

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KDFW
Terminal Charts For KDFW
Revision Letter For Cycle 05-2025
Change Notices
Notebook

General Information

Location: DALLAS-FT WORTH TX USA
ICAO/IATA: KDFW / DFW
Lat/Long: N32° 53.83', W097° 02.26'
Elevation: 606 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: Dallas Ft Worth

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1128 Z
Sunset: 0121 Z

Runway Information

Runway: 13L
Length x Width: 9000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 550 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 627 ft

Runway: 13R
Length x Width: 9300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 591 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17C
Length x Width: 13400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 563 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17L
Length x Width: 8500 ft x 150 ft
Surface Type: concrete

TDZ-Elev: 545 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17R
Length x Width: 13400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 567 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 13401 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 602 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18R
Length x Width: 13400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 606 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31L
Length x Width: 9300 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 581 ft
Lighting: Edge, Centerline, REIL

Runway: 31R
Length x Width: 9000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 523 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35C
Length x Width: 13400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 563 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35L
Length x Width: 13400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 564 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 8500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 576 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L
Length x Width: 13400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 588 ft
Lighting: Edge, ALS, Centerline, TDZ

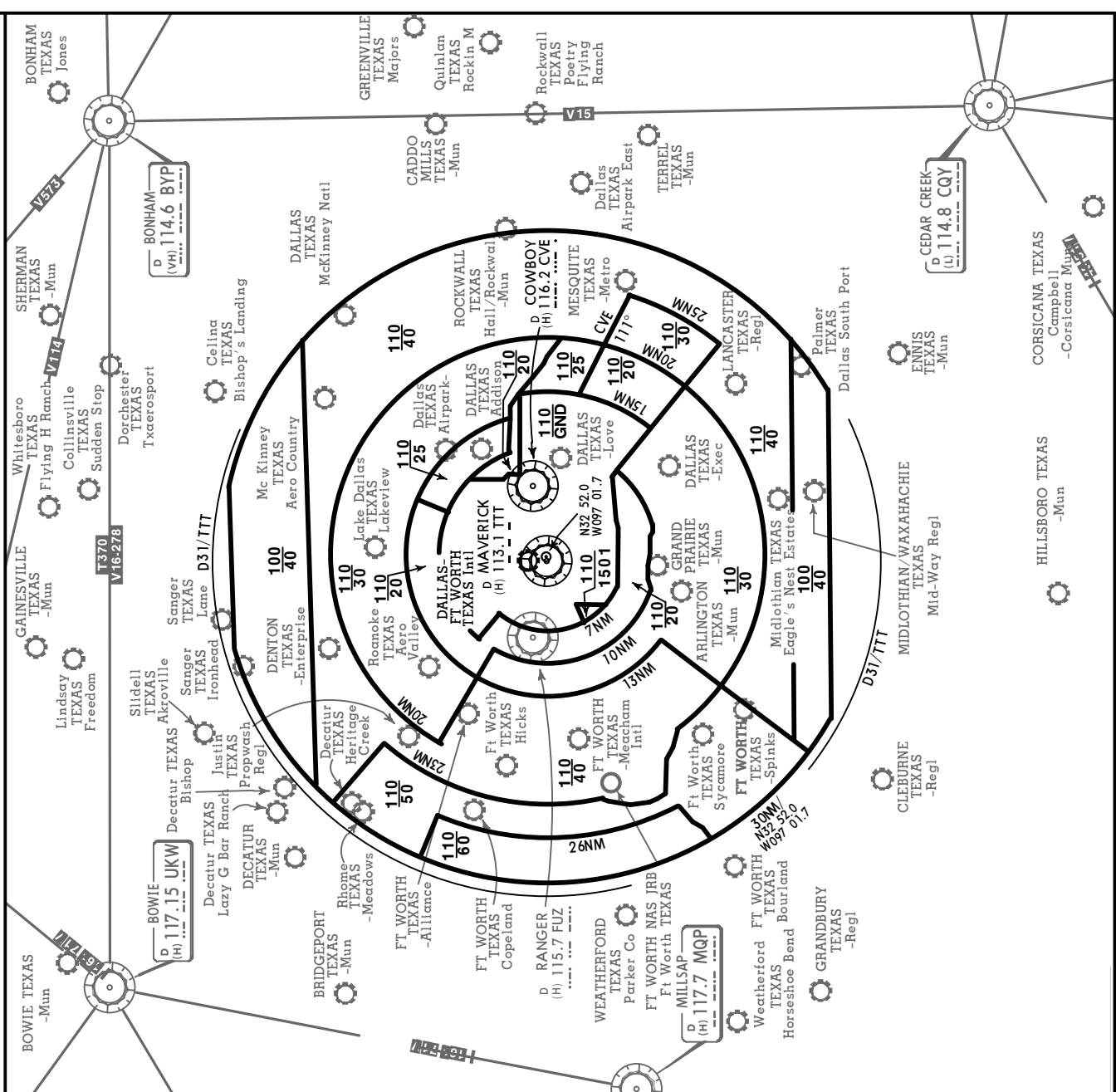
Runway: 36R
Length x Width: 13401 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 581 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 123.775 Arrival Service
ATIS: 135.925 Departure Service
Dfw Tower: 124.150
Dfw Tower: 134.900
Dfw Tower: 127.500
Dfw Tower: 126.550
Dfw Ground: 121.850
Dfw Ground: 121.800
Dfw Ground: 121.650
Dfw Ramp/Taxi: 128.825
Dfw Ramp/Taxi: 129.825
Dfw Ramp/Taxi: 130.100
Dfw Ramp/Taxi: 131.000
Dfw Ramp/Taxi: 131.275
Dfw Ramp/Taxi: 131.800
Dfw Clearance Delivery: 128.250
Lone Star Approach: 124.300
Lone Star Approach: 118.100
Lone Star Approach: 118.425
Lone Star Approach: 119.400
Lone Star Approach: 119.875 Initial Contact
Lone Star Approach: 125.025 Initial Contact
Lone Star Approach: 125.200
Lone Star Approach: 127.075
Lone Star Approach: 133.150
Lone Star Approach: 133.525 Secondary
Lone Star Approach: 133.625 Secondary
Lone Star Approach: 135.500
Lone Star Approach: 135.975
Lone Star Terminal Control Area: 118.100
Lone Star Terminal Control Area: 124.300
Lone Star Terminal Control Area: 125.200
Lone Star Terminal Control Area: 135.975
Lone Star Departure: 125.200
Lone Star Departure: 125.125
Lone Star Departure: 135.975
Lone Star Departure: 126.475
Lone Star Departure: 124.825
Lone Star Departure: 124.300
Lone Star Departure: 118.100
Lone Star Departure: 118.550
Dfw UNICOM: 122.950

**DALLAS-FT WORTH CLASS B AIRSPACE
CLASS B AIRSPACE VFR COMMUNICATIONS**

NW Regional App (R) 118.1 SW Regional App (R) 135.97
NE Regional App (R) 124.3 SE Regional App (R) 125.2



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

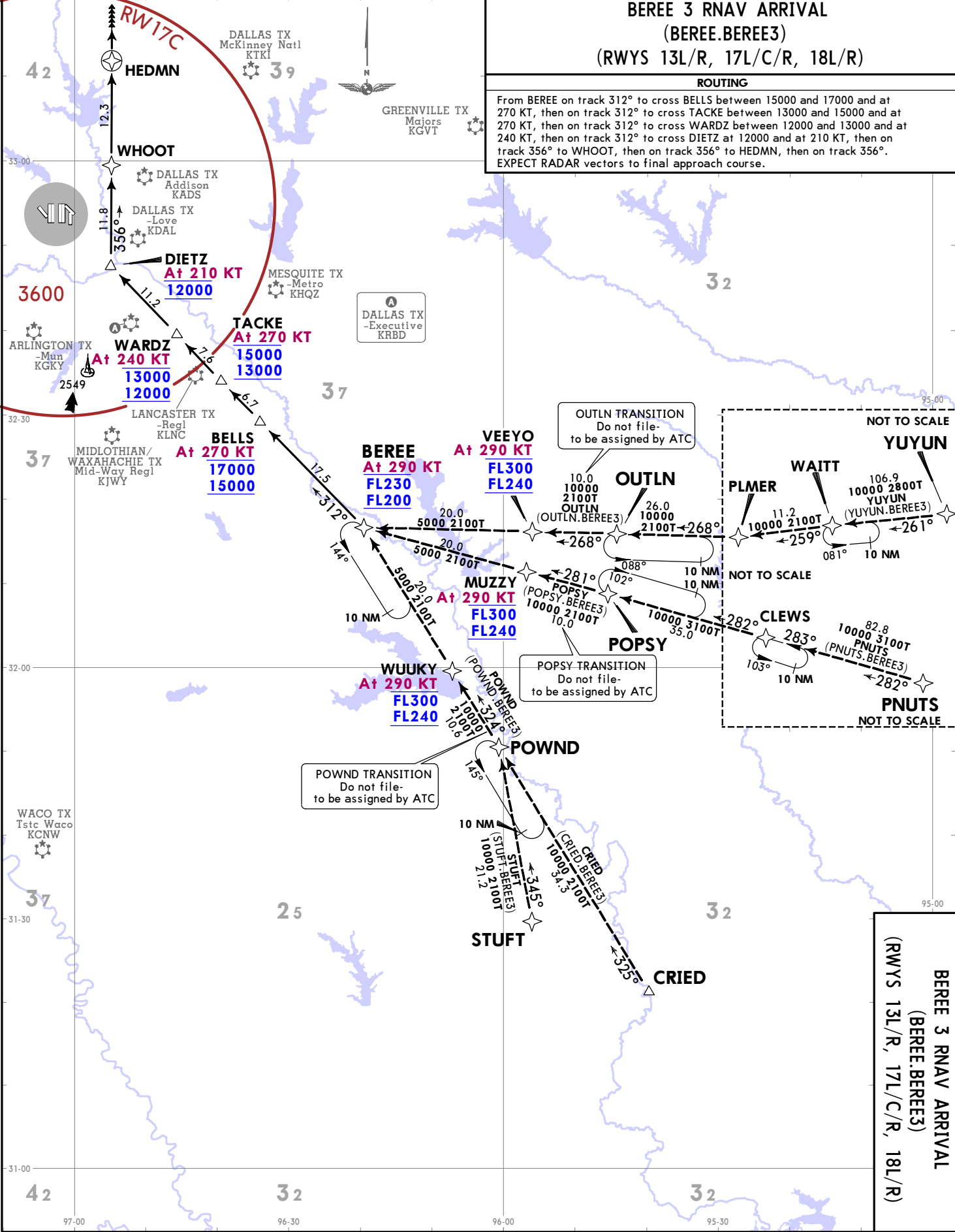
IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.
VFR Flights-

- a. Arriving aircraft, or aircraft desiring to transit Class B airspace, should contact Regional Approach Control on the frequency depicted. Pilots on initial contact should state their position, direction of flight and destination.
- b. Aircraft departing the primary airport prior to taxiing are requested to advise the Regional clearance delivery position of the intended route of flight and altitude. Aircraft departing from other than Dallas-Ft Worth Intl Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance to transit Class B airspace when traffic conditions permit and will be handled on an equitable "first-come, first-served" basis, provided the requirements of FAR 91 are met. Notwithstanding this, VFR transiting traffic is encouraged, to the extent possible, to fly beneath, above or around Class B airspace.

CHANGES: Approach call name.

KDFW/DFW
DALLAS-FORT WORTH INTL

D-ATIS Arrival 123.775	LONE STAR Approach (R) 125.025 133.525	Apt Elev 606	Alt Set: INCHES Trans level: FL180 RNAV 1 - DME/DME/IRU or GPS	1. RADAR required. 2. Jet aircraft only. 3. For use when DFW is operating in a SOUTH flow. When DFW is operating in a NORTH flow, file and EXPECT the WHINY RNAV STAR.
----------------------------------	--	------------------------	---	---



25 OCT 24 (60-2) EFF 31 OCT RNAV STAR
DALLAS-FORT WORTH, TEXAS
BEREE 3 RNAV ARRIVAL (BEREE.BEREE3) (RWYS 13L/R, 17L/C/R, 18L/R)

© JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

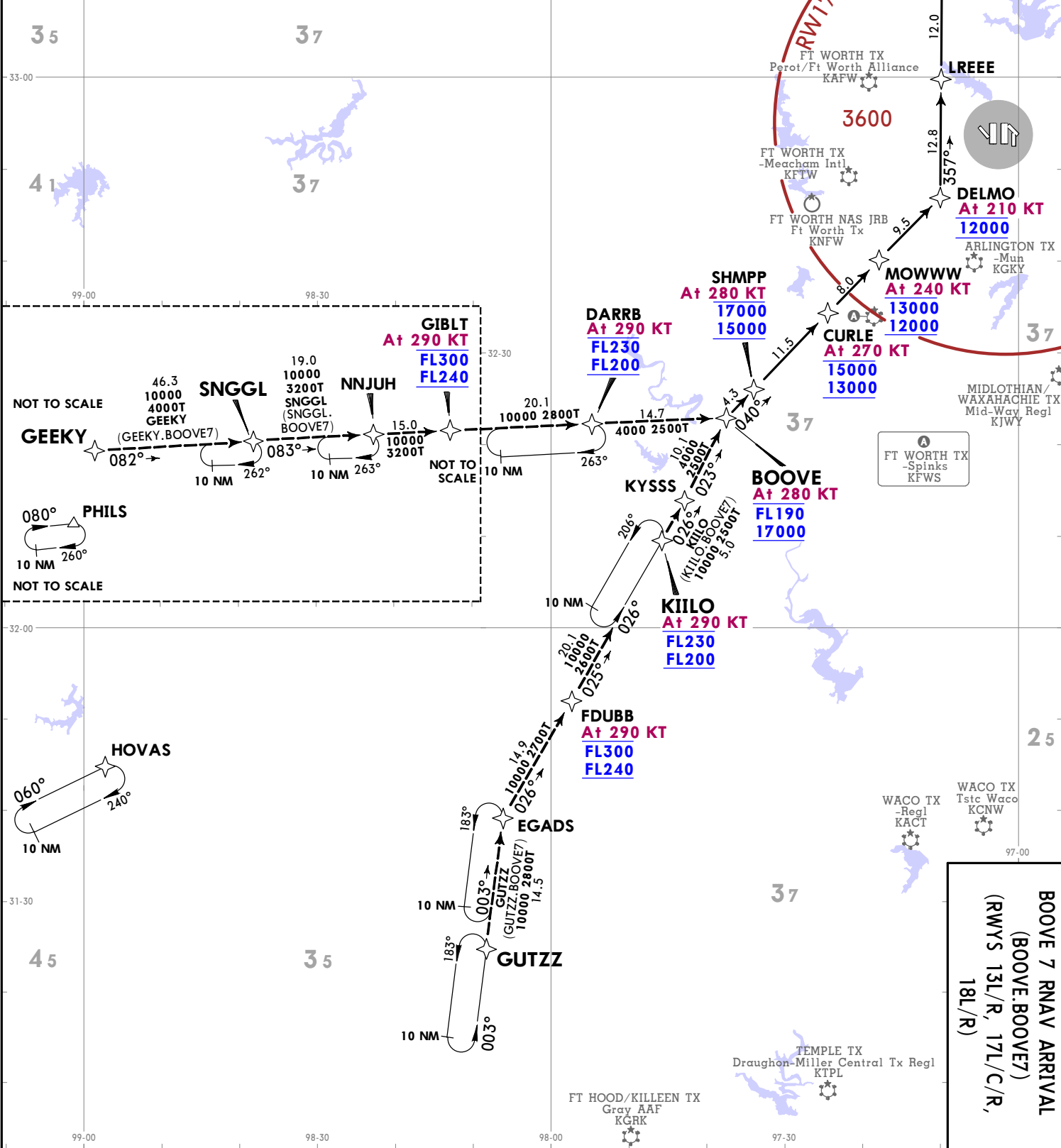
CHANGES: Approach call name.

D-ATIS Arrival 123.775	LONE STAR Approach (R) 119.875 133.625	Apt Elev 606	Alt Set: INCHES Trans level: FL180 RNAV 1 - DME/DME/IRU or GPS
----------------------------------	--	------------------------	---

1. RADAR required. 2. Jet aircraft only.
3. For use when DFW is operating in SOUTH flow. When DFW is in NORTH flow, file and EXPECT the SOCKK RNAV STAR.
4. SNGGL Transition: for ABI Terminal Area Departures only.
5. KIILO Transition: for ACT and GRK Terminal Area Departures only.

BOOVE 7 RNAV ARRIVAL (BOOVE.BOOVE7)
(RWYS 13L/R, 17L/C/R, 18L/R)

ROUTING
From BOOVE on track 040° to cross SHMPP between 15000 and 17000 and at 280 KT, then on track 040° to cross CURLE between 13000 and 15000 and at 270 KT, then on track 040° to cross MOWWW between 12000 and 13000 and at 240 KT, then on track 040° to cross DELMO at 12000 and at 210 KT, then on track 357° to LREEE, then on track 357° to BEONE, then on track 357°. EXPECT RADAR vectors to final approach course.



KDFW/DFW
DALLAS-FORT WORTH INTL
 25 OCT 24 (60-2A) EFT 31 OCT
JEPPesen DALLAS-FORT WORTH, TEXAS
RNAV STAR

BOOVE 7 RNAV ARRIVAL
(BOOVE.BOOVE7)
(RWYS 13L/R, 17L/C/R, 18L/R)

© JEPPesen, 2018, 2024. ALL RIGHTS RESERVED.

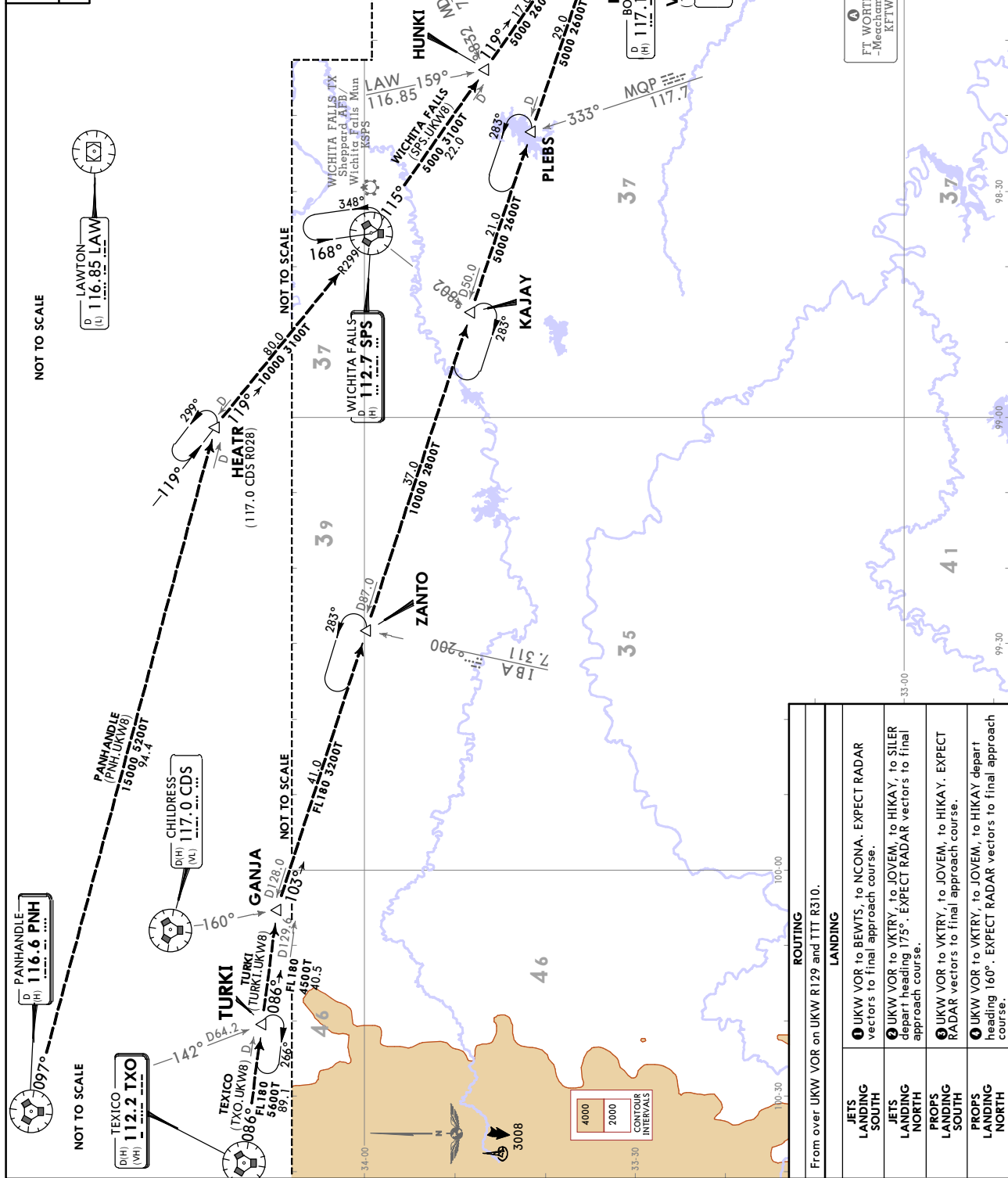
DALLAS-FT WORTH, TEXAS
STAR

KDFW/DFW
DALLAS-FT WORTH INTL

JEPPESEN 25 OCT 24
60-2B
EFIS OGI

BOWIE 8 ARRIVAL (UKW.UKW8)

D-ATIS Arrival: **123.775**
 LONE STAR Approach (R): **119.875**
 Apt Elev: **606**
 Alt Set: INCHES
 Trans Level: FL180
 RADAR required.



ROUTING	
From over UKW VOR on UKW R129 and TTT R310.	
LANDING	
JETS LANDING SOUTH	1 UKW VOR to BEWTS, to NCONA. EXPECT RADAR vectors to final approach course.
JETS LANDING NORTH	2 UKW VOR to VIKTRY, to JOVEM, to HIKAY, to SILER depart heading 175°. EXPECT RADAR vectors to final approach course.
PROPS LANDING SOUTH	3 UKW VOR to VIKTRY, to JOVEM, to HIKAY. EXPECT RADAR vectors to final approach course.
PROPS LANDING NORTH	4 UKW VOR to VIKTRY, to JOVEM, to HIKAY depart heading 160°. EXPECT RADAR vectors to final approach course.

CHANGES: Approach call name, airport elevation.

