-1 Rwy 15C (A1) MALS Rwy 15R (A5)

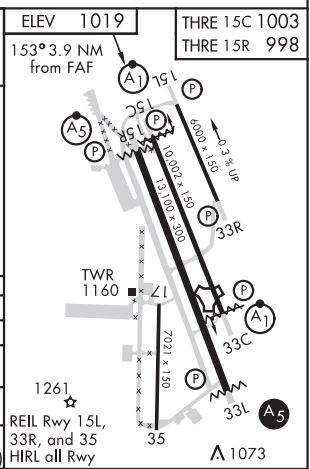
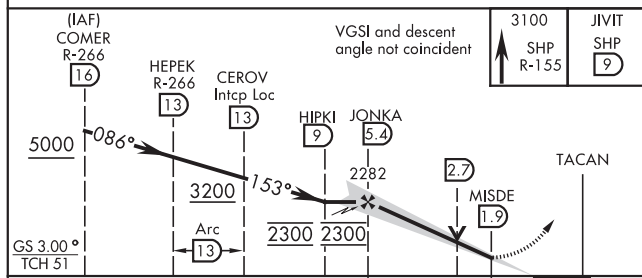
MISSED APPROACH: Climb and maintain 3100, intercept SHP TACAN R-155 to SHP R-155/9 DME (JIVIT) and hold.

ATIS ★ <b>132.05 269.9</b>	SHEPPARD APP CON <b>118.2 269.025</b>	SHEPPARD TOWER ★ <b>119.75 0 279.525</b> (CTAF)	GND CON <b>125.5 289.4</b>	CLNC DEL <b>121.2 282.225</b>	ASOS	ASR
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## DME REQUIRED

EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
S-ILS 15C *		1203-½	200	(200-½)	
S-LOC/ DME 15C **	1420-½	417 (500-½)	1420-¾	417 (500-¾)	
SIDESTEP 15R ***	1420-½	422 (500-½)	1420-¾	422 (500-¾)	
⊕ CIRCLING†	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2020-3 1001 (1100-3)	2080-3 1061 (1100-3)

WICHITA FALLS, TEXAS 33°59'N-98°30'W  
Amdt 8 09JAN14

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

# ILS or LOC/DME RWY 15C

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WICHITA FALLS, TEXAS

# ILS or LOC/DME RWY 33L

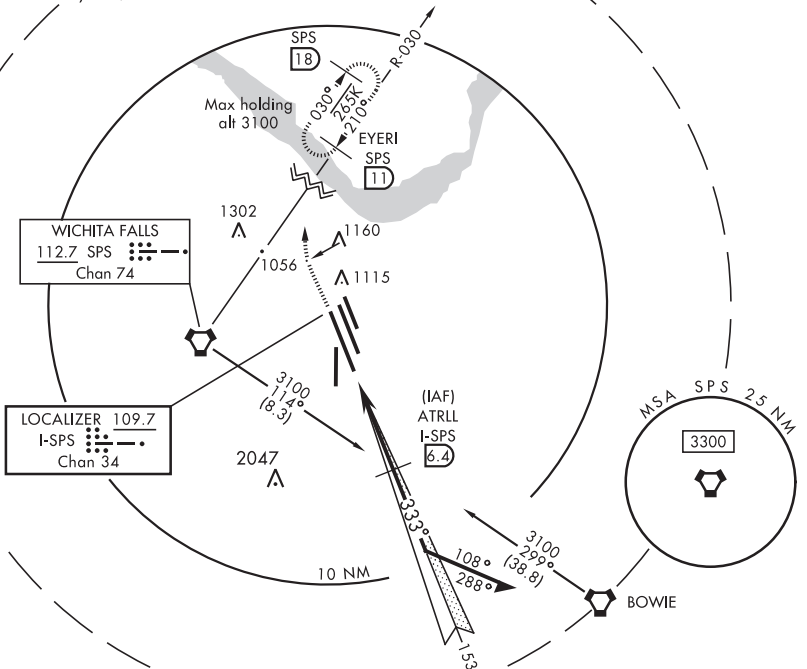
LOC I-SPS <b>109.7</b> Chan <b>34</b>	APCH CRS <b>333°</b>	Rwy Idg 33L <b>13,100</b> 33C <b>10,002</b> THRE 33L <b>1000</b> 33C <b>989</b> Arpt Elev <b>1019</b>
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WICHITA FALLS/SHEPPARD AFB/  
WICHITA FALLS MUNI (KSPS)  
AL-454 [USAF]

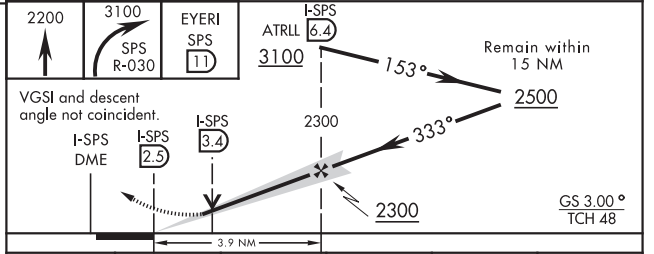
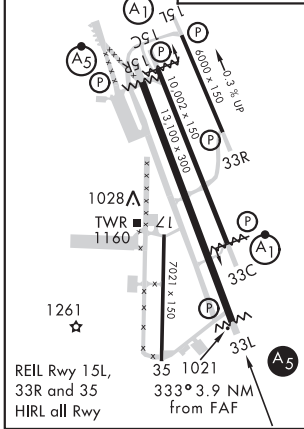
<p>▼ * When ALS inop, increase all CATs vis to 3/4 miles. ** When ALS inop, increase all CATs vis to 1 mile. *** When ALS inop, increase all CATs vis to 1 mile.</p>	MALSR <b>A5</b>	ALS-F-1 <b>A1</b>	MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.
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ATIS ★ <b>132.05 269.9</b>	SHEPPARD APP CON <b>118.2 269.025</b>	SHEPPARD TOWER ★ <b>119.75 279.525</b> (CTAF)	GND CON <b>125.5 289.4</b>	CLNC DEL <b>121.2 282.225</b>	ASOS	ASR
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† Circling NA West of Rwy 15R/33L.



ELEV 1019	THRE 33L 1000 THRE 33C 989	ENROUTE FACILITIES	EMERG SAFE ALT 100 NM FROM "SPS" VORTAC 4600
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CATEGORY	A	B	C	D	E
S-ILS 33L *		1200-1/2	200 (200-1/2)		
S-LOC/ ** DME 33L		1340-1/2	340 (400-1/2)		
SIDESTEP 33C ***	1340-1/2	351 (400-1/2)	1340-5/8	351 (400-5/8)	
C CIRCLING†	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1 1/2 461 (500-1 1/2)	2020-3 1001 (1100-3)	2080-3 1061 (1100-3)

WICHITA FALLS, TEXAS 33°59'N-98°30'W WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)  
Amdt 5 09JAN14

# ILS or LOC/DME RWY 33L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





# RNAV (GPS) RWY 15R

AL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

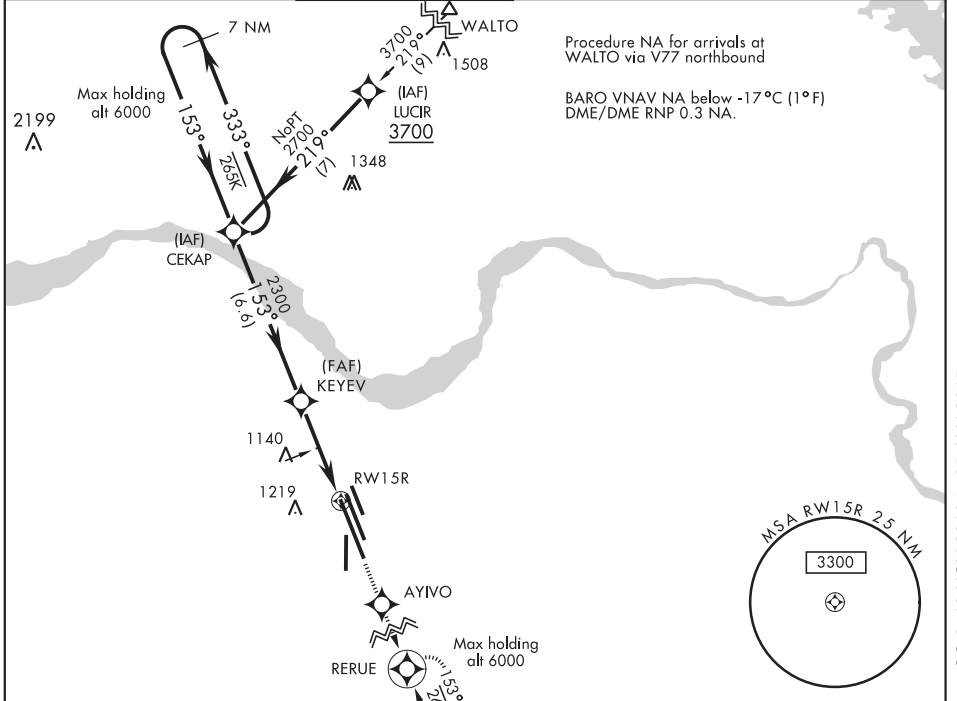
APCH CRS <b>153°</b>	Rwy ldg THRE Arpt Elev	<b>13,100</b> <b>998</b> <b>1019</b>
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▼ \* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.  
 \*\* When ALS inop, increase all CATs vis to 1½ miles.  
 \*\*\* Circling NA West of RWY 15R/33L.

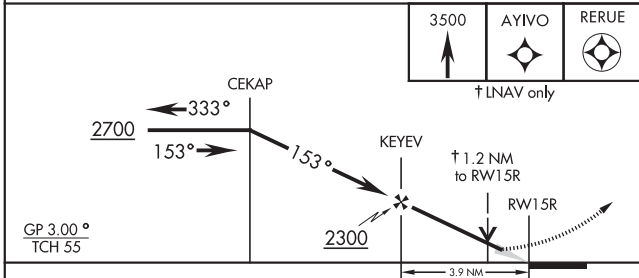


MISSED APPROACH: Climb to 3500 direct AYIVO and via 153° track to RERUE and hold.

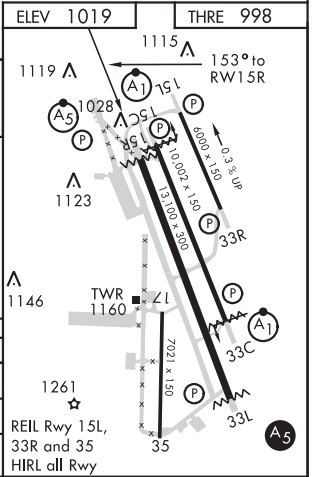
ATIS *	SHEPPARD APP CON	SHEPPARD TOWER *	GND CON	CLNC DEL	ASOS	ASR
132.05 269.9	118.2 269.025	119.75 0 279.525 (CTAF)	125.5 289.4	121.2 282.225		



EMERG SAFE ALT FROM "RWY15R" 100 NM 4600



CATEGORY	A	B	C	D	E
LNAV MDA *	1420-½	422 (500-½)	1420-¾	422 (500-¾)	
LNAV/VNAV DA **		1460-1½	462 (500-1½)		
*** CIRCLING	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2020-3 1001(1100-3)	2080-3 1061(1100-3)



WICHITA FALLS, TEXAS 33°59'N-98°30'W WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

Amdt 3 09JAN14

# RNAV (GPS) RWY 15R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WICHITA FALLS, TEXAS

AL-454 [USAF]

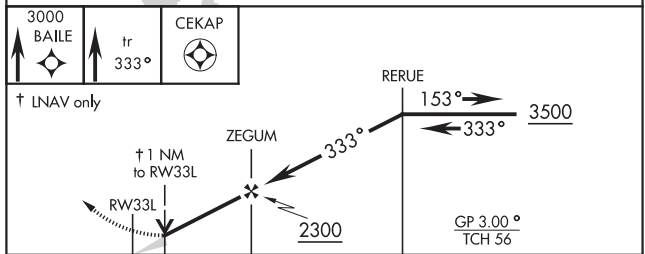
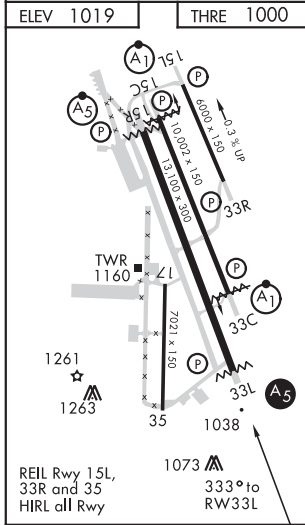
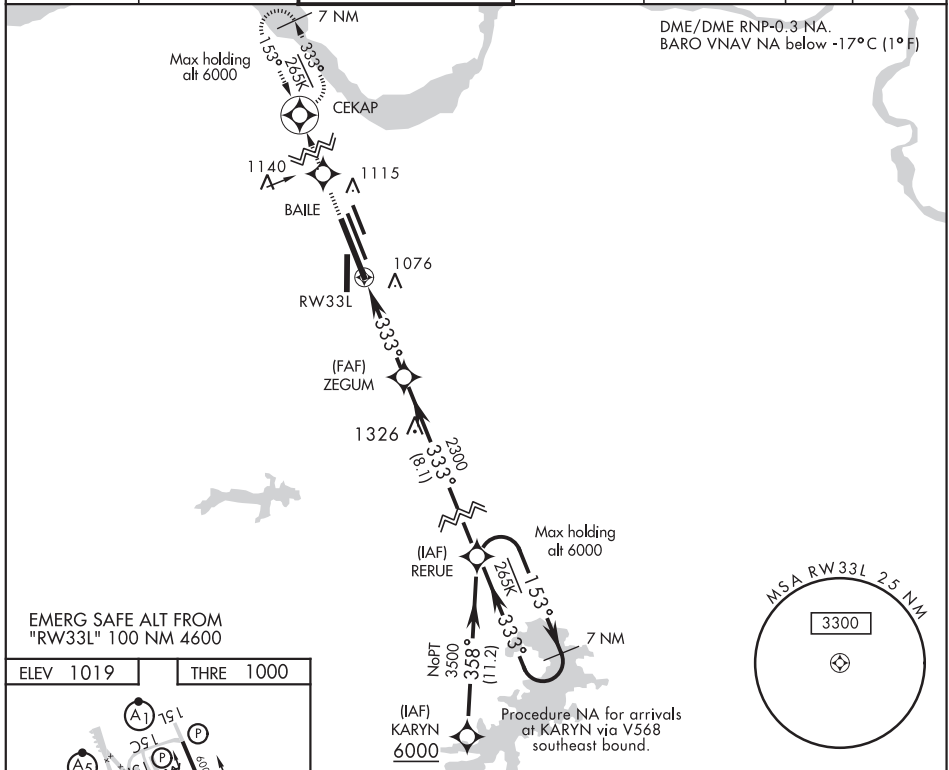
# RNAV (GPS) RWY 33L

APCH CRS <b>333°</b>	Rwy ldg <b>13,100</b>
	THRE <b>1000</b>
	Arprt Elev <b>1019</b>

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

<p><b>▼</b> * When ALS inop, increase CAT ABCD vis to 1 mile.          ** When ALS inop, increase CAT ABCD vis to 1½ miles.          *** Circling NA West of RWY 15R/33L.</p>	<p>MALSR <b>A5</b></p>	<p>MISSED APPROACH: Climb to 3000 via 333° track to BAILE, and via 333° track to CEKAP and hold.</p>
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ATIS * <b>132.05 269.9</b>	SHEPPARD APP CON <b>118.2 269.025</b>	SHEPPARD TOWER * <b>119.75 0 279.525 (CTAF)</b>	GND CON <b>125.5 289.4</b>	CLNC DEL <b>121.2 282.225</b>	ASOS	ASR
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CATEGORY	A	B	C	D
LNNAV MDA *	1360-½	360 (400-½)	1360-⅝	360 (400-⅝)
LNNAV/VNAV** DA	1420-7/8 420 (500-7/8)			
<b>C</b> CIRCLING ***	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2020-3 1001 (1100-3)

WICHITA FALLS, TEXAS 33°59'N-98°30'W WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

Amtd 3 09JAN14

# RNAV (GPS) RWY 33L

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

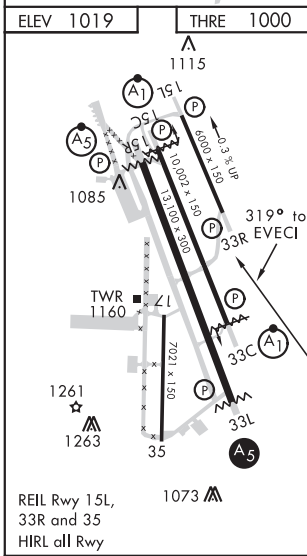
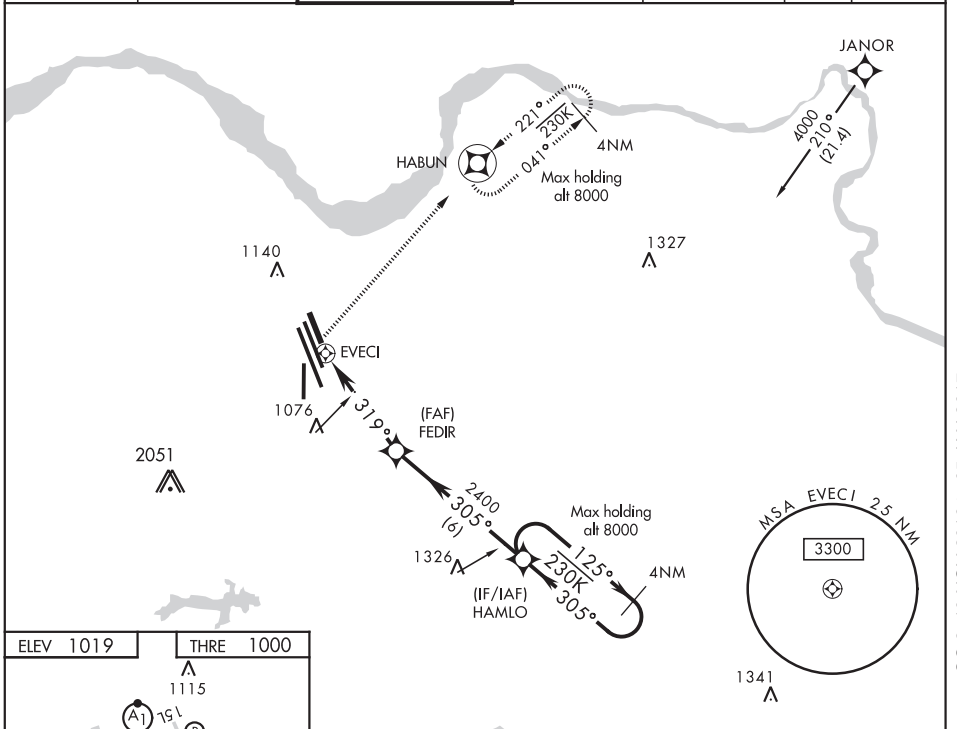
# RNAV (GPS) RWY 33R

APCH CRS	Rwy Idg	<b>6000</b>
<b>319°</b>	THRE	<b>1000</b>
	Arpt Elev	<b>1019</b>

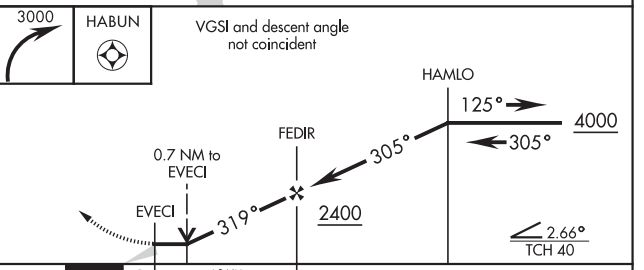
**▼** \* Circling NA West of RWY 15R/33L.  
DME/DME RNP-0.3 NA.

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

ATIS *	SHEPPARD APP CON	SHEPPARD TOWER *	GND CON	CLNC DEL	ASOS	ASR
<b>132.05 269.9</b>	<b>118.2 269.025</b>	<b>119.75 0 279.525 (CTAF)</b>	<b>125.5 289.4</b>	<b>121.2 282.225</b>		



EMERG SAFE ALT FROM "EVECI" 100 NM 4600



CATEGORY	A	B	C	D	E
LNAV MDA	1420-1 420 (500-1)		1420-1½ 420 (500-1½)		NA
<b>C</b> CIRCLING*	1440-1 421 (500-1)	1480-1 461 (500-1)	1480-1½ 461 (500-1½)	2020-3 1001(1100-3)	NA

# RNAV (GPS) RWY 33R

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WICHITA FALLS, TEXAS

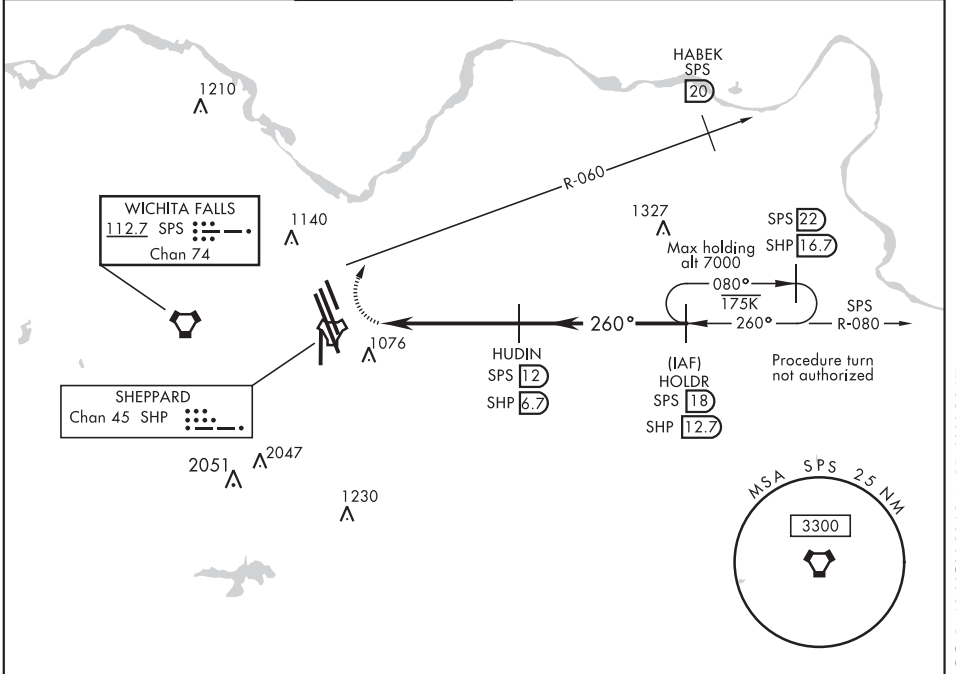
VOR/DME-E

VORTAC SPS <b>112.7</b> Chan <b>74</b>	APCH CRS <b>260°</b>	Rwy ldg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>1019</b>
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AL-454 (USAF)  
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

\* 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.

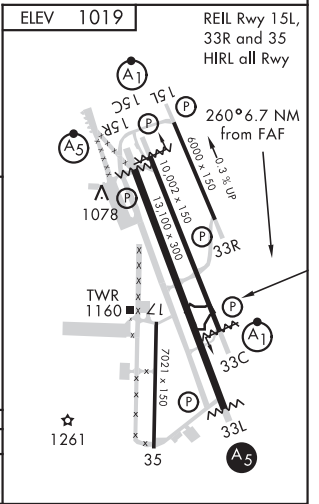
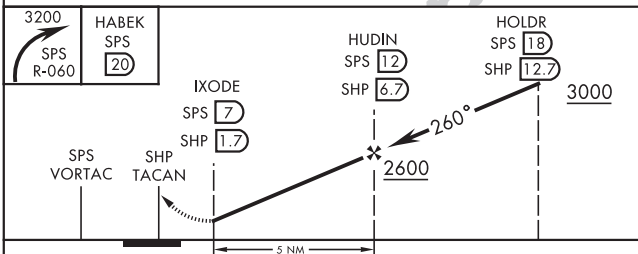
ATIS ★ <b>132.05 269.9</b>	SHEPPARD APP CON <b>118.2 269.025</b>	SHEPPARD TOWER ★ <b>119.75 0 279.525</b> (CTAF)	GND CON <b>125.5 289.4</b>	CLNC DEL <b>121.2 282.225</b>	ASOS	ASR
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

**RADAR REQUIRED**  
EMERG SAFE ALT 100 NM 4600



CATEGORY	A	B	C	D	E
CIRCLING*	1440-1 421 (500-1)	1480-1 461 (500-1)	1500-1½ 481 (500-1½)	1580-2 561 (600-2)	2080-3 1061 (1100-3)

WICHITA FALLS, TEXAS 33°59'N-98°30'W WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)  
Amdt 7 12JAN12

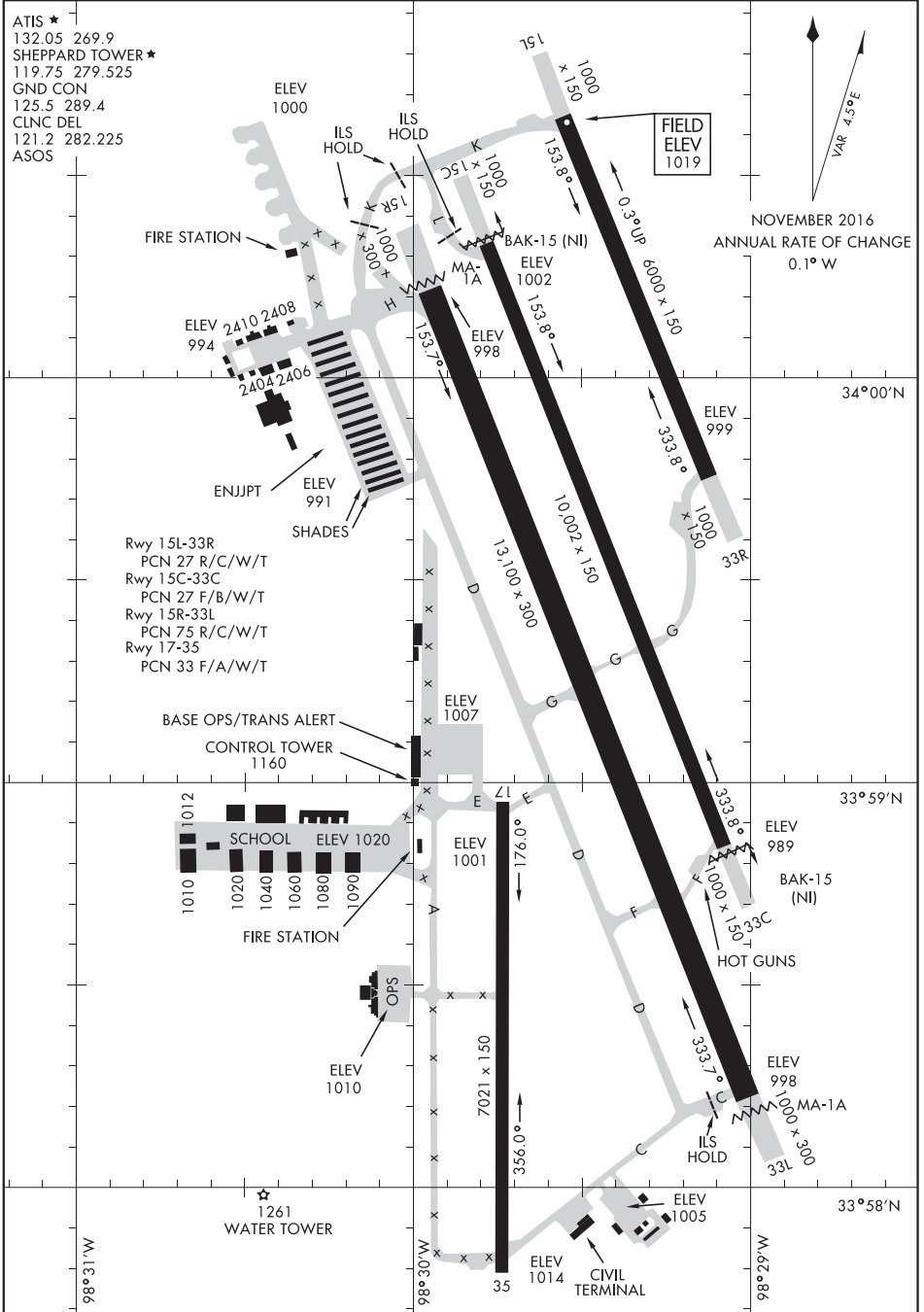
VOR/DME-E

# AIRPORT DIAGRAM

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

AFD-454 [USAF]

WICHITA FALLS, TEXAS



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS, TEXAS

APP CRS	Rwy Idg	<b>4000</b>
<b>163°</b>	TDZE	<b>746</b>
	Apt Elev	<b>746</b>

# RNAV (GPS) RWY 16

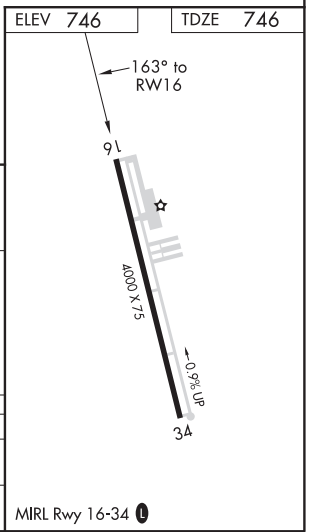
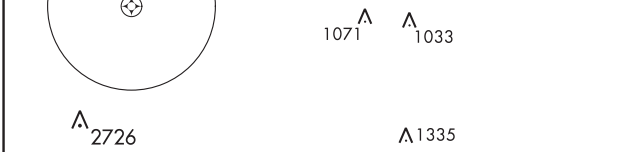
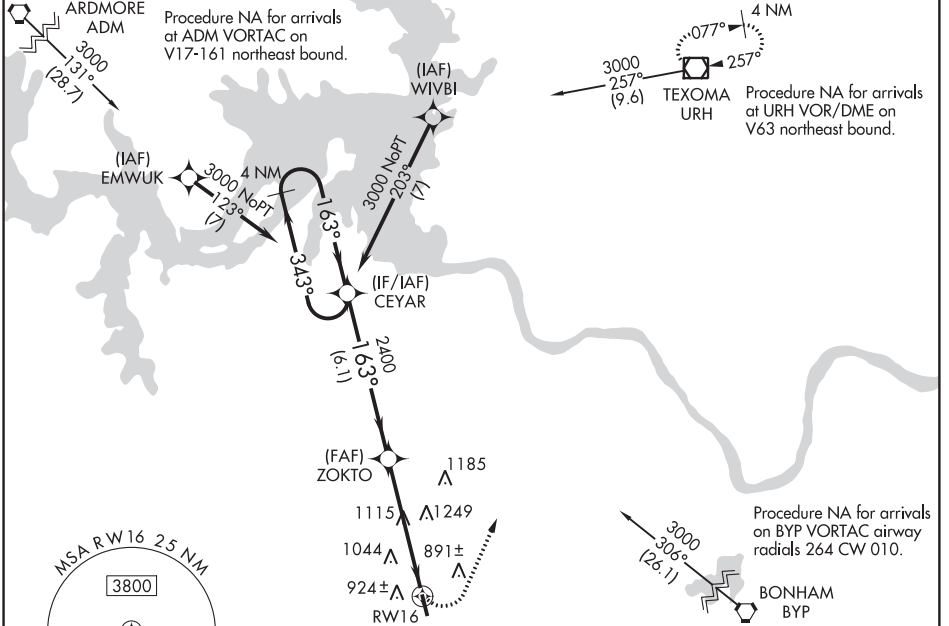
SHERMAN MUNI (SWI)

**NA** DME/DME RNP-0.3 NA. Use Sherman/Denison altimeter setting, if not received use Dallas-Love Field altimeter setting and increase all MDA 140 feet and increase LNAV visibility Cat B 1/4 mile, Cat C 1/2 mile, and increase Circling visibility Cats A/B 1/4 mile, Cat C 1/2 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climbing left turn to 3000 direct URH VOR/DME and hold.