D-ATIS Arrival 123.775	LONE STAR Approach (R) 133.525	Apt Elev 606	Alt Set: INCHES Trans level: FL180
----------------------------------	--	------------------------	---------------------------------------

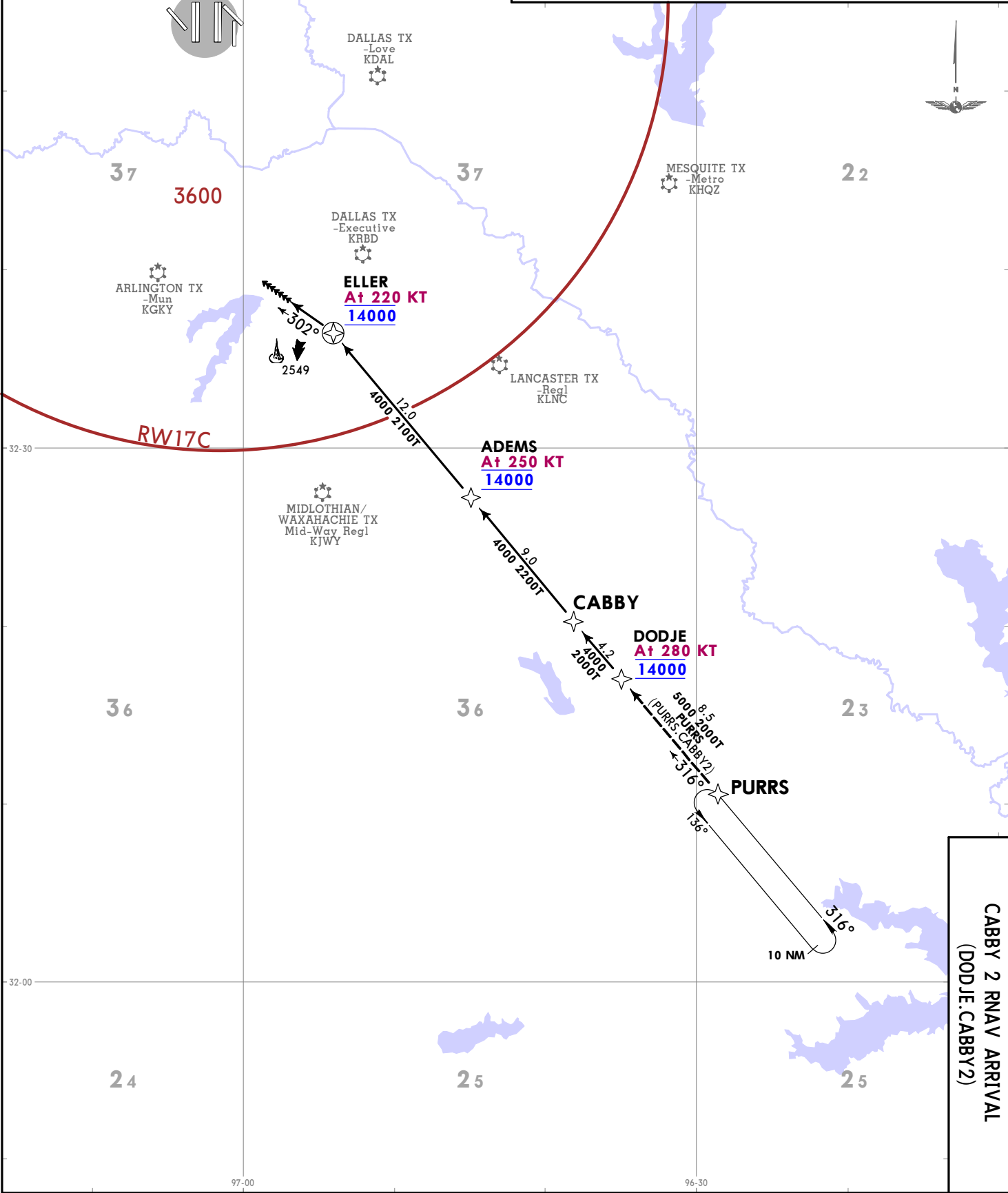
- 1. **RADAR required.**
- 2. **RNAV 1.**
- 3. **DME/DME/IRU or GPS required.**
- 4. Turbojet aircraft only.
- 5. ATC assigned only.

KDFW / DFW
DALLAS-FT WORTH INTL

CABBY 2 RNAV ARRIVAL (DODJE.CABBY2)

ROUTING

From DODJE on track 316° to CABBY, then on track 316° to ADEMS, then on track 316° to ELLER, then on track 302°. EXPECT RADAR vectors to final approach course.



CABBY 2 RNAV ARRIVAL
(DODJE.CABBY2)

25 OCT 24 (60-2D) EFF 31 Oct 24
JEPPesen FT WORTH, TEXAS
RNAV STAR

© JEPPesen, 2018, 2024. ALL RIGHTS RESERVED.

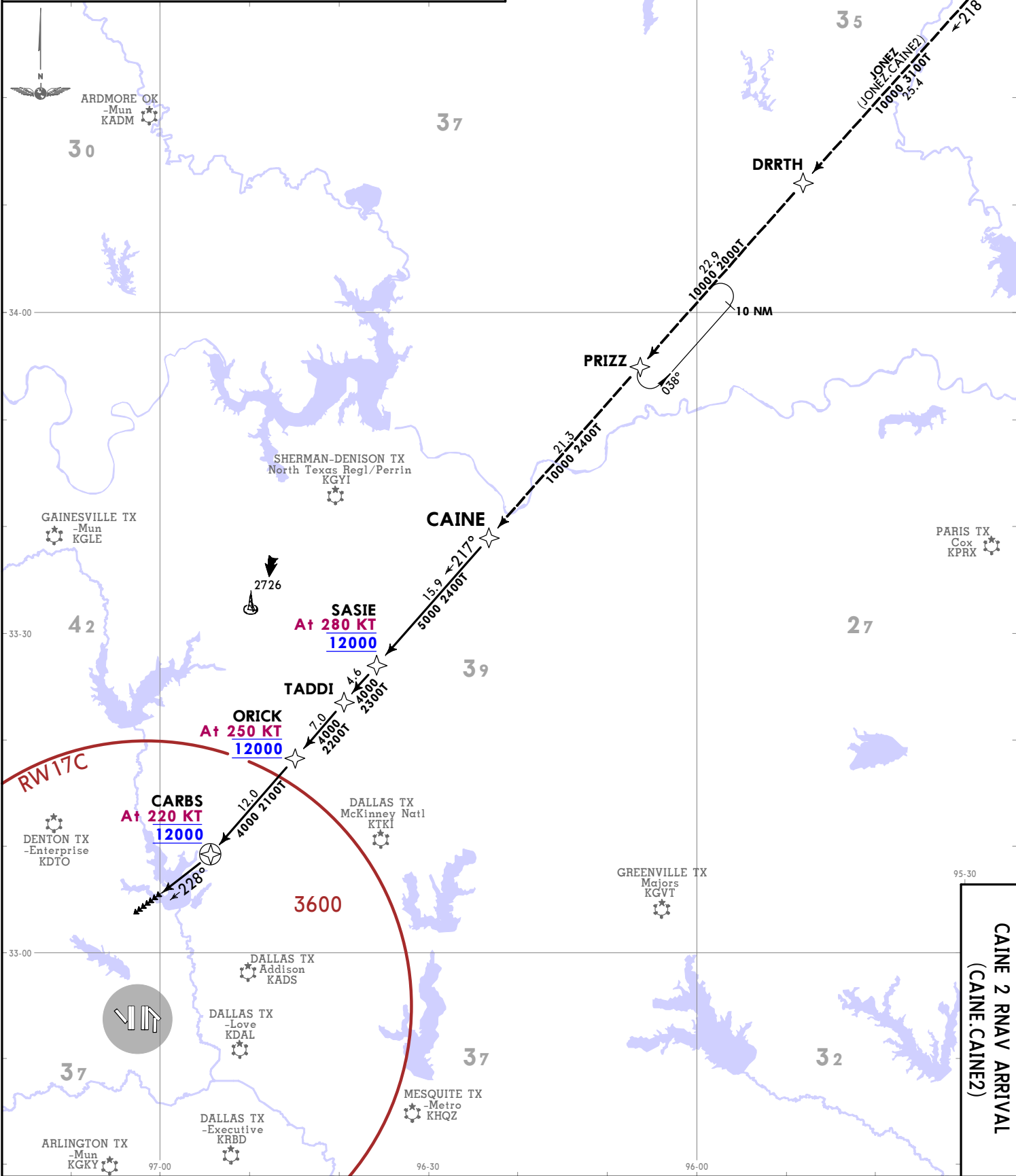
CHANGES: Approach call name, airport elevation.

D-ATIS Arrival 123.775	LONE STAR Approach (R) 119.875	Apt Elev 606	Alt Set: INCHES Trans level: FL180	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. Turbojet aircraft only. 5. ATC assigned only.
----------------------------------	--	------------------------	---------------------------------------	--	---

CAINE 2 RNAV ARRIVAL (CAINE.CAINE2)

ROUTING

From CAINE on track 217° to SASIE, then on track 217° to TADDI, then on track 217° to ORICK, then on track 217° to CARBS, then on track 228°. EXPECT RADAR vectors to final approach course.



KDFW/DFW
DALLAS-FORT WORTH INTL
 25 OCT 24
JEPPESSEN DALLAS-FORT WORTH, TEXAS
 60-2E
 Eff: 31 Oct
RNAV STAR

CAINE 2 RNAV ARRIVAL
(CAINE.CAINE2)

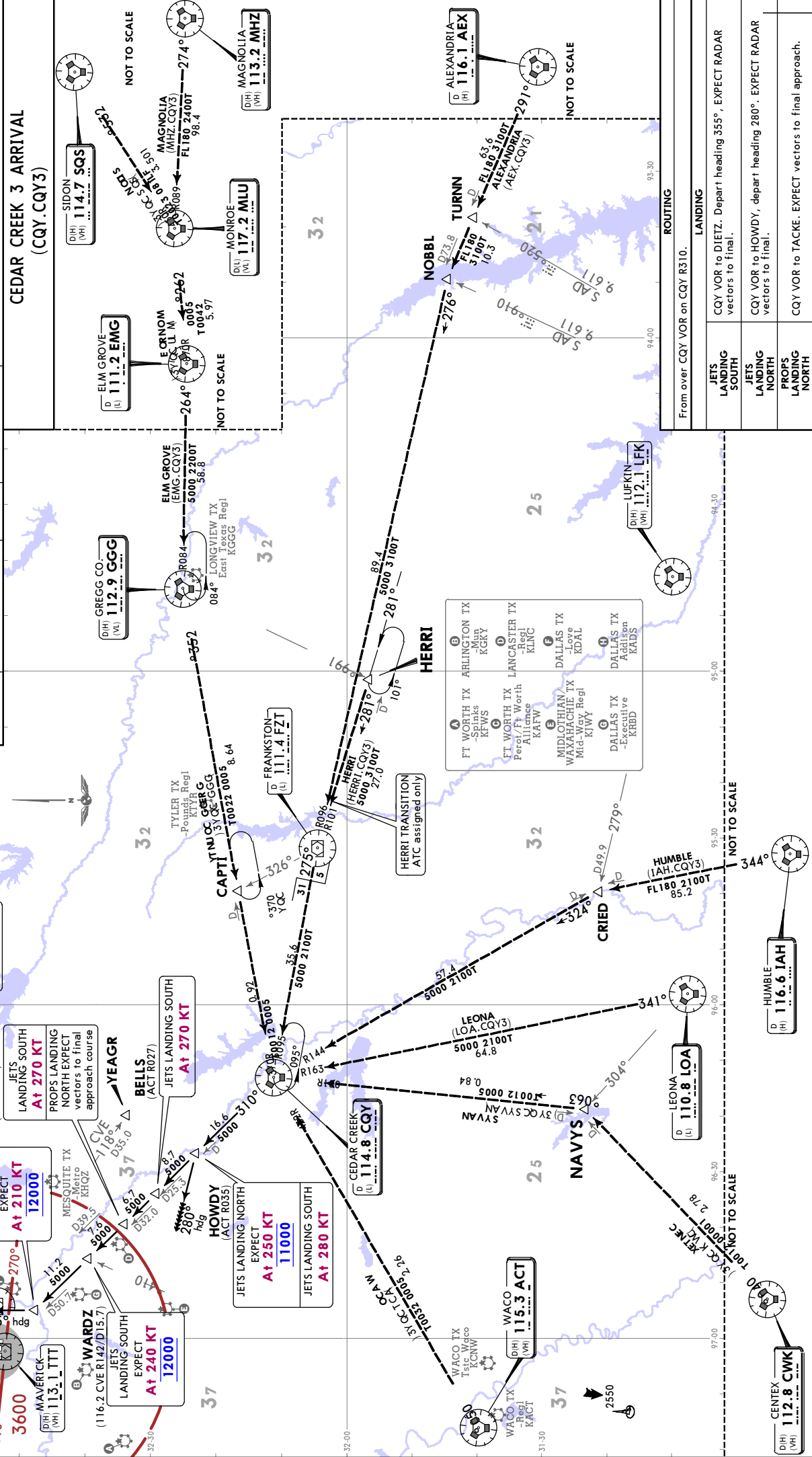
© JEPPESSEN, 2018, 2024. ALL RIGHTS RESERVED.

DALLAS-FT WORTH, TEXAS
KDFW/DFW
DALLAS-FT WORTH INTL
STAR
JEPPESEN
60-2F
25 OCT 24
EFF 31 OCT

1. RADAR required.
 2. Prop aircraft landing DFW: EXPECT this STAR only when DFW is landing NORTH. When DFW is landing SOUTH, EXPECT and/or file the YEAGR STAR.

LONE STAR Approach (R)
 119.875
 Aft Elev
 606
 D-ATIS Arrival
 123.775

CEDAR CREEK 3 ARRIVAL (CQY.CQY3)



ROUTING	
From over CQY VOR on CQY R310.	
LANDING	
JETS LANDING SOUTH	CQY VOR to DIETZ. Depart heading 355°, EXPECT RADAR vectors to final.
JETS LANDING NORTH	CQY VOR to HOWDY, depart heading 280°. EXPECT RADAR vectors to final.
PROPS LANDING NORTH	CQY VOR to TACKE. EXPECT vectors to final approach.

CHANGES: Approach call name.

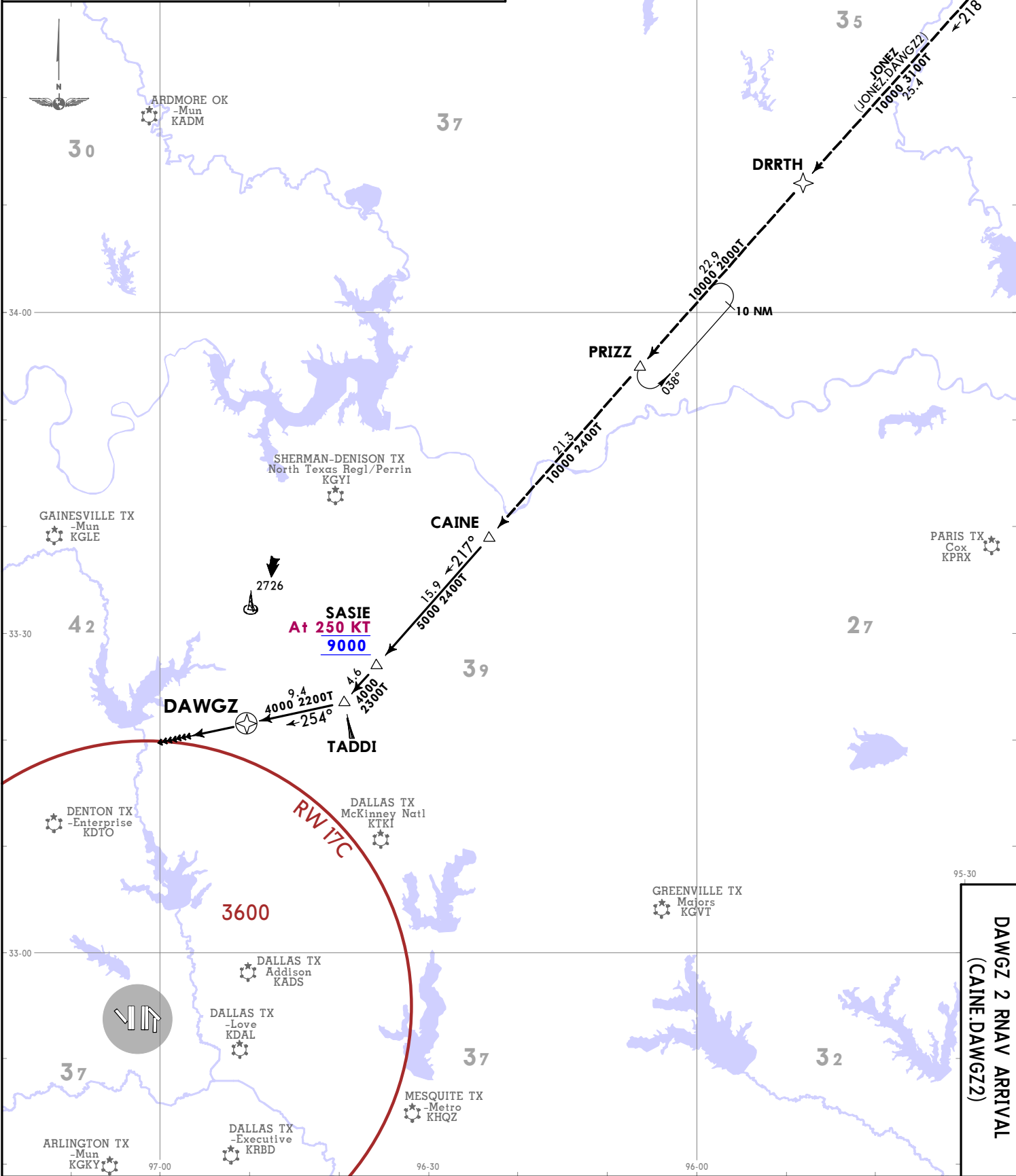
D-ATIS Arrival 123.775	LONE STAR Approach (R) 125.025	Apt Elev 606	Alt Set: INCHES Trans level: FL180
			RNAV 1 DME/DME/IRU or GPS required

1. RADAR required.
2. Turbojet aircraft only.
3. ATC assigned only.

**DAWGZ 2 RNAV ARRIVAL
(CAINE.DAWGZ2)**

ROUTING

From CAINE on track 217° to SASIE, then on track 217° to TADDI, then on track 254° to DAWGZ, then on track 254°. EXPECT RADAR vectors to final approach course.



**KDFW/DFW
DALLAS-FORT WORTH INTL**

25 OCT 24 (60-2G) EFT 31 OCT

**DAWGZ 2 RNAV ARRIVAL
(CAINE.DAWGZ2)**

**JEPPESSEN DALLAS-FORT WORTH, TEXAS
RNAV STAR**

KDFW/DFW DALLAS-FT WORTH INTL

JEPPesen DALLAS-FT WORTH, TEXAS

25 OCT 24

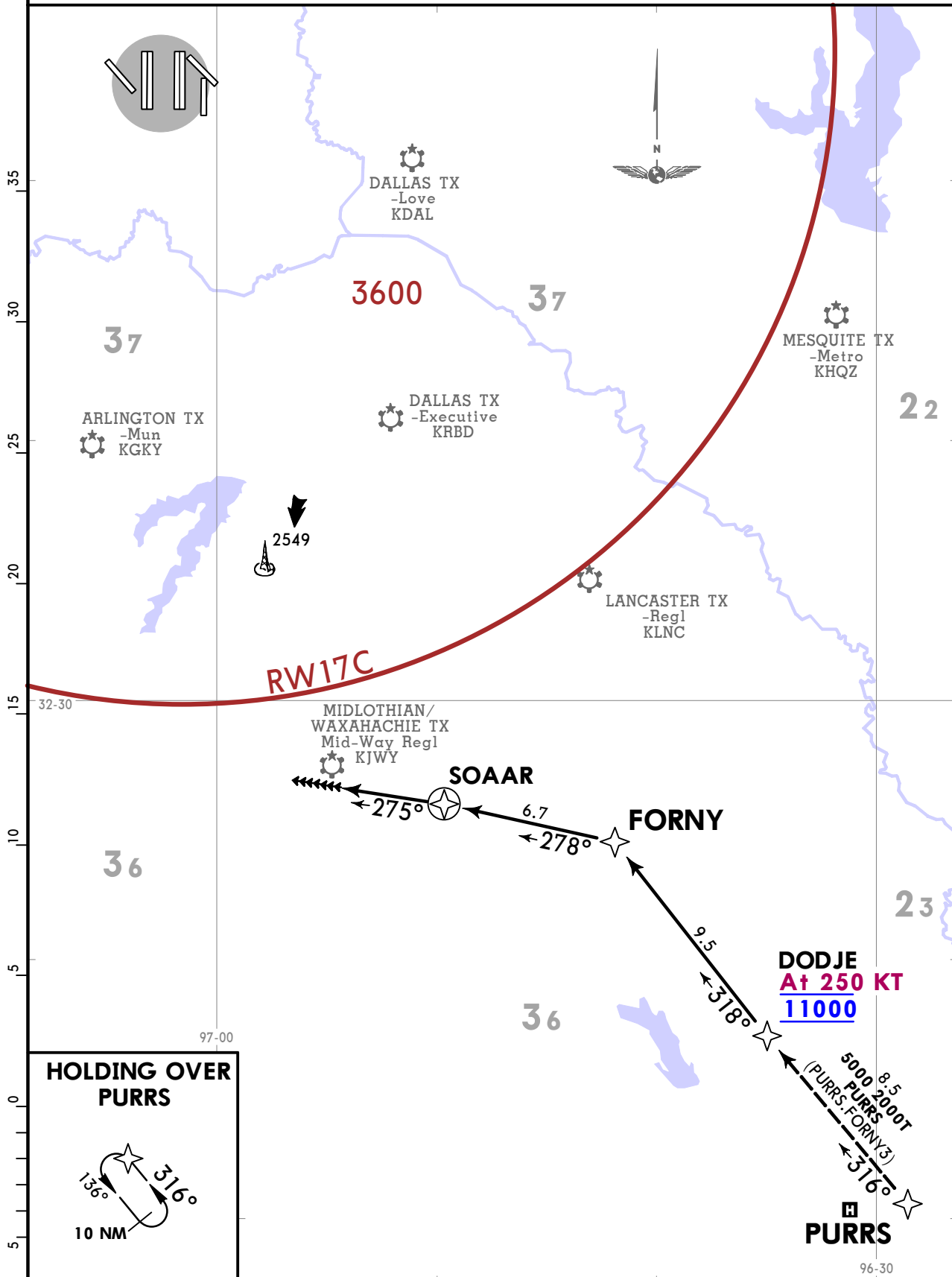
(60-2J)

Eff 31 Oct

RNAV STAR

D-ATIS Arrival 123.775	LONE STAR Approach (R) 133.525	Apt Elev 606	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only. 5. ATC assigned only.
----------------------------------	--	------------------------	---

FORNY 3 RNAV ARRIVAL (DODJE.FORNY3)



**HOLDING OVER
PURRS**

10 NM
136°
316°

ROUTING

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

KDFW/DFW
DALLAS-FT WORTH INTL

D-ATIS Arrival 123.775	LONE STAR Approach (R) 119.875	Apt Elev 606	Alt Set: INCHES Trans level: FL180
------------------------------	-----------------------------------	-----------------	---------------------------------------

1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Turbojet aircraft only.
5. ATC assigned only.

GIBBI 2 RNAV ARRIVAL (GREGS.GIBBI2)

ROUTING
From GREGS on track 136° to ODEEN, then on track 136° to GIBBI, then on track 125°. EXPECT RADAR vectors to final approach course.



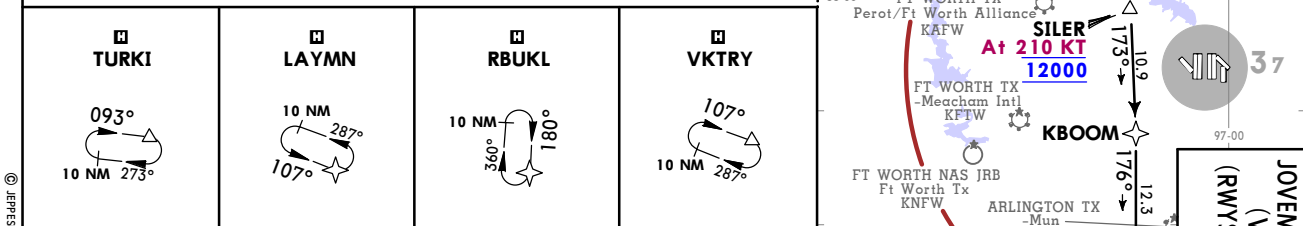
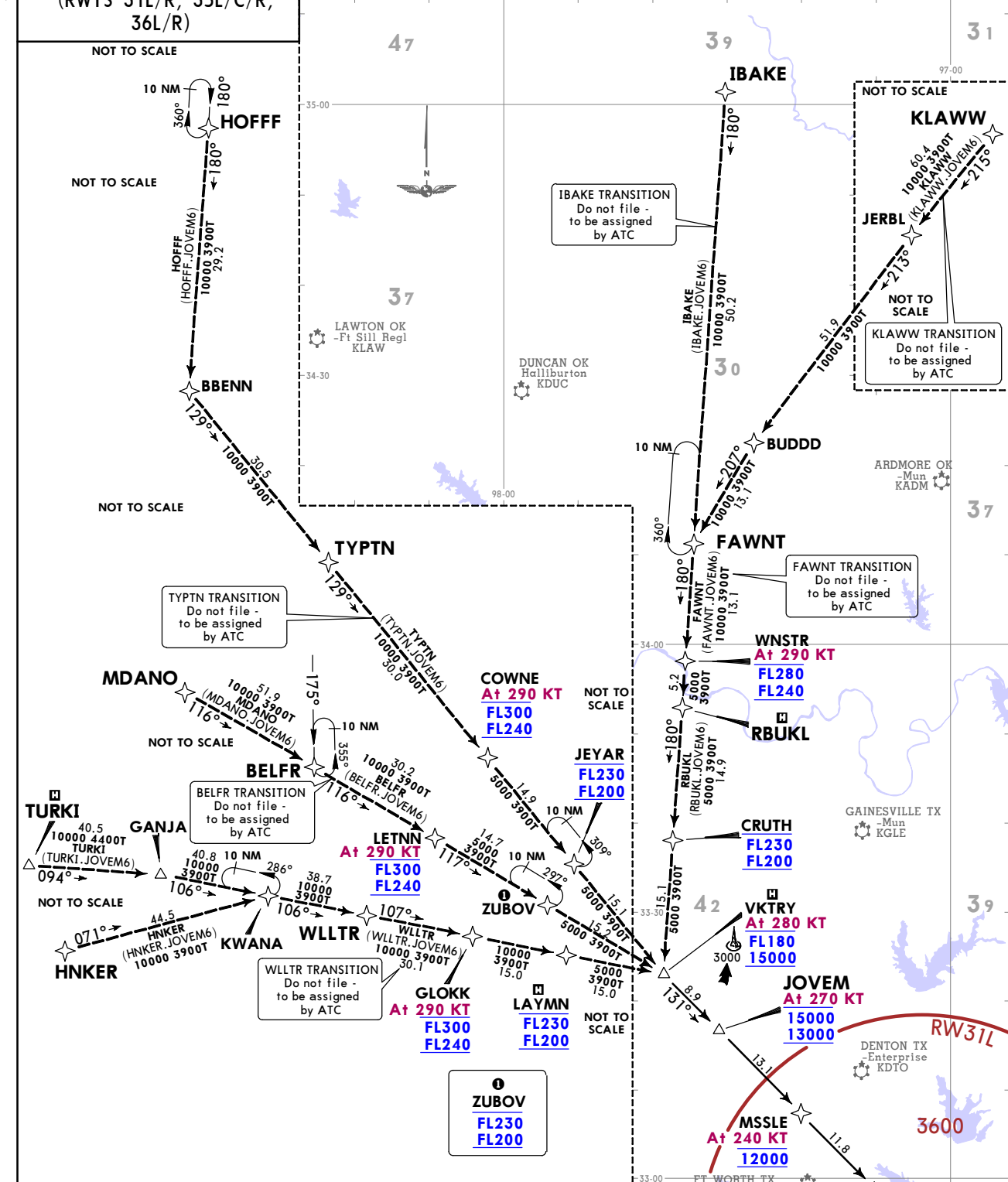
CHANGES: Approach call name, airport elevation.

25 OCT 24 60-2K
JEPPESSEN DALLAS-FT WORTH, TEXAS
RNAV STAR
GIBBI 2 RNAV ARRIVAL
(GREGS.GIBBI2)

D-ATIS Arrival 123.775	LONE STAR Approach (R) 119.875	Apt Elev 606	Alt Set: INCHES Trans level: FL180	1. RADAR required. 2. Jet aircraft only. 3. 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. 4. RBUKL Transition: For OKC Terminal Area Departures only.
			RNAV 1 - DME/DME/IRU or GPS	

ROUTING

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



JOVEM 6 RNAV ARRIVAL (VKTRY.JOVEM6) (RWYS 31L/R, 35L/C/R, 36L/R)

DALLAS-FT WORTH, TEXAS

RNAV STAR

JEPPesen 25 OCT 24

60-2M EFF 31 OCT 24

DALLAS-FT WORTH INTL

KDFW/DFW

DENTON TX -Enterprise KDTO

FT WORTH TX -Perot/Ft Worth Alliance KAPW

FT WORTH TX -Meacham Intl KPTW

FT WORTH NAS JRB -Ft Worth Tx KNEW

ARLINGTON TX -Mun KGKY

FT WORTH TX -Spinks KFWS

GAINESVILLE TX -Mun KGLE

ARDMORE OK -Mun KADM

DUNCAN OK -Halliburton KDCU

LAWTON OK -Ft Sill Regl KLAW

CISCO TX -Simmons Meml KGZN

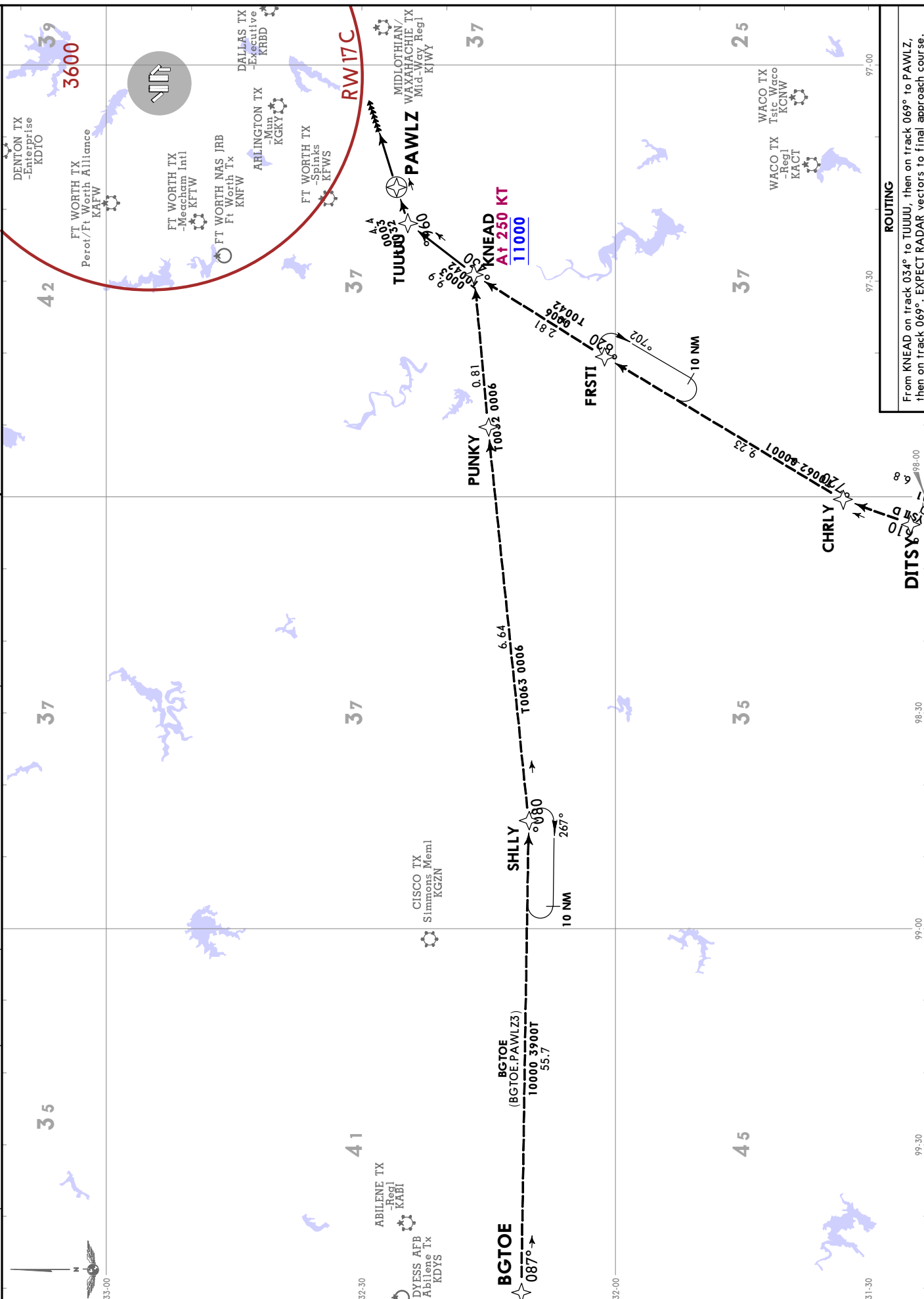
CHANGES: Approach call name.

© JEPPesen, 2018, 2024. ALL RIGHTS RESERVED.

JEPPESNDALLAS-FT WORTH, TEXAS
KDFW/DFW
 DALLAS-FT WORTH INTL
 25 OCT 24 (60-2N) Eff 31 Oct
RNAV STAR

PAWLZ 3 RNAV ARRIVAL
(KNEAD.PAWLZ3)

1. RADAR required.
 2. Turbojet aircraft only.
 3. ATC assigned only.



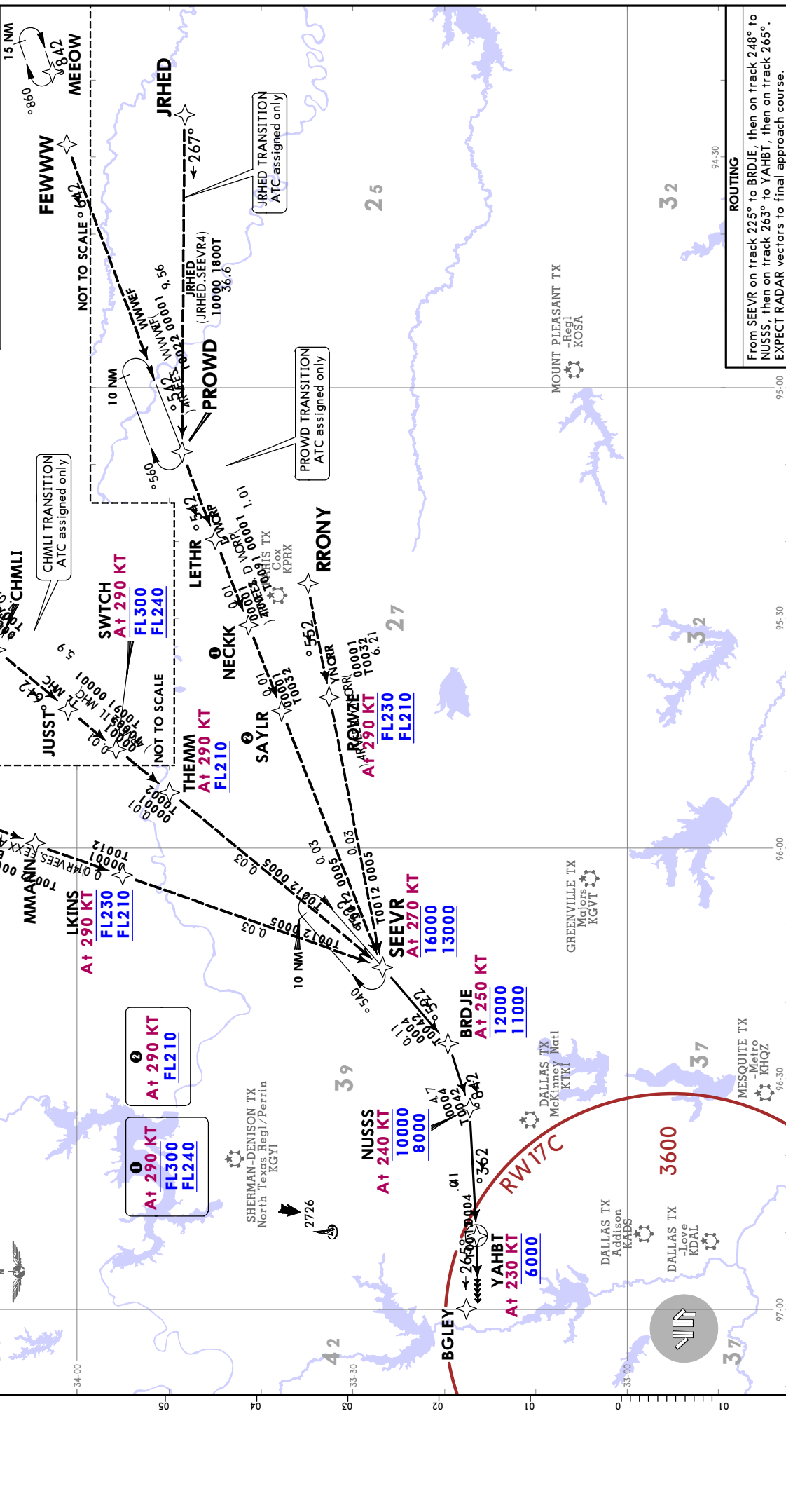
ROUTING
 From KNEAD on track 034° to TUUUU, then on track 069° to PAWLZ, then on track 069°. EXPECT RADAR vectors to final approach course.
 © JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

**DALLAS-
JEPPESEN FT WORTH, TEXAS
RNAV STAR**

D-ATIS Arrival	LONE STAR Approach (R)	Apt Elev
25 OCT 24 (60-2P) Eff 31 Oct	123.775	606

Alt Set: INCHES Trans level: FL180
 1. **RADAR required** 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. Turbojet aircraft only.
 5. For use when Dallas-Ft Worth Intl is operating in a SOUTH flow. When Dallas-Ft Worth Intl is operating in a NORTH flow, file and EXPECT the BRDJE RNAV STAR.
 6. AXSEE and RRONY Transitions: For aircraft filing FL230 and below.

**SEEVR 4 RNAV ARRIVAL
(SEEV4.SEEVR4)**



**KDFW/DFW
DALLAS-FT WORTH INTL**

ROUTING
From SEEVR on track 225° to BRDJE, then on track 248° to NUSS, then on track 263° to YAHBT, then on track 265°. EXPECT RADAR vectors to final approach course.

CHANGES: Approach call name, airport elevation.

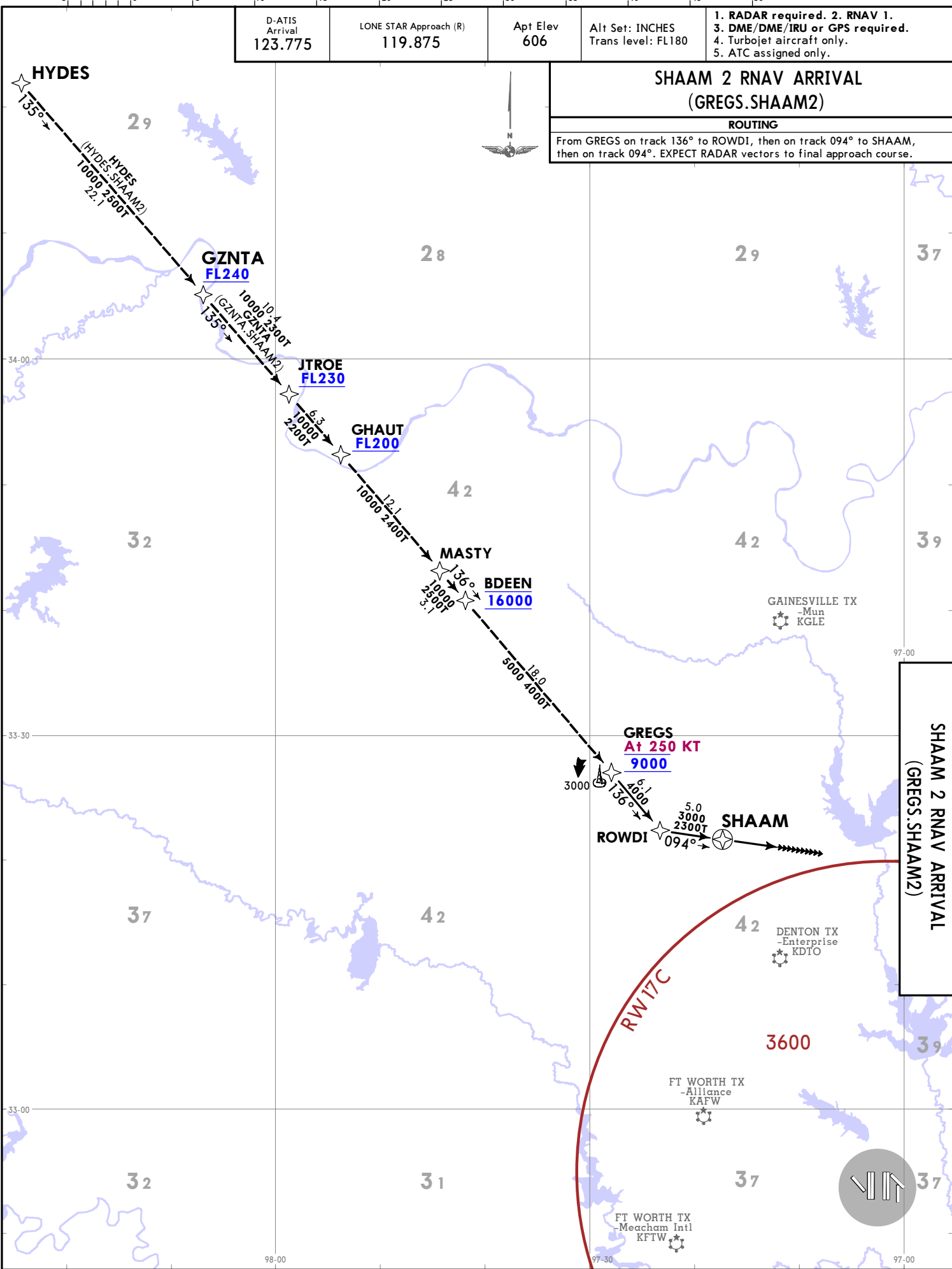
D-ATIS Arrival 123.775	LONE STAR Approach (R) 119.875	Apt Elev 606	Alt Set: INCHES Trans level: FL180
-------------------------------------	--	------------------------	---------------------------------------

1. **RADAR required.**
2. **RNAV 1.**
3. **DME/DME/IRU or GPS required.**
4. **Turbojet aircraft only.**
5. **ATC assigned only.**

SHAAM 2 RNAV ARRIVAL (GREGS.SHAAM2)

ROUTING

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 2 RNAV ARRIVAL
(GREGS.SHAAM2)**

KDFW/DFW
DALLAS-FORT WORTH INTL
 25 OCT 24 (60-20)
JEPPESSEN DALLAS-FORT WORTH, TEXAS
RNAV STAR

© JEPPESSEN, 2018, 2024. ALL RIGHTS RESERVED.

KDFW/DFW
DALLAS-FT WORTH INTL
JEPPERSEN
FT WORTH, TEXAS
RNAV STAR
 25 OCT 24
EFF 31 OCT (60-2Q1)

SHMPP 3 RNAV ARRIVAL (BOOVE.SHMPP3)
 (ALL RWYS)

1. RADAR required. 2. Jet aircraft only. 3. KDFW landing NORTH select Rwy 36L transition. EXPECT runway assignment from Dallas Regional APP CON prior to ZROBA. 4. KDFW landing SOUTH select Rwy 18R transition. EXPECT runway assignment from Dallas Regional App Con prior to ZROBA.