**FORT WORTH CENTER**  
**124.75 323.0**

**UNICOM**  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1440-1	694 (700-1)	1440-2 694 (700-2)	NA
CIRCLING	1440-1	694 (700-1)	1620-2 1/2 874 (900-2 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86534</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>739</b> <b>746</b>
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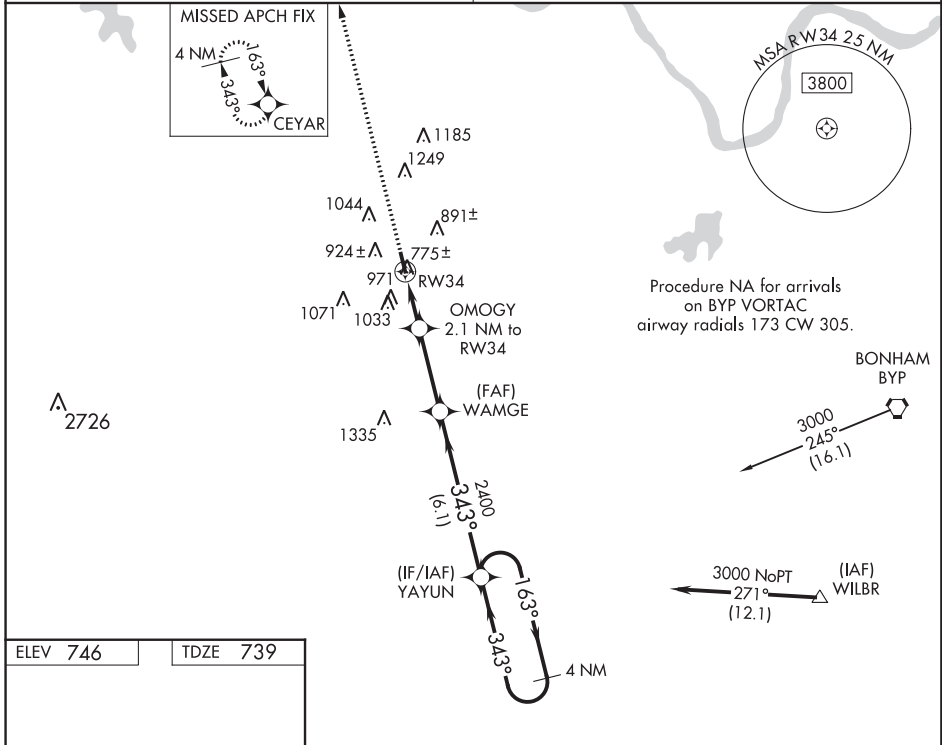
# RNAV (GPS) RWY 34

SHERMAN MUNI (SWI)

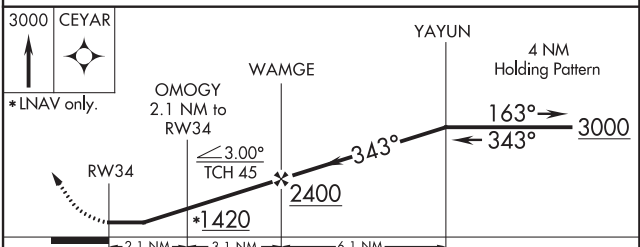
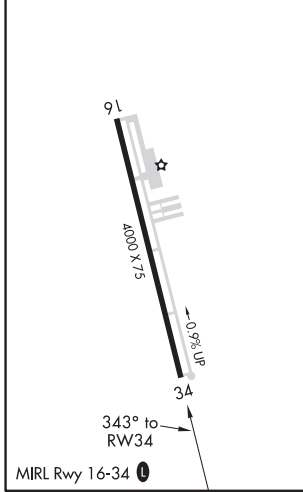
**NA** DME/DME RNP-0.3 NA. Use Sherman/Denison altimeter setting, if not received, use Dallas-Love Field altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cat C visibility 3/8 mile, Circling Cat B visibility 1/4 mile and Cat C visibility 1/2 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct CEYAR and hold.

<b>FORT WORTH CENTER</b> <b>124.75 323.0</b>	<b>UNICOM</b> <b>122.8 (CTAF) 0</b>
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ELEV <b>746</b>	TDZE <b>739</b>
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CATEGORY	A	B	C	D
LP MDA	1060-1 321 (400-1)			NA
LNAV MDA	1100-1	361 (400-1)	1100-1 3/8 361 (400-1 1/8)	NA
<b>C</b> CIRCLING	1300-1 554 (600-1)	1420-1 674 (700-1)	1620-2 1/2 874 (900-2 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SHERMAN, TEXAS

AL-5199 (FAA)

16259

VORTAC BYP <b>114.6</b> Chan <b>93</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>746</b>
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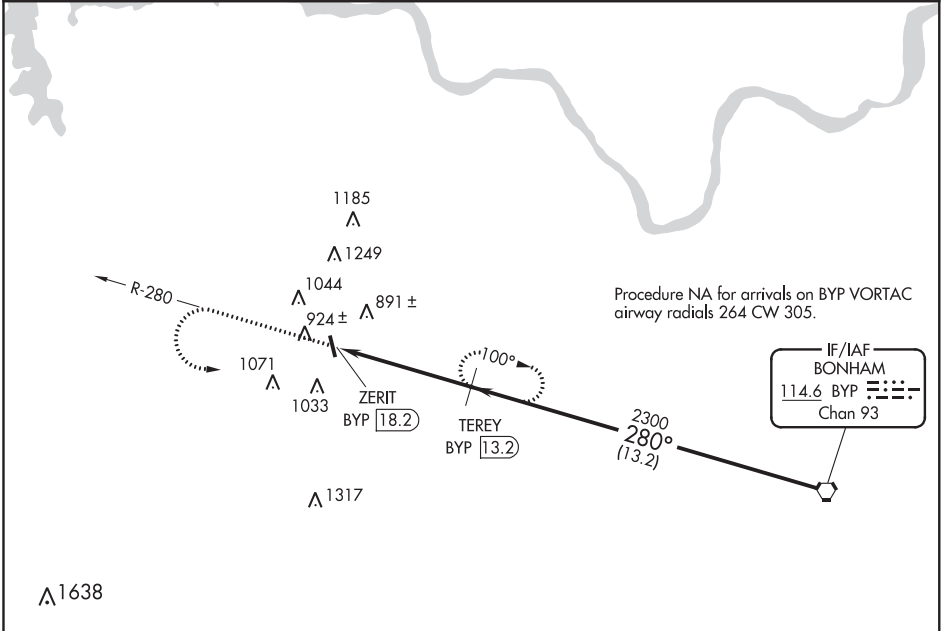
**VOR/DME-A**  
SHERMAN MUNI (SWI)

Use Sherman/Denison altimeter setting, when not received, use Dallas-Love Field 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.

MISSED APPROACH: Climb to 2300, then climbing left turn to 2400 on BYP R-280 to TEREY/13.2 DME and hold.

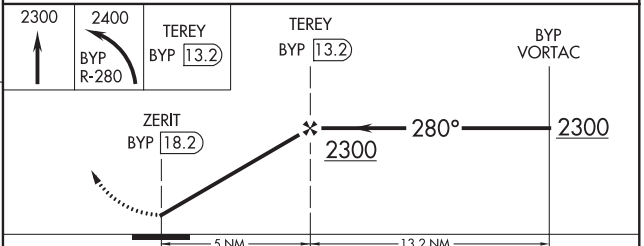
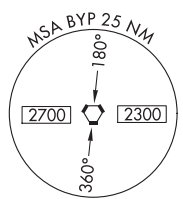
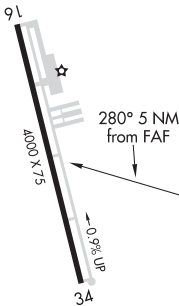
FORT WORTH CENTER  
**124.75 323.0**

UNICOM  
**122.8 (CTAF)**



IF/IAF  
BONHAM  
114.6 BYP Chan 93

ELEV 746



CATEGORY	A	B	C	D
CIRCLING	1300-1 554 (600-1)	1420-1 674 (700-1)	1620-2½ 874 (900-2½)	1620-2¾ 874 (900-2¾)

SHERMAN, TEXAS  
Orig-D 04FEB16

33°37'N-96°35'W

SHERMAN MUNI (SWI)  
**VOR/DME-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





SHERMAN/DENISON, TEXAS

AL-389 (FAA)

16259

WAAS CH <b>86528</b> <b>W17A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE <b>741</b> Apt Elev <b>749</b>	<b>9000</b>
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# RNAV (GPS) RWY 17L

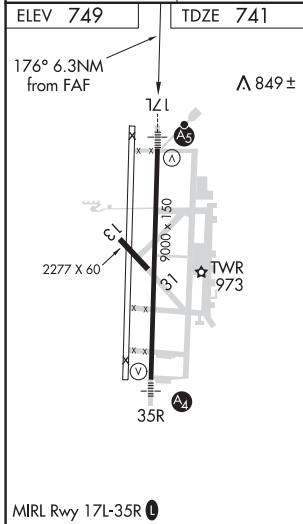
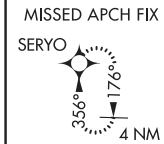
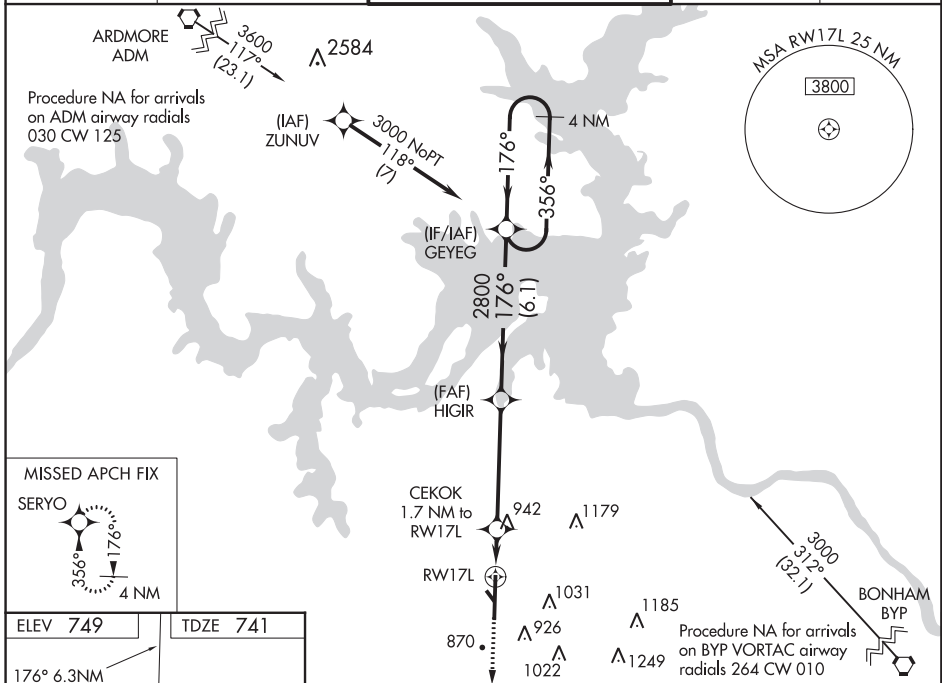
NORTH TEXAS RGNL/PERRIN FIELD (GYI)

**⚠** Night Landing Rwy 13, 31 NA. Baro-VNAV NA when using Durant altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Durant altimeter setting and increase all DA 52 feet, all MDA 60 feet, LNAV/VNAV all Cats, and LNAV C/D visibility 1/8 mile, increase Circling Cat C/D visibility 1/4 mile.



**MISSED APPROACH:**  
Climb to 3000 direct SERYO and hold.

ATIS <b>118.775</b>	FORT WORTH CENTER <b>124.75 323.0</b>	NORTH TEXAS TOWER ★ <b>120.575</b> (CTAF) <b>233.7</b>	GND CON <b>124.125</b>	UNICOM <b>122.7</b>
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3000	SERYO	VGSi and RNAV glidepath not coincident (VGSi angle 3.00/TCH 48).		4 NM Holding Pattern
*LNAV only		CEKOK 1.7 NM to RW17L	HIGIR 2800	GEYEG
		RW17L	*1300	356° → 3000 ← 176°
		1.7 NM	4.6 NM	6.1 NM
GP 3.00° TCH 43				
CATEGORY	A	B	C	D
LPV DA	941-1/2		200 (200-1/2)	
LNAV/VNAV DA	1015-1/2		274 (300-1/2)	
LNAV MDA	1200-1/2 459 (500-1/2)		1200-7/8 459 (500-7/8)	
CIRCLING	1300-1 551 (600-1)		1300-1 1/2 551 (600-1 1/2) 1400-2 651 (700-2)	

SHERMAN/DENISON, TEXAS  
Orig-A 29MAY14

33°43'N-96°40'W

# RNAV (GPS) RWY 17L

SC-2, 10 NOV 2016 to 05 JAN 2017


SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>65928</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>749</b> <b>749</b>
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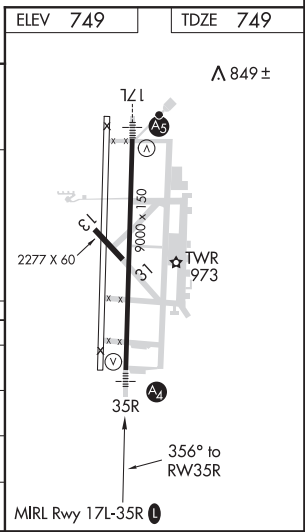
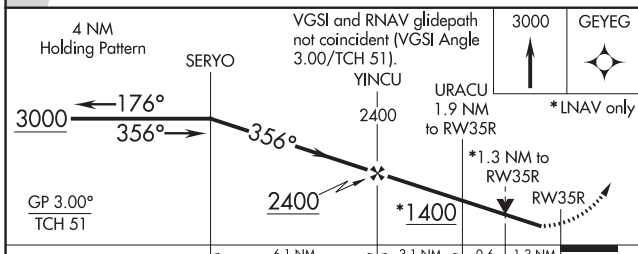
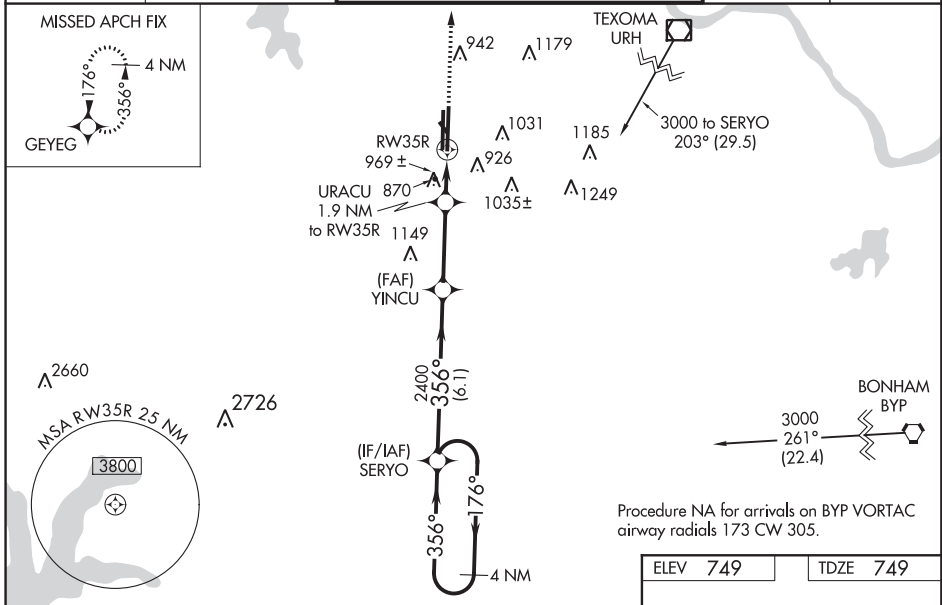
# RNAV (GPS) RWY 35R

NORTH TEXAS RGNL/PERRIN FIELD (GYI)

**⚠** Night Landing Rwy 13, 31 NA. Inoperative table does not apply to LPV.  
**⚠** Baro-VNAV NA when using Durant altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (-4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.  
 When local altimeter setting not received, use Durant altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C/D visibility ¼ mile; increase LNAV Cat C/D visibility ½ mile. Procedure NA for arrivals on URH VOR/DME airway radial 247.

**MALS**  MISSED APPROACH: Climb to 3000 direct GEYEG and hold.

ATIS <b>118.775</b>	FORT WORTH CENTER <b>124.75 323.0</b>	NORTH TEXAS TOWER ★ <b>120.575 (CTAF) 0 233.7</b>	GND CON <b>124.125</b>	UNICOM <b>122.7</b>
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CATEGORY	A	B	C	D
LPV DA		949-¾	200 (200-¾)	
LNAV/VNAV DA		1294-1½	545 (600-1½)	
LNAV MDA	1220-¾	471 (500-¾)	1220-1½	471 (500-1½)
CIRCLING	1300-1	551 (600-1)	1300-1½ 551 (600-1½)	1400-2 651 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

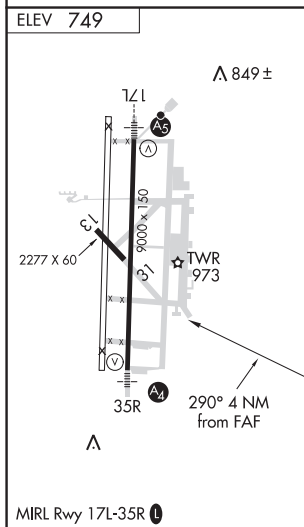
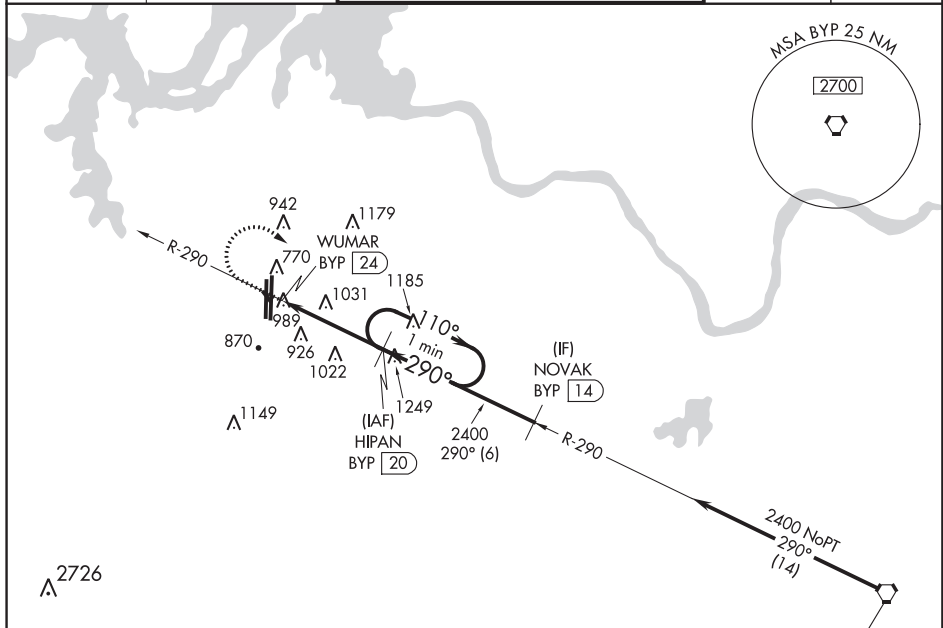
VORTAC BYP <b>114.6</b> Chan <b>93</b>	APP CRS <b>290°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>749</b>
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SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI) **VOR/DME-A**

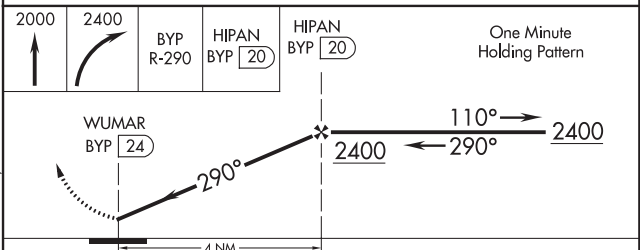
**⚠** When local altimeter setting not received, use Durant altimeter setting and increase all MDA 60 feet and Cats C/D visibility ¼ mile. Circling to Rwy 13/31 NA at night.

**⚠** MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 on BYP VORTAC R-290 to HIPAN/BYP 20 DME and hold.

ATIS <b>118.775</b>	FORT WORTH CENTER <b>124.75 323.0</b>	NORTH TEXAS TOWER ★ <b>120.575 (CTAF) 233.7</b>	GND CON <b>124.125</b>	UNICOM <b>122.7</b>
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Procedure NA for arrival on BYP VORTAC airway radials 264 CW 305.



CATEGORY	A	B	C	D
CIRCLING	1340-1 591 (600-1)	1340-1¼ 591 (600-1¼)	1340-1½ 591 (600-1½)	1400-2 651 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

15176

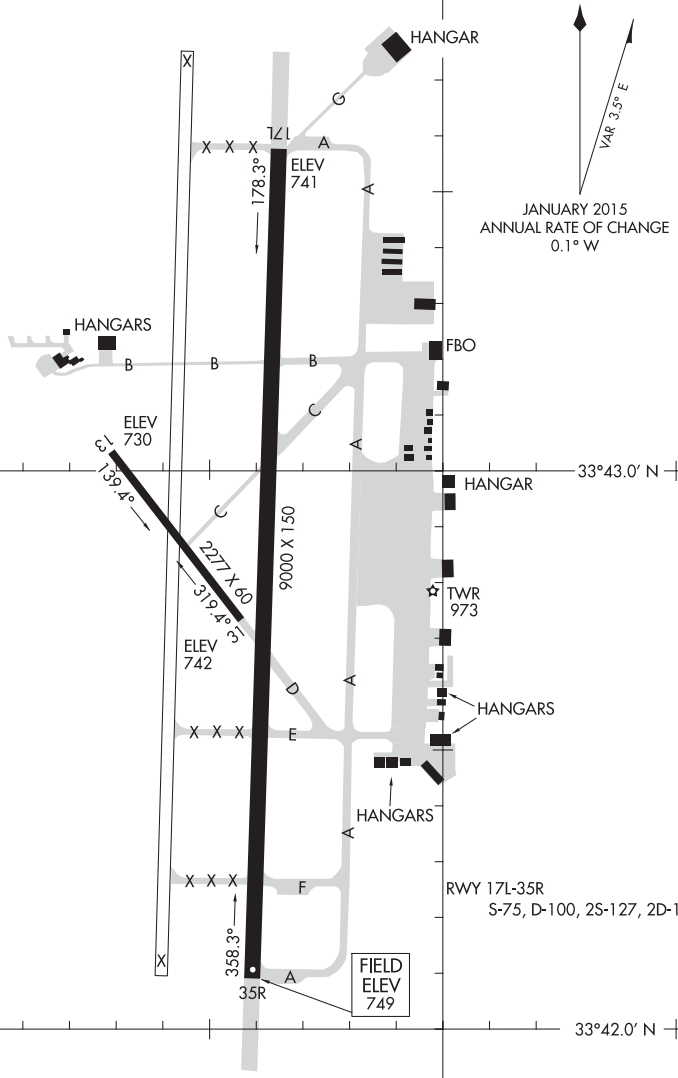
# AIRPORT DIAGRAM

NORTH TEXAS RGNL/PERRIN FIELD (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS

ATIS  
 118.775  
 NORTH TEXAS TOWER\*  
 120.575 233.7  
 GND CON  
 124.125



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.1° W  
 VAR 3.5° E

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

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

096°41.0' W

096°40.0' W

# AIRPORT DIAGRAM

15176

SHERMAN/DENISON, TEXAS

NORTH TEXAS RGNL/PERRIN FIELD (GYI)

WAAS CH <b>70331</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE <b>2426</b> Apt Elev <b>2430</b>	<b>5599</b>
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# RNAV (GPS) RWY 35

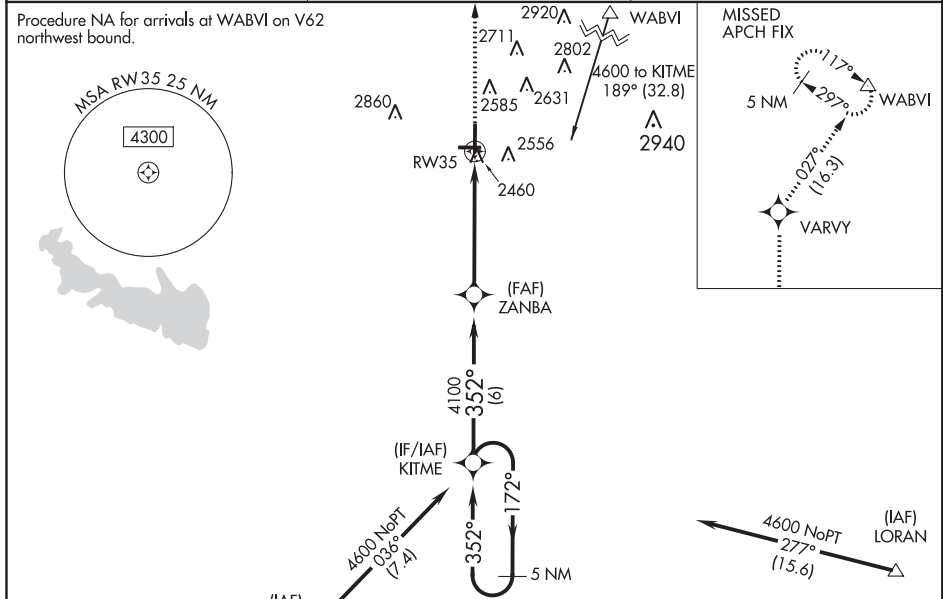
SNYDER/WINSTON FIELD (SNK)

**▼** Baro-VNAV NA when using Sweetwater altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

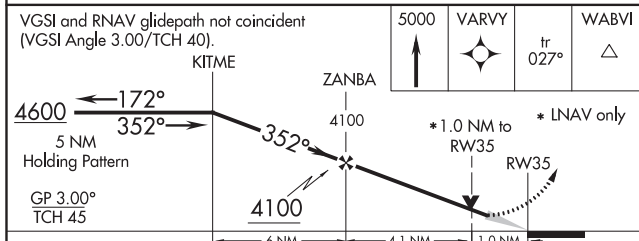
**▲** VDP NA with Sweetwater altimeter setting. When local altimeter setting not received, use Sweetwater altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile, and LNAV Cat C visibility 1/4 mile. Night landing: Rwy 8, 26, 17 NA.