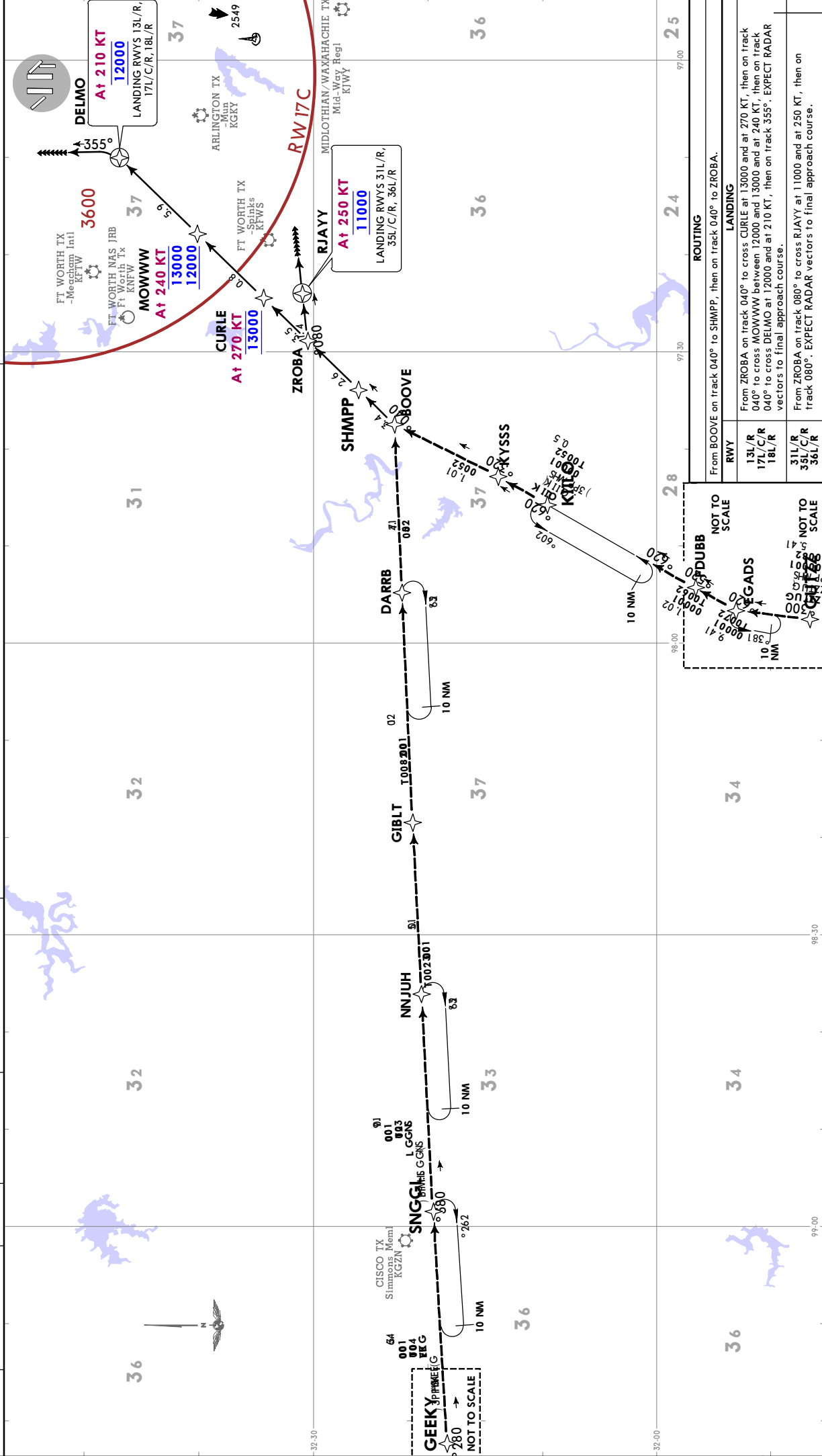
RNAV 1 - DME/DME/IRU or GPS

Alt. Set: INCHES
 Trans level: FL180

Apt Elev
 606

LONE STAR Approach (R)
 119.875

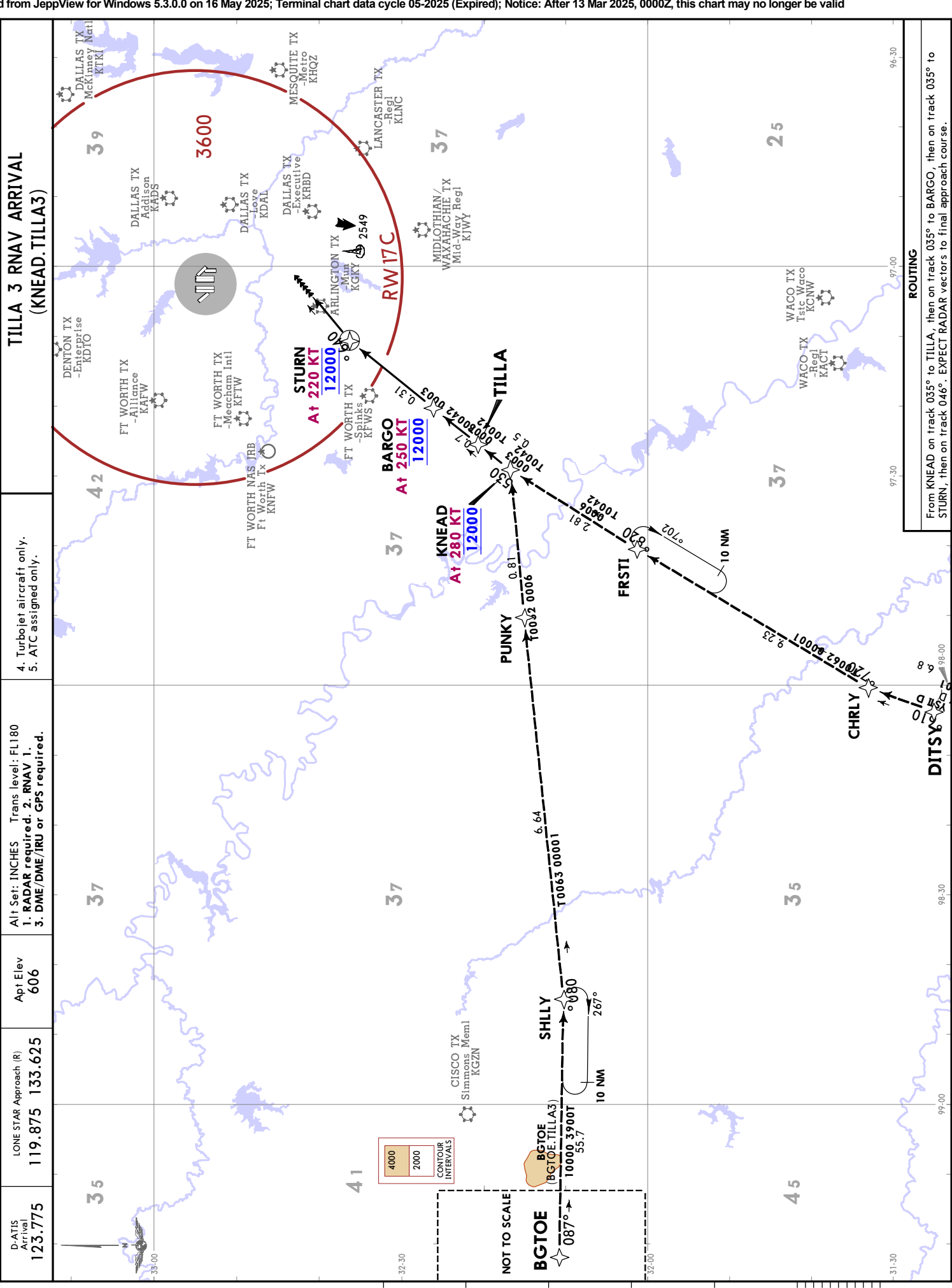
D-ATIS Arrival
 123.775



JEPPERSEN DALLAS-FT WORTH, TEXAS
RNAV STAR
 25 OCT 24 (60-2T) Eff 31 Oct

KDFW/DFW
 DALLAS-FT WORTH INTL

D-ATIS Arrival 123.775	LONE STAR Approach (R) 119.875 133.625	Apt Elev 606	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. Turbojet aircraft only. 5. ATC assigned only.
---------------------------	---	-----------------	--	---

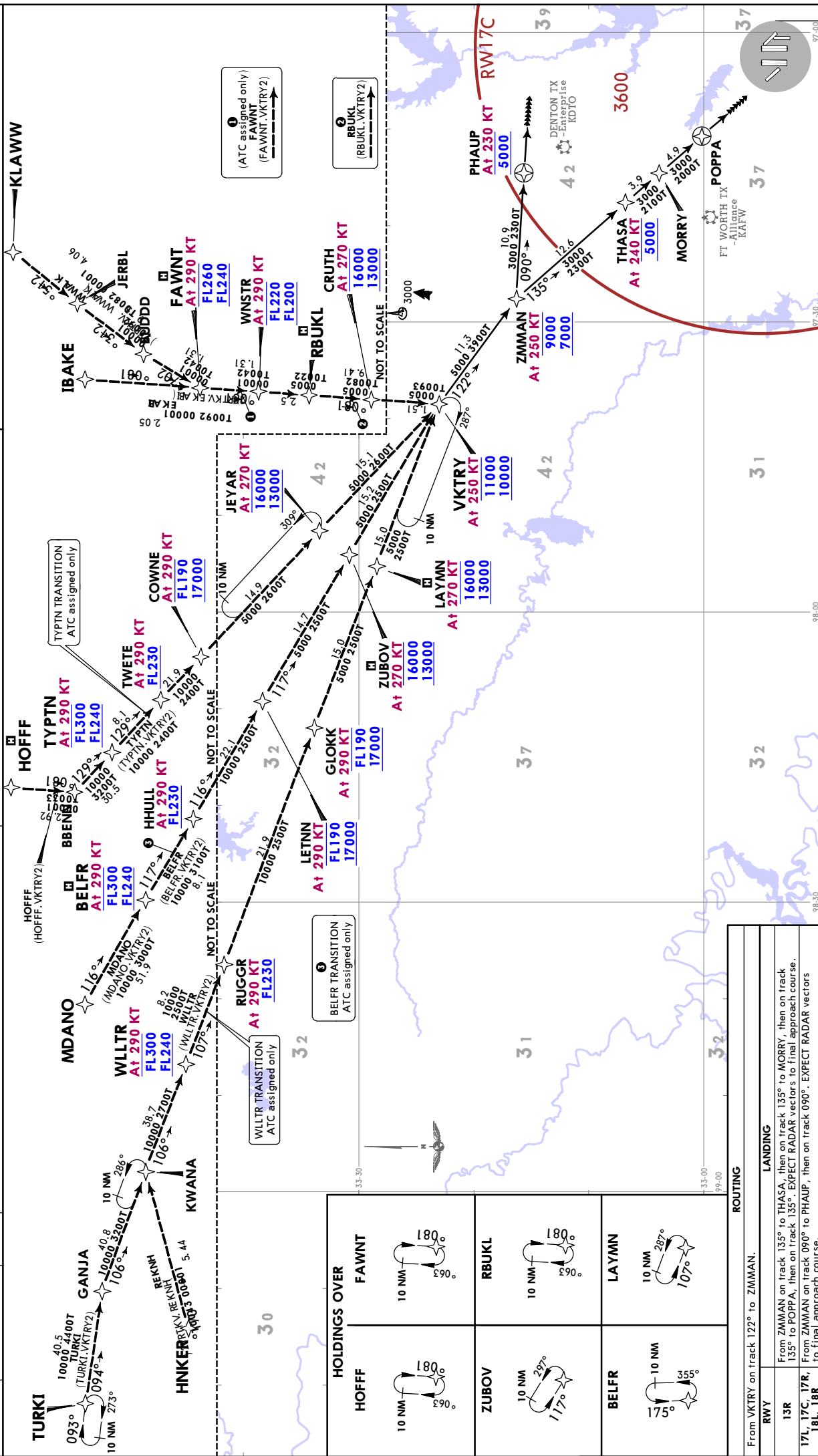


ROUTING
 From KNEAD on track 035° to TILLA, then on track 035° to BARGO, then on track 035° to STURN, then on track 046°. EXPECT RADAR vectors to final approach course.

CHANGES: Approach cell name, airport elevation.
 © JEPPERSEN, 2018, 2024. ALL RIGHTS RESERVED.

VKTRY 2 RNAV ARRIVAL
(VKTRY.VKTRY2)

6. For use when Dallas-Ft Worth Intl is operating in a SOUTH flow.
When Dallas-Ft Worth Intl is operating in a NORTH flow, file and EXPECT the JOVEN RNAV STAR.
7. RBUKL Transition: For Will Rogers World Terminal Area Departures only.



A1: Set: INCHES Trans level: FL180
1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
4. Turboprop aircraft only.
5. Aircraft should EXPECT ILS or LOC RWY 18R.

D-ATIS Arrival 123.775
LONE STAR Approach (R) 119.875
Apt Elev 606

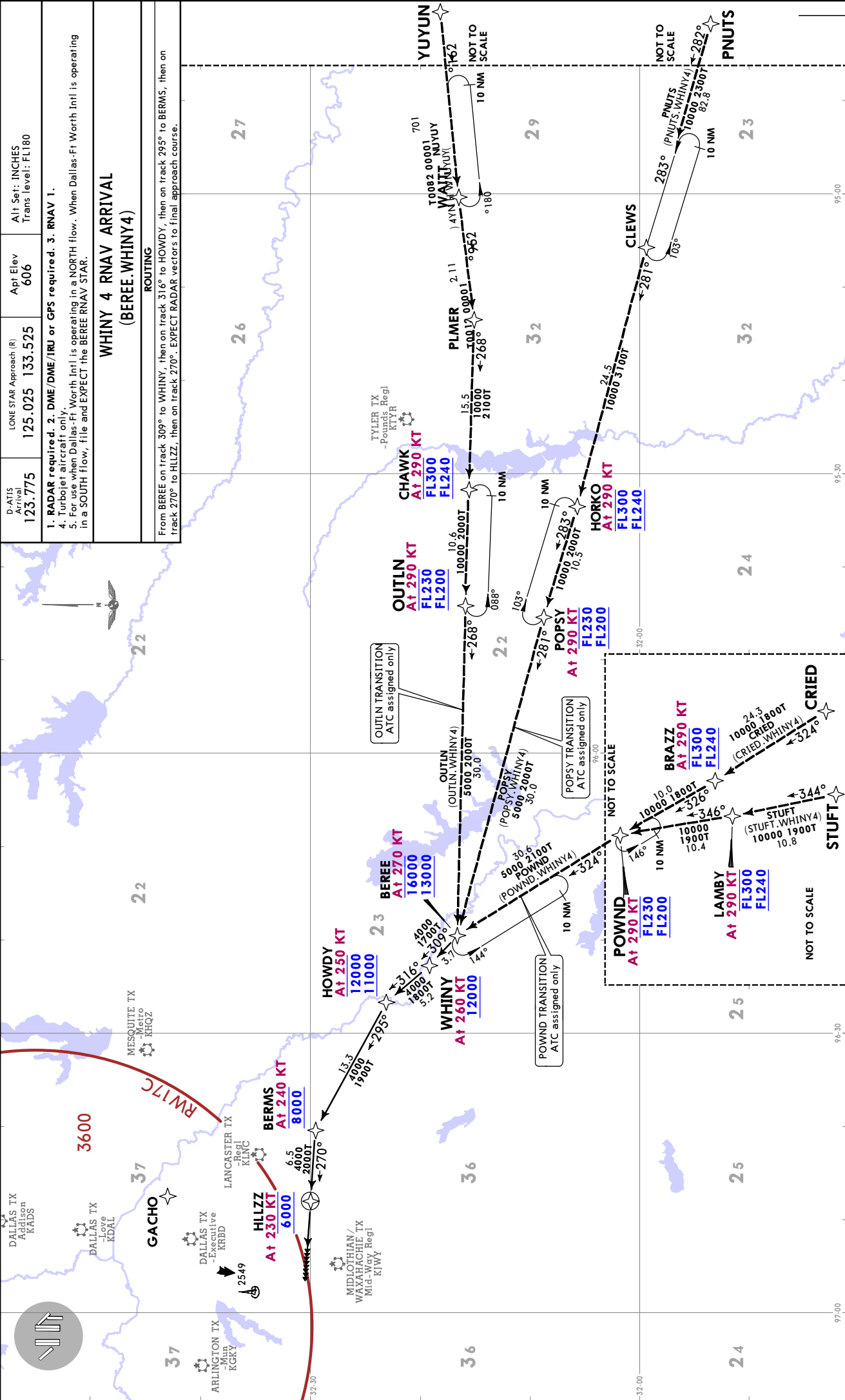
HOLDINGS OVER	
HOFFF 10 NM 180° 180° 90°	FAWNT 10 NM 180° 180° 90°
ZUBOV 10 NM 207° 117°	RBUKL 10 NM 180° 180° 90°
BELFR 175° 10 NM 135°	LAYMN 10 NM 207° 107°

ROUTING	
RWY	LANDING
13R	From ZMMAN on track 135° to THASA, then on track 135° to MORRY, then on track 135° to POPPA, then on track 135°. EXPECT RADAR vectors to final approach course.
17L, 17C, 17R, 18L, 18R	From ZMMAN on track 090° to PHAUP, then on track 090°. EXPECT RADAR vectors to final approach course.

KDFW/DFW
DALLAS-FORT WORTH INTL
RNAV STAR

25 OCT 24 (60-2V) Eff 31 Oct

D-ATIS Arrival	123.775	LONE STAR Approach (R)	125.025 133.525	Apt Elev	606	Alt Set: INCHES	Trans level: FL180
<p>1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.</p> <p>4. Turbojet aircraft only.</p> <p>5. For use when Dallas-Ft Worth Intl is operating in a NORTH flow. When Dallas-Ft Worth Intl is operating in a SOUTH flow, file and EXPECT the BERE RNAV STAR.</p>							
<p>WHINY 4 RNAV ARRIVAL (BEREE-WHINY4)</p>							
<p>ROUTING</p>							
<p>From BERE on track 309° to WHINY, then on track 316° to HOWDY, then on track 295° to BERMS, then on track 270° to HLLZZ, then on track 270°. EXPECT RADAR vectors to final approach course.</p>							



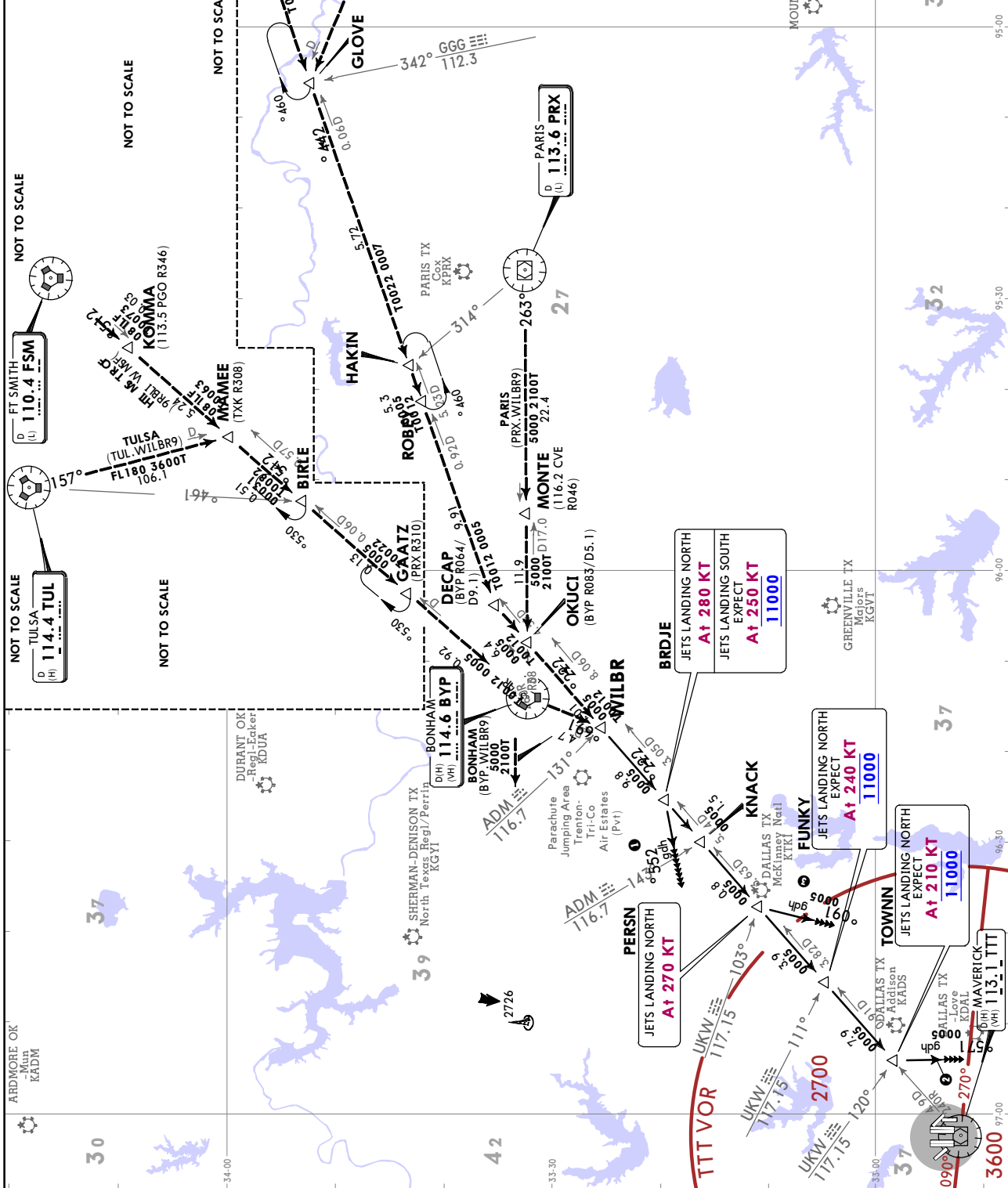
DALLAS-FT WORTH, TEXAS
KDFW/DFW
 DALLAS-FT WORTH INTL

STAR
 25 OCT 24
 EFF 31 OCT

LONE STAR Approach (R)
 Apt Elev 606
 125.025 133.525
 123.775

Alt Set: INCHES
 Trans level: FL180
 1. RADAR required.
 2. DME required.

WILBR 9 ARRIVAL (WILBR.WILBR9)
 NOT TO SCALE



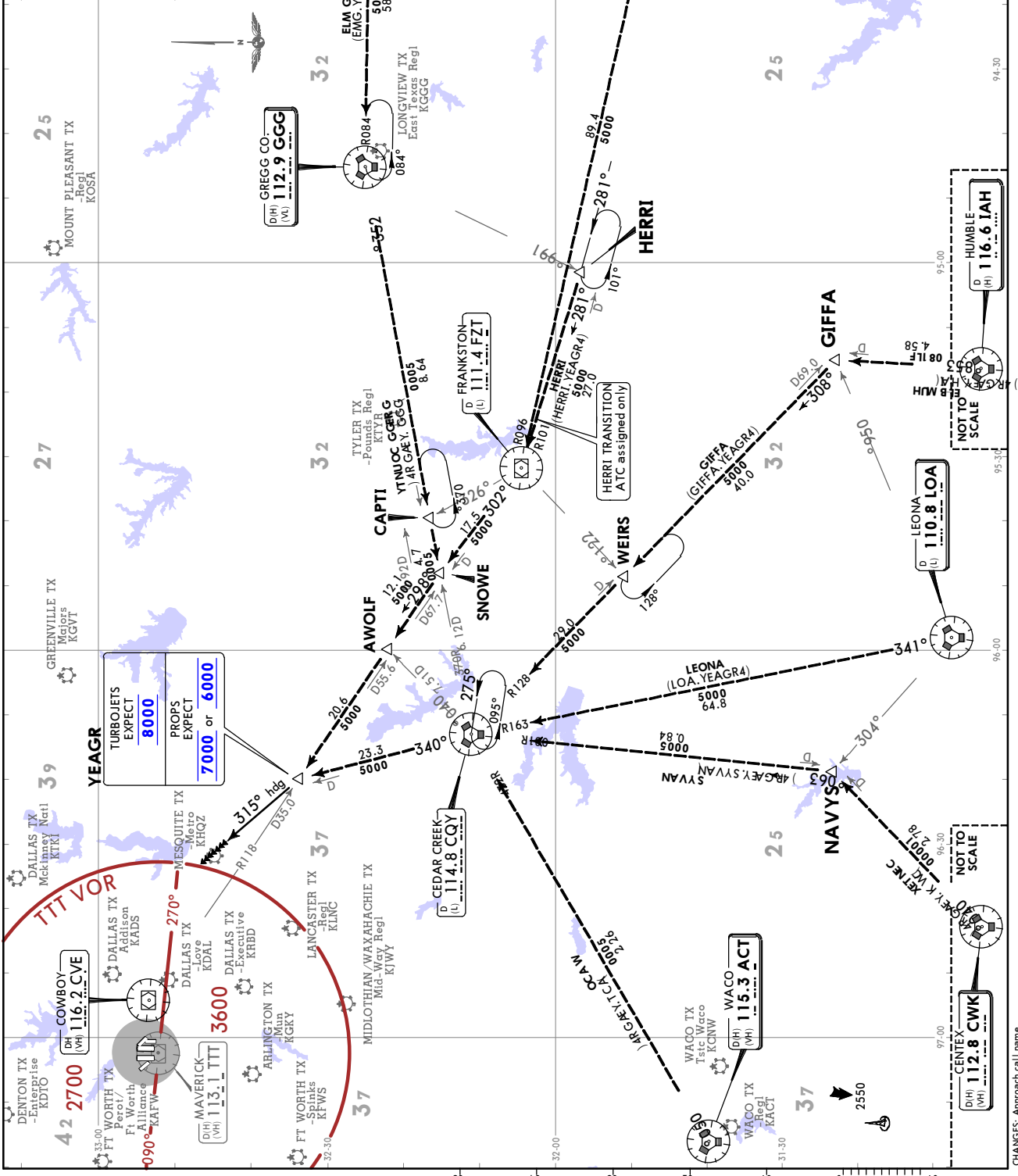
ROUTING	
From over WILBR on TTT R042.	
LANDING	
ALL AIRCRAFT LANDING SOUTH	1 To BRDJE, depart heading 255°, EXPECT RADAR vectors for base leg.
JETS LANDING NORTH	2 To BRDJE, to KNACK, to PERSN, to FUNKY, to TOWNN, then depart heading 175°, EXPECT RADAR vectors.
PROPS LANDING NORTH	3 To BRDJE, to KNACK, to PERSN, then depart heading 190°, EXPECT RADAR vectors.