**MISSED APPROACH:**  
Climb to 5000 direct VARVY and on track 027° to WABVI and hold, continue climb-in-hold to 6000.

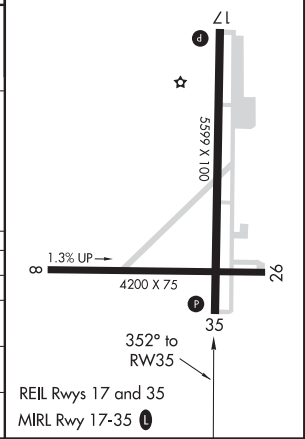
AWOS-3 <b>119.925</b>	FORT WORTH CENTER <b>127.45 290.3</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 2430	TDZE 2426
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CATEGORY	A	B	C	D
LPV DA		2626-3/4	200 (200-3/4)	NA
LNAV/VNAV DA		2676-3/4 250 (300-3/4)		NA
LNAV MDA		2780-1 354 (400-1)		NA
CIRCLING	2920-1 490 (500-1)	2940-1 510 (600-1)	2940-1 1/2 510 (600-1 1/2)	NA



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

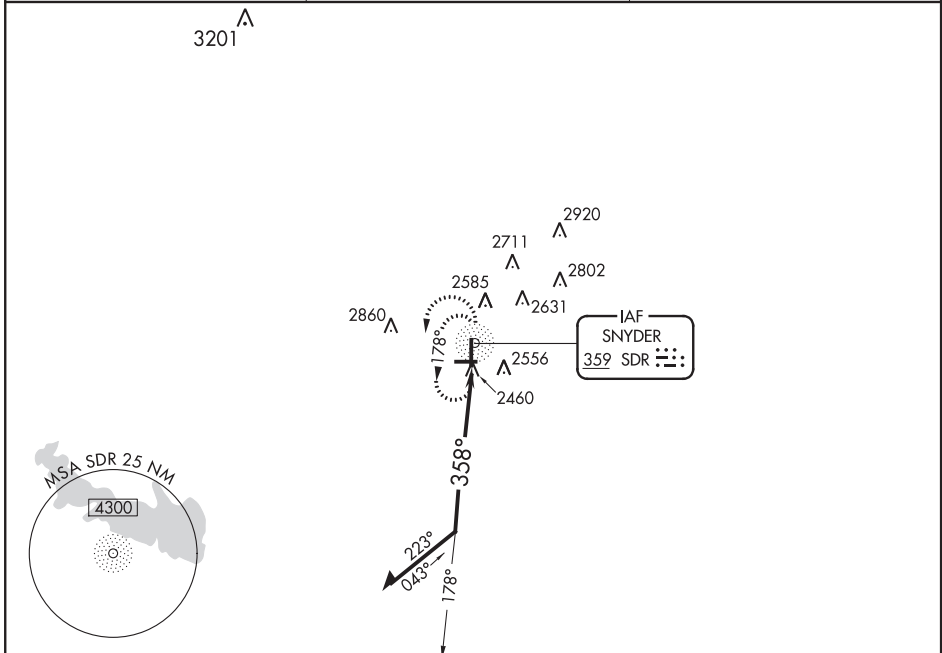
NDB SDR <b>359</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>5599</b> <b>2426</b> <b>2430</b>
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# NDB RWY 35

SNYDER/ WINSTON FIELD (SNK)

<p><b>NA</b> Circling NA to Rwy 8-26. When VGSJ inop, Circling Rwy 17 NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.</p>
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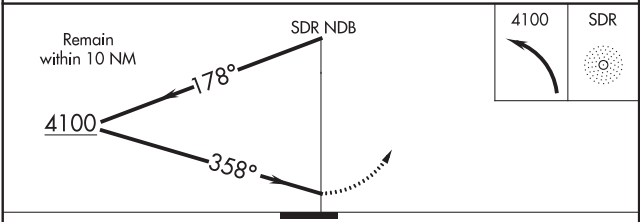
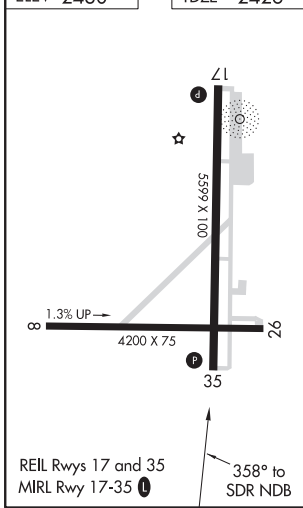
AWOS-3 <b>119,925</b>	FORT WORTH CENTER <b>127.45 290.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 2430	TDZE 2426
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CATEGORY	A	B	C	D
S-35	2960-1	534 (600-1)	2960-1½ 534 (600-1½)	NA
CIRCLING	2960-1	530 (600-1)	2960-1½ 530 (600-1½)	NA

APP CRS	Rwy Idg	<b>5022</b>
<b>020°</b>	TDZE	<b>3090</b>
	Apt Elev	<b>3090</b>

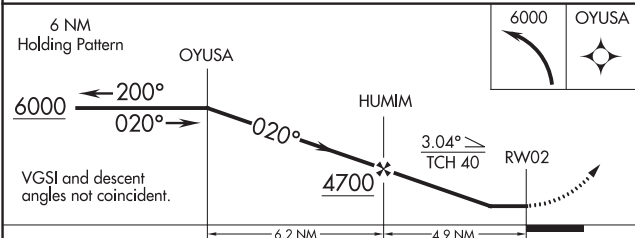
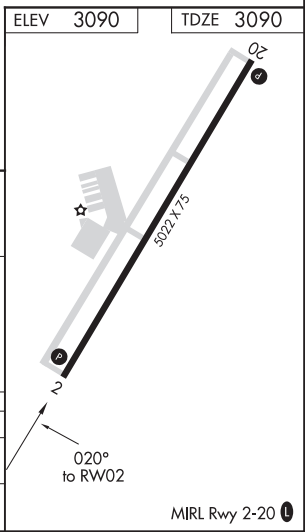
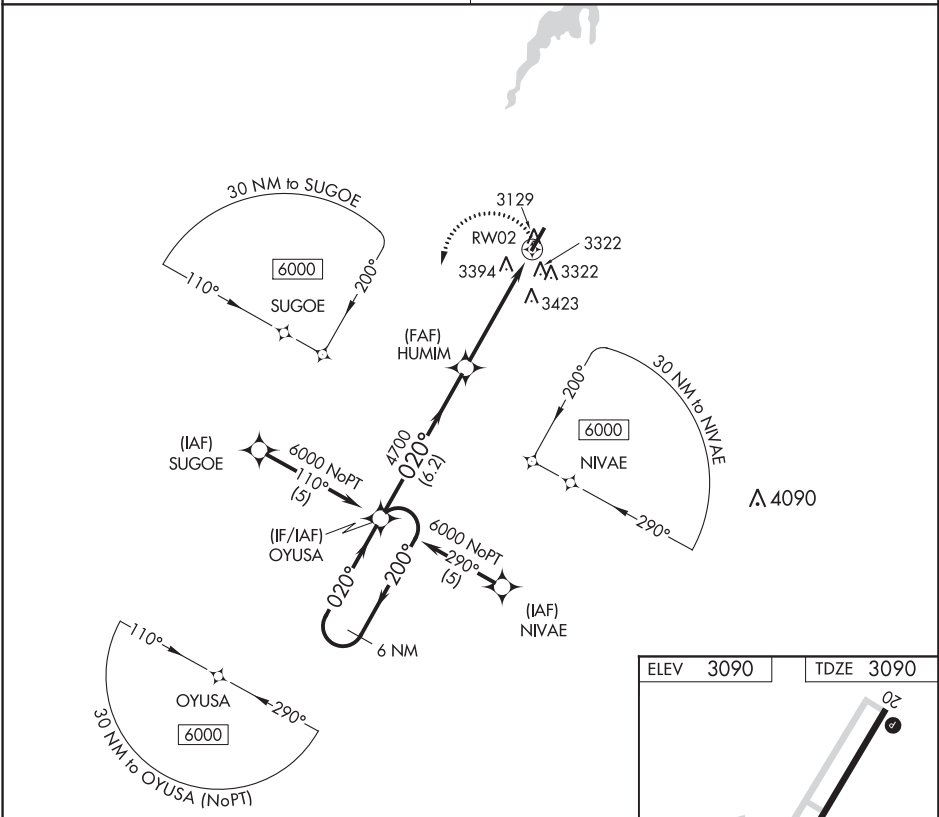
# RNAV (GPS) RWY 2

MAJOR SAMUEL B CORNELIUS FIELD (E42)

<p><b>▽</b> 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.</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 6000 direct OYUSA hold.</p>
---	--

ALBUQUERQUE CENTER  
**127.85 285.475**

CTAF  
**122.9**



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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>5022</b>
<b>200°</b>	TDZE	<b>3090</b>
	Apt Elev	<b>3090</b>

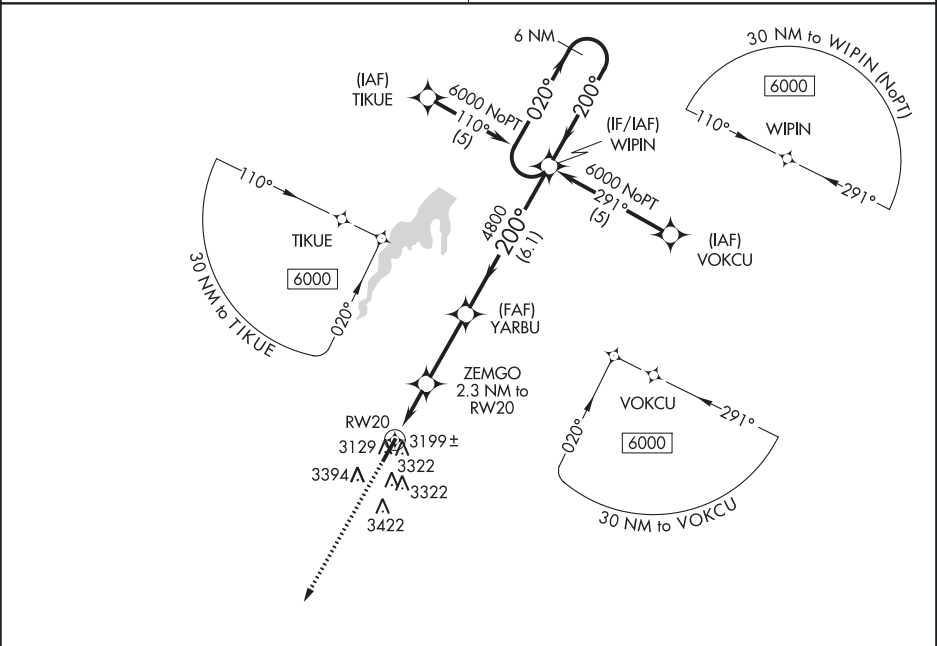
# RNAV (GPS) RWY 20

MAJOR SAMUEL B CORNELIUS FIELD (E42)

<p><b>▽</b> 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 1/4 mile, Circling Cat A visibility 1/2 mile, and Circling Cat C visibility 1/2 mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.</p>
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ALBUQUERQUE CENTER  
**127.85 285.475**

CTAF  
**122.9**

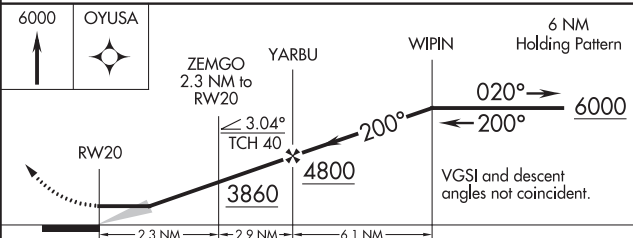
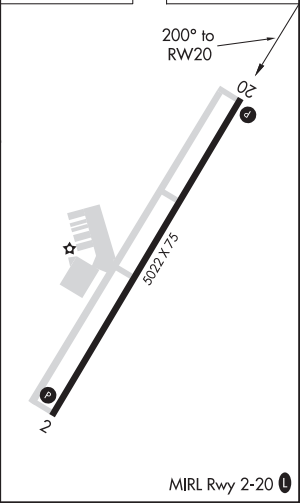


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV	<b>3090</b>	TDZE	<b>3090</b>
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CATEGORY	A	B	C	D
LNVA 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

SPEARMAN, TEXAS

AL-6776 (FAA)

16035

VORTAC BGD <b>108.6</b> Chan <b>23</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>5022</b> <b>3090</b> <b>3090</b>
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# VOR/DME RWY 2

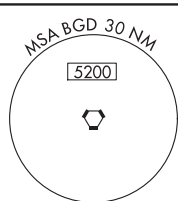
MAJOR SAMUEL B CORNELIUS FIELD (E42)

**NA** Visibility reduction by helicopters NA. Use Berger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase S-2 Cat C visibility ½ mile, Circling Cat A visibility ¼ mile, and Circling Cat C visibility ½ mile.

**MISSED APPROACH:** Climbing right turn to 5100 direct BGD VORTAC and hold.

ALBUQUERQUE CENTER  
**127.85 285.475**

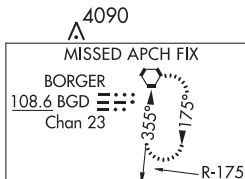
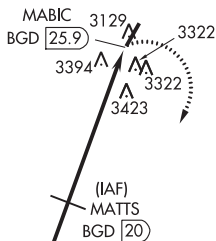
CTAF  
**122.9**



LIBERAL  
112.3 LBL  
Chan 70



Procedure NA for arrivals at BGD VORTAC via V390 southwest bound.



IAF BORGER  
108.6 BGD  
Chan 23

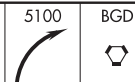
(IF) WORSO  
BGD 10

ELEV 3090 TDZE 3090

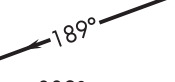


Remain within 10 NM

MATTS BGD (20)



5100



MABIC BGD (25.9)

VGSI and descent angles not coincident.

5100



6 NM

CATEGORY	A	B	C	D
S-2	3760-1 670 (700-1)	3760-1¼ 670 (700-1¼)	3760-1¾ 670 (700-1¾)	NA
CIRCLING	3840-1 750 (800-1)	3840-1¼ 750 (800-1¼)	3840-2¼ 750 (800-2¼)	NA

009° 6 NM from FAF

MIRL Rwy 2-20

SPEARMAN, TEXAS  
Amdt 1 15JAN09

36°13'N-101°12'W

MAJOR SAMUEL B CORNELIUS FIELD (E42)

# VOR/DME RWY 2

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3707</b>
<b>174°</b>	TDZE	<b>1561</b>
	Apt Elev	<b>1561</b>

# RNAV (GPS) RWY 17

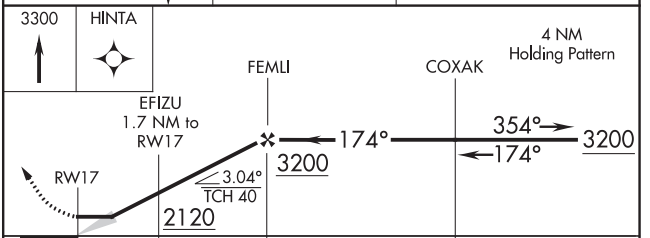
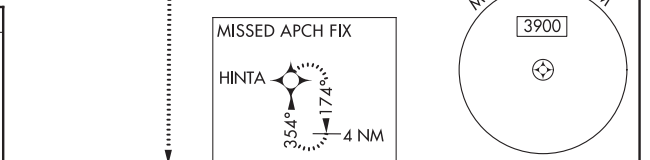
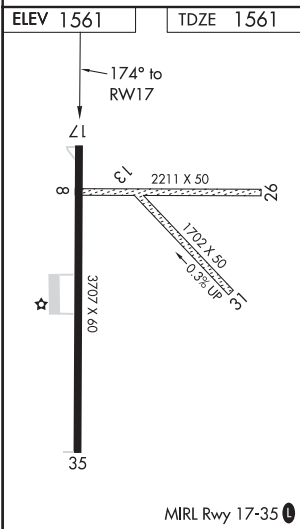
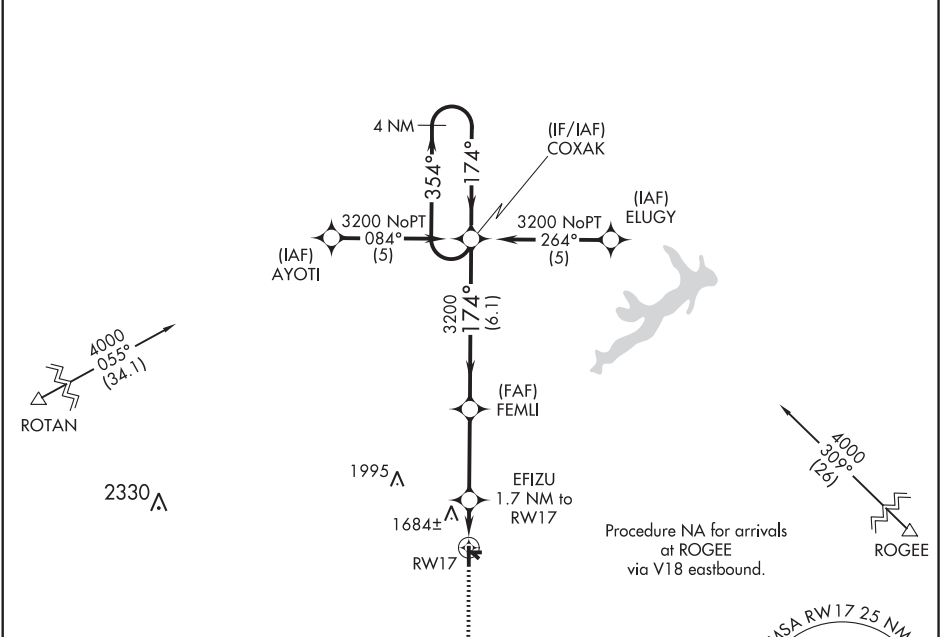
STAMFORD/ARLEDGE FIELD (F56)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct HINTA and hold.

ABILENE APP CON  
**127.2 282.3**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	2040-1	479 (500-1)	2040-1¼ 479 (500-1¼)	NA
CIRCLING	2100-1	539 (600-1)	2100-1½ 539 (600-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

STAMFORD, TEXAS

AL-6925 (FAA)

12208

APP CRS	Rwy Idg	<b>3707</b>
<b>354°</b>	TDZE	<b>1560</b>
	Apt Elev	<b>1561</b>

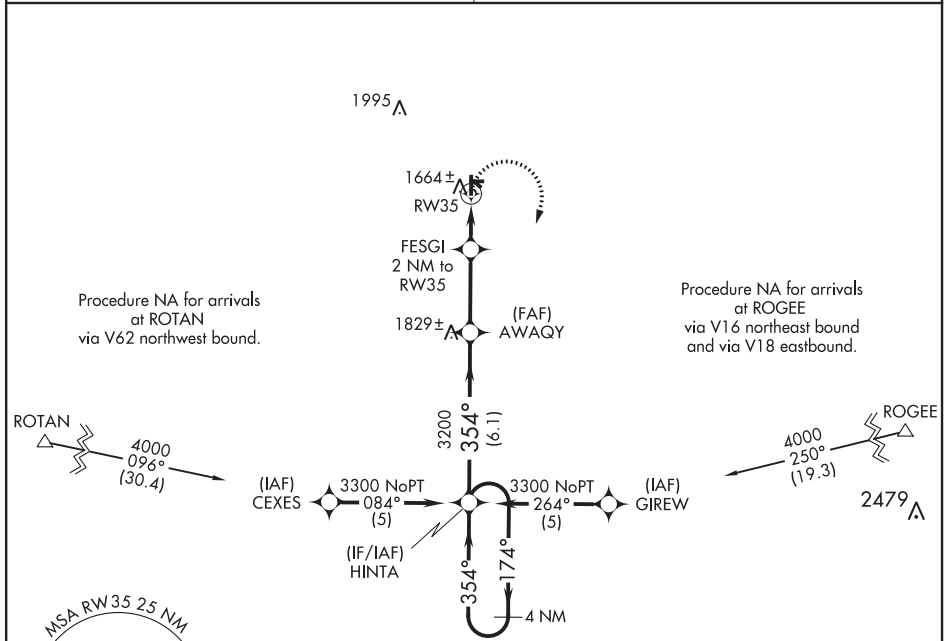
# RNAV (GPS) RWY 35

STAMFORD/ARLEDGE FIELD (F56)

**▽** DME/DME RNP-0.3 NA. Use Abilene Rgnl altimeter setting; when not received use Breckenridge altimeter setting and increase all MDA 40 feet. Procedure NA at night.  
**▲** NA

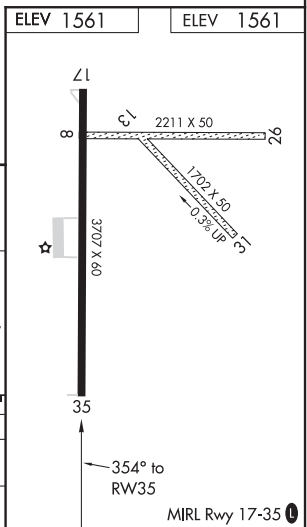
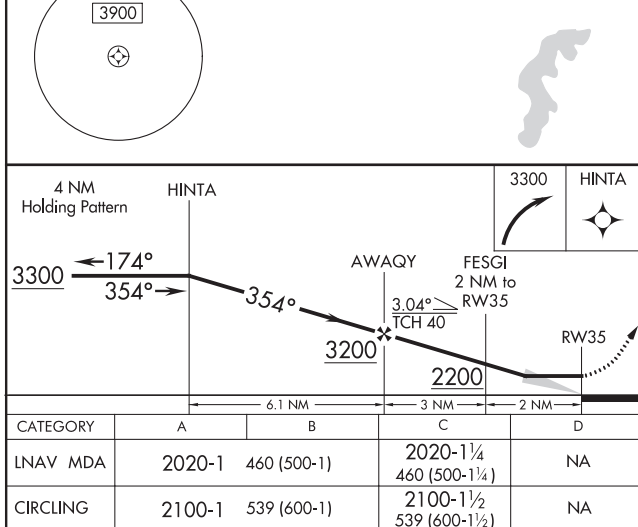
**MISSED APPROACH:** Climbing right turn to 3300 direct HINTA and hold.

ABILENE APP CON <b>127.2 282.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



STAMFORD, TEXAS  
 Orig 11FEB10

32° 55' N-99° 44' W

# RNAV (GPS) RWY 35

STAMFORD/ARLEDGE FIELD (F56)

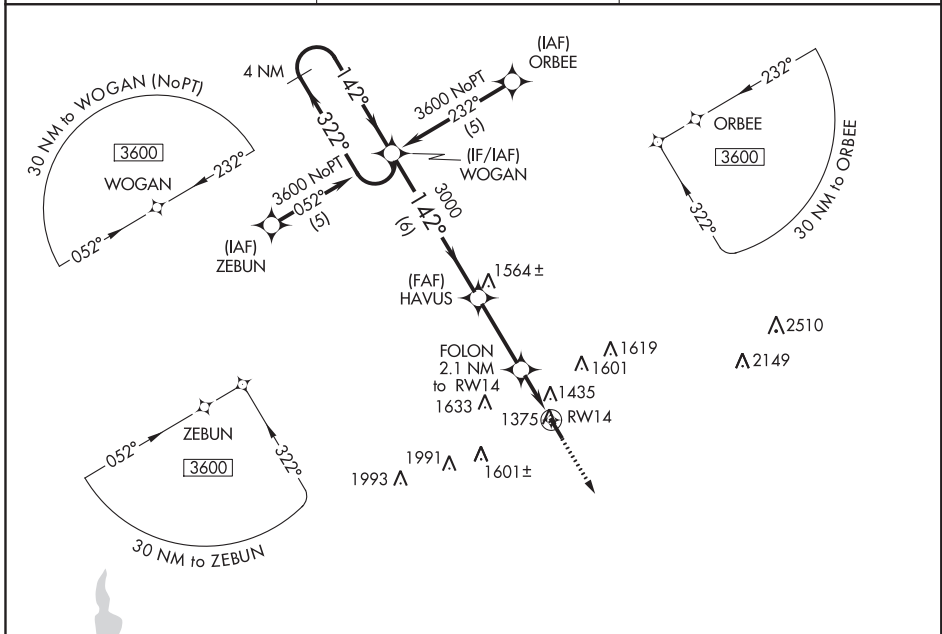
APP CRS	Rwy Idg	<b>4209</b>
<b>142°</b>	TDZE	<b>1321</b>
	Apt Elev	<b>1321</b>

# RNAV (GPS) RWY 14

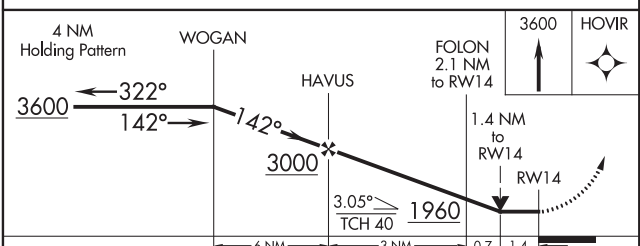
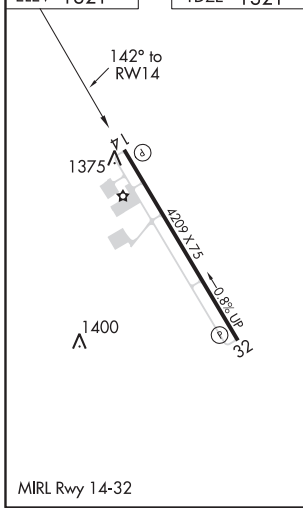
STEPHENVILLE CLARK RGNL (SEP)

<p><b>▼</b> DME/DME RNP-0.3 NA.</p> <p>    Circling Rwy 32 NA at night.</p>	<p>MISSED APPROACH: Climb to 3600 direct HOVIR and hold.</p>
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<p>AWOS-3</p> <p><b>118.075</b></p>	<p>FORT WORTH CENTER</p> <p><b>127.15 314.0</b></p>	<p>UNICOM</p> <p><b>122.8</b> (CTAF)</p>
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ELEV <b>1321</b>	TDZE <b>1321</b>
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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)	1820-1½ 499 (500-1½)	1960-2 639 (700-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

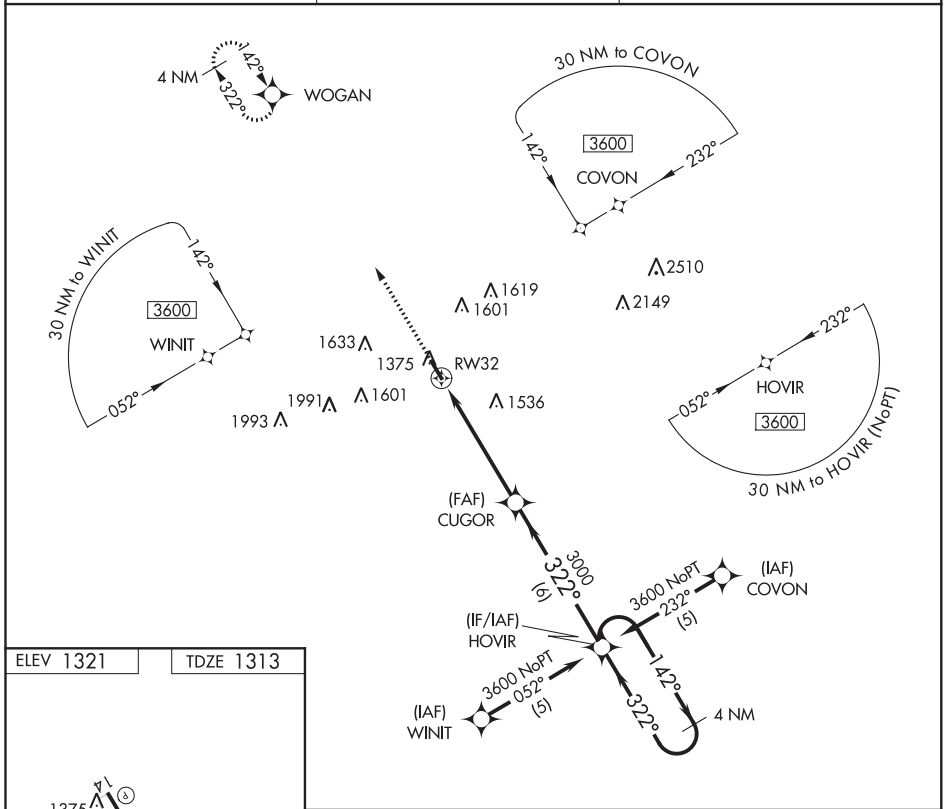
APP CRS	Rwy Idg	<b>4209</b>
<b>322°</b>	TDZE	<b>1313</b>
	Apt Elev	<b>1321</b>

# RNAV (GPS) RWY 32

STEPHENVILLE CLARK RGNL (SEP)

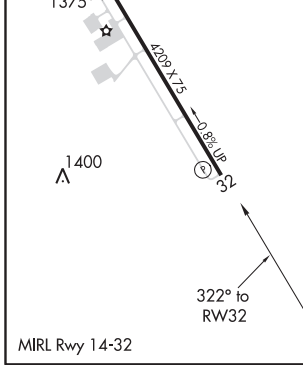
**▼** DME/DME RNP-0.3 NA. Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, circling Rwy 32 NA at night. MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

AWOS-3 <b>118.075</b>	FORT WORTH CENTER <b>127.15 314.0</b>	UNICOM <b>122.8</b> (CTAF)
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



3600	WOGAN	4 NM Holding Pattern		
	CUGOR			
	RW32			
	3000			
	5.2 NM	6 NM		
3600	HOVIR	4 NM Holding Pattern		
		142° → 3600		
		← 322°		
CATEGORY	A	B	C	D
LNAV MDA	1820-1	507 (500-1)	1820-1½	507 (500-1½)
CIRCLING	1820-1	499 (500-1)	1820-1½	1960-2
			499 (500-1½)	639 (700-2)

VORTAC JEN <b>115.0</b> Chan 97	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1321</b>
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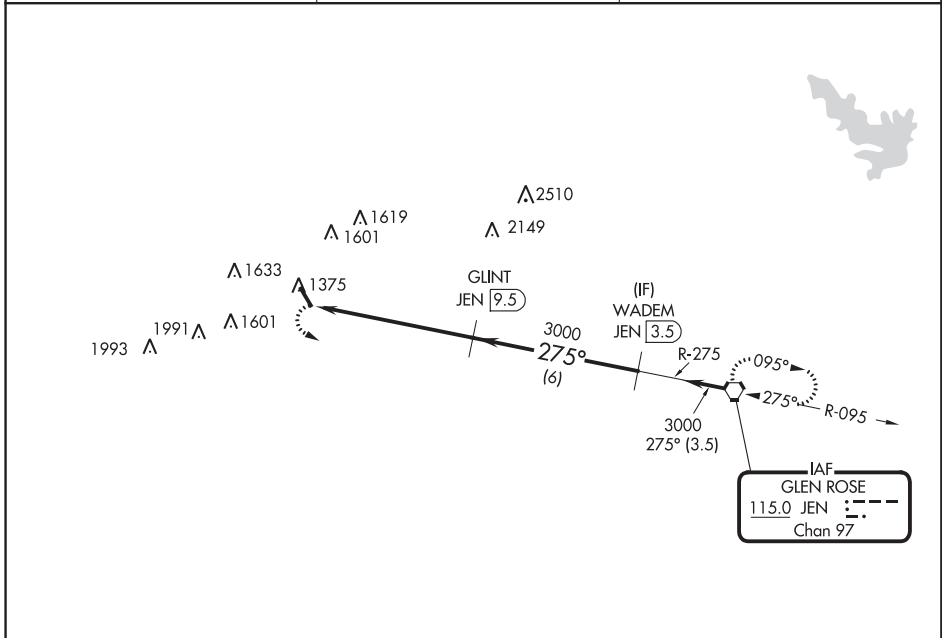
# VOR/DME-A

STEPHENVILLE CLARK RGNL (SEP)

**▼** Rwy 32 helicopter visibility reduction below 1 SM NA. Circling Rwy 32 NA at night.

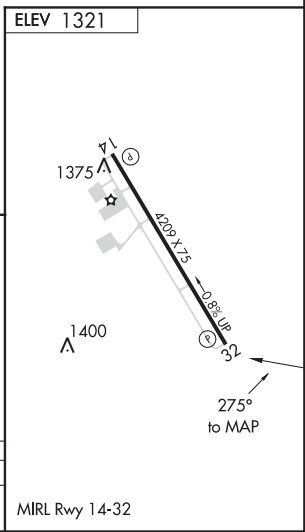
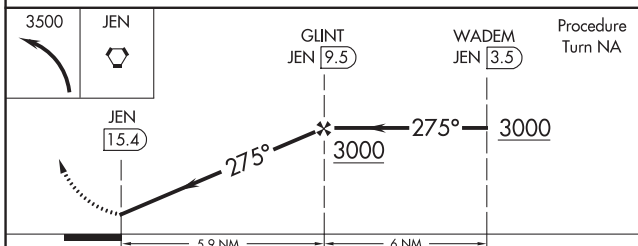
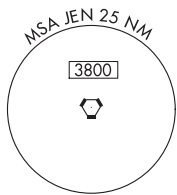
**MISSED APPROACH:** Climbing left turn to 3500 direct JEN VORTAC and hold.