DALLAS-FT WORTH, TEXAS
STAR

JEPPESEN
25 OCT 24 (60-2X) EFF 31 OCT

KDFW/DFW
DALLAS-FT WORTH INTL

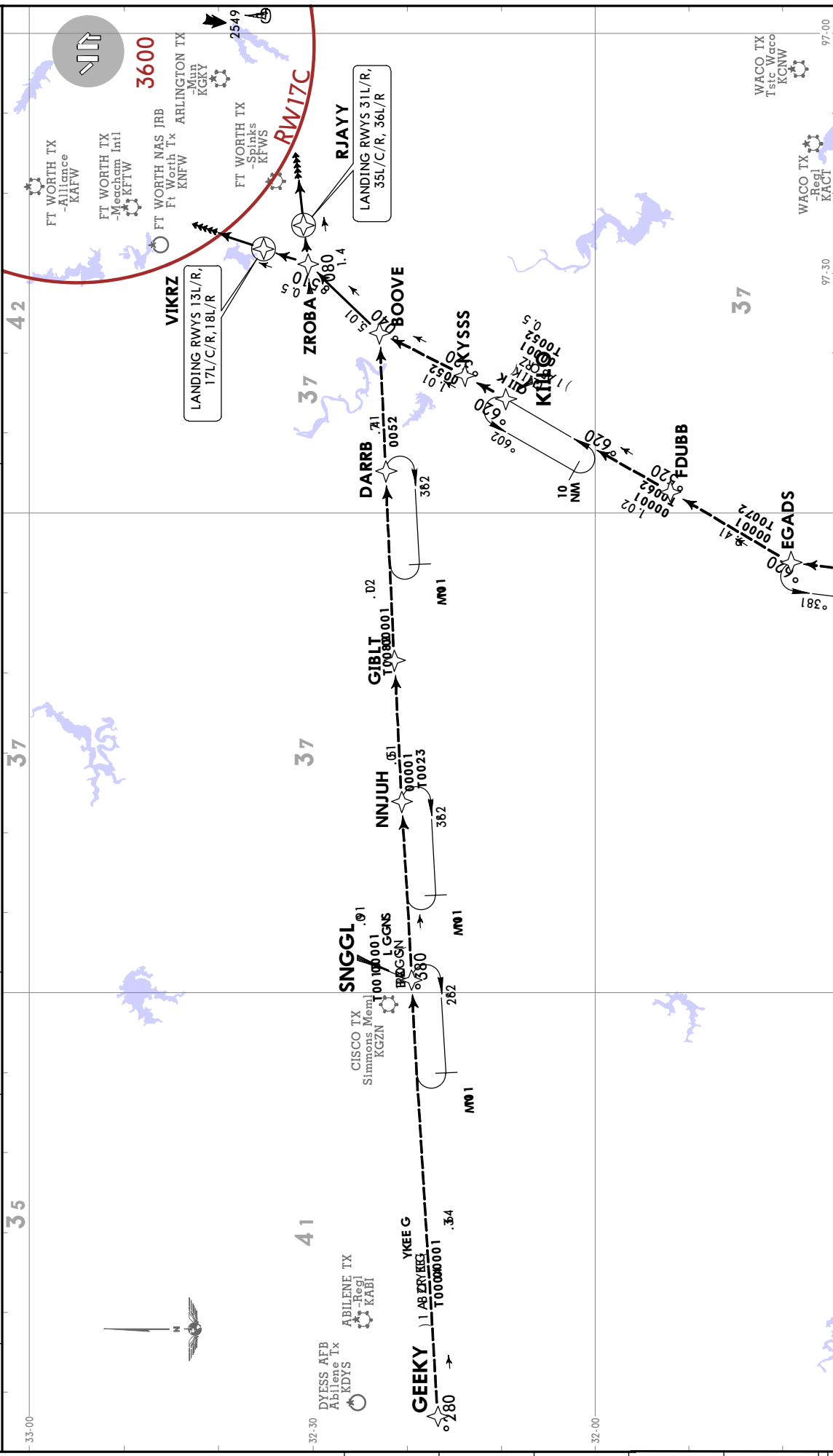
D-ATIS Arrival 123.775	LONE STAR Approach (R) 125.275	Apt Elev 606	Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. Prop aircraft EXPECT this STAR only when Dallas-Ft Worth Intl is landing SOUTH. When Dallas-Ft Worth Intl is landing NORTH, EXPECT and or file the CEDAR CREEK STAR.			
YEAGR 4 ARRIVAL (YEAGR.YEAGR4)			
ROUTING			
From over YEAGR depart heading 315° or as assigned by ATC. EXPECT RADAR vectors to final.			



DALLAS-FT WORTH, TEXAS
JEPPesen FT WORTH, TEXAS
 25 OCT 24 (60-2X1) Eff 31 Oct RNAV STAR

KDFW/DFW
 DALLAS-FT WORTH INTL

ZROBA 1 RNAV ARRIVAL
(BOOVE.ZROBA1)



ROUTING	
From BOOVE on track 040° to ZROBA.	
LANDING	
13L/R	From ZROBA on track 015° to VIKRZ, then on track 015°. EXPECT RADAR vectors to final approach course.
17L/C/R	From ZROBA on track 015° to VIKRZ, then on track 015°. EXPECT RADAR vectors to final approach course.
18L/R	From ZROBA on track 015° to VIKRZ, then on track 015°. EXPECT RADAR vectors to final approach course.
31L/R	From ZROBA on track 080° to RJAYY, then on track 080°. EXPECT RADAR vectors to final approach course.
36L/R	From ZROBA on track 080° to RJAYY, then on track 080°. EXPECT RADAR vectors to final approach course.

Alt Set: INCHES Trans level: FL180
 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. Prop and turboprop only.

Apt Elev
 606

LONE STAR Approach (R)
 119.875

D-ATIS Arrival
 123.775

LONE STAR Departure (R)			Apt Elev 606	Trans alt: 18000 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Props file and EXPECT JACKY or TRI-GATE departure. 5. For use by turbojet aircraft only.	AKUNA 9 RNAV DEPARTURE (AKUNA9.AKUNA)
Rwys 17C/R 118.55	Rwys 18L/R 126.475	Rwys 35L/C, 36L/R 125.125			

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1120.
 Rwys 31L/R: Standard (or lower than standard, if authorized).

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (60-30B).

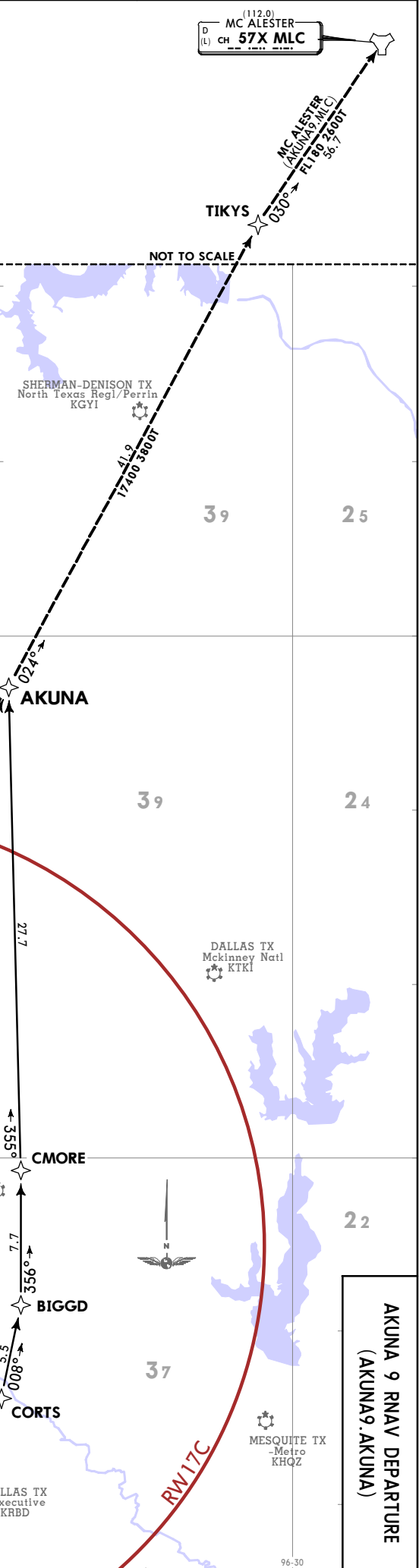
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb on heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240 KT, then on depicted route to AKUNA.	10000
17R	Climb on heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240 KT, then on depicted route to AKUNA.	
18L	Climb on heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240 KT, then on depicted route to AKUNA.	
18R	Climb on heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240KT, then on depicted route to AKUNA.	
35L/C	Climb on heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000 and at or below 240 KT, then on track 020° to cross ITTTT at or above 6000, then on depicted route to AKUNA.	
36L/R	Climb on heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000 and at or below 240 KT, then on track 349° to cross RYNNE at or above 7000, then on depicted route to AKUNA.	

ROUTING

From AKUNA on transition. MAINTAIN 10000. EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC, EXPECT RADAR vectors to AKUNA, then on transition. MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000



CHANGES: Departure call name, MLC TACAN navaid box.

© JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

DALLAS-FORT WORTH, TEXAS
 RNAV SID
 25 OCT 24 (60-3) EFT 31 OCT
 AKUNA 9 RNAV DEPARTURE (AKUNA9.AKUNA)
 DALLAS-FORT WORTH INTL
 KDFW/DFW
 DALLAS-FORT WORTH INTL

KDFW/DFW
DALLAS-FORT WORTH INTL

JEPPESEN DALLAS-FORT WORTH, TEXAS
25 OCT 24 (60-3A) Eff 31 Oct

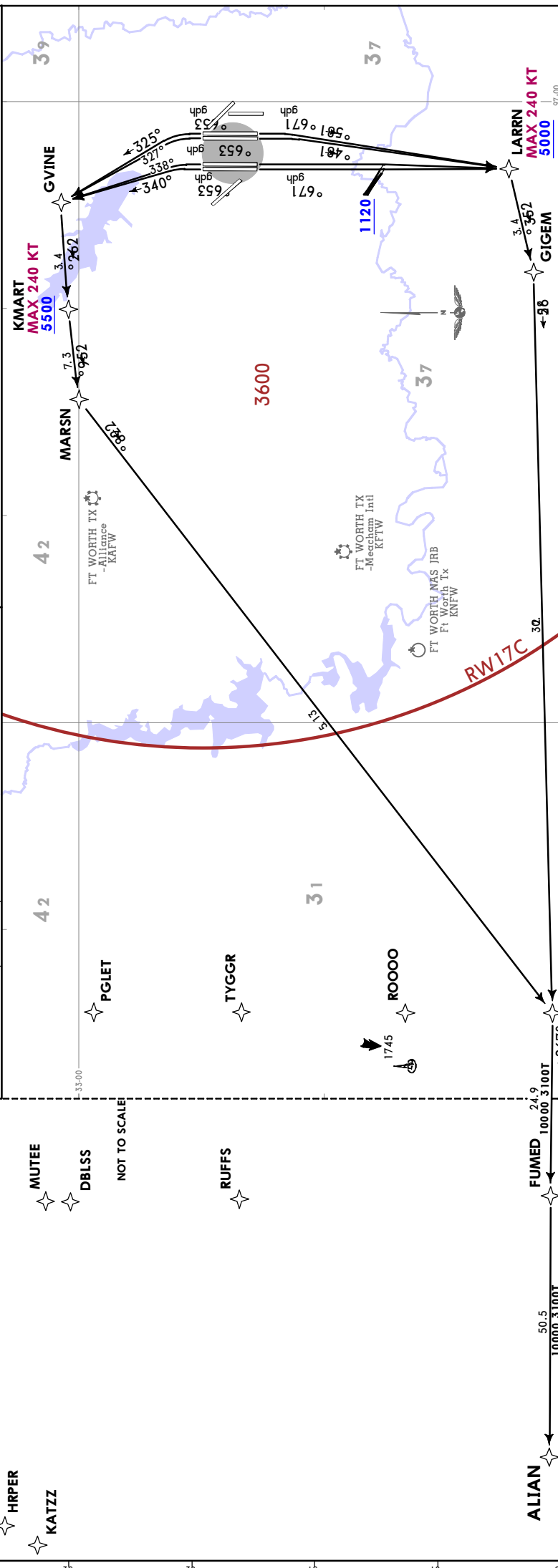
RNAV SID

Trans alt: 18000
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. ATC assigned only.
5. For use by turbojet aircraft only.

LONE STAR Departure (R)
126.47

Apt Elev
606

ALIAN 2 RNAV DEPARTURE
(ALIAN2.ALIAN)

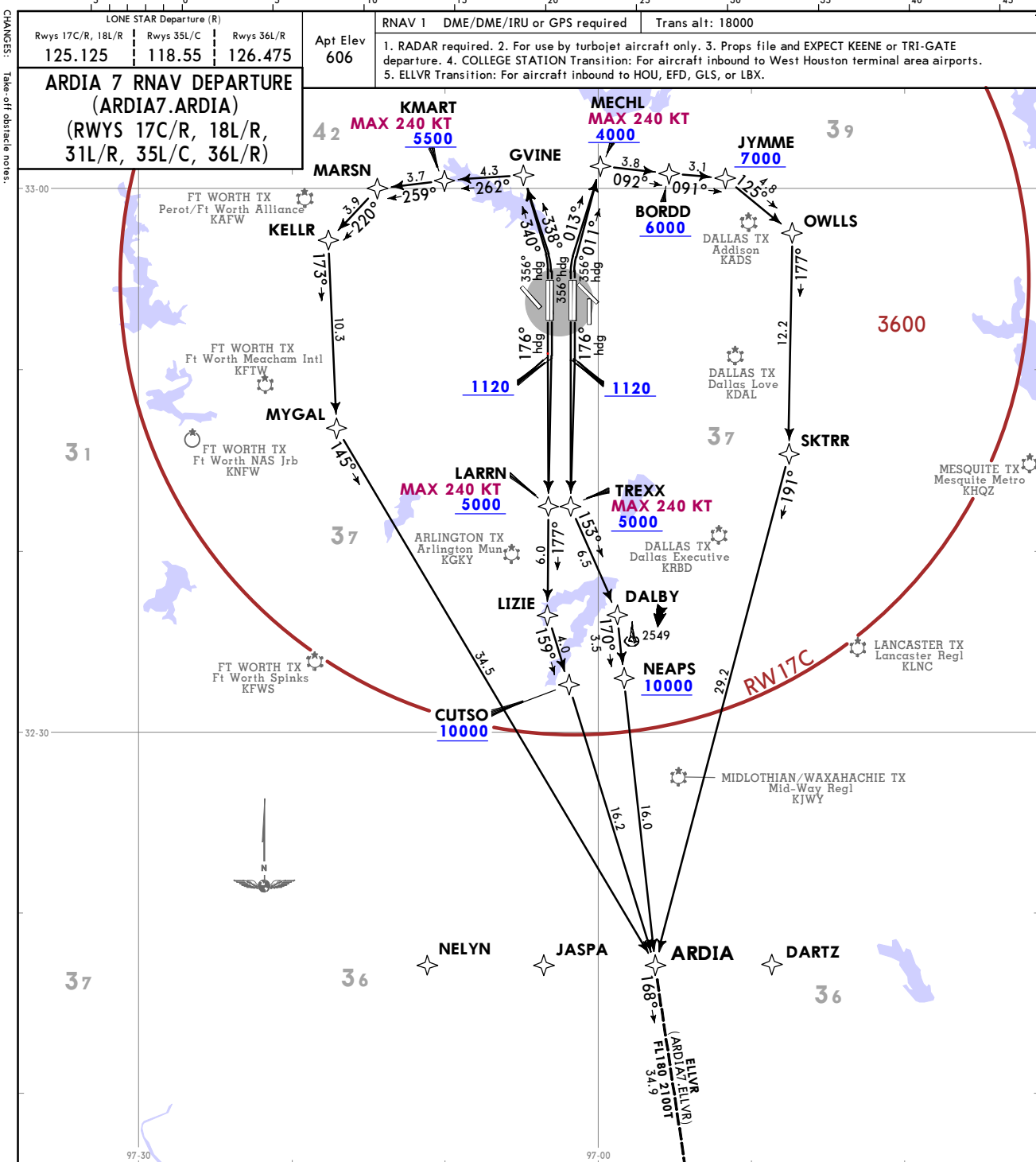


RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb heading 176° to intercept course 185° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT.	10000
17R	Climb heading 176° to intercept course 184° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 265° to RBBIT.	
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.	
35L	Climb heading 356° to intercept course 377° to GVIN, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT.	
35C	Climb heading 356° to intercept course 325° to GVIN, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT.	
36L	Climb heading 356° to intercept course 340° to GVIN, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT.	
36R	Climb heading 356° to intercept course 338° to GVIN, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 228° to RBBIT.	
ROUTING		
From RBBIT on track 267° to FUMED, then on track 267° to ALIAN. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.		
RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC. EXPECT RADAR vectors to RBBIT, then on track 267° to FUMED, then on track 267° to ALIAN. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1120.
Rwys 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

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.



TAKE-OFF MINIMUMS:
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500 FT/NM to 1120.
 Rwy 31L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (60-30B).

RWY	INITIAL CLIMB	TOP ALTITUDE
17C/R	Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240 KT, then on track 153° to DALBY, then on track 170° to cross NEAPS at or above 10000, then on depicted route to ARDIA.	10000
18L/R	Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240 KT, then on track 177° to LIZIE, then on track 159° to cross CUTSO at or above 10000, then on depicted route to ARDIA.	
35L	Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240 KT, 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.	
35C	Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240 KT, 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.	
36L	Climb on heading 356° to intercept course 340° to GVINE, then on course 262° to cross KMART at or above 5500 and at or below 240 KT, then on depicted route to ARDIA.	
36R	Climb on heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMART at or above 5500 and at or below 240 KT, then on depicted route to ARDIA.	

ROUTING
 At ARDIA via transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC, for RADAR vectors to ARDIA, MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000

NOT TO SCALE

ELLVR NOT TO SCALE

NOT TO SCALE

COLLEGE STATION (ARDIA7.CLL)
 (ARDIA7.CLL)
 ELLVR
 F1180 2100T
 F1180 2100T
 F1180 2100T
 F1180 2100T

COLLEGE STATION
 113.3 CLL

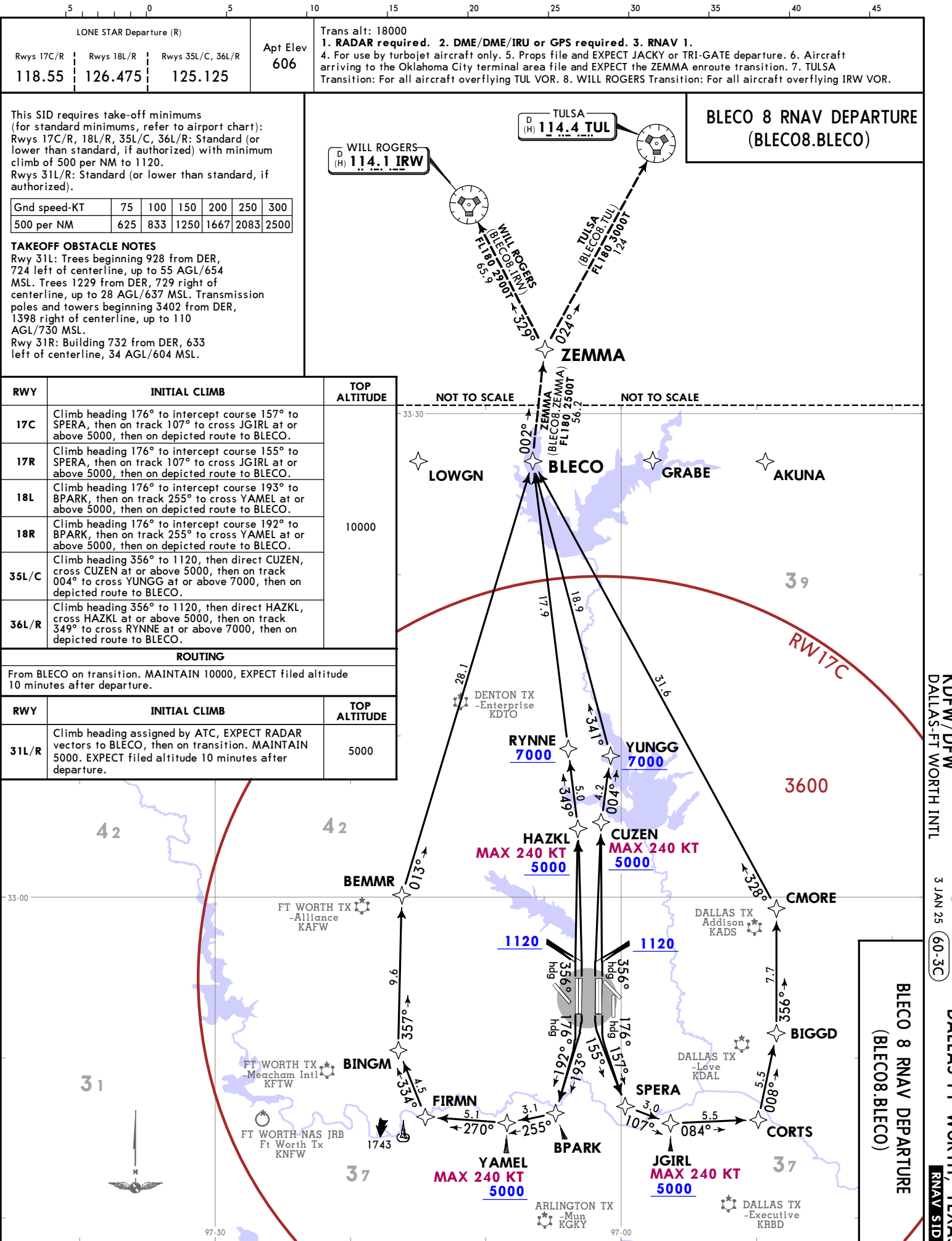
ARDIA 7 RNAV DEPARTURE
 (ARDIA7.ARDIA)
 (RWYS 17C/R, 18L/R,
 31L/R, 35L/C, 36L/R)

3 JAN 25 60-3B

JEPPESSEN
 DALLAS-FT WORTH, TEXAS
 RNAV SID

KDFW/DFW
 DALLAS-FT WORTH INTL

CHANGES: None



LONE STAR Departure (R)

Rwys 17C/R	Rwys 18L/R	Rwys 35L/C, 36L/R
118.55	126.475	125.125

Apt Elev
606

Trans alt: 18000
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. For use by turbojet aircraft only. 5. Props file and EXPECT JACKY or TRI-GATE departure. 6. Aircraft arriving to the Oklahoma City terminal area file and EXPECT the ZEMMA enroute transition. 7. TULSA Transition: For all aircraft overflying TUL VOR. 8. WILL ROGERS Transition: For all aircraft overflying IRW VOR.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1120.
 Rwys 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

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	INITIAL CLIMB	TOP ALTITUDE
17C	Climb heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to BLECO.	10000
17R	Climb heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to BLECO.	
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.	
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.	
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.	
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.	

ROUTING

From BLECO on transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC, EXPECT RADAR vectors to BLECO, then on transition. MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000

KDFW/DFW
 DALLAS-FORT WORTH INTL
 3 JAN 25 (60-3C)
 JEPPESEN DALLAS-FORT WORTH, TEXAS
 RNAV SID

© JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

DALLAS-FT WORTH, TEXAS
KDFW/DFW
DALLAS-FT WORTH INTL
SID
JEPPesen
60-3D
25 OCT 24
Eff 31 Oct

LONE STAR Departure (R)

Props	118.1
Rwys 13L/R, 17L/C/R, 18L/R	36L/R
135.975	606
Trans alt: 18000	

1. RADAR and DME required. 2. Jets: EXPECT WORTH departure.

COYOTE 4 DEPARTURE
(CYOTE4.TTT)
(ALL RWYS)

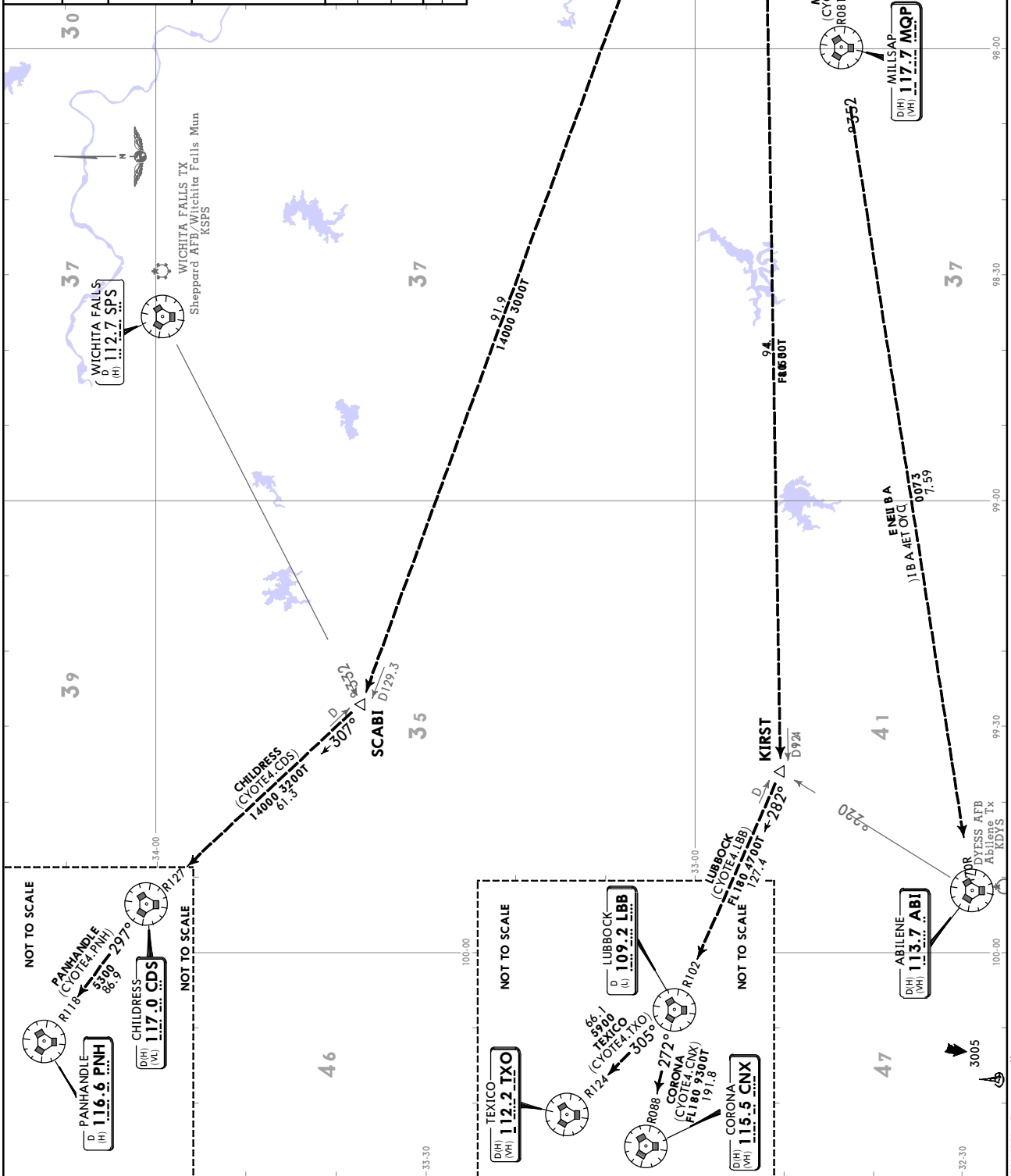
TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
 Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 31L/C, 36L/R: Standard.
 Rwy 36R: Standard with minimum climb of 245 FT/NM to 1200.

Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225

RWY	INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L/C/R	Climb on heading 240° for RADAR vectors to appropriate route.	2000
18L/R		
31L/R, 35L/C/R	Climb on heading 270° for RADAR vectors to appropriate route.	
36L/R		

ROUTING
 MAINTAIN 2000 and EXPECT filed altitude 10 minutes after departure.



KDFW/DFW
DALLAS-FT WORTH INTL
JEPESEN DALLAS-FT WORTH, TEXAS
SID
25 OCT 24 (60-3E) EFF 31 OCT

DALLAS 3 DEPARTURE (DALL3.TTT)
(ALL RWYS)
SPEED RESTRICTION
Jets: MAINTAIN 240 KT until leaving 5000

RWY	INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R	Climb on assigned heading, MAINTAIN 10000.	10000
31L/R	Climb on assigned heading, MAINTAIN 5000.	5000

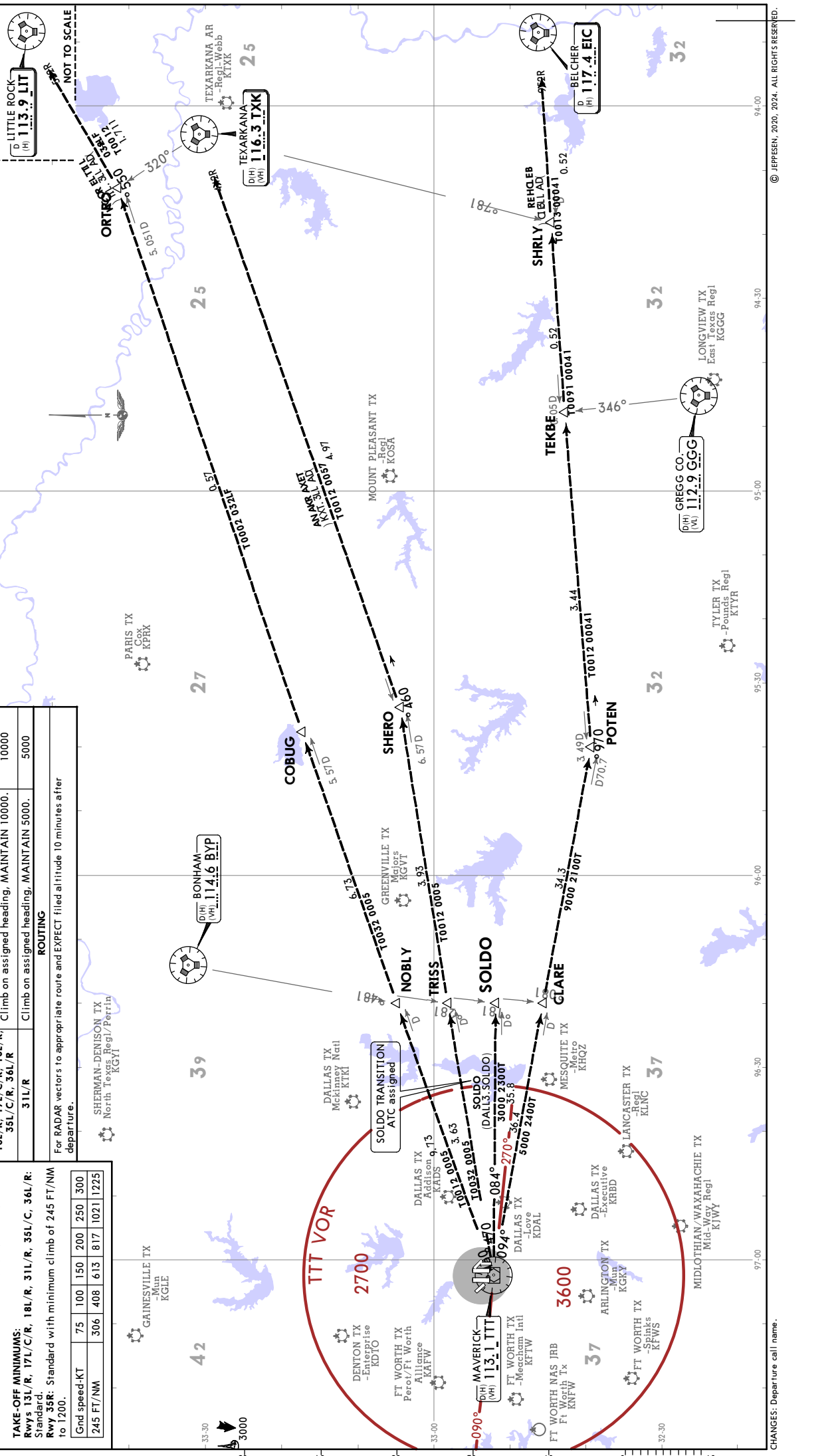
ROUTING
For RADAR vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.

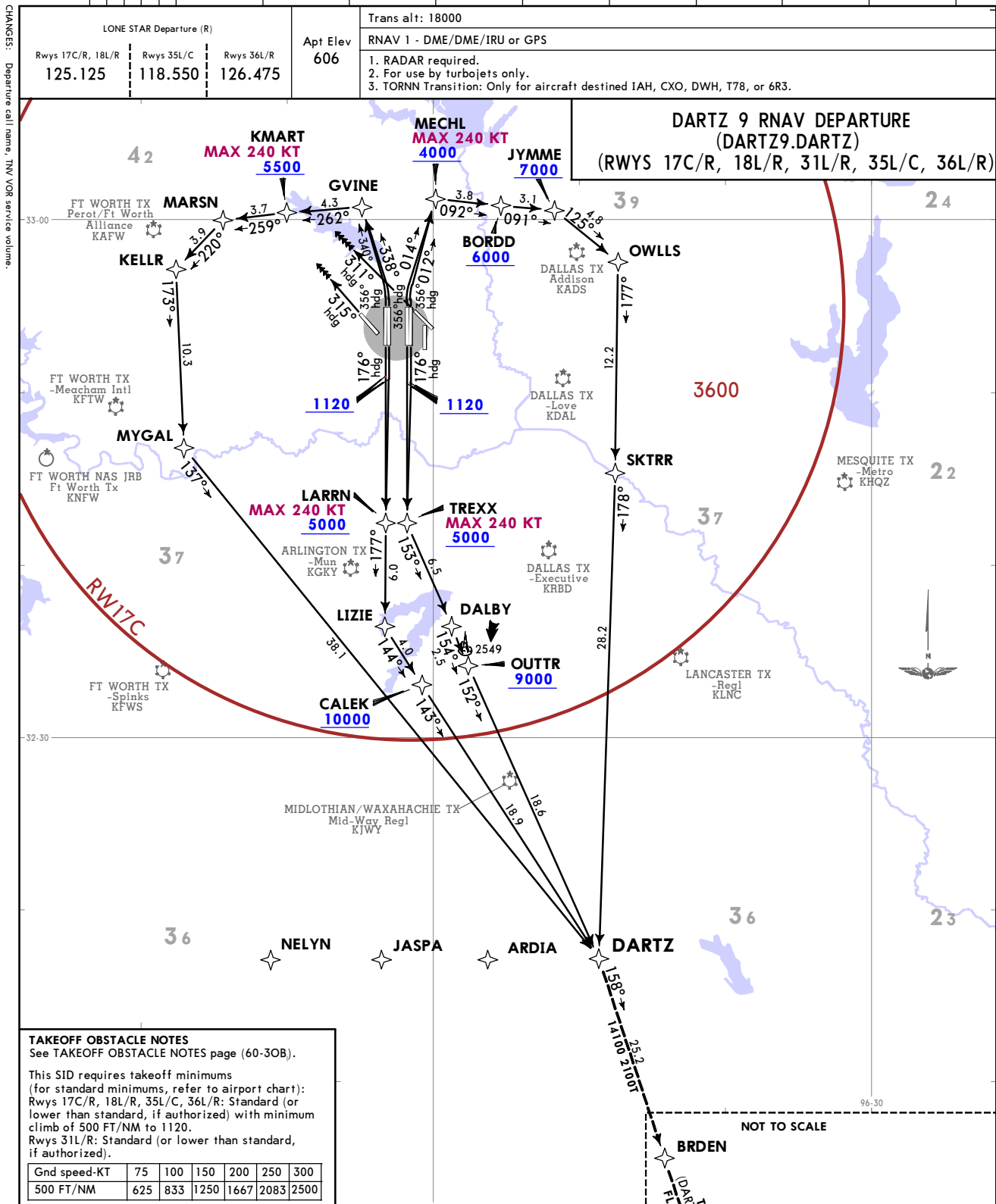
Trans alt: 18000
1. RADAR and DME required.
2. BELCHER transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
3. For all aircraft requesting FL230 and below EXPECT GARLAND departure.
4. For all aircraft requesting FL240 and above.

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.

Grnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225





RWY	INITIAL CLIMB	TOP ALTITUDE
17C/R	Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240 KT, then on track 153° to DALBY, then on track 154° to cross OUTTR at or above 9000, then on track 152° to DARTZ.	
18L/R	Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240 KT, then on track 177° to LIZIE, then on track 144° to cross CALEK at or above 10000, then on track 143° to DARTZ.	
35L	Climb on heading 356° to intercept course 014° to cross MECHL at or above 4000 and at or below 240 KT, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 178° to DARTZ.	10000
35C	Climb on heading 356° to intercept course 012° to cross MECHL at or above 4000 and at or below 240 KT, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 178° to DARTZ.	
36L	Climb on heading 356° to intercept 340° course to GVINE, then on track 262° to cross KMART at or above 5500 and at or below 240 KT, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 137° to DARTZ.	
36R	Climb on heading 356° to intercept course 338° to GVINE, then on track 262° to cross KMART at or above 5500 and at or below 240 KT, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 137° to DARTZ.	
ROUTING		
At DARTZ, via transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.		
RWY	INITIAL CLIMB	TOP ALTITUDE
31L	Climb on heading 315° or as assigned by ATC, for vectors to DARTZ, MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000
31R	Climb on heading 311° or as assigned by ATC, for vectors to DARTZ, MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	

DARTZ 9 RNAV DEPARTURE (DARTZ9.DARTZ)
(RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

NAVASOTA
D(H) 115.9 TNV
V(H) 550

NOT TO SCALE

NOT TO SCALE

BRDEN
DARTZ9: 1180 21001
DARTZ9: 1180 21001

TORNN
DARTZ9: 1180 21001
DARTZ9: 1180 21001

BILEE
DARTZ9: 1180 21001
DARTZ9: 1180 21001

NAVASOTA
DARTZ9: 1180 21001
DARTZ9: 1180 21001

DALLAS-FT WORTH, TEXAS
DARTZ 9 RNAV DEPARTURE (DARTZ9.DARTZ)
(RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

JEPPESSEN
25 OCT 24 60-3E Eff 31 Oct RNAV SID

DALLAS-FT WORTH INTL
KDFW/DFW

CHANGES: Departure call name, TNV VOR service volume.

© JEPPESSEN, 2018, 2024. ALL RIGHTS RESERVED.

KDFW/DFW
DALLAS-FORT WORTH INTL
JEPPESEN DALLAS-FORT WORTH, TEXAS
25 OCT 24 (60-3G) Eff 31 Oct
RNAV SID

Trans alt: 18000
RNAV 1 - DME/DME/IRU or GPS
1. RADAR required. 2. For use by turbojet aircraft only. 3. Non-RNAV capable props: File and EXPECT DALLAS or GARLAND departure. 4. RNAV-capable props: File and EXPECT the KUSSO RNAV departure.

LONE STAR Departure (R)
Apt Elev
118.55
606

FORCK 3 RNAV DEPARTURE (FORCK3.FORCK)
(RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

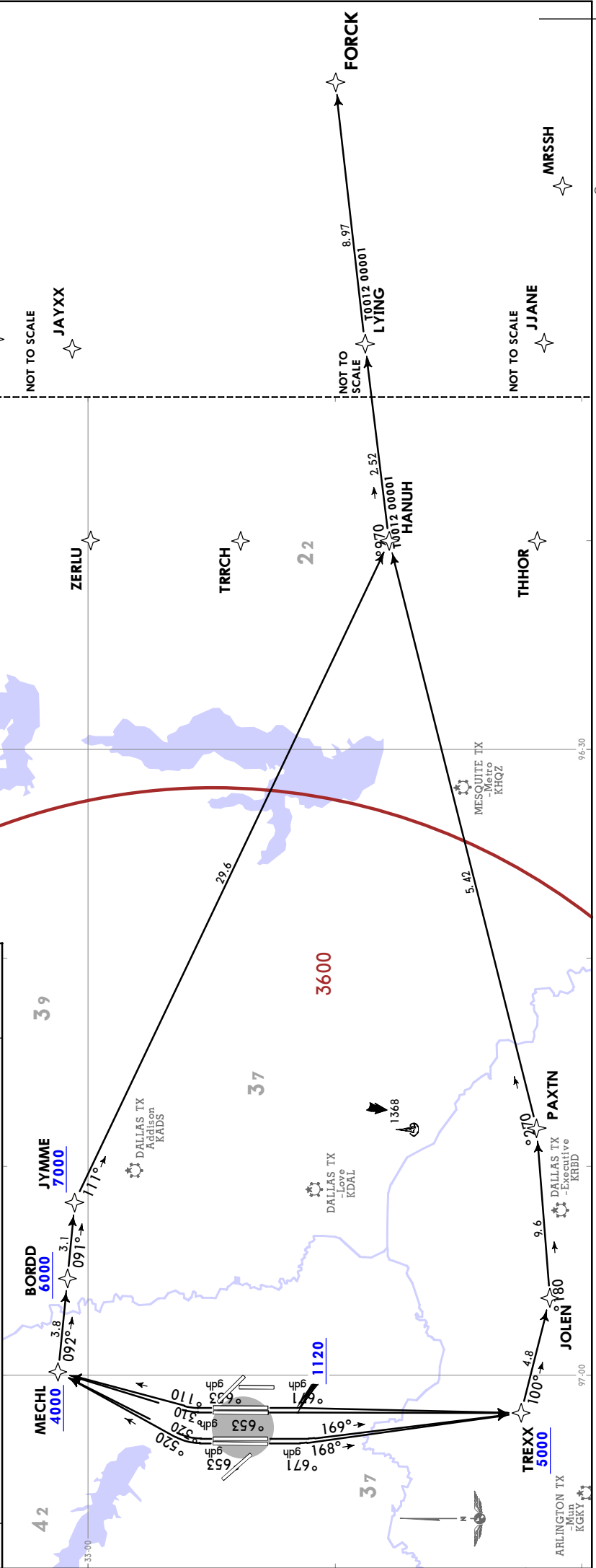
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (60-30B).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 1120.
Rwys 31L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB	TOP ALTITUDE
17C/R	Climb on heading 176° to 1120, then direct to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 081° to PAXTN, then on track 072° to HANUH.	10000
18L	Climb on heading 176° to intercept course 169° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 081° to PAXTN, then on track 072° to HANUH.	
18R	Climb on heading 176° to intercept course 168° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 081° to PAXTN, then on track 072° to HANUH.	
35L	Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH.	
35C	Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH.	
36L	Climb on heading 356° to intercept course 025° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH.	
36R	Climb on heading 356° to intercept course 023° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 111° to HANUH.	