AWOS-3 <b>118.075</b>	FORT WORTH CENTER <b>127.15 314.0</b>	UNICOM <b>122.8 (CTAF)</b>
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SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1820-1	499 (500-1)	1820-1½ 499 (500-1½)	1960-2 639 (700-2)

WAAS CH <b>86324</b> <b>W01A</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>489</b> <b>489</b>
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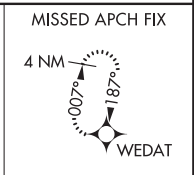
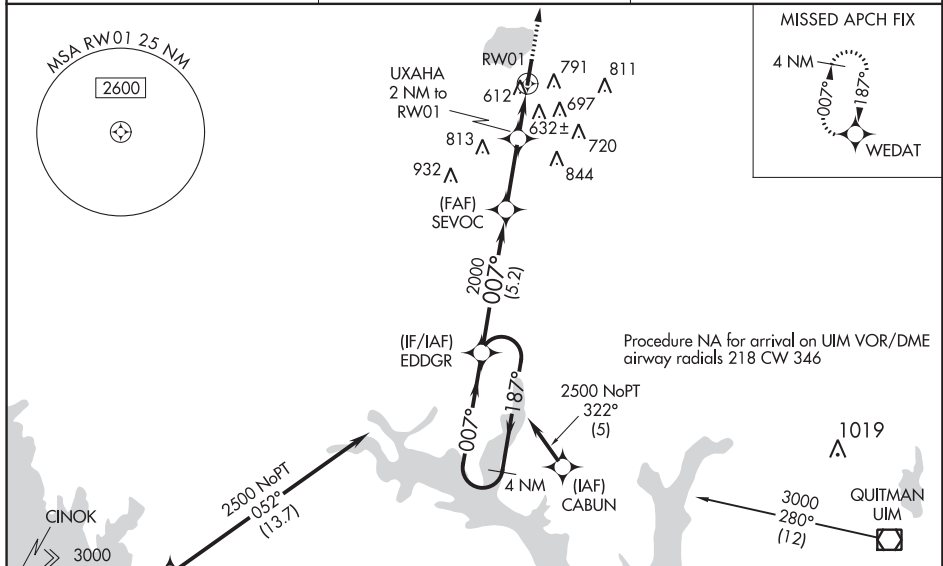
# RNAV (GPS) RWY 1

SULPHUR SPRINGS MUNI (SLR)

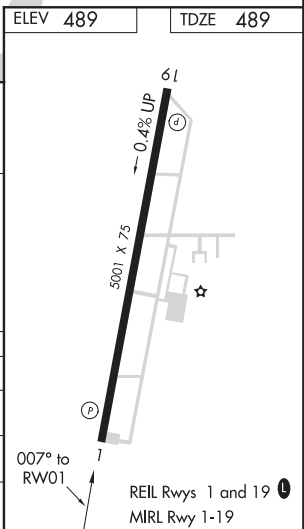
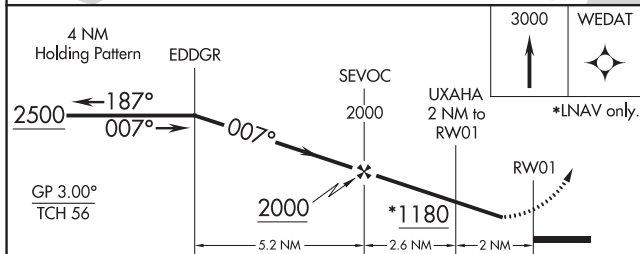
**⚠** Baro-VNAV NA when using Paris altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When VGSi inop, Straight-in/Circling Rwy 1 procedure NA at night. Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ⅓ mile and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct WEDAT and hold.

AWOS-3 <b>118.35</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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ELEV 489	TDZE 489
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CATEGORY	A	B	C	D
LPV DA	803-1	314 (400-1)		NA
LNAV/VNAV DA	975-1½	486 (500-1½)		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

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>90323</b> <b>W19A</b>	APP CRS <b>187°</b>	Rwy Idg TDZE <b>476</b> Apt Elev <b>489</b>	<b>5001</b> <b>476</b> <b>489</b>
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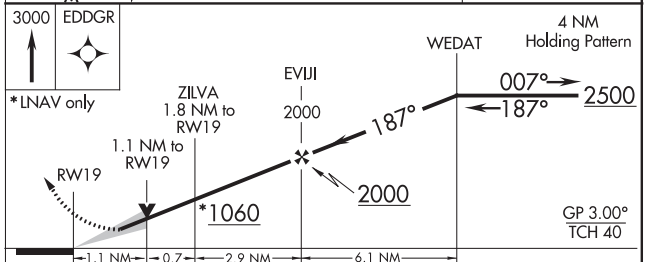
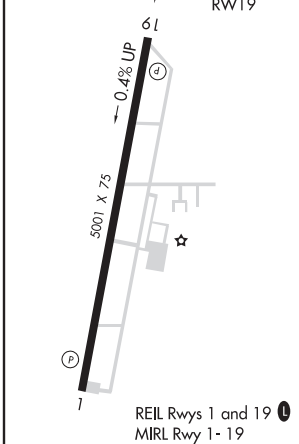
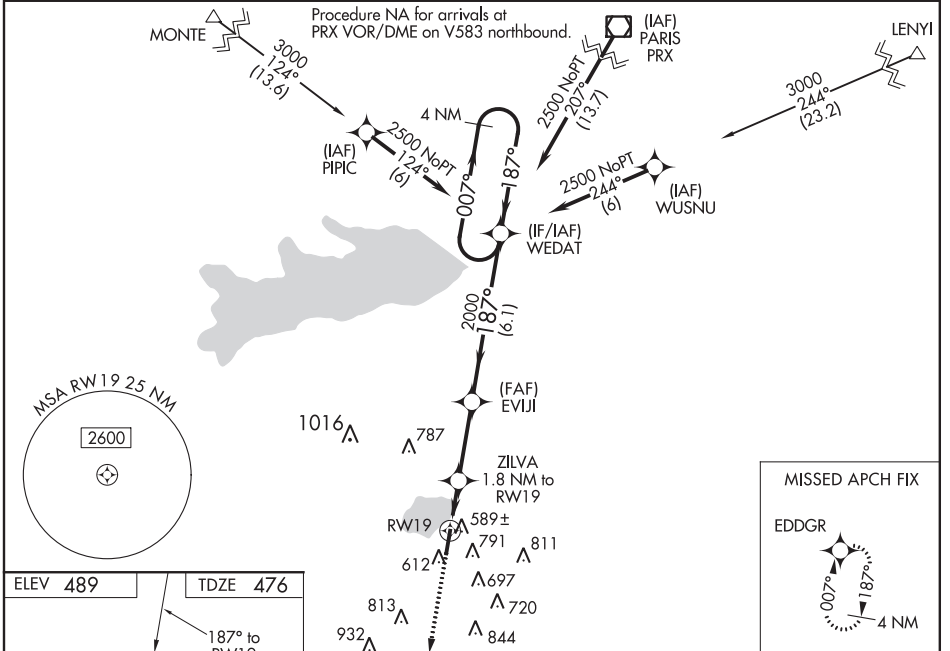
# RNAV (GPS) RWY 19

SULPHUR SPRINGS MUNI (SLR)

**⚠** When VGSI inop, Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C visibility 3/8 mile.

**⚠** MISSED APPROACH: Climb to 3000 direct EDDGR and hold.

AWOS-3 <b>118.35</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		676-3/4	200 (200-3/4)	NA
LNAV/VNAV DA		776-1	300 (300-1)	NA
LNAV MDA		840-1	364 (400-1)	NA
CIRCLING	920-1 431 (500-1)	940-1 451 (500-1)	940-1 1/2 451 (500-1 1/2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SULPHUR SPRINGS, TEXAS

AL-5559 (FAA)

16203

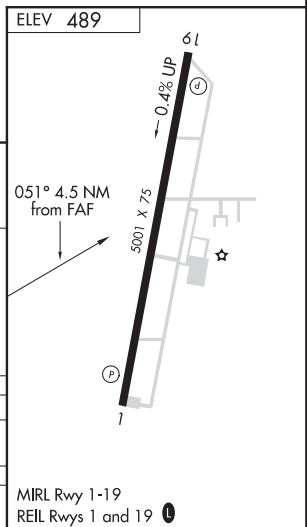
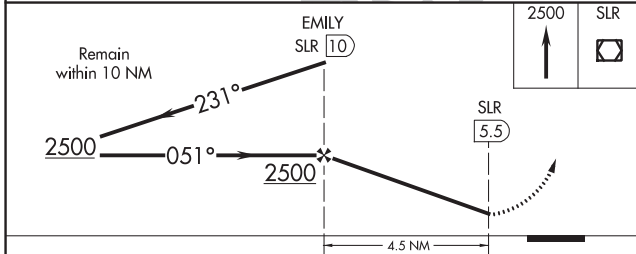
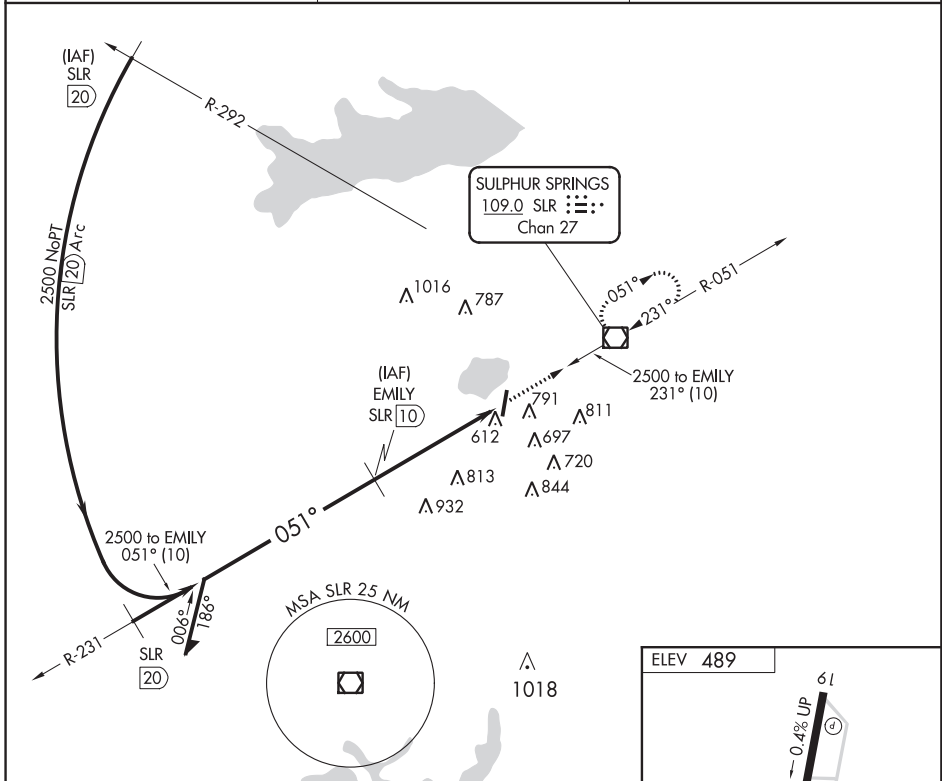
VOR/DME SLR <b>109.0</b> Chan <b>27</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>489</b>
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**VOR/DME-B**  
SULPHUR SPRINGS MUNI (SLR)

⚠ Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting.  
⚠ NA Circling not authorized east of Runway 1-19.

MISSED APPROACH: Climb to 2500 direct SLR VOR/DME and hold.

AWOS-3 <b>118.35</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>123.075</b> (CTAF) <b>📻</b>
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CATEGORY	A	B	C	D
CIRCLING	940-1 451 (500-1)	960-1 471 (500-1)	960-1½ 471 (500-1½)	NA
COX FIELD ALTIMETER SETTING MINIMUMS				
CIRCLING	1020-1 531 (600-1)	1040-1 551 (600-1)	1040-1½ 551 (600-1½)	NA

SULPHUR SPRINGS, TEXAS  
Amdt 6 10OCT96

33°10'N-95°37'W

SULPHUR SPRINGS MUNI (SLR)  
**VOR/DME-B**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>72925</b> <b>W04A</b>	APP CRS <b>035°</b>	Rwy Idg TDZE <b>2380</b> Apt Elev <b>2380</b>
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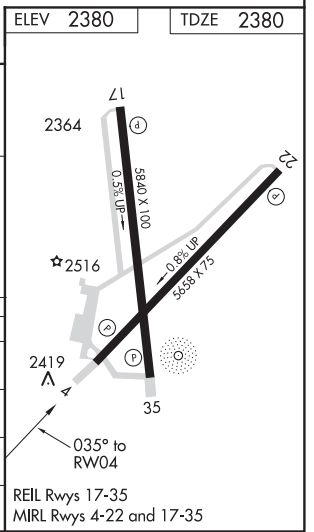
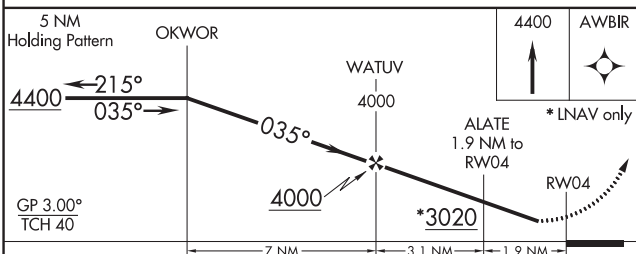
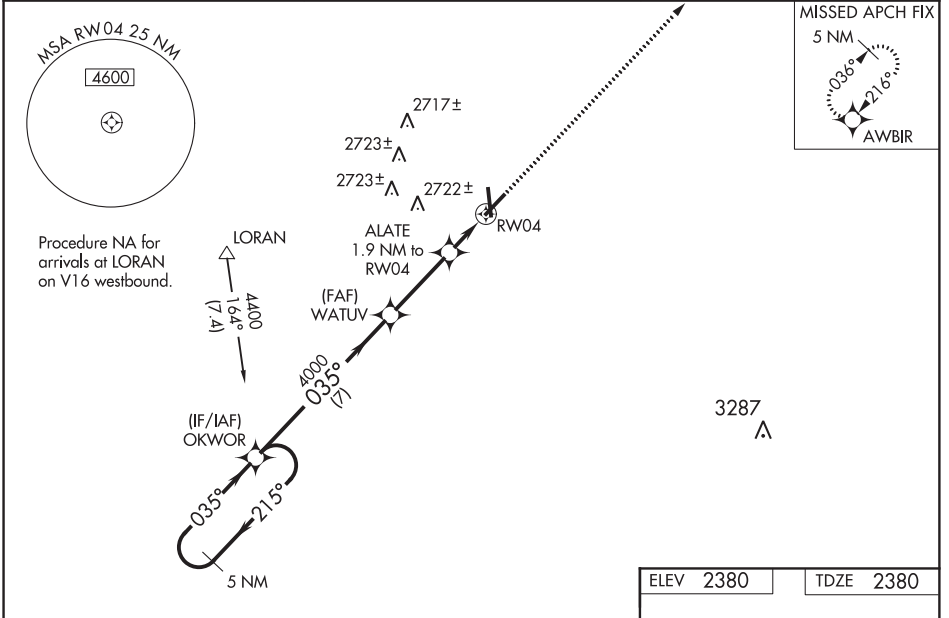
# RNAV (GPS) RWY 4

SWEETWATER/AVENGER FIELD (SWW)

**⚠** 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 all DA 72 feet and all MDA 80 feet. Increase LPV visibility all Cats ½ mile. Increase LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cats C and D ½ mile. 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 <b>119.025</b>	ABILENE APP CON <b>127.2 282.3</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2630-1		250 (300-1)	
LNAV/VNAV DA	2727-1 1/8		347 (400-1 1/8)	
LNAV MDA	2820-1 440 (500-1)		2820-1 1/4 440 (500-1 1/4)	
CIRCLING	2880-1 500 (500-1)		2880-1 1/2 500 (500-1 1/2) 2940-2 560 (600-2)	

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>49125</b> <b>W22A</b>	APP CRS <b>215°</b>	Rwy Idg TDZE Apt Elev	<b>5658</b> <b>2355</b> <b>2380</b>
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# RNAV (GPS) RWY 22

SWEETWATER/AVENGER FIELD (SWW)

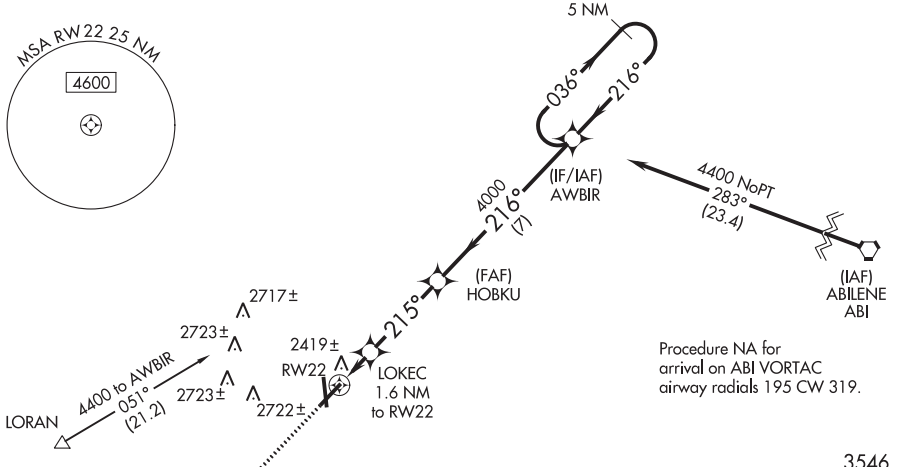
**⚠** When VGSi inop, Circling Rwy 17 and 22 NA at night. Baro-VNAV NA when using Snyder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When VGSi inop, Straight in/Circling Rwy 22 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Snyder altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Increase LNAV Cats C and D visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 4400 direct OKWOR and hold.

AWOS-3  
**119.025**

ABILENE APP CON  
**127.2 282.3**

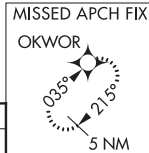
UNICOM  
**122.8 (CTAF)**



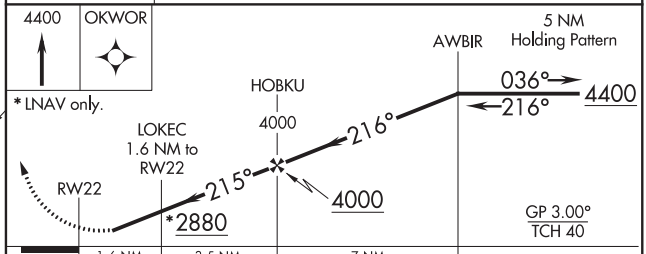
Procedure NA for arrival on ABI VORTAC airway radials 195 CW 319.

3546

ELEV **2380** TDZE **2355**



REIL Rwy 17-35  
MIRL Rwy 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)	2880-1½ 500 (500-1½)	2940-2 560 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SWEETWATER, TEXAS

AL-808 (FAA)

16315

WAAS CH <b>78225</b> <b>W35A</b>	APP CRS <b>346°</b>	Rwy Idg TDZE <b>2355</b> Apt Elev <b>2380</b>
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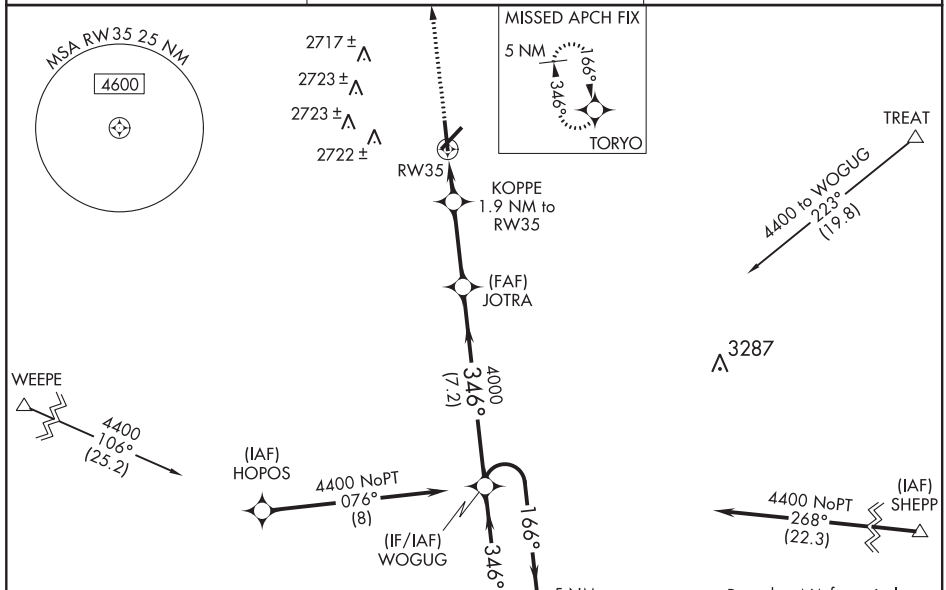
# RNAV (GPS) RWY 35

SWEETWATER/AVENGER FIELD (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 is not received, use Snyder altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cats C and D ½ mile.

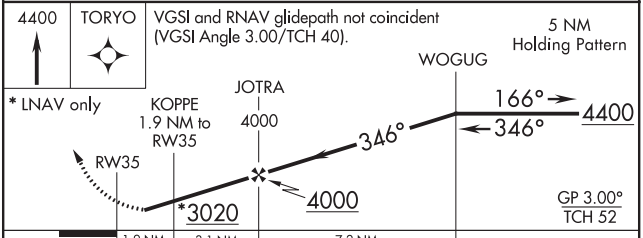
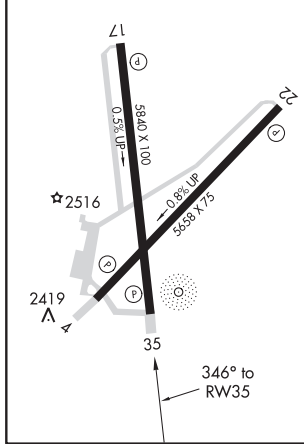
**MISSED APPROACH:**  
Climb to 4400 direct TORYO and hold.

AWOS-3 <b>119.025</b>	ABILENE APP CON <b>127.2 282.3</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV <b>2380</b>	TDZE <b>2355</b>
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REIL Rwy 17-35  
MIRL Rwy 4-22 and 17-35



CATEGORY	A	B	C	D
LPV DA		2605-1	250 (300-1)	
LNAV/VNAV DA		2713-1½	358 (400-1½)	
LNAV MDA	2820-1	465 (500-1)	2820-1⅔	465 (500-1½)
CIRCLING	2880-1	500 (500-1)	2880-1½ 500 (500-1½)	2940-2 560 (600-2)

SWEETWATER, TEXAS  
Orig-A 11DEC14

32°28'N-100°28'W

# RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

NDB SWW <b>275</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>5840</b> <b>2364</b> <b>2380</b>
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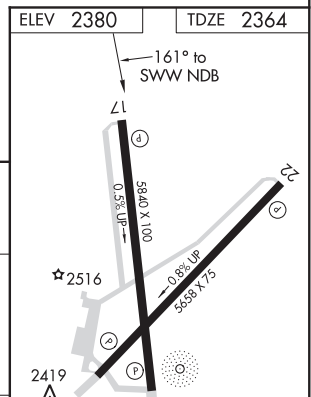
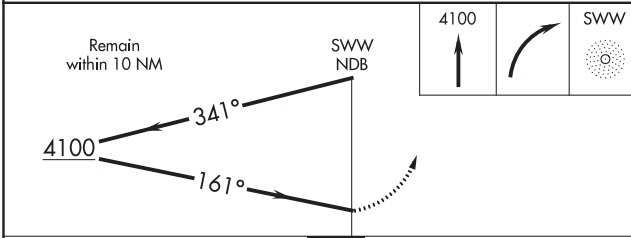
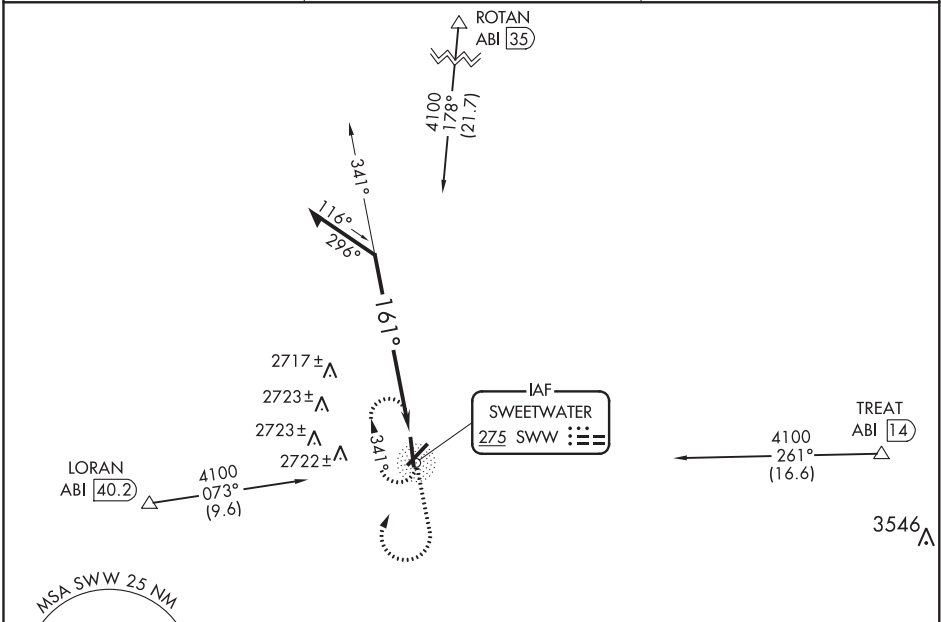
# NDB RWY 17

SWEETWATER/AVENGER FIELD (SWW)

**⚠** When VGSI inop, Circling Rwy 22 NA at night. When VGSI inop, Straight-in/Circling Rwy 17 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Snyder altimeter setting and increase all MDA 80 feet. Increase S-17 Cat C and D visibility and Circling Cat C visibility 1/8 mile.