ROUTING

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC for RADAR vectors to HANUH, then on track 079° to LYING, then on track 079° to FORCK. MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000



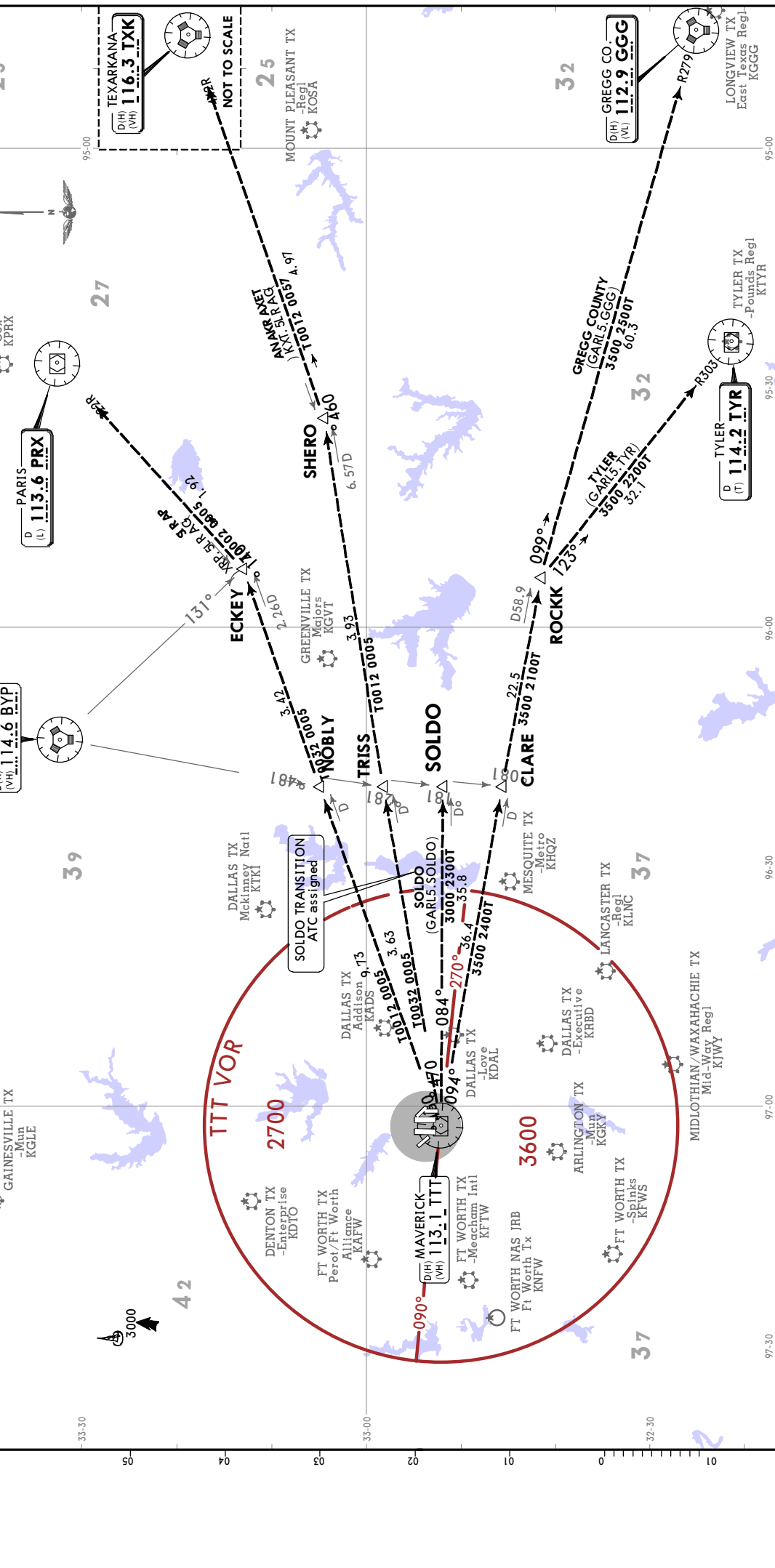
APR ELEV 606
LONE STAR DEPARTURE (R) 118.55
TRANS ALT: 18000 1. RADAR and DME required. 2. For all aircraft requesting FL230 and below. 3. For all aircraft requesting FL240 and above EXPECT DALLAS DEPARTURE.

GARLAND 5 DEPARTURE (GARLS.TTT) (ALL RWYS)
SPEED RESTRICTION
 Jets: MAINTAIN 240 KT until leaving 5000

INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R	10000
31L/R	5000

ROUTING
 For RADAR vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES						
See TAKE-OFF OBSTACLE NOTES page (60-30B).						
TAKE-OFF MINIMUMS:						
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.						
Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.						
Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225



CHANGES: Departure call name.

LONE STAR Departure (R)			Trans alt: 18000
RWYS 17C/R	RWYS 18L/R	RWYS 35L/C, 36L/R	RNAV 1 DME/DME/IRU or GPS required
118.55	126.475	125.125	1. RADAR required. 2. For use by turbojet aircraft only. 3. Props file and EXPECT JACKY or TRI-GATE departure.

GRABE 8 RNAV DEPARTURE (GRABE8.GRABE) (RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to GRABE.	10000
17R	Climb heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on depicted route to GRABE.	
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.	
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.	
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.	
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.	

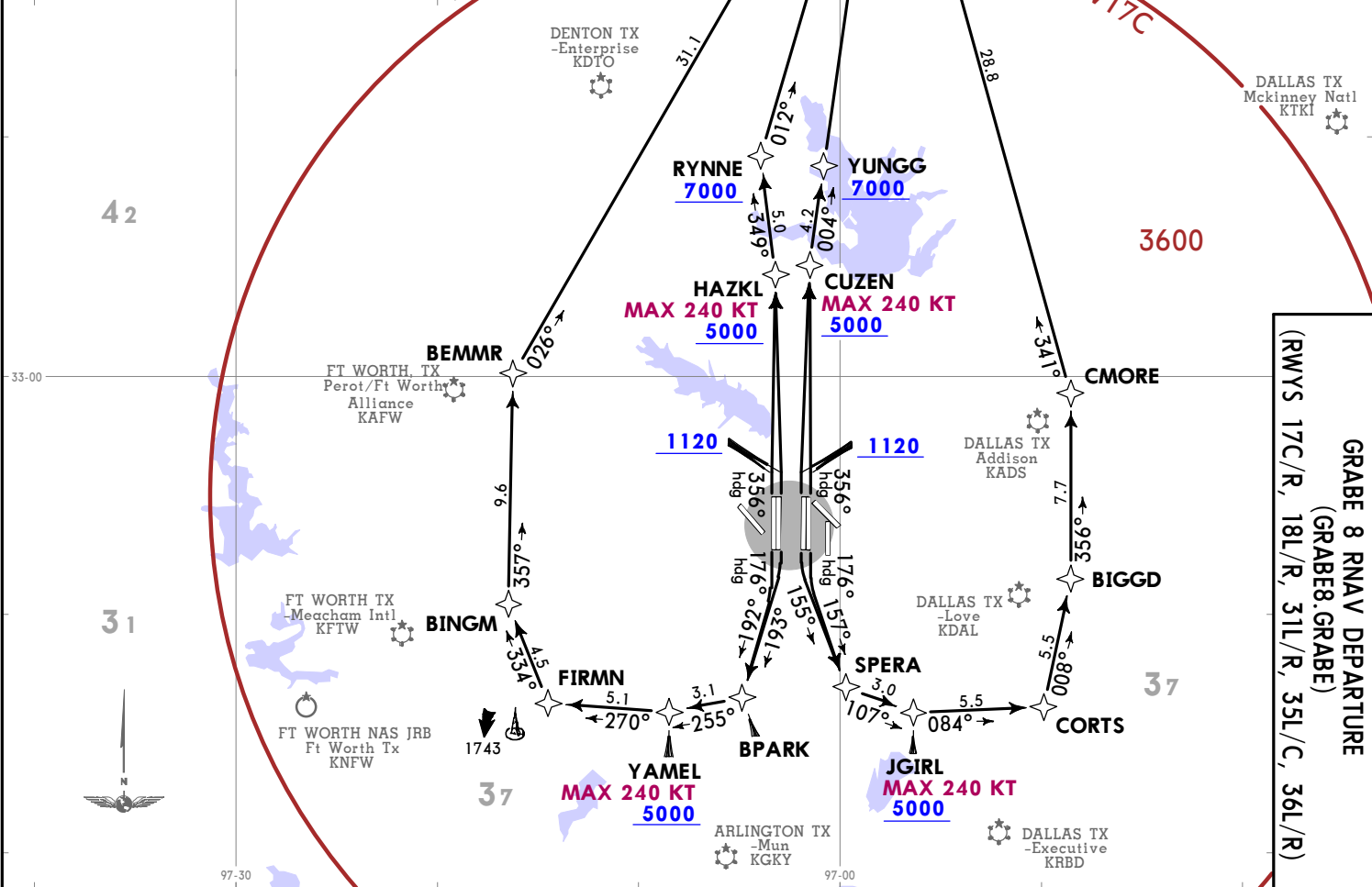
ROUTING
From GRABE on transition. MAINTAIN 10000. EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC, EXPECT RADAR vectors to GRABE, then on transition. MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000

TAKE-OFF 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.

TAKE-OFF MINIMUMS:
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500 FT/NM to 1120.
Rwys 31L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500



OKMULGEE TRANSITION
For all aircraft overflying OKM VOR proceeding on J-181 to BDF VOR then to destinations in the Chicago terminal area and NORTH

EAKER TRANSITION
For aircraft inbound to the Tulsa terminal area

KDFW/DFW
 DALLAS-FORT WORTH INTL
 25 OCT 24 (60-31)
 JEPPESSEN DALLAS-FORT WORTH, TEXAS
 RNAV SID
 EFF: 31 OCT 24

© JEPPESSEN, 2018, 2024. ALL RIGHTS RESERVED.

KDFW/DFW
 DALLAS-FORT WORTH INTL

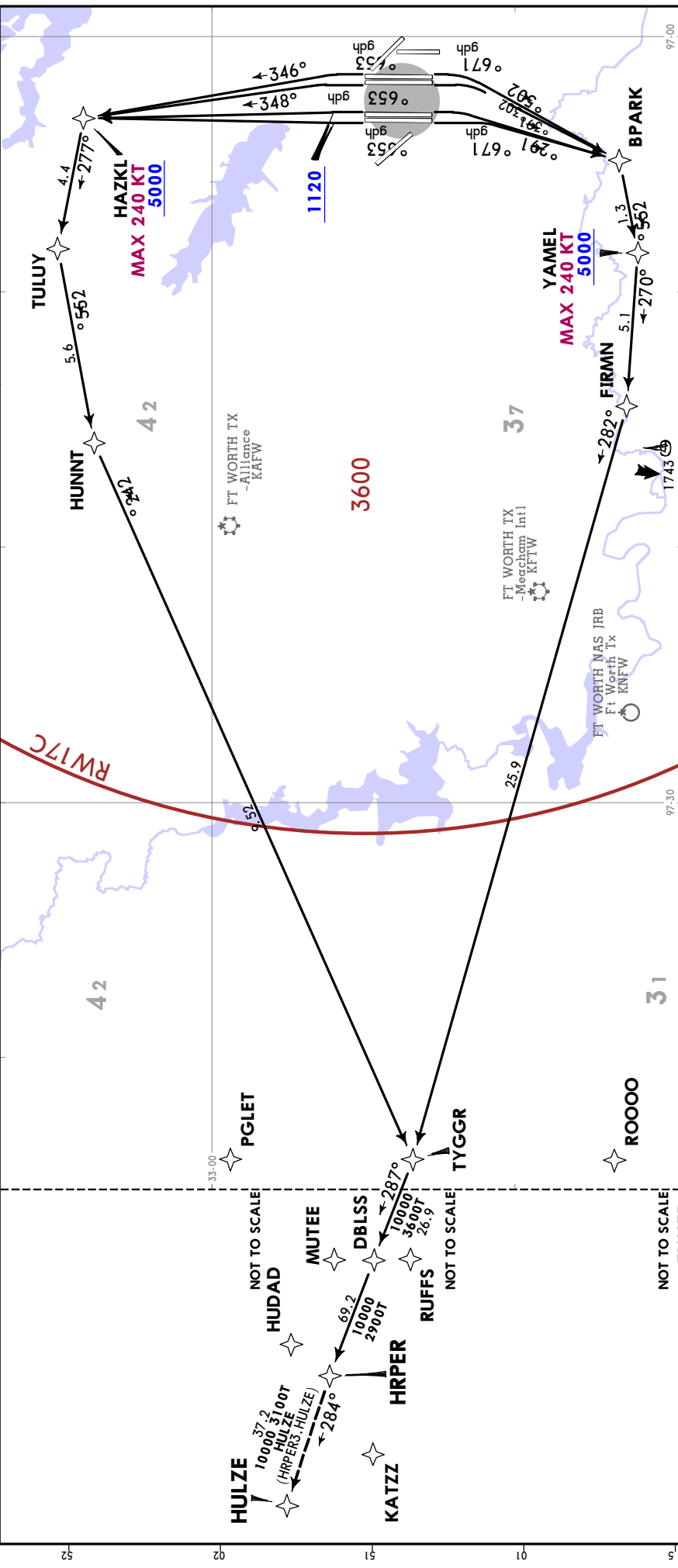
LONE STAR Departure (R)
 126.475

Apt Elev
 606

Trans alt: 18000
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. For use by turbojets only.

5. Non-RNAV props file and EXPECT COYOTE or KINGDOM departure.
 6. RNAV-capable props: File and EXPECT the SWABR RNAV SID.
 7. Aircraft landing Lubbock terminal area file and/or EXPECT the KATZZ RNAV departure.

HRPER 3 RNAV DEPARTURE
 (HRPER3.HRPER)



RWY	INITIAL CLIMB	TOP ALTITUDE
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.	
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.	
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.	
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.	10000
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.	
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.	
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.	
ROUTING		
From TYGGR on track 287° to DBLSS, then on track 287° to HRPER, then on transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.		
RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC, EXPECT RADAR vectors to TYGGR, then on track 287° to DBLSS, then on track 287° to HRPER, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000

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.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

DALLAS-FT WORTH, TEXAS
JEPPESEN
KDFW/DFW
 DALLAS-FT WORTH INTL

25 OCT 24 (60-3M) EFF 31 OCT

RNAV SID

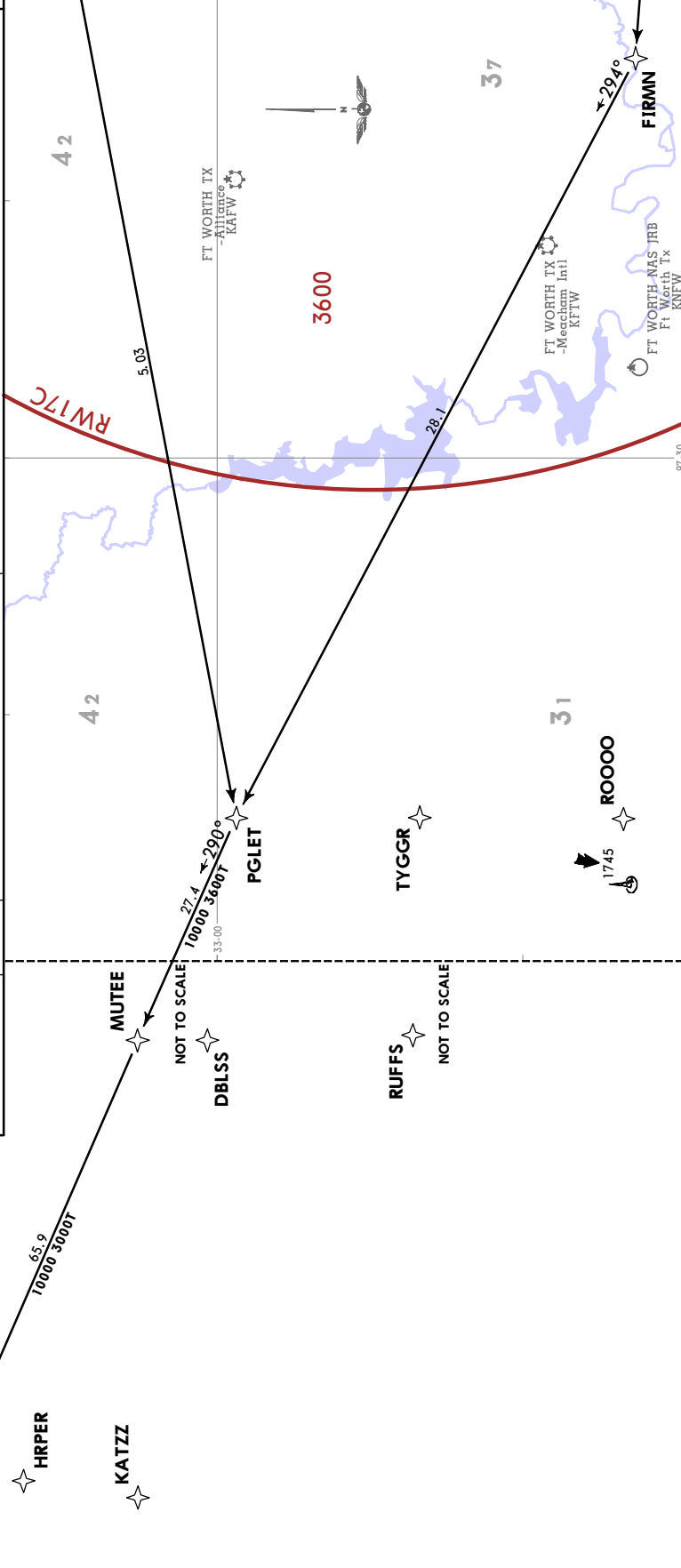
4. For use by turbojet aircraft only.
 5. Non-RNAV-capable props: File and EXPECT COYOTE or KINGDOM departure.
 6. RNAV-capable props: File and EXPECT the SWABR RNAV SID.

Trans alt: 18000
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/IRU or GPS required.

LONE STAR Departure (R)
 126.475
 Apt Elev
 606

HUDAD
 HRPER
 KATZZ
 MUTEE

NOT TO SCALE



RWY	INITIAL CLIMB	TOP ALTITUDE
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.	
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.	
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.	
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.	
35L	Climb heading 356° to intercept course 348° to cross HAZKL at or above 5000, then on track 277° to TULLY, then on track 255° to PGLET.	10000
35C	Climb heading 356° to intercept course 346° to cross HAZKL at or above 5000, then on track 277° to TULLY, then on track 255° to PGLET.	
36L/R	Climb heading 356° to intercept course 346° to cross HAZKL at or above 5000, then on track 277° to TULLY, then on track 255° to PGLET.	

ROUTING
 From PGLET on track 290° to MUTEE, then on track 290° to HUDAD. MAINTAIN 10000. EXPECT filed altitude 10 minutes after departure.

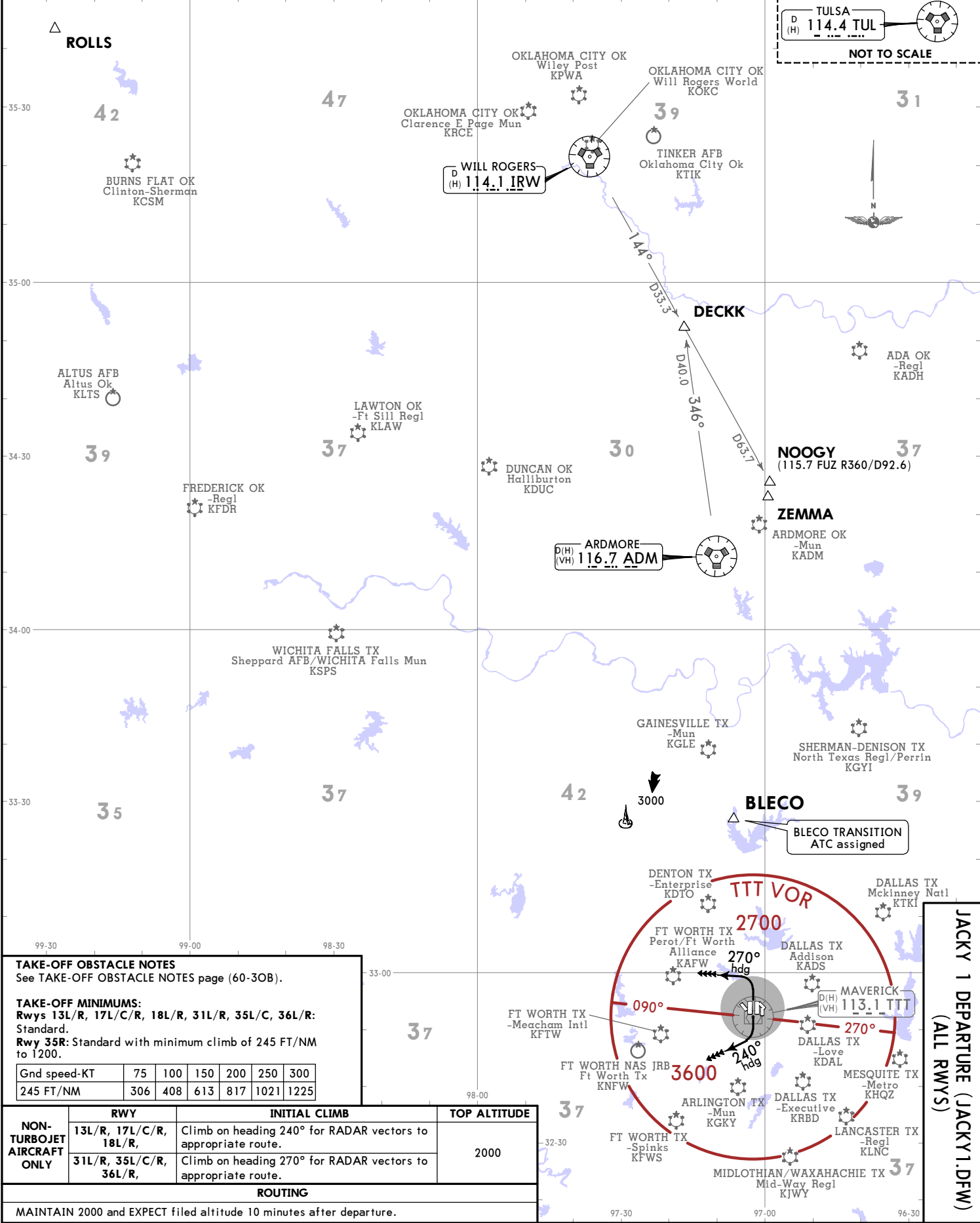
RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC. EXPECT RADAR vectors to PGLET, then on track 290° to MUTEE, then on track 290° to HUDAD. MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000

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.

500 per NM	75	100	150	200	250	300
Ground speed-KT	625	833	1250	1667	2083	2500

CHANGES: Departure call name.

LONE STAR Departure (R) Rwy 13L/R, 17L/C/R, 18L/R 135.975	Rwy 31L/R, 35L/C/R, 36L/R 118.1	Apt Elev 606	RNAV 1 - GPS from BLECO, DECKK, NOOGY, ROLLS, ZEMMA 1. RADAR required. 2. Applicable in RADAR environment and for non-Turbojet aircraft.	Trans alt: 18000 JACKY 1 DEPARTURE (JACKY1.DFW) (ALL RWYS)
--	---	------------------------	--	--



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.

Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225

	RWY	INITIAL CLIMB	TOP ALTITUDE
NON-TURBOJET AIRCRAFT ONLY	13L/R, 17L/C/R, 18L/R,	Climb on heading 240° for RADAR vectors to appropriate route.	2000
	31L/R, 35L/C/R, 36L/R,	Climb on heading 270° for RADAR vectors to appropriate route.	
ROUTING			
MAINTAIN 2000 and EXPECT filed altitude 10 minutes after departure.			