**MISSED APPROACH:** Climb to 4100 then right turn direct SWW NDB and hold.

AWOS-3 <b>119.025</b>	ABILENE APP CON <b>127.2 282.3</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
S-17	2940-1	576 (600-1)	2940-1¾	576 (600-1¾)
CIRCLING	2940-1	560 (600-1)	2940-1¾	2940-2 560 (600-2)

REIL Rwy 17-35  
MRL Rwy 4-22 and 17-35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TERRELL, TEXAS

AL-6340 (FAA)

16203

WAAS CH <b>77699</b> W17A	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>5006</b> <b>474</b> <b>474</b>
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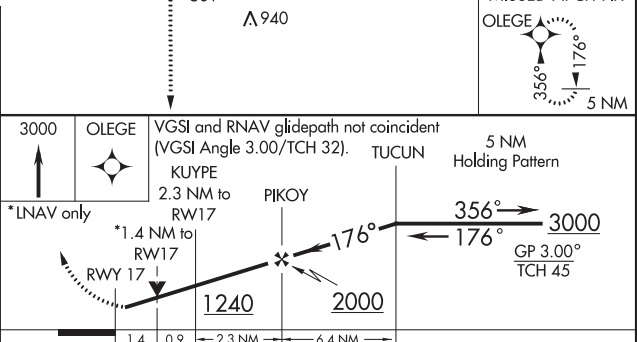
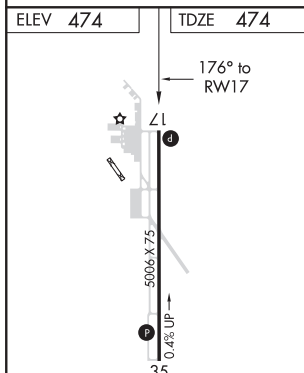
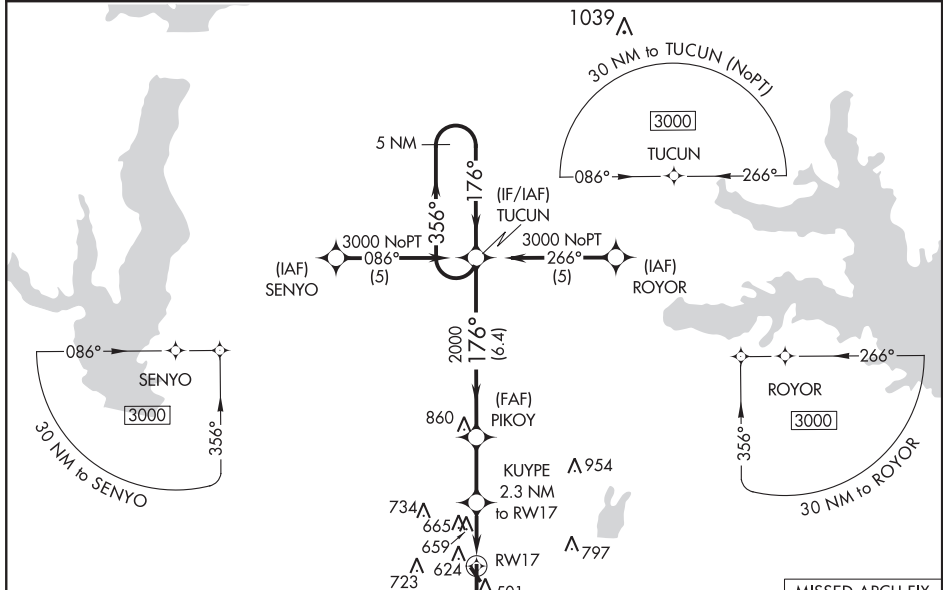
# RNAV (GPS) RWY 17

TERRELL MUNI (TRL)

**⚠** When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LNAV/VNAV all Cts visibility to 2½ mile, LNAV Cat C to 1½ mile and Circling Cat C to 1¼ mile. Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**⚠** MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

ASOS <b>119.275</b>	FORT WORTH CENTER <b>132.025 360.75</b>	UNICOM <b>122.8 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA	756-1 282 (300-1)			NA
LNAV/VNAV DA	1013-1½ 539 (600-1½)			NA
LNAV MDA	960-1 486 (500-1)		960-1½ 486 (500-1½)	NA
CIRCLING	1000-1 526 (600-1)	1020-1 546 (600-1)	1020-1½ 546 (600-1½)	NA

RLS Rwy 17 ①  
REL Rws 17 and 35  
MIRL Rws 17-35 ①

TERRELL, TEXAS  
Orig-A 21JUL16

32°43'N-96°16'W

TERRELL MUNI (TRL)  
**RNAV (GPS) RWY 17**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017





LOC I-TYR <b>109.9</b>	APP CRS <b>132°</b>	Rwy Idg 5200
		TDZE 539
		Apt Elev 544

# ILS or LOC RWY 13

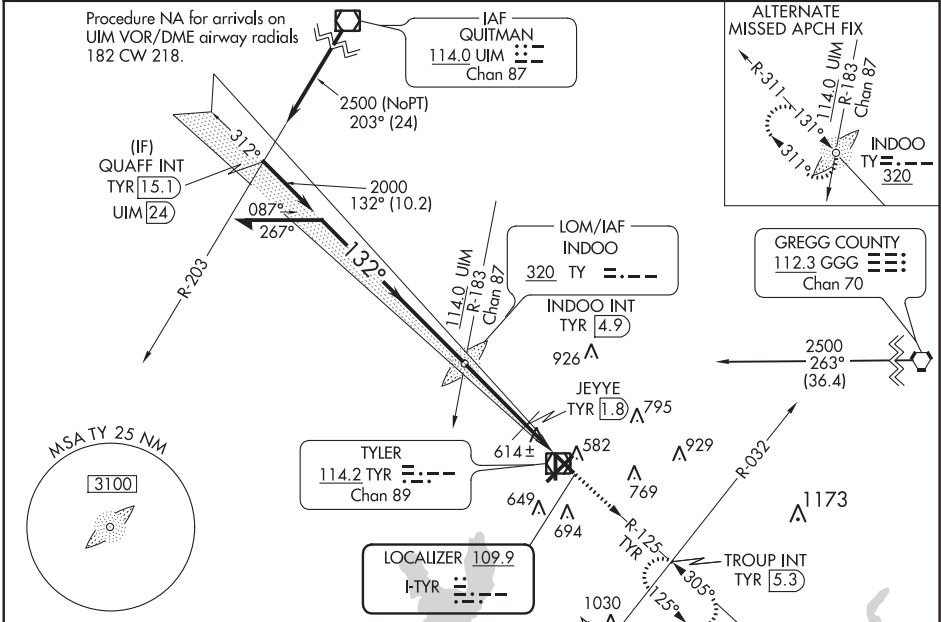
TYLER POUNDS RGNL (TYR)

**⚠** For inop MALSRR when using Longview altimeter setting, increase S-ILS 13 all Cats visibility to 1 mile. When local altimeter setting not received, use Longview altimeter setting and increase all DA 106 feet and all MDA 120 feet; increase S-LOC 13 Cat C/D visibility  $\frac{3}{8}$  mile, and Circling Cat C/D visibility  $\frac{1}{4}$  mile. JEYEE Fix Minimums: increase S-LOC 13 Cat C/D visibility  $\frac{3}{8}$  mile and Circling Cat D visibility  $\frac{1}{4}$  mile.

**MALSRR** MISSED APPROACH: Climb to 2200 on TYR VOR/DME R-125 to TROUP INT/TYR 5.3 DME and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	POUNDS TOWER * <b>120.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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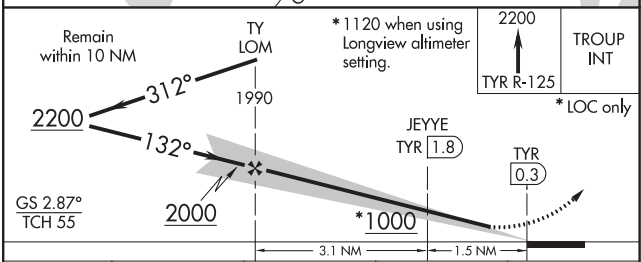
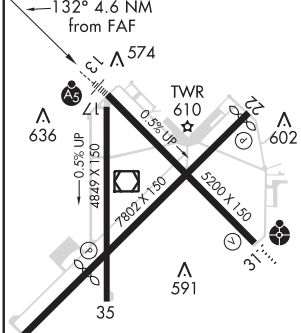
Procedure NA for arrivals on UIM VOR/DME airway radials 182 CW 218.



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 544	<b>D</b>	TDZE 539
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CATEGORY	A	B	C	D
S-ILS 13	739- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 13	1000- $\frac{1}{2}$	461 (500- $\frac{1}{2}$ )	1000-1	461 (500-1)
CIRCLING	1000-1	456 (500-1)	1000-1 $\frac{1}{2}$	1120-2
			456 (500-1 $\frac{1}{2}$ )	576 (600-2)
JEYEE FIX MINIMUMS (DME REQUIRED)				
S-LOC 13	880- $\frac{1}{2}$	341 (400- $\frac{1}{2}$ )	880- $\frac{3}{8}$	341 (400- $\frac{3}{8}$ )
CIRCLING	960-1	416 (500-1)	1000-1	1120-2
			456 (500-1)	576 (600-2)

WAAS CH <b>40014</b> <b>W04A</b>	APP CRS <b>042°</b>	Rwy Idg TDZE Apt Elev	<b>7201</b> <b>541</b> <b>544</b>
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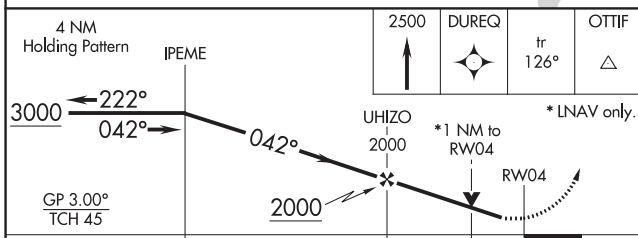
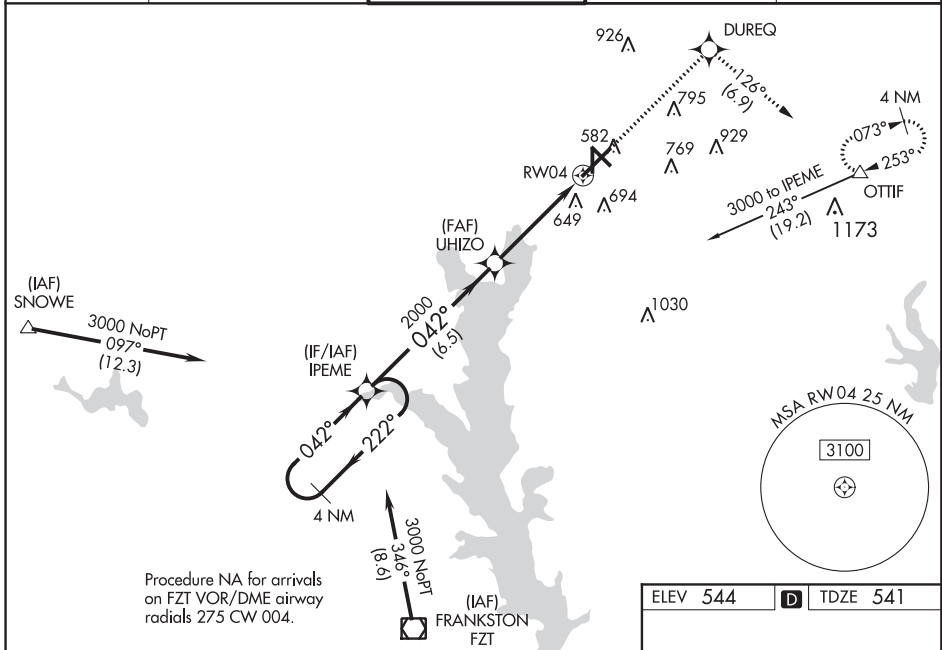
# RNAV (GPS) RWY 4

TYLER POUNDS RGNL (TYR)

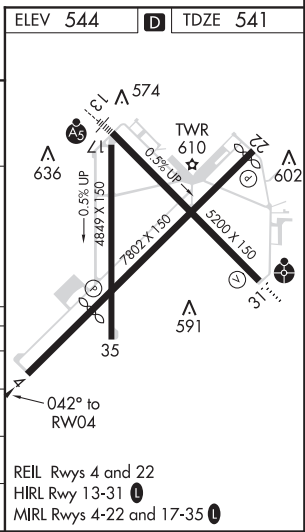
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Longview altimeter setting. When local altimeter setting not received, use Longview altimeter setting and increase all DA 106 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile, increase Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 2500 direct DUREQ and on track 126° to OTTIF and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	POUNDS TOWER * <b>120.1</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		800-7/8	259 (300-7/8)	
LNAV/VNAV DA		810-7/8	269 (300-7/8)	
LNAV MDA		900-1	359 (400-1)	
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1 1/2 456 (500-1 1/2)	1120-2 576 (600-2)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TYLER, TEXAS

16091

AL-622 (FAA)

# RNAV (GPS) RWY 13

TYLER POUNDS RGNL (TYR)

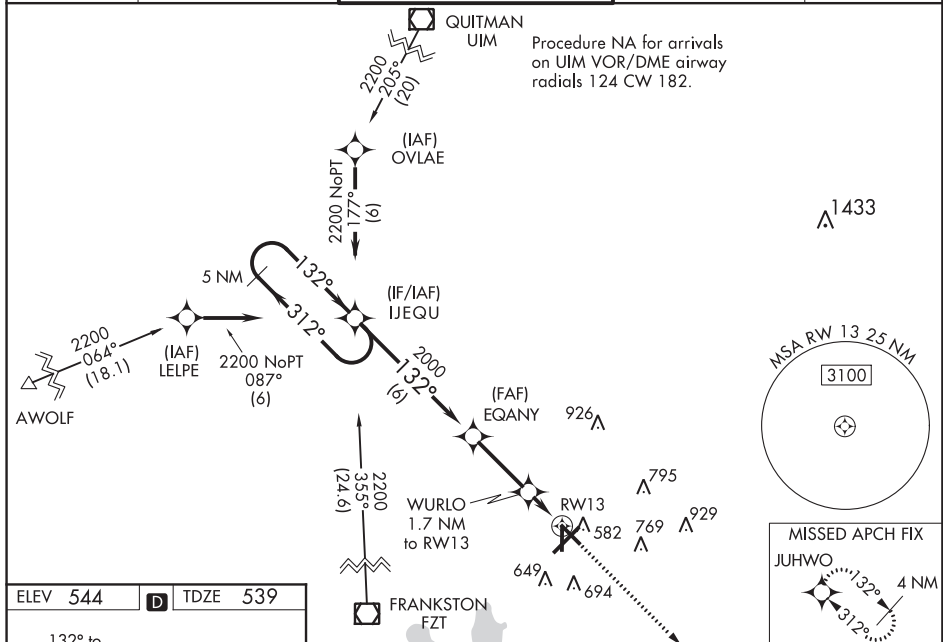
WAAS CH <b>45701</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg <b>5200</b> TDZE <b>539</b> Apt Elev <b>544</b>
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**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Longview altimeter setting. When local altimeter setting not received, use Longview altimeter setting and increase all DA 106 feet and all MDA 120 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 3/8 mile. Increase Circling Cat D visibility 1/4 mile. For inoperative MALSRL, when using Longview altimeter setting, increase LPV all Cats visibility to 1 mile.

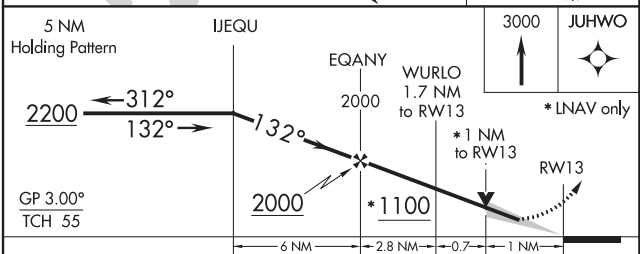
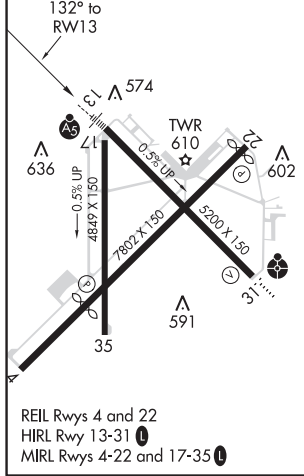
**MALSRL**

**MISSED APPROACH:**  
Climb to 3000 direct JUHWO and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON* <b>128.75 379.15</b>	<b>POUNDS TOWER*</b> <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV <b>544</b>	<b>D</b>	TDZE <b>539</b>
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CATEGORY	A	B	C	D
LPV DA		739-1/2	200 (200-1/2)	
LNAV/VNAV DA		922-3/4	383 (400-3/4)	
LNAV MDA	900-1/2	361 (400-1/2)	900-5/8	361 (400-5/8)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1 1/2 456 (500-1 1/2)	1120-2 576 (600-2)

TYLER, TEXAS  
Amdt 2A 02APR15

32°21'N-95°24'W

# TYLER POUNDS RGNL (TYR)

## RNAV (GPS) RWY 13

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58337</b> <b>W17A</b>	APP CRS <b>177°</b>	Rwy Idg <b>4849</b> TDZE <b>539</b> Apt Elev <b>544</b>
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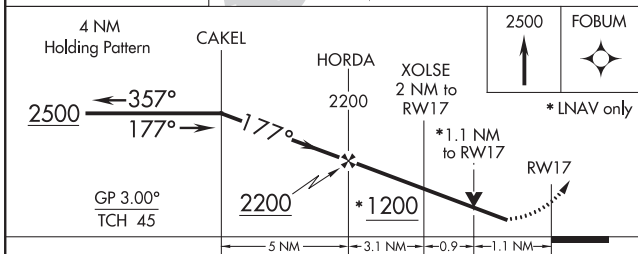
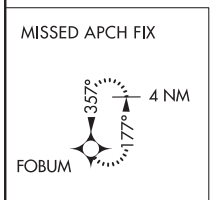
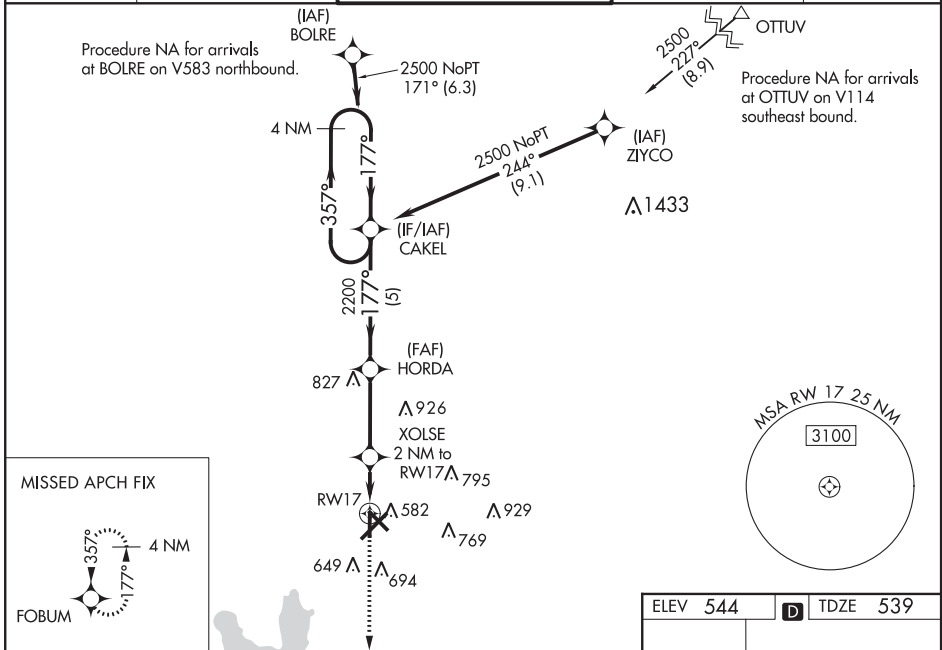
# RNAV (GPS) RWY 17

TYLER POUNDS RGNL (TYR)

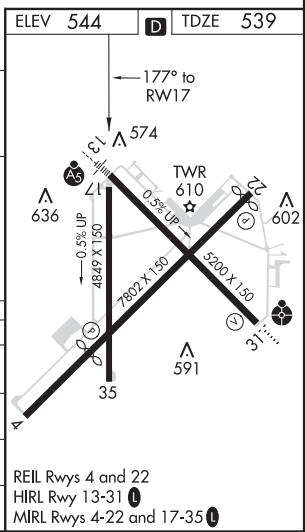
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Longview altimeter setting and increase LPV DA to 895 feet, LNAV/VNAV DA to 924 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile, increase Circling Cat C 1/4 mile and Cat D 1/2 mile. Baro-VNAV and VDP NA when using Longview altimeter setting.

**MISSED APPROACH:**  
Climb to 2500 direct FOBUM and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	POUNDS TOWER* <b>120.1(CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		789-7/8	250 (300-7/8)	
LNAV/VNAV DA		818-1	279 (300-1)	
LNAV MDA		900-1	361 (400-1)	
<b>C</b> CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1160-1 3/4 616 (700-1 3/4)	1280-2 1/4 736 (800-2 1/4)



SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TYLER, TEXAS

AL-622 (FAA)

16091

WAAS CH <b>45514</b> <b>W22A</b>	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>7601</b> <b>539</b> <b>544</b>
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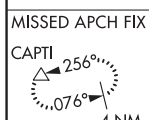
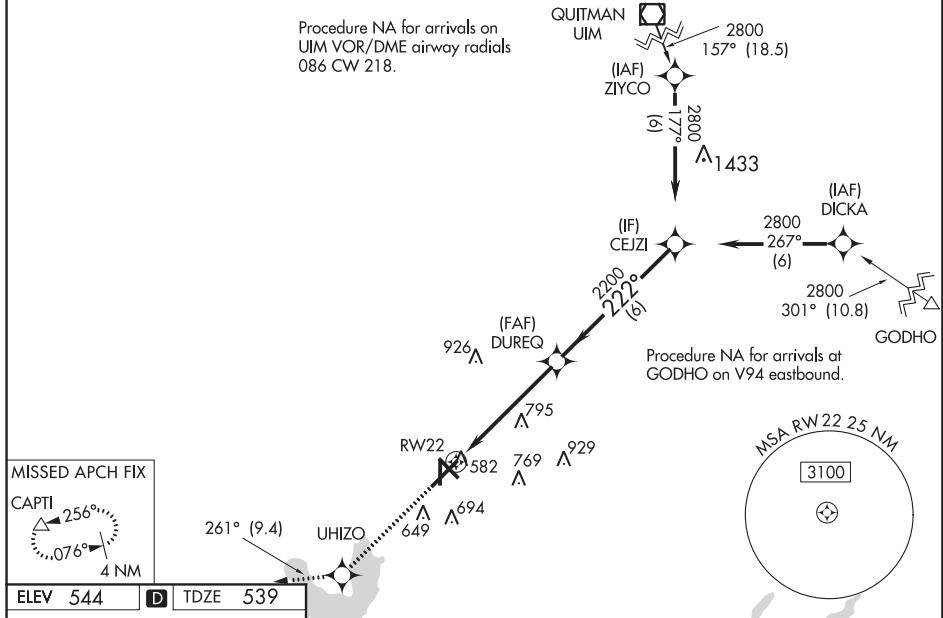
# RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

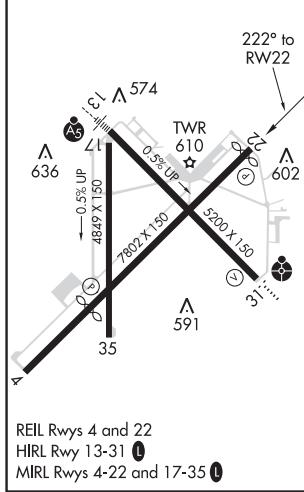
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Longview altimeter setting. When local altimeter setting not received, use Longview altimeter setting and increase all DA 106 feet and all MDA 120 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cats C/D visibility ¾ mile, Circling Cat C visibility ¾ mile and Circling Cat D visibility ½ mile.

**MISSED APPROACH:**  
Climb to 2500 direct UHIZO and on track 261° to CAPTI and hold.

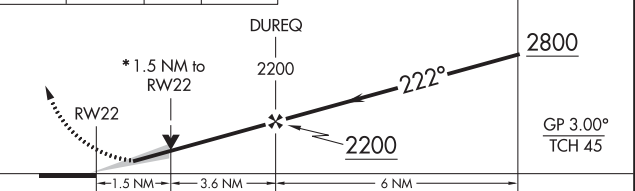
ATIS <b>126.25</b>	LONGVIEW APP CON* <b>128.75 379.15</b>	POUNDS TOWER* <b>120.1(CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 544	<b>D</b>	TDZE 539
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2500	↑	UHIZO	tr 261°	CAPTI	*LNAV only
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CATEGORY	A	B	C	D
LPV DA		739-¾	200 (200-¾)	
LNAV/VNAV DA		824-7/8	285 (300-7/8)	
LNAV MDA	1060-1	521 (600-1)	1060-1½	521 (600-1½)
CIRCLING	1060-1	516 (600-1)	1060-1½	1120-2 576 (600-2)

TYLER, TEXAS  
Amdt 2B 02APR15

32°21'N-95°24'W

## TYLER POUNDS RGNL (TYR) RNAV (GPS) RWY 22

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>61101</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy ldg TDZE <b>544</b> Apt Elev <b>544</b>	<b>5200</b>
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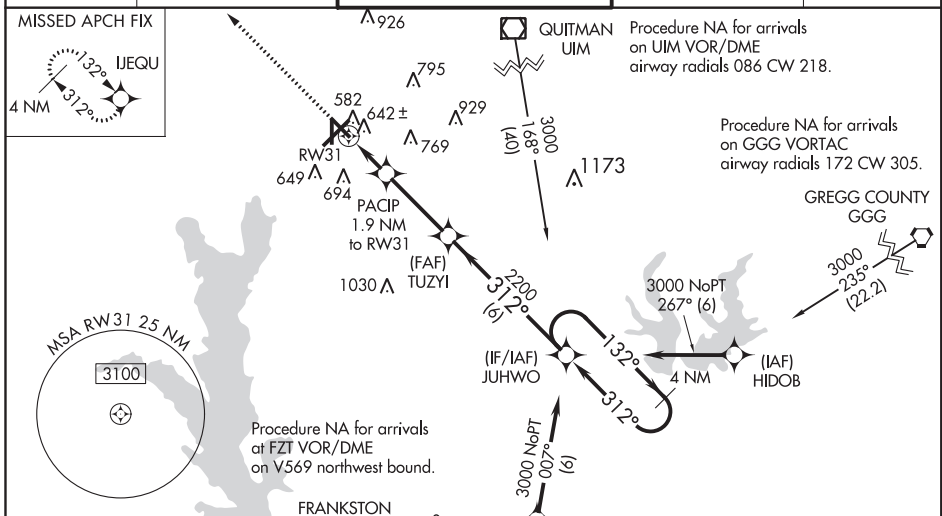
# RNAV (GPS) RWY 31

TYLER POUNDS RGNL (TYR)

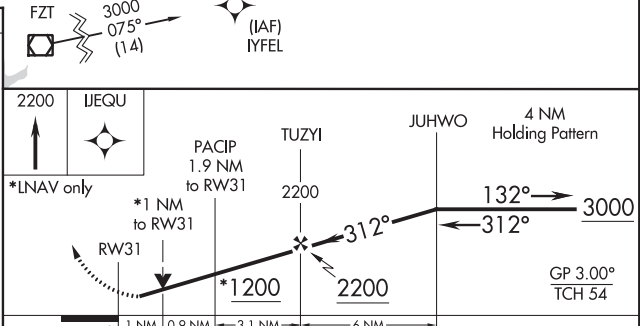
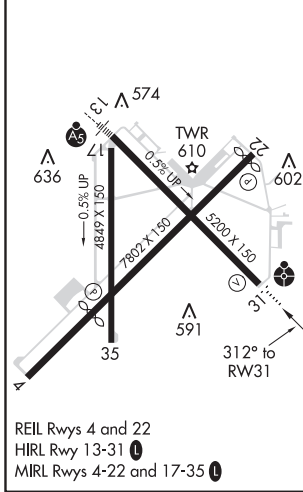
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Longview altimeter setting. When local altimeter setting not received, use Longview altimeter setting and increase all DA 106 feet and all MDA 120 feet; increase LPV visibility 1/4 mile all Cats, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile, increase Circling Cat D visibility 1/4 mile. For inop ODALS, increase LNAV/VNAV visibility to 3/8 mile all Cats, increase LNAV Cat C/D visibility to 1 mile. For inop ODALS when using Longview altimeter setting, increase LPV all Cats visibility to 1 1/8 mile, LNAV/VNAV all Cats visibility to 1 1/4 mile and increase LNAV Cats C/D visibility to 1 3/8 mile.

**ODALS**  
 MISSED APPROACH:  
 Climb to 2200 direct IJEQU and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON* <b>128.75 379.15</b>	POUNDS TOWER* <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV <b>544</b>	<b>D</b>	TDZE <b>544</b>
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CATEGORY	A	B	C	D
LPV DA		794-3/4	250 (300-3/4)	
LNAV/VNAV DA		814-3/4	270 (300-3/4)	
LNAV MDA	900-3/4	356 (400-3/4)	900-7/8	356 (400-7/8)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1 1/2 456 (500-1 1/2)	1120-2 576 (600-2)

TYLER, TEXAS  
 Amdt 2A 02APR15

32°21'N-95°24'W  
 763

## TYLER POUNDS RGNL (TYR) RNAV (GPS) RWY 31

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TYLER, TEXAS

AL-622 (FAA)

16091

WAAS CH <b>73037</b> <b>W35A</b>	APP CRS <b>357°</b>	Rwy Idg <b>4849</b> TDZE <b>544</b> Apt Elev <b>544</b>
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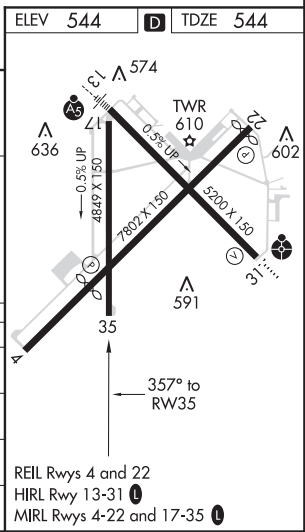
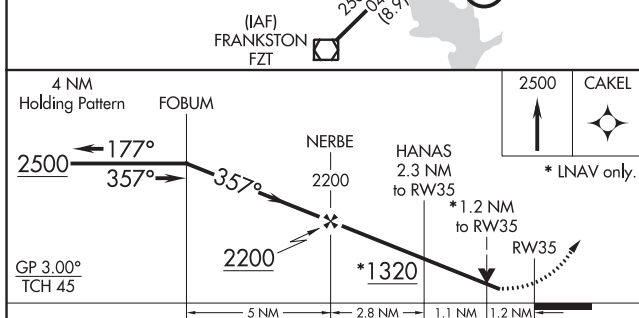
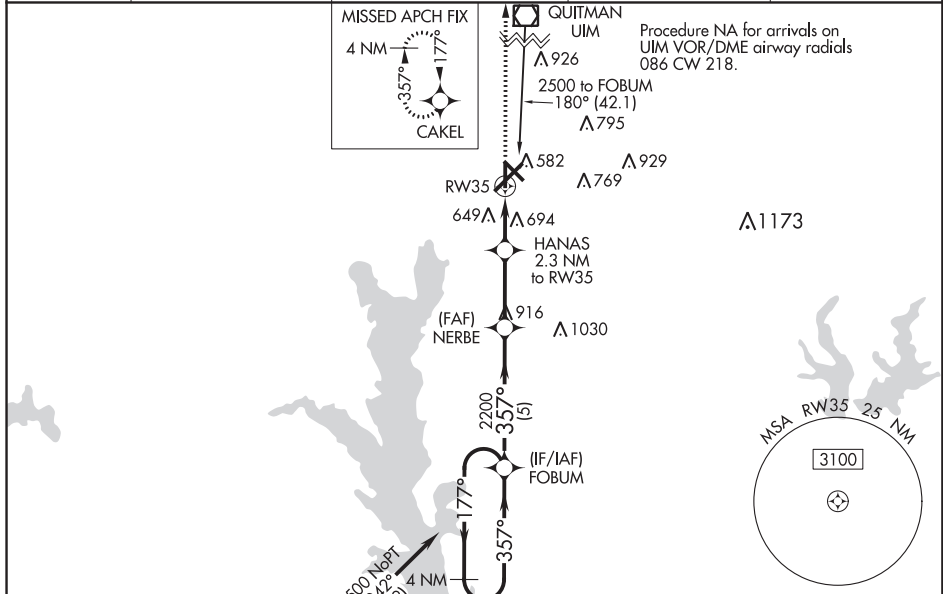
# RNAV (GPS) RWY 35

TYLER POUNDS RGNL (TYR)

**⚠** 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. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Longview altimeter setting and increase LPV DA to 900 feet, LNAV/VNAV DA to 907 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile, increase Circling Cat C 1/4 mile and Cat D 1/2 mile. Baro-VNAV and VDP NA when using Longview altimeter setting.

**MISSED APPROACH:** Climb to 2500 direct CAKEL and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON ★ <b>128.75 379.15</b>	POUNDS TOWER ★ <b>120.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		794-3/4	250 (300-3/4)	
LNAV/VNAV DA		801-7/8	257 (300-7/8)	
LNAV MDA	960-1	416 (500-1)	960-1 1/8	416 (500-1 1/8)
<b>C</b> CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1160-1 3/4 616 (700-1 3/4)	1280-2 1/4 736 (800-2 1/4)

TYLER, TEXAS  
Orig 15OCT15

32°21'N-95°24'W

# RNAV (GPS) RWY 35

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



VOR/DME TYR <b>114.2</b> Chan <b>89</b>	APP CRS <b>032°</b>	Rwy Idg TDZE Apt Elev <b>7201</b> <b>541</b> <b>544</b>
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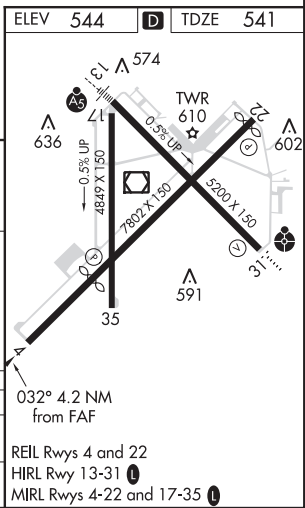
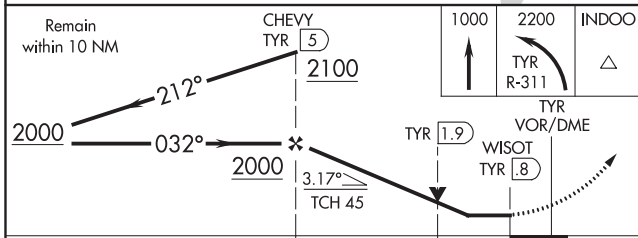
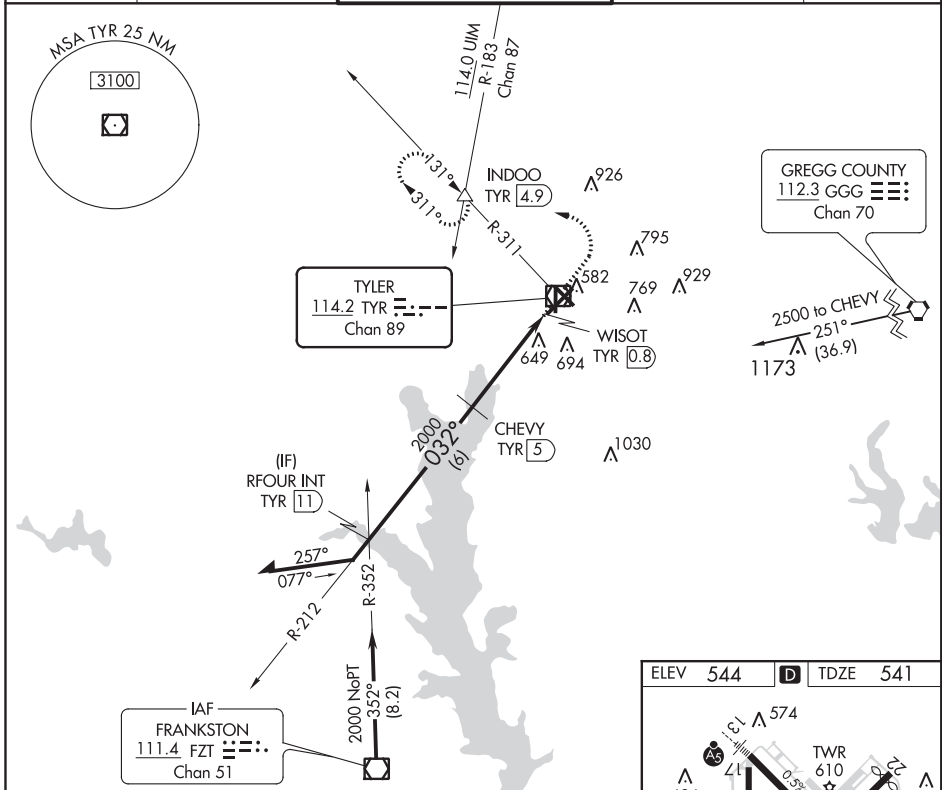
# VOR/DME RWY 4

TYLER POUNDS RGNL (TYR)

**⚠** Helicopter visibility reduction below 3/4 SM NA. VDP NA with Longview altimeter setting. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 120 feet; increase S-4 Cat C/D and Circling Cat D visibilities 1/4 mile.

**⚠** MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on TYR VOR/DME R-311 to INDOO LOM INT/4.9 DME and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	POUNDS TOWER * <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-4	940-1	399 (400-1)	940-1 1/8	399 (400-1 1/8)
CIRCLING	960-1 416 (500-1)	1000-1 456 (500-1)	1000-1 1/2 456 (500-1 1/2)	1120-2 576 (600-2)

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

TYLER, TEXAS

AL-622 (FAA)

16091

VOR/DME TYR <b>114.2</b> Chan 89	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>7601</b> <b>539</b> <b>544</b>
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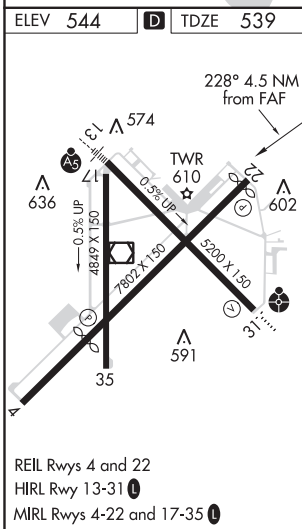
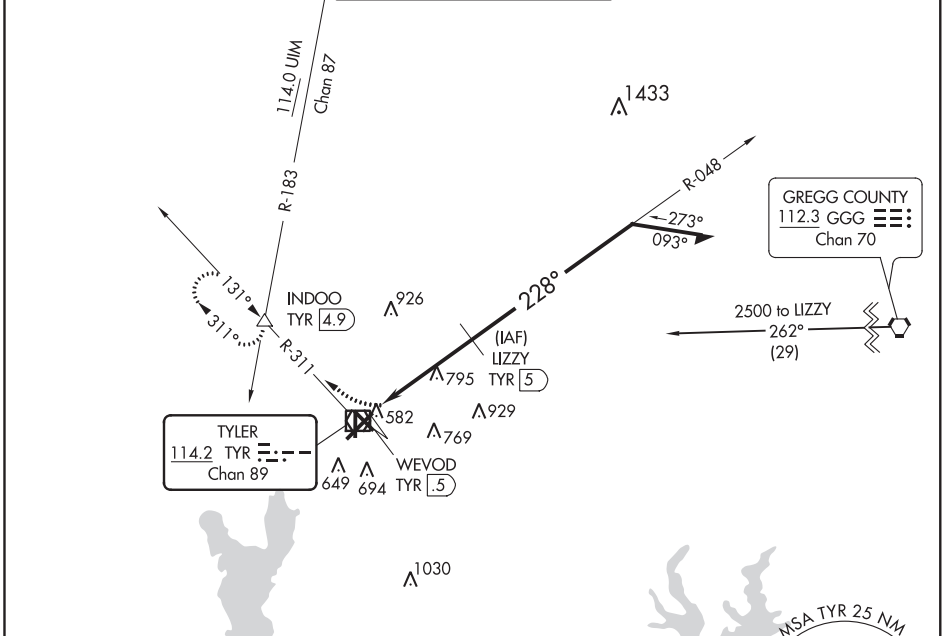
# VOR/DME RWY 22

TYLER POUNDS RGNL (TYR)

**⚠** VDP NA with Longview altimeter setting. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 120 feet; increase S-22 Cat C/D visibilities 3/8 mile and Circling Cat C visibilities 1/4 mile.

MISSED APPROACH: Climbing right turn to 2200 on TYR VOR/DME R-311 to INDOO LOM INT/4.9 DME and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON ★ <b>128.75 379.15</b>	POUNDS TOWER ★ <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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2200	INDOO	LIZZY TYR (5)	Remain within 10 NM	
TYR R-311	TYR (2)	WEVOD TYR (.5)	TYR VOR/DME	
-1.5 NM		3 NM		
3.40°	TCH 45	2200	048°	
		2500	228°	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).				
CATEGORY	A	B	C	D
S-22	1060-1	521 (600-1)	1060-1½	521 (600-1½)
CIRCLING	1060-1	516 (600-1)	1060-1½	1120-2 576 (600-2)

TYLER, TEXAS  
Amdt 4A 02APR15

32°21'N-95°24'W

# TYLER POUNDS RGNL (TYR) VOR/DME RWY 22

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME TYR <b>114.2</b> Chan 89	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev <b>5200</b> <b>544</b> <b>544</b>
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# VOR RWY 31

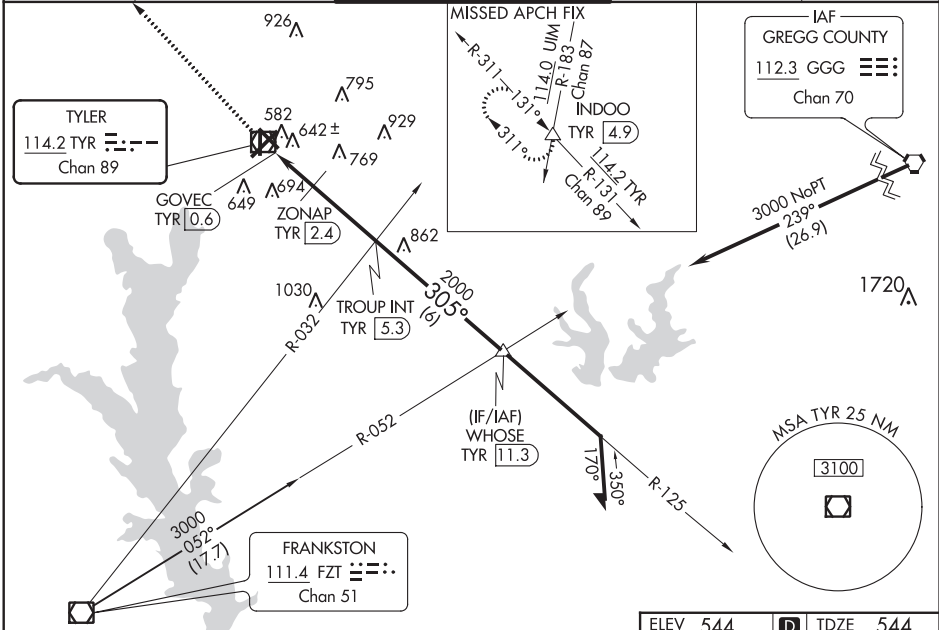
TYLER POUNDS RGNL (TYR)

**▼** Helicopter visibility reduction below 3/4 SM NA. VDP NA with Longview altimeter setting.  
**▲** When local altimeter setting not received, use Longview altimeter setting and increase all MDA 120 feet; increase all Cats C/D visibilities 3/8 mile. For inop ODALS, increase S-31 Cat D visibility to 1% and increase ZONAP fix minimums S-31 Cat D visibility to 1%. For inop ODALS when using Longview altimeter setting, increase S-31 Cats C/D visibilities to 1% and increase ZONAP fix minimums S-31 Cats C/D visibilities to 1%.



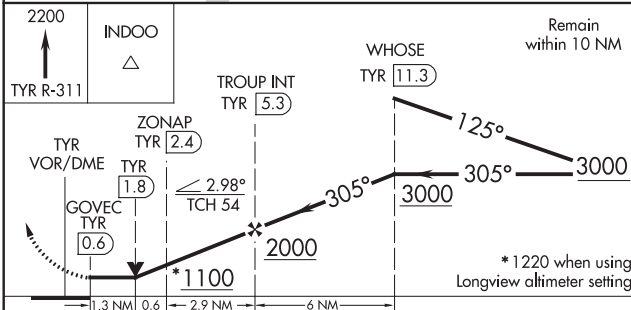
**MISSD APPROACH:**  
 Climb to 2200 on TYR  
 VOR/DME R-311 to  
 INDOO LOM INT/  
 4.9 DME and hold.

ATIS <b>126.25</b>	LONGVIEW APP CON * <b>128.75 379.15</b>	POUNDS TOWER * <b>120.1 (CTAF) 257.8</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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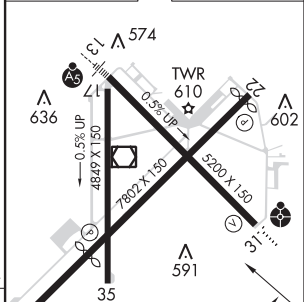


SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 544	<b>D</b> TDZE 544
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CATEGORY	A	B	C	D
S-31	1100-3/4	556 (600-3/4)	1100-1 1/8	556 (600-1 1/8)
CIRCLING	1100-1	556 (600-1)	1100-1 1/8	1120-2
ZONAP FIX MINIMUMS (DME REQUIRED)				
S-31	1000-3/4	456 (500-3/4)	1000-1 1/8	456 (500-1 1/8)
CIRCLING	1000-1	456 (500-1)	1000-1 1/2	1120-2

REIL Rwy 4 and 22	HIRL Rwy 13-31	MIRL Rwy 4-22 and 17-35			
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

# AIRPORT DIAGRAM

AL-622 (FAA)

TYLER POUNDS RGNL (TYR)  
TYLER, TEXAS

ATIS  
126.25  
POUNDS TOWER ★  
120.1 257.8  
GND CON  
121.9

32°22.0'N

D

HS 1

636

ELEV 516

ELEV 518

TWR 610

ELEV 525

TERMINAL

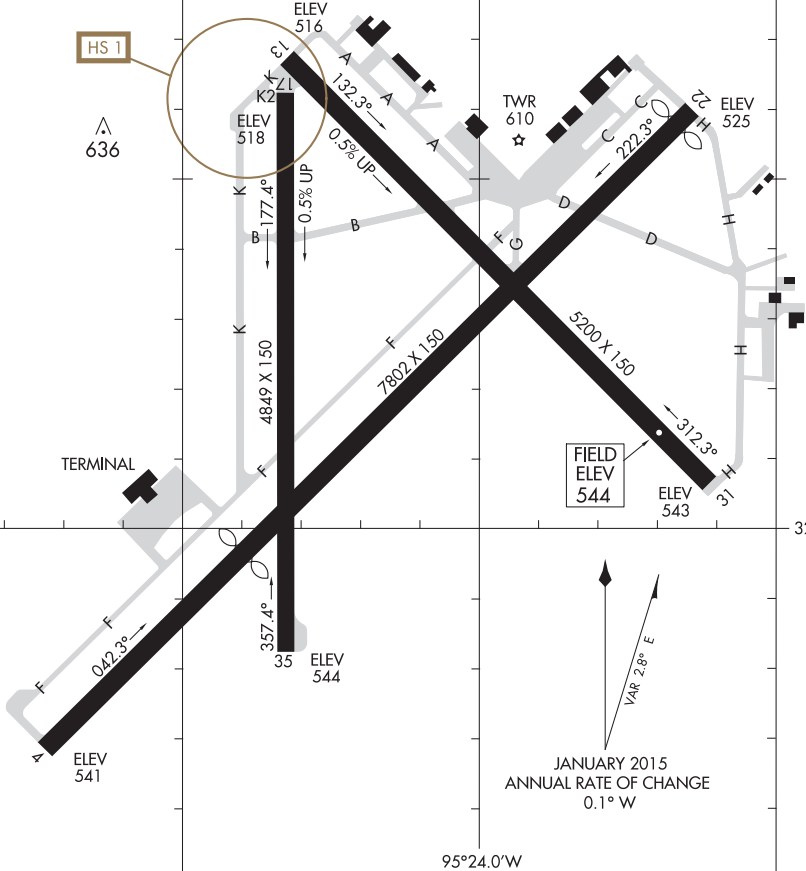
FIELD  
ELEV 544

ELEV 543

32°21.0'N

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017



95°24.0'W

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

- RWY 04-22  
S-40, D-60, 2S-84, 2T-223, 2D-100, 2D/D1-212, C5-342
- RWY 13-31  
S-40, D-60, 2D-100
- RWY 17-35  
S-40, D-60, 2D-100

95°24.5'W

95°23.5'W

# AIRPORT DIAGRAM

TYLER, TEXAS  
TYLER POUNDS RGNL (TYR)

APP CRS	Rwy Idg	<b>5099</b>
<b>024°</b>	TDZE	<b>1265</b>
	Apt Elev	<b>1265</b>

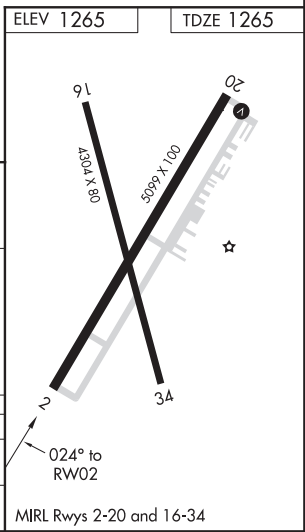
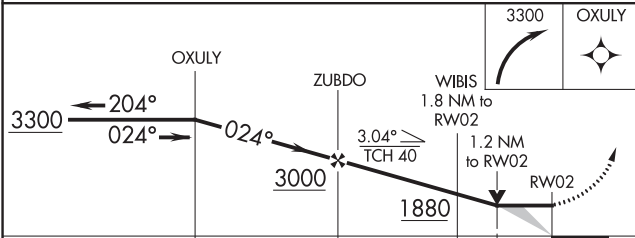
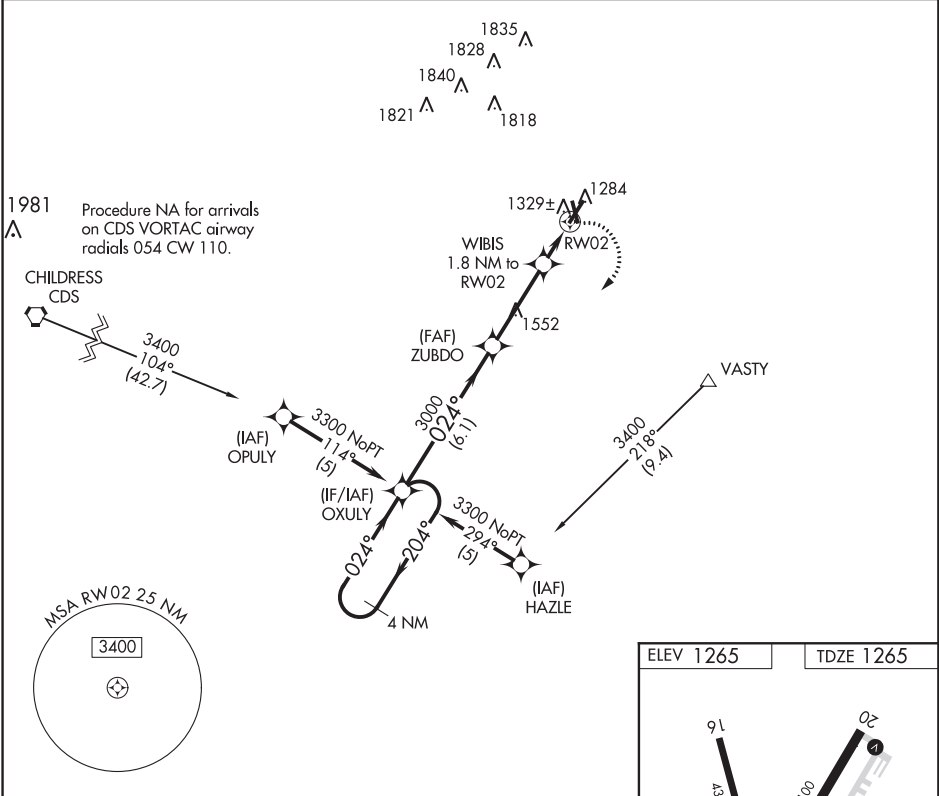
# RNAV (GPS) RWY 2

VERNON/ WILBARGER COUNTY (F05)

**▼** DME/DME RNP-0.3 NA. 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 <b>118.525</b>	ALTUS APP CON* <b>125.1 259.3</b>	UNICOM <b>122.8</b> (CTAF) <b>①</b>
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CATEGORY	A	B	C	D
LNVA MDA	1680-1	415 (500-1)	1680-1¼ 415 (500-1¼)	NA
CIRCLING	1680-1 415 (500-1)	1720-1 455 (500-1)	1720-1½ 455 (500-1½)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

VERNON, TEXAS

AL-6490 (FAA)

16315

WAAS CH <b>63018</b> <b>W20A</b>	APP CRS <b>204°</b>	Rwy Idg TDZE Apt Elev	<b>5099</b> <b>1259</b> <b>1265</b>
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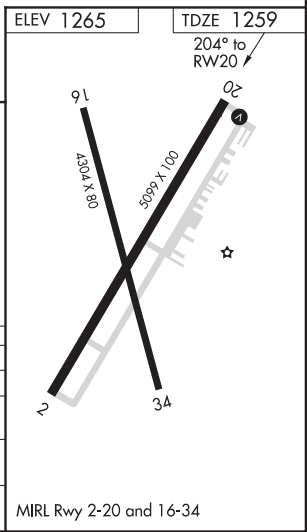
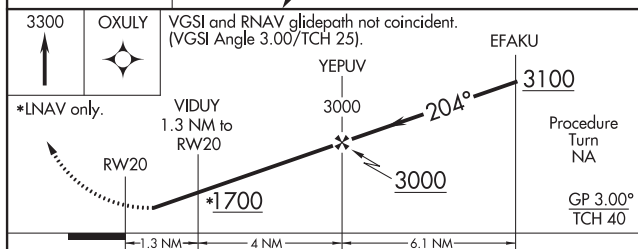
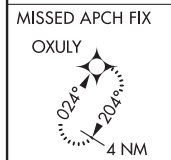
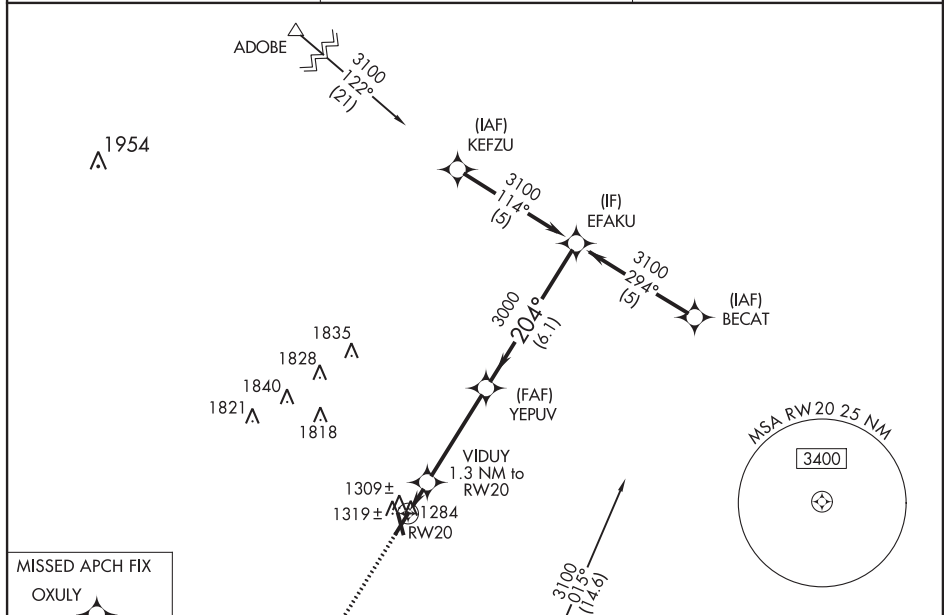
# RNAV (GPS) RWY 20

VERNON/ WILBARGER COUNTY (F05)

**Baro-VNAV NA** when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters 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 <b>118.525</b>	ALTUS APP CON * <b>125.1 259.3</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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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)	1720-1½ 455 (500-1½)	NA

VERNON, TEXAS  
Orig 29JUL10

34°14'N-99°17'W

# RNAV (GPS) RWY 20

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

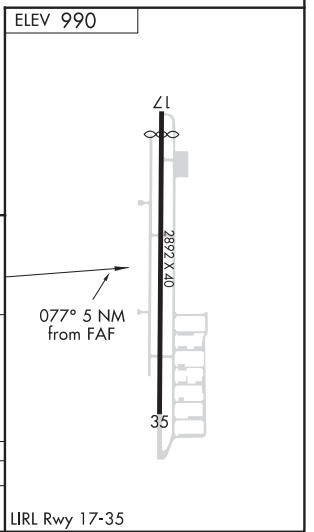
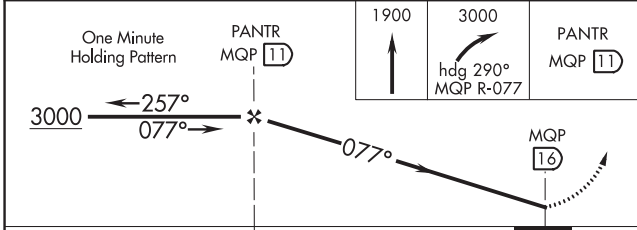
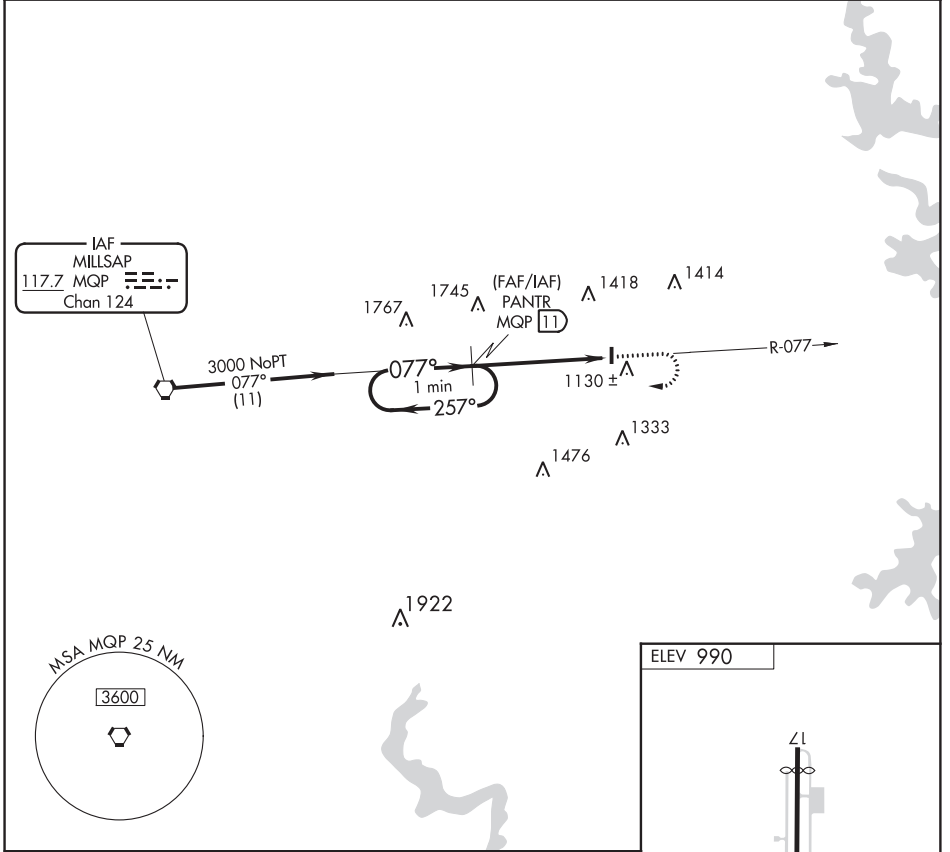
VORTAC MQP <b>117.7</b> Chan <b>124</b>	APP CRS <b>077°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>990</b>
---	------------------------	---

# VOR/DME-A

PARKER COUNTY (WEA)

<b>▽</b> <b>▲</b> 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.
---	---

REGIONAL APP CON <b>135.975 379.9</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1680-1	690 (700-1)	1680-2 690 (700-2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

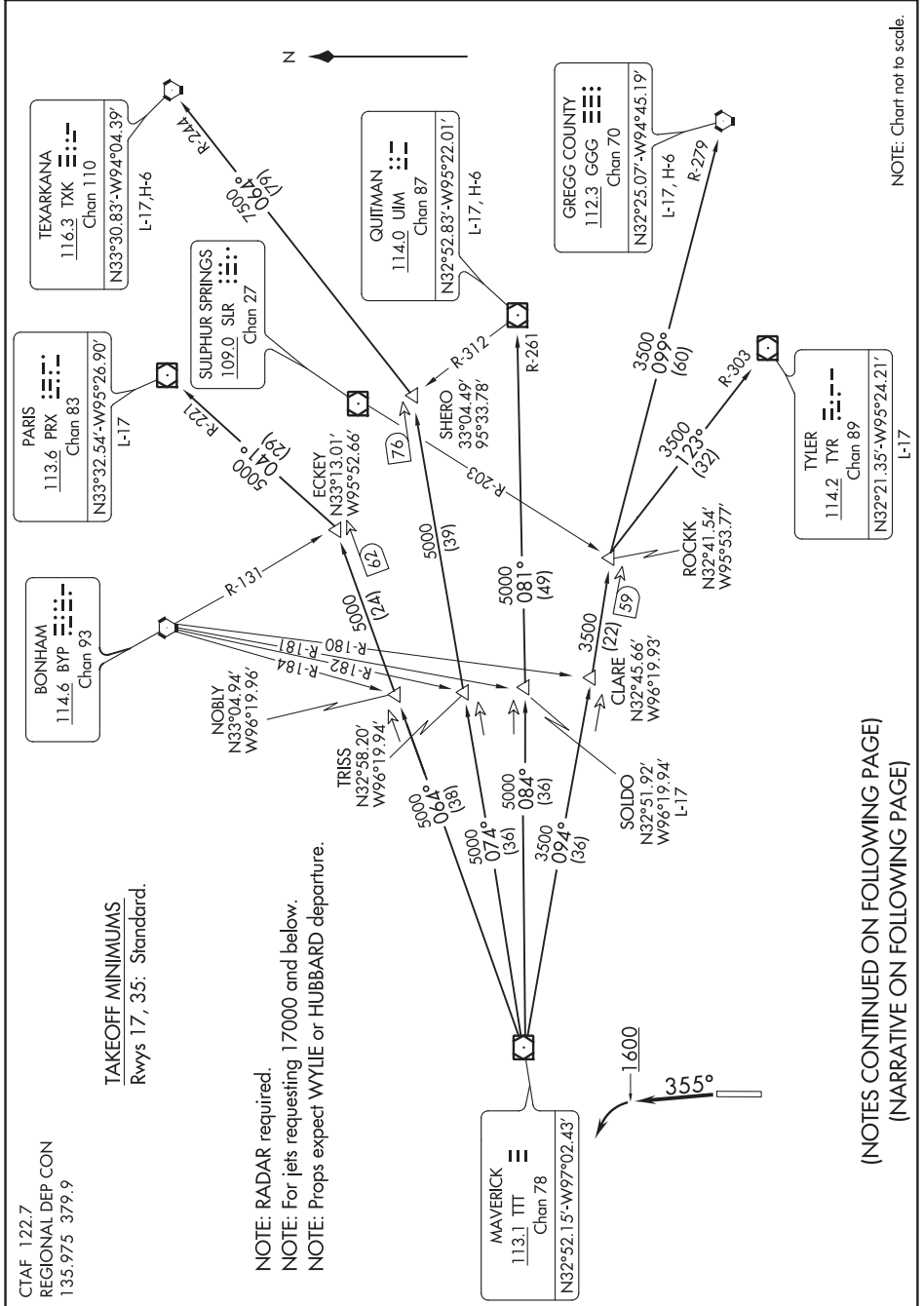
SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF 122.7  
REGIONAL DEP CON  
135.975 379.9

**TAKEOFF MINIMUMS**  
Rwys 17, 35: Standard.

**NOTE: RADAR required.**  
**NOTE: For jets requesting 17000 and below.**  
**NOTE: Props expect WYLLIE or HUBBARD departure.**



NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)





**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 35: Climb heading 355° to 1600 before turning left.

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

GREGG COUNTY TRANSITION (GARL6.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (GARL6.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (GARL6.UIM): From over TTT VOR/DME on TTT R-084 to SOLDO INT, then on UIM R-261 to UIM VOR/DME.

SOLDO TRANSITION (GARL6.SOLDO): (ATC Assigned) From over TTT VOR/DME on TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (GARL6.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (GARL6.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLE NOTES

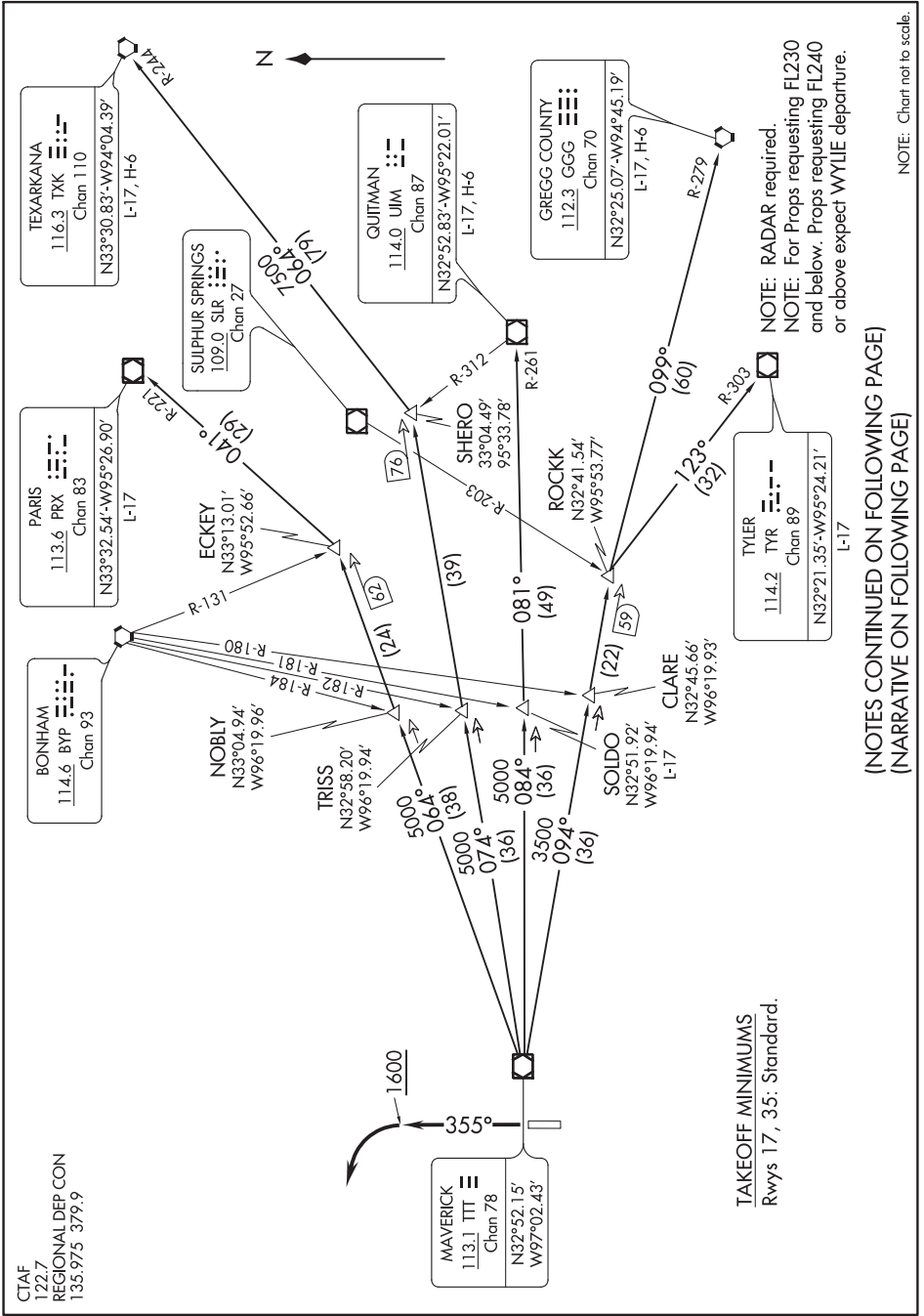
- Rwy 17: Trees beginning 430' from DER, left and right of centerline, up to 35' AGL/1016' MSL. Houses beginning 952' from DER, 76' left of centerline, up to 30' AGL/1012' MSL. Utility poles beginning 1958' from DER, 185' right of centerline, up to 55' AGL/1037' MSL.
- Rwy 35: Trees beginning 25' from DER, 176' left of centerline, up to 35' AGL/1014' MSL. Vehicles on road 105' from DER, across centerline, 17' AGL/1007' MSL. Sign and pole 193' from DER, 295' right of centerline, 30' AGL/1008' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

CTAF  
122.7  
REGIONAL DEP CON  
135.975 379.9



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb heading 355° to 1600 before turning left.

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

GREGG COUNTY TRANSITION (HUBB9.GGG): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on GGG R-279 to GGG VORTAC.

PARIS TRANSITION (HUBB9.PRX): From over TTT VOR/DME on TTT R-064 to ECKEY INT, then on PRX R-221 to PRX VOR/DME.

QUITMAN TRANSITION (HUBB9.UIM): From over TTT VOR/DME on TTT R-084 to SOLD0 INT, then on UIM R-261 to UIM VOR/DME.

SOLD0 TRANSITION (HUBB9.SOLD0): From over TTT VOR/DME on TTT R-084 to SOLD0 INT.

TEXARKANA TRANSITION (HUBB9.TXK): From over TTT VOR/DME on TTT R-074 to SHERO INT, then on TXK R-244 to TXK VORTAC.

TYLER TRANSITION (HUBB9.TYR): From over TTT VOR/DME on TTT R-094 to ROCKK INT, then on TYR R-303 to TYR VOR/DME.

TAKEOFF OBSTACLES NOTES

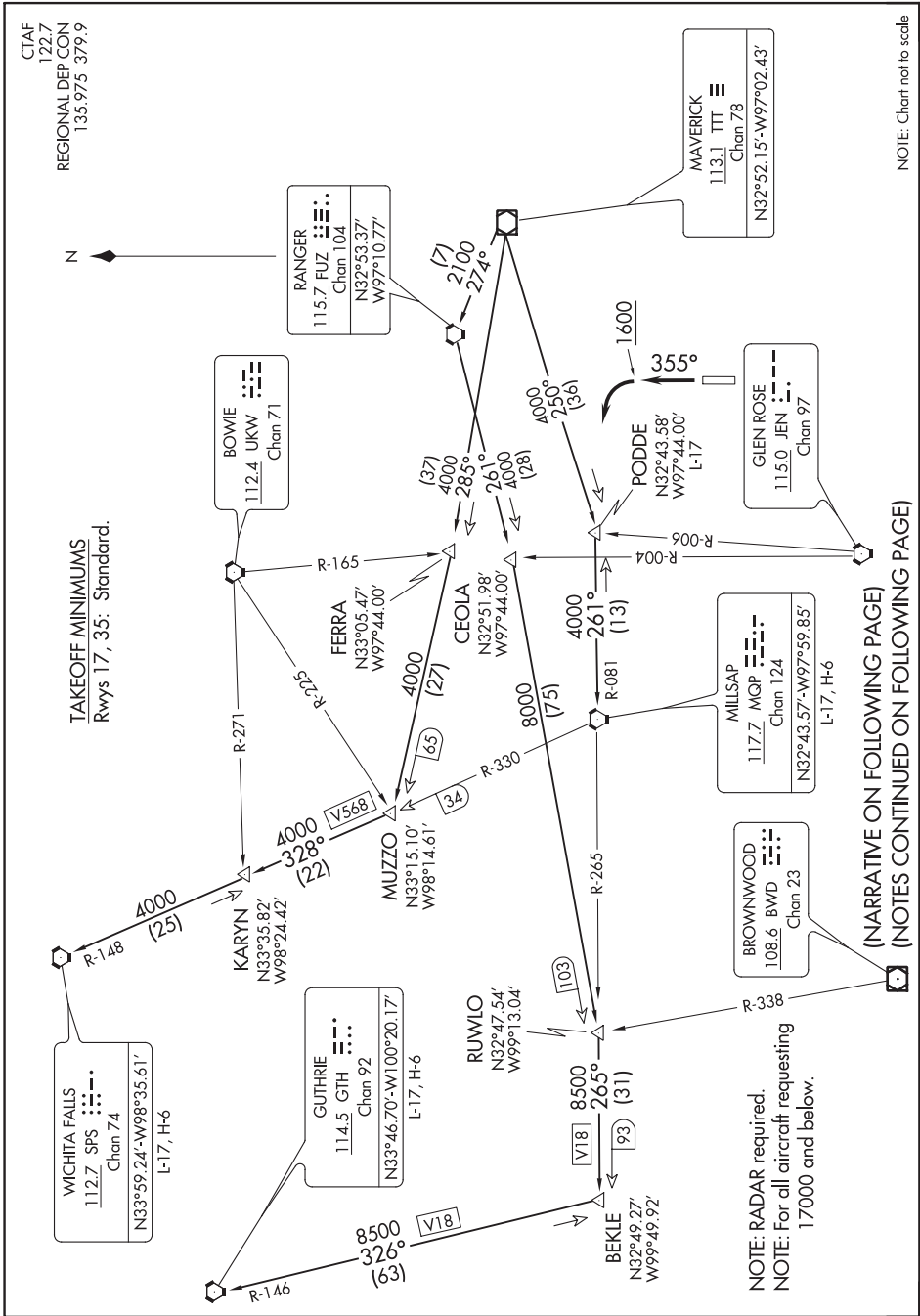
- Rwy 17: Trees beginning 430' from DER, left and right of centerline, up to 35' AGL/1016' MSL.  
Houses beginning 952' from DER, 76' left of centerline, up to 30' AGL/1012' MSL.  
Utility poles beginning 1958' from DER, 185' right of centerline, up to 55' AGL/1037' MSL.
- Rwy 35: Trees beginning 25' from DER, 176' left of centerline, up to 35' AGL/1014' MSL.  
Vehicles on road 105' from DER, across centerline, 17' AGL/1007' MSL.  
Sign and pole 193' from DER, 295' right of centerline, 30' AGL/1008' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE

SC-2, 10 NOV 2016 to 05 JAN 2017



SC-2, 10 NOV 2016 to 05 JAN 2017

# KINGDOM TWO DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb heading 355° to 1600 before turning left.

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

GUTHRIE TRANSITION (KING2.GTH): From over TTT VOR/DME on TTT R-274 to FUZ VORTAC, then on FUZ R-261 to RUWLO INT, then on MQP R-265 to BEKLE INT, then on GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING2.MQP): From over TTT VOR/DME on TTT R-250 to PODDE INT, then on MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING2.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING2.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO INT, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

NOTE: GUTHRIE TRANSITION: For all aircraft landing within the Lubbock terminal area or proceeding westbound on V18 to GTH VORTAC.

NOTE: MILLSAP TRANSITION: For all aircraft overflying the MQP VORTAC westbound on V18 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.

### 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.

Vehicles on road 105' from DER, across centerline, 17' AGL/1007' MSL.

Sign and pole 193' from DER, 295' right of centerline, 30' AGL/1008' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

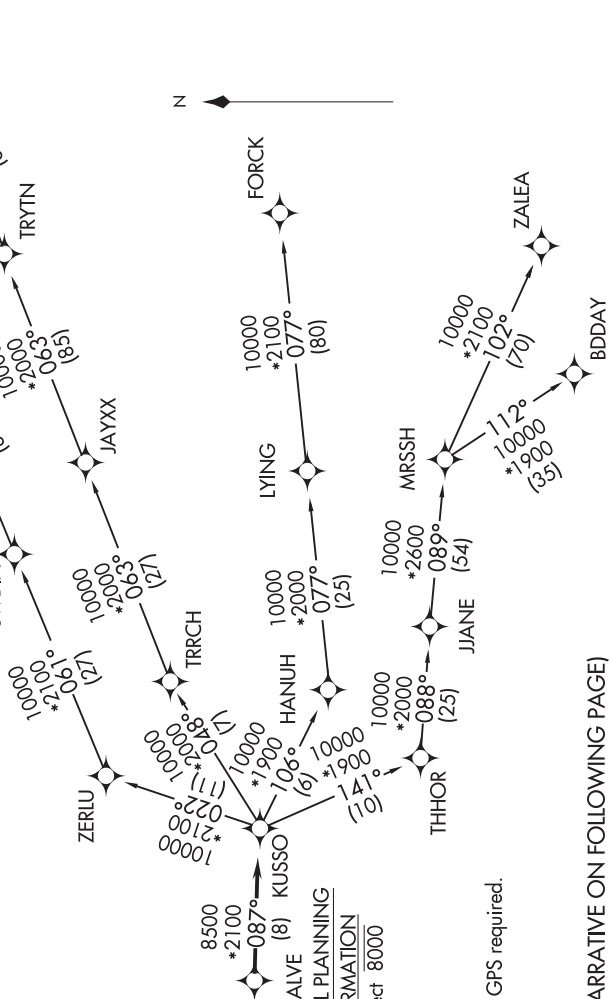
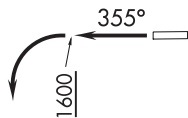
# KUSSO THREE DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

REGIONAL DEP CON  
135.975.379.9  
CTAF 122.7

TAKEOFF MINIMUMS  
Rwy 17, 35: Standard.



VERTICAL PLANNING  
INFORMATION  
Expect 8000

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

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 35: Climb heading 355° to 1600 before turning left.

When entering controlled airspace, fly heading assigned by ATC, expect vector to SALVE, then on track 087° to KUSSO, then on assigned transition. Maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

BDDAY TRANSITION (KUSSO3.BDDAY): (ATC assigned only.)

BSKAT TRANSITION (KUSSO3.BSKAT)

FORCK TRANSITION (KUSSO3.FORCK)

LOOSE TRANSITION (KUSSO3.LOOSE)

MRSSH TRANSITION (KUSSO3.MRSSH): (For aircraft inbound to Shreveport, Jackson and Monroe terminal area airports only.)

ZALEA TRANSITION (KUSSO3.ZALEA)

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. Vehicles

on road 105' from DER, across centerline, 17' AGL/1007' MSL. Sign and pole 193'

from DER 295' right of centerline, 30' AGL/1008' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

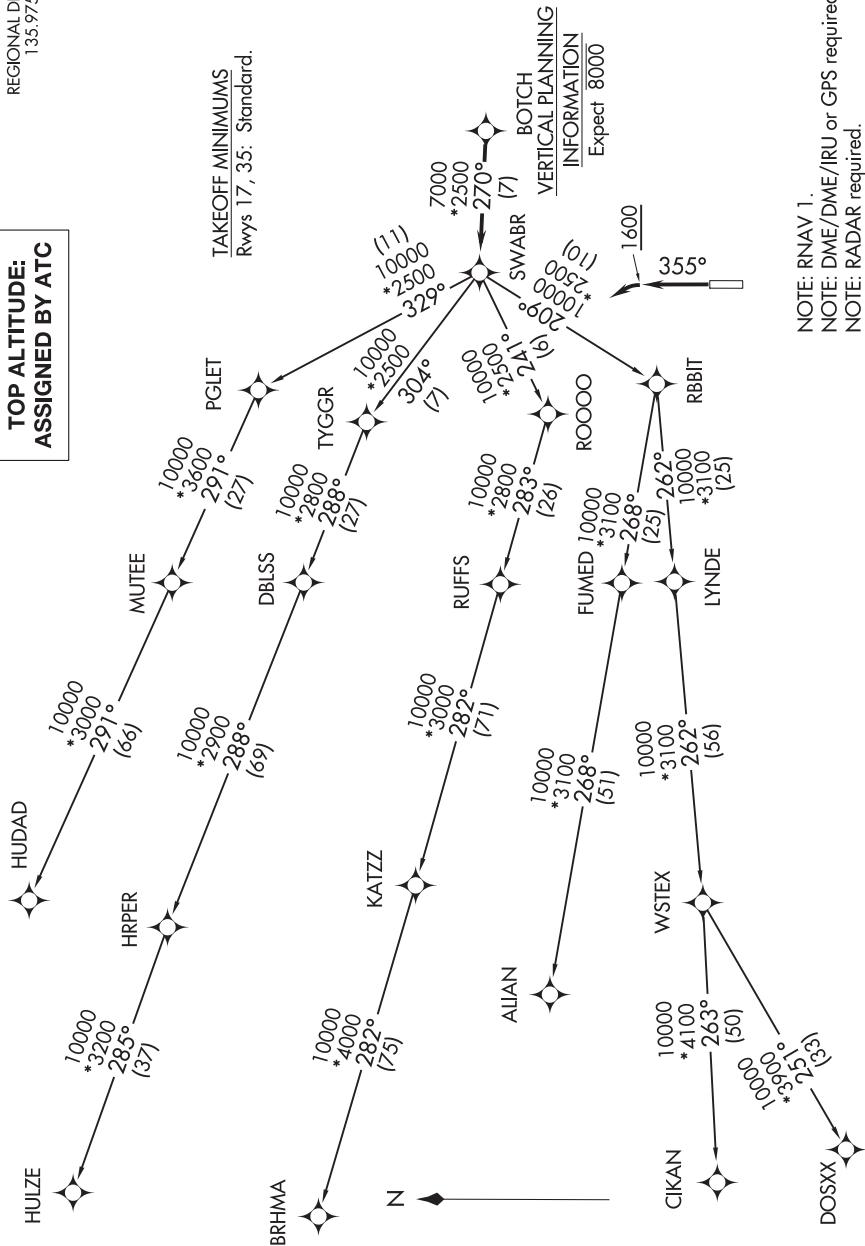
# SWABR FOUR DEPARTURE (RNAV)

SC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
ASSIGNED BY ATC**

REGIONAL DEP CON  
135.975 379.9  
CTAF  
122.7

TAKEOFF MINIMUMS  
Rwys 17, 35: Standard.



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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)  
(NOTES CONTINUED ON FOLLOWING PAGE)

SC-2, 10 NOV 2016 to 05 JAN 2017



# SWABR FOUR DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 35: Climb heading 355° to 1600 before turning left.

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

ALIAN TRANSITION (SWABR4.ALIAN): (ATC assigned only)

BRHMA TRANSITION (SWABR4.BRHMA)

CIKAN TRANSITION (SWABR4.CIKAN)

DOSXX TRANSITION (SWABR4.DOSXX)

HUDAD TRANSITION (SWABR4.HUDAD)

HULZE TRANSITION (SWABR4.HULZE)

WSTEX TRANSITION (SWABR4.WSTEX)

### 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.

Vehicles on road 105' from DER, across centerline, 17' AGL/1007' MSL.

Sign and pole 193' from DER 295' right of centerline, 30' AGL/1008' MSL.

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WHEELER, TEXAS

AL-6912 (FAA)

15092

WAAS CH <b>61322</b> <b>W17A</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>3565</b> <b>2465</b> <b>2470</b>
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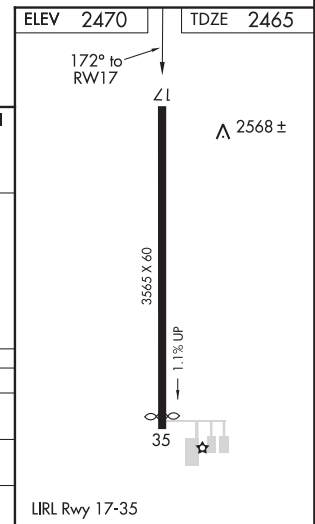
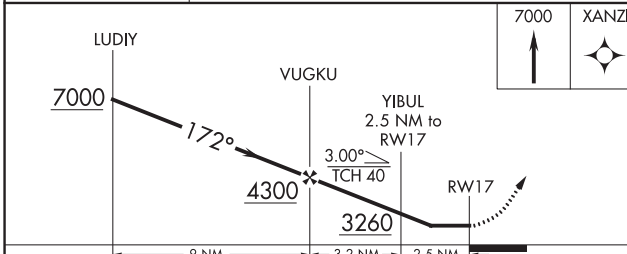
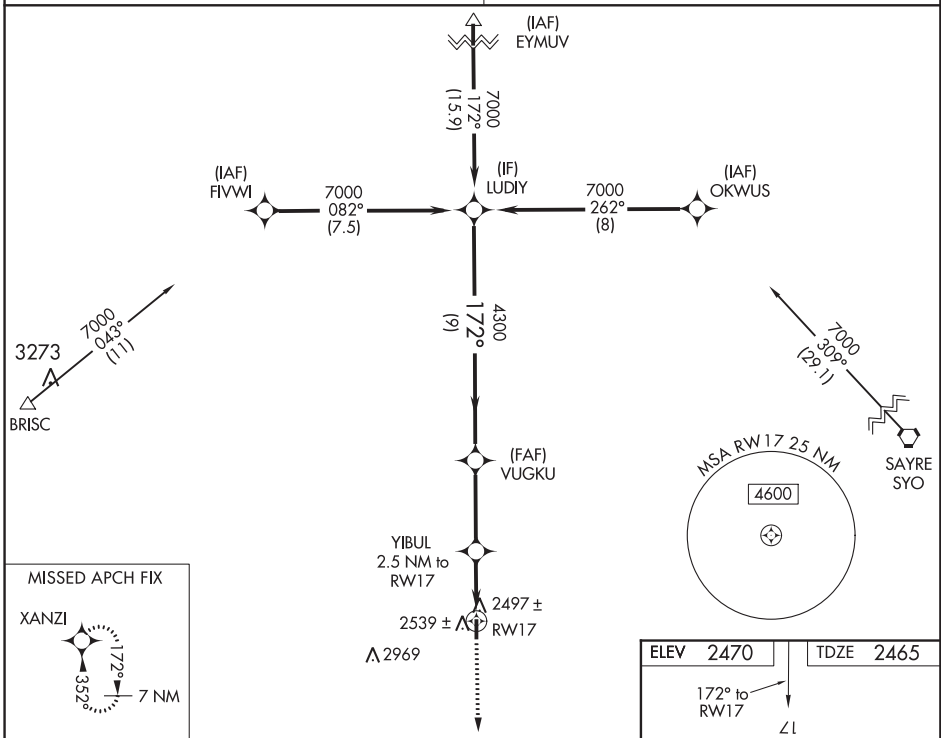
# RNAV (GPS) RWY 17

WHEELER MUNI (T59)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Clinton-Sherman altimeter setting, when not received use Pampa altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility to 1½, increase Circling Cat C visibility to 1¾. Procedure NA at night.

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

ALBUQUERQUE CENTER <b>127.85 285.475</b>	CTAF <b>122.9</b>
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CATEGORY	A		B		C		D	
	LP	MDA	LP	MDA	LP	MDA	LP	MDA
LP	2940-1	475 (500-1)	2940-1½	475 (500-1½)	2940-1½	475 (500-1½)	NA	NA
LNAV MDA	2980-1	515 (600-1)	2980-1½	515 (600-1½)	2980-1½	515 (600-1½)	NA	NA
CIRCLING	3060-1	590 (600-1)	3060-1½	590 (600-1½)	3060-1½	590 (600-1½)	NA	NA

LIRL Rwy 17-35

WHEELER, TEXAS  
Orig-A 02APR15

35°27'N - 100°12'W

# RNAV (GPS) RWY 17

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>66022</b> <b>W35A</b>	APP CRS <b>352°</b>	Rwy Idg TDZE Apt Elev	<b>3508</b> <b>2470</b> <b>2470</b>
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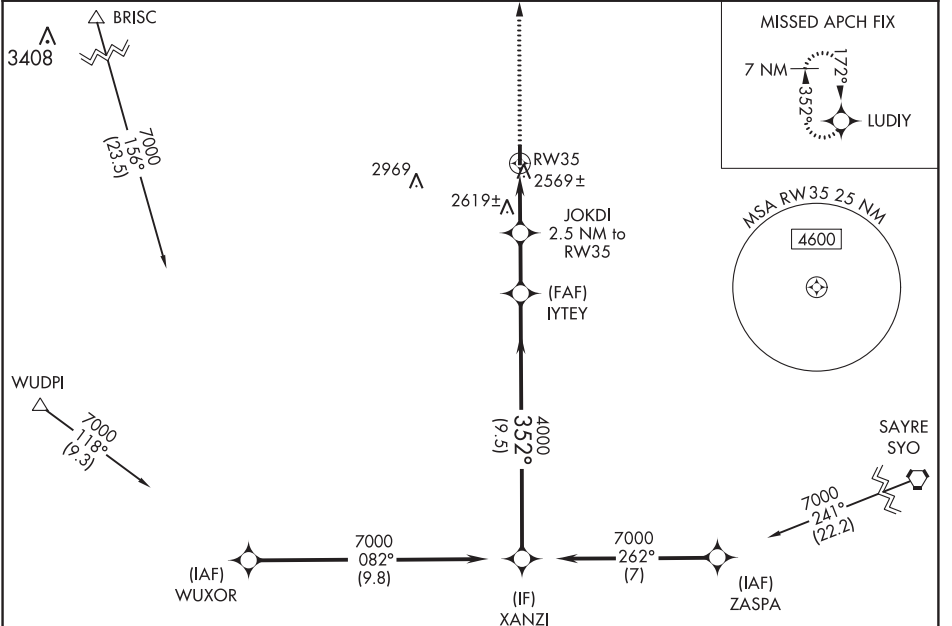
# RNAV (GPS) RWY 35

WHEELER MUNI (T59)

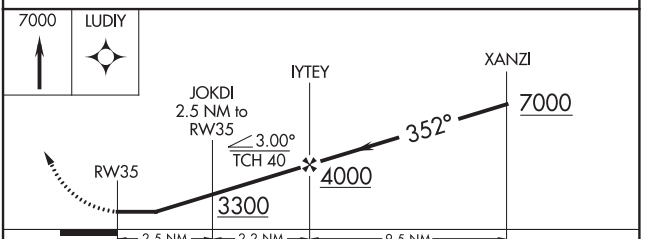
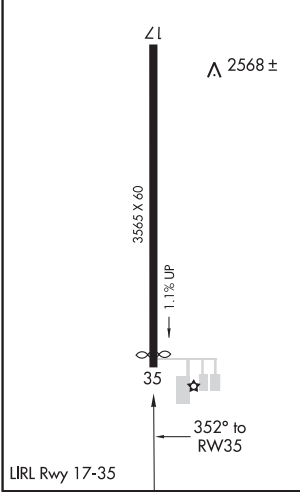
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Clinton-Sherman altimeter setting, when not received use Pampa altimeter setting and increase all MDA 20 feet.

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

ALBUQUERQUE CENTER **127.85 285.475** CTAF **122.9**



ELEV 2470	TDZE 2470
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CATEGORY	A	B	C	D
LP MDA	3020-1	550 (600-1)	3020-1 $\frac{1}{8}$ 550 (600-1 $\frac{1}{8}$ )	NA
LNAV MDA	3060-1	590 (600-1)	3060-1 $\frac{3}{4}$ 590 (600-1 $\frac{3}{4}$ )	NA
CIRCLING	3060-1	590 (600-1)	3060-1 $\frac{3}{4}$ 590 (600-1 $\frac{3}{4}$ )	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WHEELER, TEXAS

AL-6912 (FAA)

16203

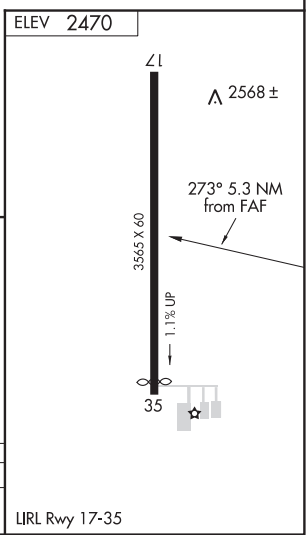
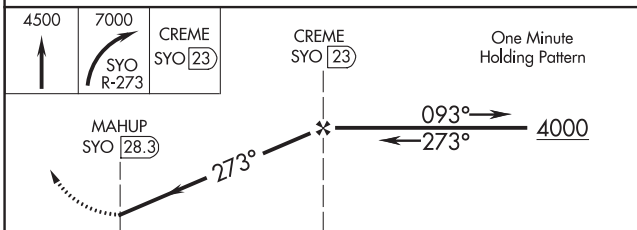
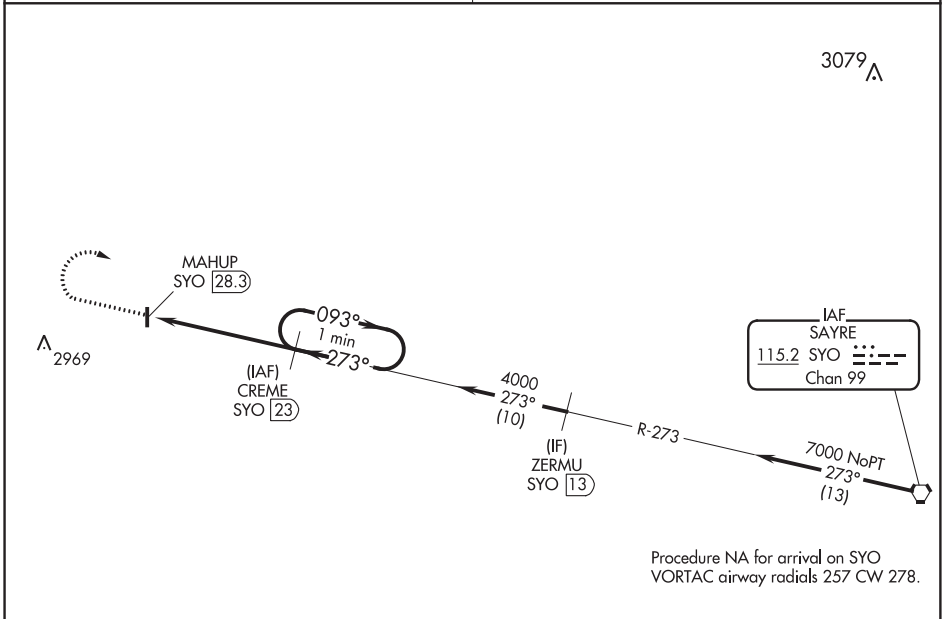
VORTAC SYO <b>115.2</b> Chan <b>99</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2470</b>
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**VOR/DME-A**  
WHEELER MUNI (T59)

**NA** Procedure NA at night. Visibility reduction by helicopters NA. Use Clinton-Sherman altimeter setting, when not received use Pampa altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 7000 via SYO VORTAC R-273 to CREME/SYO 23 DME and hold, continue climb-in-hold to 7000.

ALBUQUERQUE CENTER <b>127.85 285.475</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
CIRCLING	3100-1 630 (700-1)	3100-1¼ 630 (700-1¼)	3100-1¼ 630 (700-1¼)	NA

WHEELER, TEXAS  
Amdt 2 20OCT11

35°27'N-100°12'W

WHEELER MUNI (T59)  
**VOR/DME-A**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>90438</b> <b>W35A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev	<b>4200</b> <b>1000</b> <b>1003</b>
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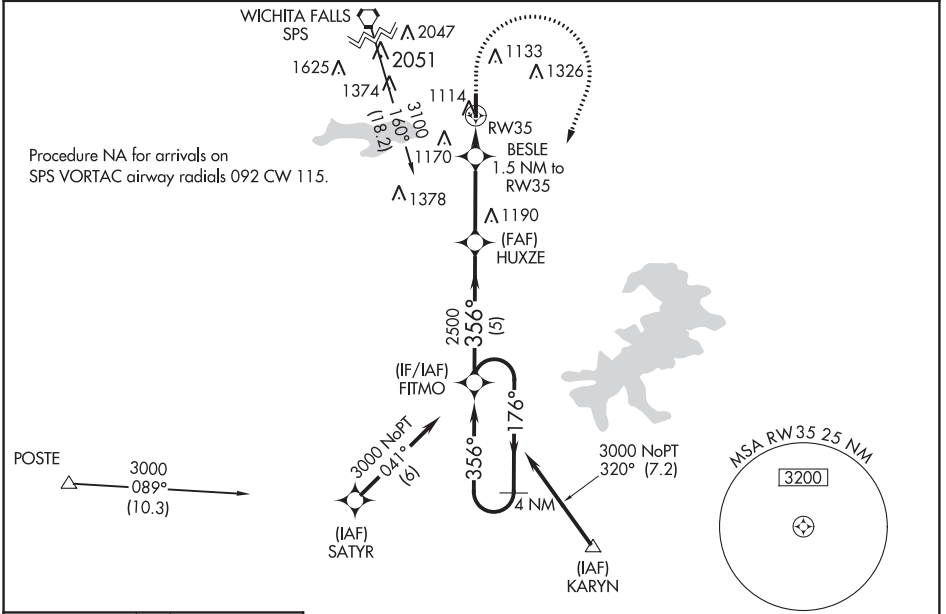
# RNAV (GPS) RWY 35

KICKAPOO DOWNTOWN (CWC)

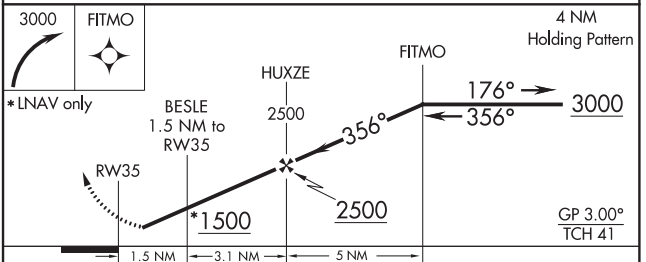
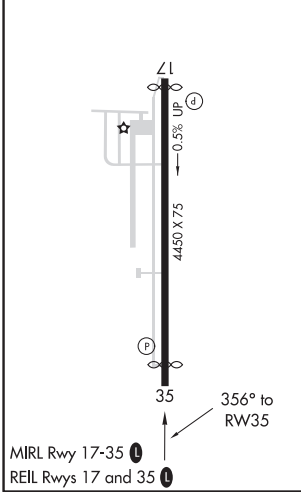
**⚠** Baro-VNAV NA when using Sheppard AFB/Wichita Falls Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Sheppard AFB/Wichita Falls Muni, altimeter setting and increase LPV DA to 1270 feet all Cats, LNAV/VNAV DA to 1304 feet all Cats, all MDA 20 feet and LNAV Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct FITMO and hold.

AWOS-3 <b>119.625</b>	SHEPPARD APP CON ★ <b>120.4 269.025</b>	CLNC DEL <b>121.2</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1003	TDZE 1000
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CATEGORY	A	B	C	D
LPV DA	1250-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1284-1	284 (300-1)		NA
LNAV MDA	1380-1	380 (400-1)		NA
<b>C</b> CIRCLING	1440-1 437 (500-1)	1480-1 477 (500-1)	1720-2 717 (800-2)	NA

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WICHITA FALLS, TEXAS

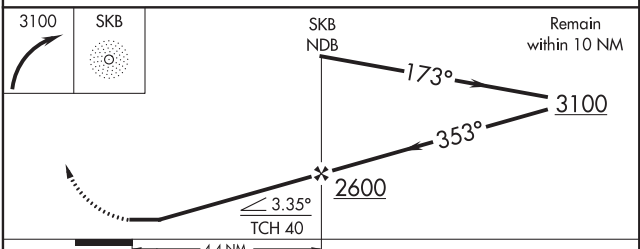
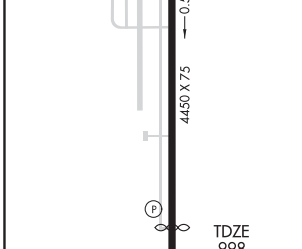
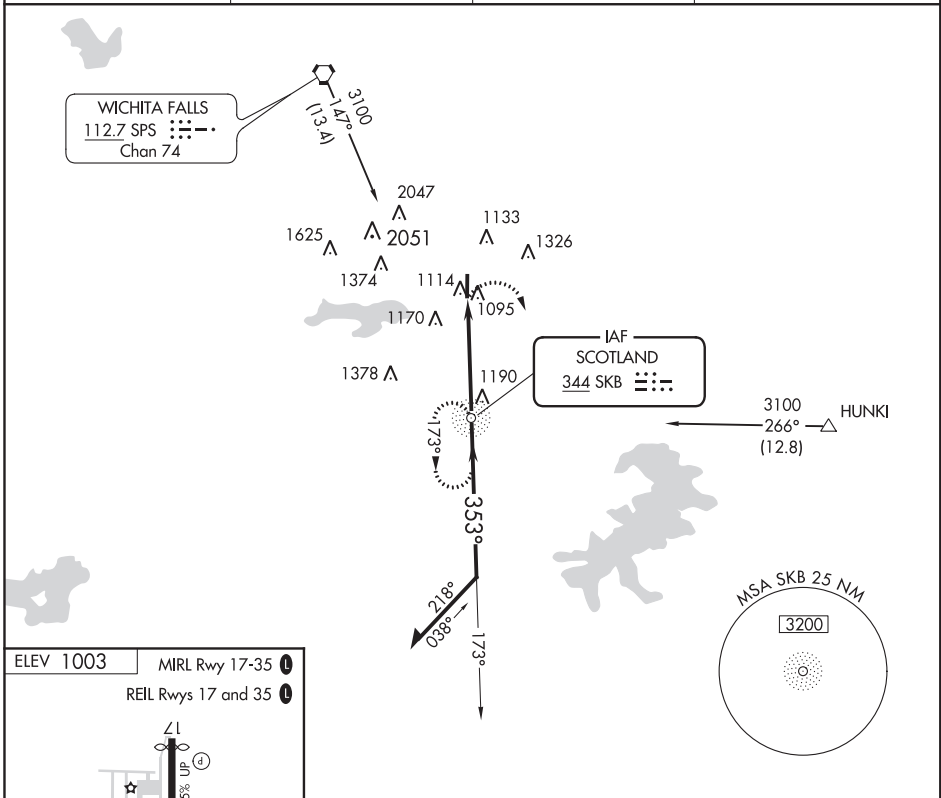
AL-5948 (FAA)

14093

NDB SKB <b>344</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>4200</b> <b>998</b> <b>1003</b>
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**NDB RWY 35**  
KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting.		MISSED APPROACH: Climbing right turn to 3100 direct SKB NDB and hold, continue climb-in-hold to 3100.	
AWOS-3 <b>119.625</b>	SHEPPARD APP CON* <b>120.4 269.025</b>	CLNC DEL <b>121.2</b>	UNICOM <b>122.7 (CTAF) 0</b>



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
S-35	1520-1	522 (600-1)	1520-1½ 522 (600-1½)	NA
CIRCLING	1520-1	517 (600-1)	1520-1½ 517 (600-1½)	NA

WICHITA FALLS, TEXAS  
Amdt 4A 03APR14

33°51'N-98°29'W

KICKAPOO DOWNTOWN (CWC)  
**NDB RWY 35**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WICHITA FALLS, TEXAS

AL-716 (FAA)

16315

VORTAC SPS <b>112.7</b> Chan <b>74</b>	APP CRS <b>196°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1005</b>
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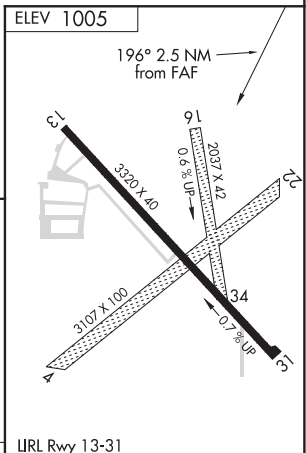
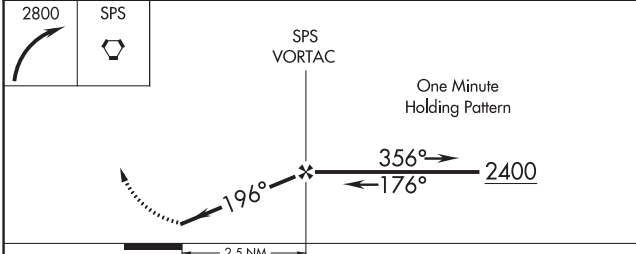
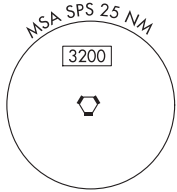
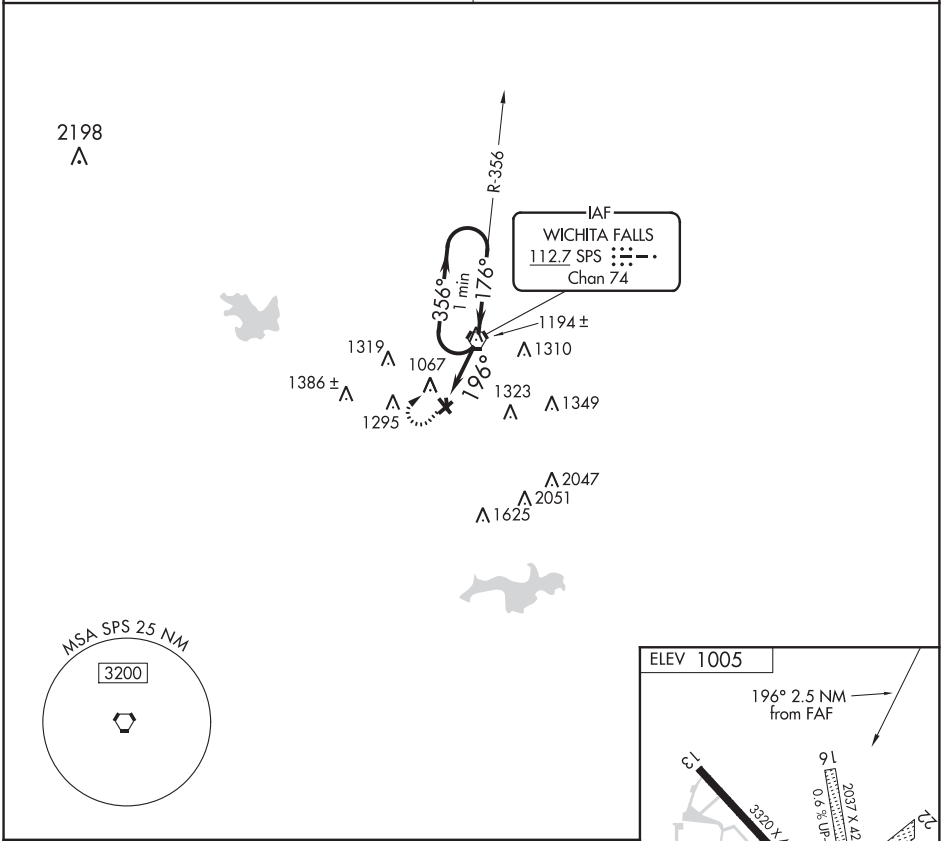
**VOR-B**

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.  
**▲ NA** MISSED APPROACH: Climbing right turn to 2800 direct SPS VORTAC and hold.

SHEPPARD APP CON \*  
**118.2 292.3**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D	FAF to MAP 2.5 NM					
	1520-1 515 (600-1)		1680-2 675 (700-2)	NA	Knots	60	90	120	150	180
CIRCLING	1520-1 515 (600-1)		1680-2 675 (700-2)	NA	Min:Sec	2:30	1:40	1:15	1:00	0:50

WICHITA FALLS, TEXAS  
Amdt 6A 10MAR11

33°57'N-98°37'W  
787

WICHITA FALLS/ WICHITA VALLEY (F14)  
**VOR-B**

SC-2, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WINNSBORO, TEXAS

AL-5892 (FAA)

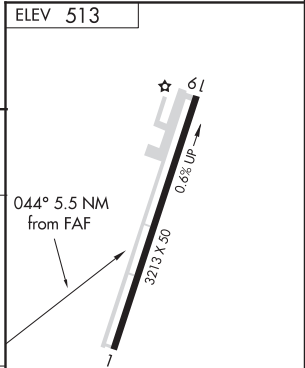
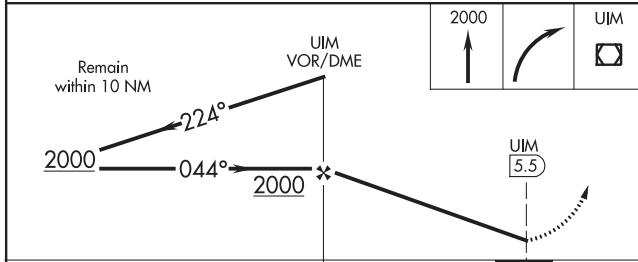
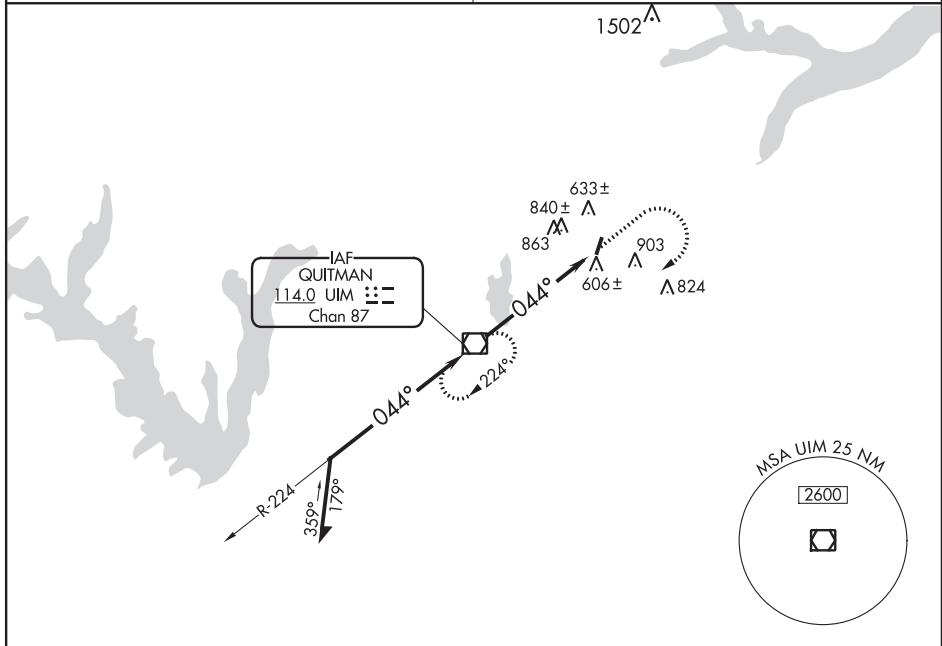
16147

VOR/DME UIM <b>114.0</b> Chan <b>87</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>513</b>
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**VOR-A**  
WINNSBORO MUNI (F51)

<p>▼ Use Tyler Pounds altimeter setting, if not received use Gregg County altimeter setting, when neither received procedure not authorized.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000 then right turn direct UIM VOR/DME and hold.</p>
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<p>LONGVIEW APP CON* <b>128.75 379.15</b></p>	<p>CTAF <b>122.9</b></p>
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CATEGORY	A	B	C	D
CIRCLING	1360-1 847 (900-1)	1360-1¼ 847 (900-1¼)	1360-2½ 847 (900-2½)	NA
GREGG COUNTY ALTIMETER SETTING MINIMUMS				
CIRCLING	1400-1¼	887 (900-1¼)	1400-2¾ 887 (900-2¾)	NA

ELEV 513	
MIRL Rwy 1-19	
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, 10 NOV 2016 to 05 JAN 2017

SC-2, 10 NOV 2016 to 05 JAN 2017

WINNSBORO, TEXAS  
Amdt 4A 20SEP90

32°56'N-95°17'W

WINNSBORO MUNI (F51)  
**VOR-A**



# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

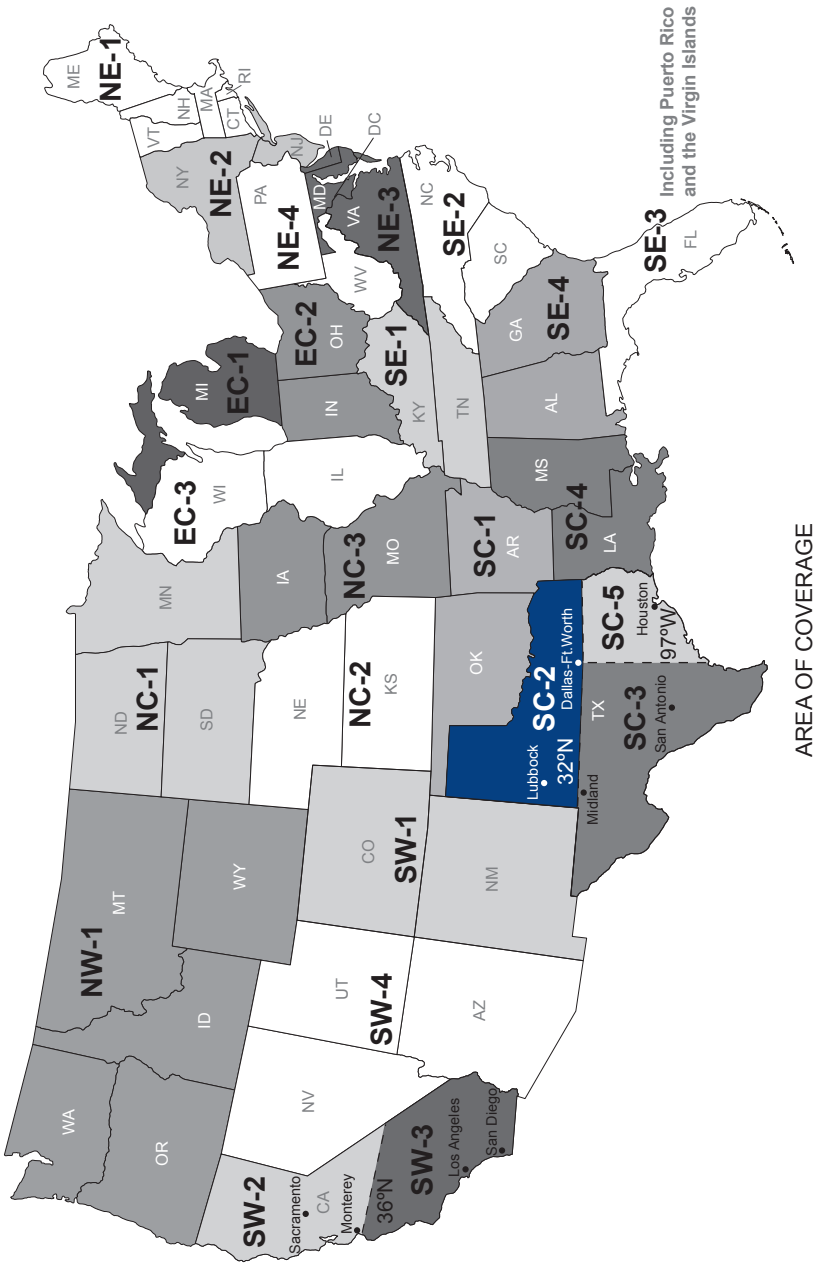
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

# CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSC2



NSN 7641015059592

NGA REF. NO. OK-10-2859 TERMXFAABTPPSC2



EFF. DATE 16315