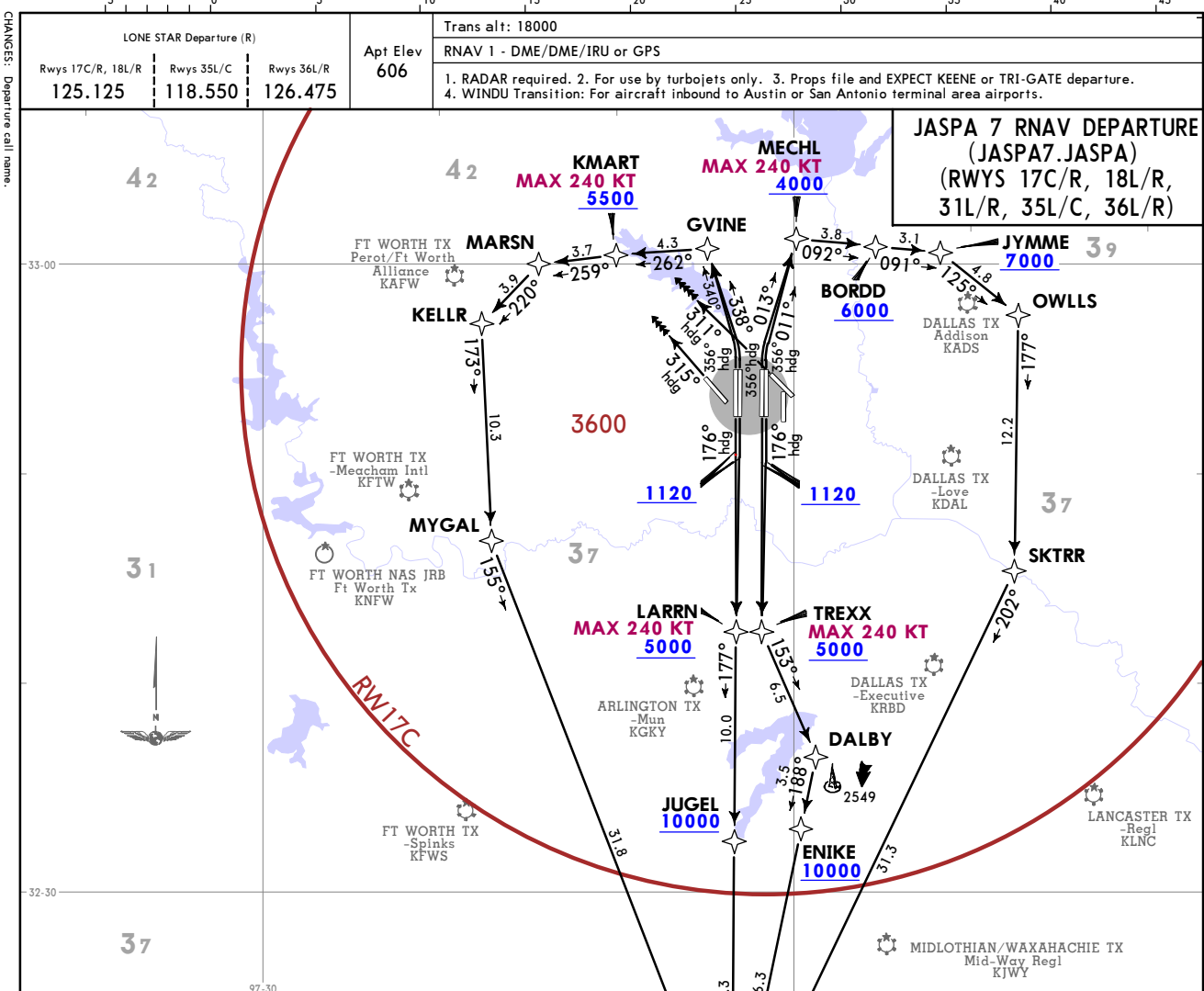
KDFW/DFW
 DALLAS-FORT WORTH INTL
 25 OCT 24 (60-3N) EFF 31 OCT
 JEPPESEN DALLAS-FORT WORTH, TEXAS
 SID

KDFW/DFW


JEPPESEN
 14 FEB 25 **60-3OB** **Eff 20 Feb**
DALLAS-FT WORTH, TEXAS**DALLAS-FT WORTH INTL**

TAKE-OFF OBSTACLE NOTES - DEPs

- Rwy 13R:
Light poles 34 from DER, 150 right of centerline, 3 AGL/578 MSL. Light poles 35 from DER, 149 left of centerline, 3 AGL/578 MSL. Sign 104 from DER, 479 left of centerline, 3 AGL/581 MSL.
- Rwy 17C:
Aircraft tail 741 from DER, 667 right of centerline, 617 MSL.
- Rwy 17R:
Aircraft tail 54 from DER, 462 right of centerline, 617 MSL. Aircraft tail 741 from DER, 532 left of centerline, 617 MSL.
- Rwy 18L:
Terrain 1 from DER, 497 right of centerline, 577 MSL.
- Rwy 31L:
Sign 113 from DER, 390 right of centerline, 5 AGL/594 MSL. Tree 785 from DER, 696 right of centerline, 624 MSL. Trees beginning 795 from DER, 618 left of centerline, up to 630 MSL. Trees beginning 933 from DER, 712 right of centerline, up to 631 MSL. Trees beginning 1241 from DER, 743 right of centerline, up to 641 MSL. Trees beginning 1501 from DER, 741 right of centerline, up to 649 MSL. Tree 2034 from DER, 873 left of centerline, 654 MSL. Pole 3402 from DER, 1399 right of centerline, 708 MSL. Transmission line 3433 from DER, 1401 right of centerline, 110 AGL/718 MSL. Transmission lines beginning 4097 from DER, 1407 right of centerline, up to 105 AGL/730 MSL.
- Rwy 31R:
Sign 206 from DER, 552 left of centerline, 10 AGL/559 MSL. Pole 378 from DER, 255 right of centerline, 15 AGL/564 MSL. Antenna, building beginning 718 from DER, 633 left of centerline, up to 49 AGL/604 MSL. Aircraft tail 1327 from DER, 182 right of centerline, up to 599 MSL.
- Rwy 35L:
Sign 67 from DER, 431 left of centerline, 4 AGL/569 MSL. Aircraft tails 505 from DER, 587 right of centerline, 599 MSL. Tank 1992 from DER, 971 left of centerline, 77 AGL/643 MSL.
- Rwy 35C:
Aircraft tails 335 from DER, 560 right of centerline, 599 MSL. Aircraft tail 505 from DER, 611 left of centerline, 599 MSL.



JASPA 7 RNAV DEPARTURE
(JASPA7.JASPA)
 (RWYS 17C/R, 18L/R,
 31L/R, 35L/C, 36L/R)

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (60-30B).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
17C/R	Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240 KT, then on track 153° to DALBY, then on track 188° to cross ENIKE at or above 10000, then on track 188° to cross JASPA at or above 10000.	
18L/R	Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240 KT, then on track 177° to cross JUGEL at or above 10000, then on track 177° to cross JASPA at or above 10000.	
35L	Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240 KT, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 202° to cross JASPA at or above 10000.	
35C	Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240 KT, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 125° to OWLLS, then on track 177° to SKTRR, then on track 202° to cross JASPA at or above 10000.	10000
36L	Climb on heading 356° to intercept course 340° to GVINE, then on course 262° to cross KMART at or above 5500 and at or below 240 KT, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 155° to cross JASPA at or above 10000.	
36R	Climb on heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMART at or above 5500 and at or below 240 KT, then on track 259° to MARSN, then on track 220° to KELLR, then on track 173° to MYGAL, then on track 155° to cross JASPA at or above 10000.	

ROUTING
 At JASPA, via transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.

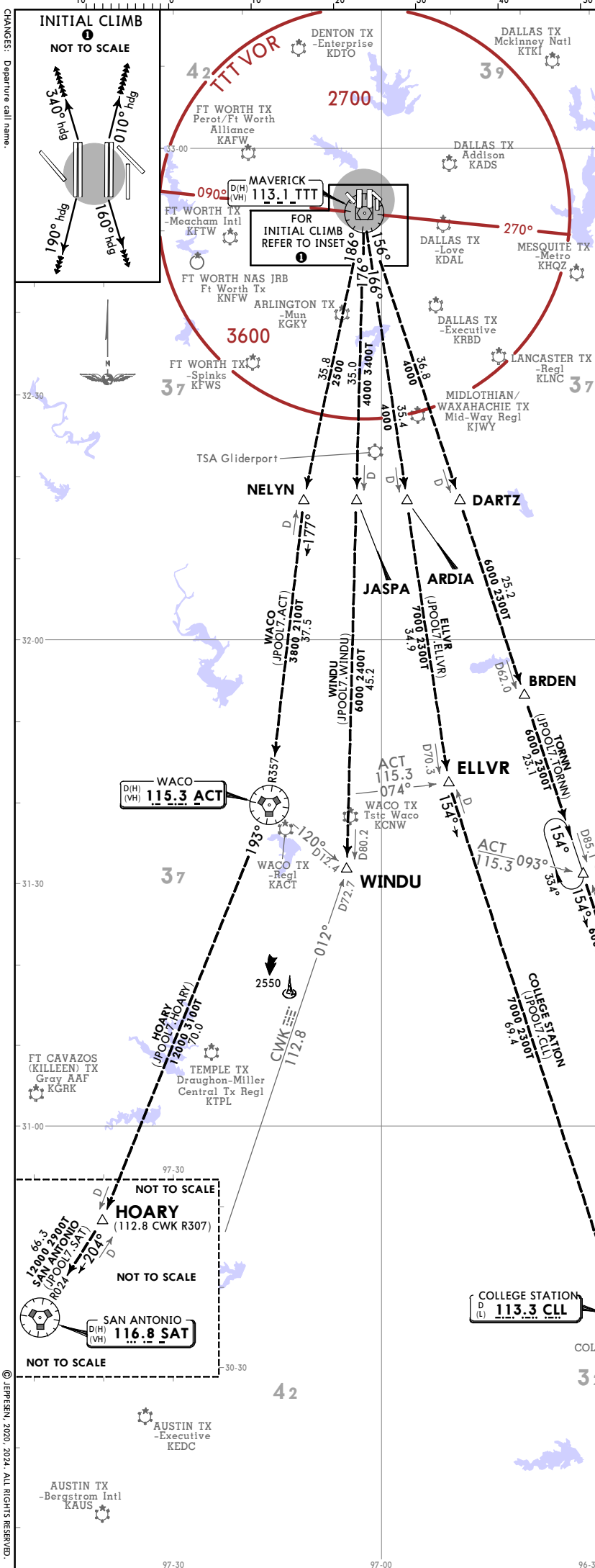
RWY	INITIAL CLIMB	TOP ALTITUDE
31L	Climb on heading 315° or as assigned by ATC, for vectors to JASPA. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000
31R	Climb on heading 311° or as assigned by ATC, for vectors to JASPA. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000

JASPA 10000
 WINDU (JASPA7 WINDU) 10000 45.2
 NOT TO SCALE

DALLAS-FT WORTH, TEXAS
 JASPA 7 RNAV DEPARTURE
 (JASPA7.JASPA)
 (RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)
 25 OCT 24 (60-3P) RNAV SID

CHANGES: Departure call name.

© JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.



LONE STAR Departure (R)			Apt Elev
Rwys 17C/R, 18L/R	Rwys 35L/C	Rwys 36L/R	606
125.125	118.55	126.475	

- Trans alt: 18000
1. RADAR and DME required.
 2. Props: EXPECT KEENE or TRI-GATE departure.
 3. COLLEGE STATION transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78, or 6R3.
 4. ELLVR transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
 5. SAN ANTONIO transition: For aircraft overflying Centex and San Antonio.
 6. TORNN transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
 7. WACO transition: For aircraft inbound to Waco or Gray terminal area airports.
 8. WINDU transition: For aircraft inbound to Austin or San Antonio terminal area.

JOE POOL 7 DEPARTURE (JPOOL7.TTT) (ALL RWYS)

SPEED: MAINTAIN 240 KT UNTIL LEAVING 5000

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.

Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225

RWY	INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L, 35R	Climb on assigned heading, MAINTAIN 10000.	10000
17C/R	Climb on heading 160°, MAINTAIN 10000.	
18L/R	Climb on heading 190°, MAINTAIN 10000.	
35L/C	Climb on heading 010°, MAINTAIN 10000.	
36L/R	Climb on heading 340°, MAINTAIN 10000.	5000
31L/R	Climb on assigned heading, MAINTAIN 5000.	

ROUTING
For RADAR vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.

KDFW/DFW
 DALLAS FT-WORTH INTL
 25 OCT 24 (60-30) EFF 31 OCT
 JEPPESEN DALLAS-FT WORTH, TEXAS
 SID

JOE POOL 7 DEPARTURE (JPOOL7.TTT) (ALL RWYS)

CHANGES: Departure call names.

© JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

DALLAS-FT WORTH TEXAS
KDFW/DFW
 DALLAS-FT WORTH INTL

20 DEC 24
 JEPPESIN
 Eff: 26 Dec
 (60-35)
RNAV SID

KATZZ 2 RNAV DEPARTURE
 (KATZZ2.KATZZ)

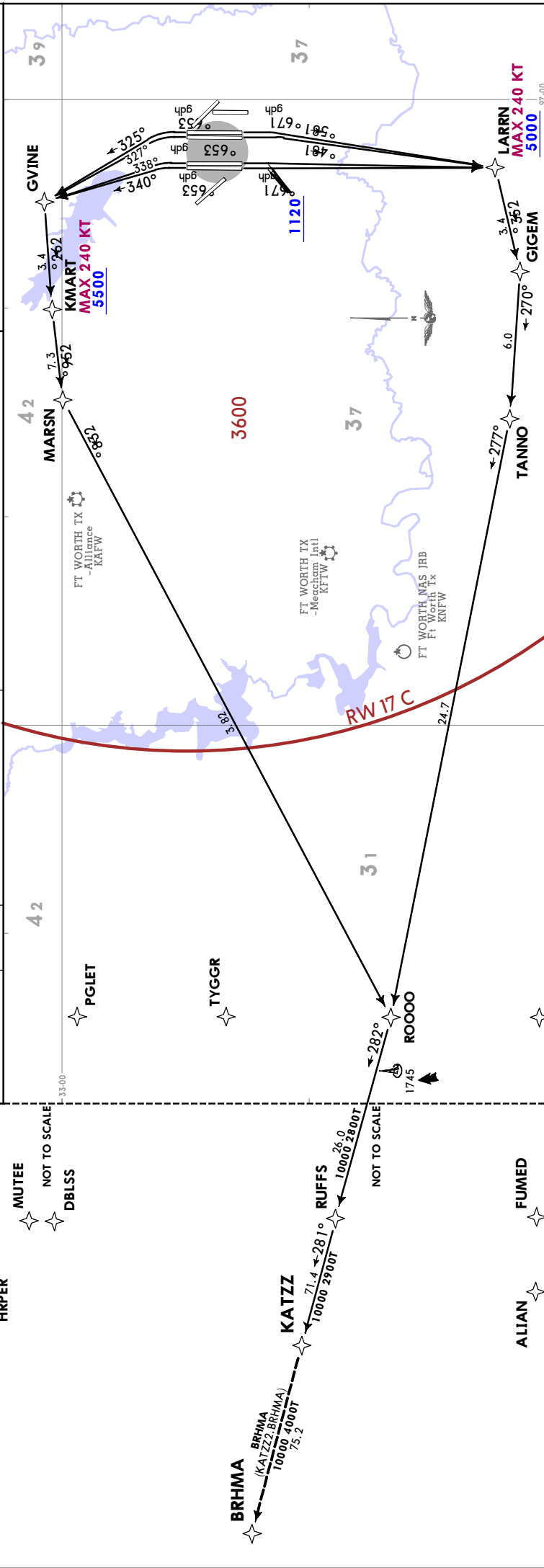
4. For use by turbojets only.
 5. Non-RNAV-capable props: File and EXPECT COYOTE or KINGDOM departure.
 6. RNAV-capable props: File and EXPECT the SWABR RNAV SID.

Trans alt: 18000
 1. RADAR required.
 2. RNAV 1.
 3. DME/DME/IRU or GPS required.

LONE STAR Departure (R)
 126.475

Apt Elev
 606

4. For use by turbojets only.
 5. Non-RNAV-capable props: File and EXPECT COYOTE or KINGDOM departure.
 6. RNAV-capable props: File and EXPECT the SWABR RNAV SID.



RWY	INITIAL CLIMB	TOP ALTITUDE
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 TANN0, then on track 277° to ROO00.	
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 TANN0, then on track 277° to ROO00.	
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 TANN0, then on track 277° to ROO00.	
35L	Climb heading 356° to intercept course 377° to GVINE, then on track 262° to cross KATZZ at or above 5500, then on track 259° to MARSN, then on track 238° to ROO00.	10000
35C	Climb heading 356° to intercept course 325° to GVINE, then on track 262° to cross KATZZ at or above 5500, then on track 259° to MARSN, then on track 238° to ROO00.	
36L	Climb heading 356° to intercept course 340° to GVINE, then on course 262° to cross KATZZ at or above 5500, then on track 259° to MARSN, then on track 238° to ROO00.	
36R	Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross KATZZ at or above 5500, then on track 259° to MARSN, then on track 238° to ROO00.	

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.

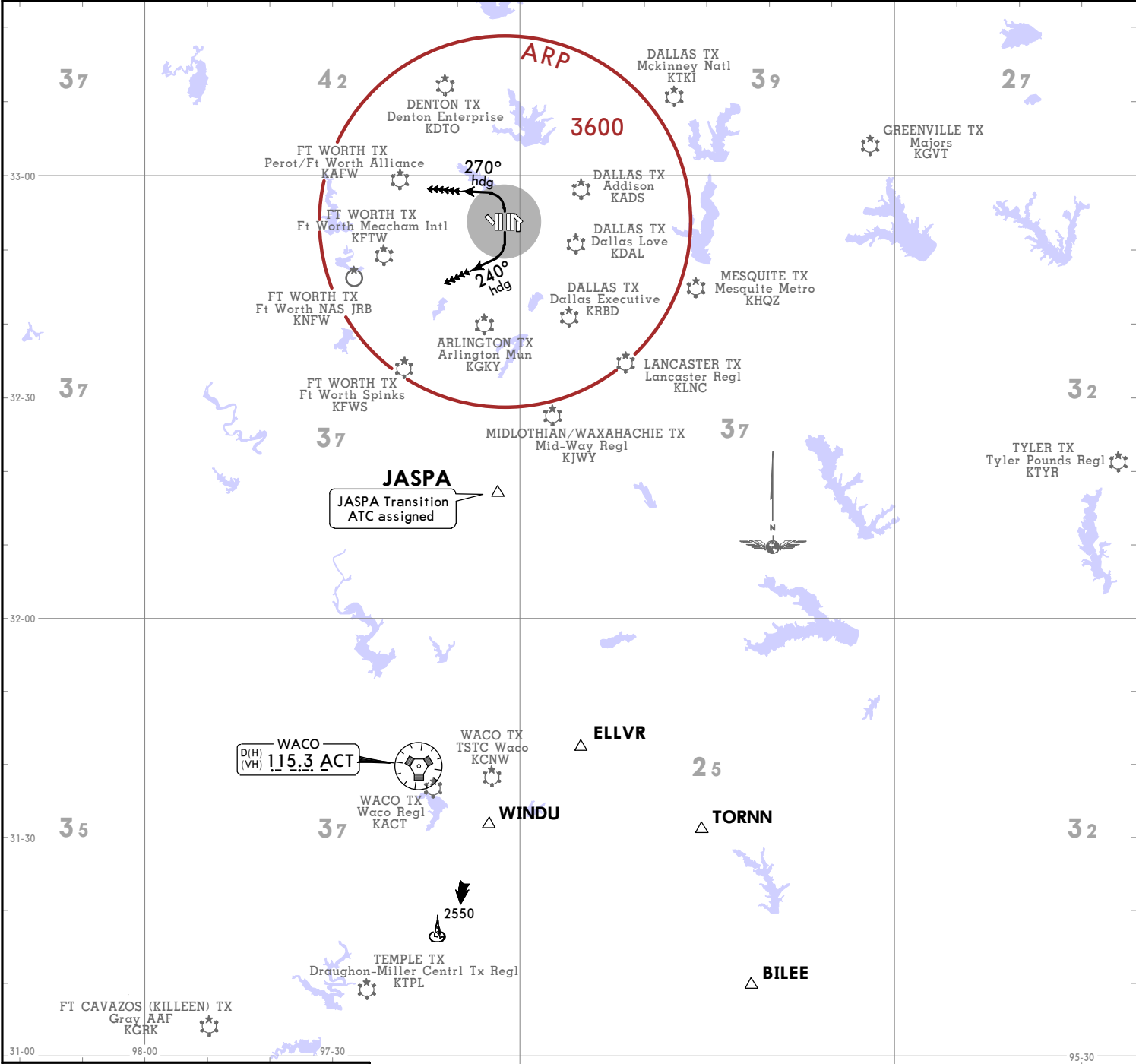
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC. EXPECT RADAR vectors to ROO00, then on track 282° to RUFFS, then on track 281° to KATZZ, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000

CHANGES: Procedure renumbered, Rwy 31L/R, 35L/C/R, 36L/R Initial climb heading, MSA.

LONE STAR Departure (R) Rwys 13L/R, 17L/C/R, 18L/R 135.975	Rwys 31L/R, 35L/C/R, 36L/R 118.1	Apt Elev 606	Trans alt: 18000 1. RADAR required. 2. For non-turbojet aircraft only.	KEENE 5 DEPARTURE (KEENE5.DFW) (ALL RWYS)
---	--	------------------------	--	--



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: 300-1 3/4 or standard with minimum climb of 230 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1700 prior to departure end of the runway.

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
230 FT/NM	288	383	575	767	958	1150

RWY	NON-TURBOJET AIRCRAFT ONLY INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L/C/R, 18L/R	Climb on heading 240° for RADAR vectors to appropriate fix. MAINTAIN 2000 and EXPECT filed altitude 10 minutes after departure.	2000
31L/R, 35L/C/R, 36L/R	Climb on heading 270° for RADAR vectors to appropriate fix. MAINTAIN 2000 and EXPECT filed altitude 10 minutes after departure.	

KEENE 5 DEPARTURE (KEENE5.DFW)
(ALL RWYS)

KDFW/DFW
DALLAS-FORT WORTH INTL
20 DEC 24 (60-351) **JEPPESSEN DALLAS-FORT WORTH, TEXAS**
SID

KDFW /DFW
DALLAS-FT WORTH INTL
DALLAS-FT WORTH, TEXAS
SID

JEPESEN
 25 OCT 24
(60-3T) Eff 31 Oct

LONE STAR Departure (R)	
Jets	Props
Rwys 13L/R, 17L/C/R, 18L/R	Rwys 31L/R, 35L/C/R, 36L/R
126.475	118.1
Trans alt: 18000	
1. RADAR and DME required. 2. For all aircraft requesting 17000 and below.	
3. LUBBOCK transition: For all aircraft overflying the MQP VOR WESTBOUND or	
direct. 4. MILLSAP transition: For all aircraft overflying the MQP VOR WESTBOUND	
or direct. 5. WICHITA FALLS transition: For all aircraft landing within the Wichita	
Falls terminal area or overflying the SPS VOR.	

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (60-30B).

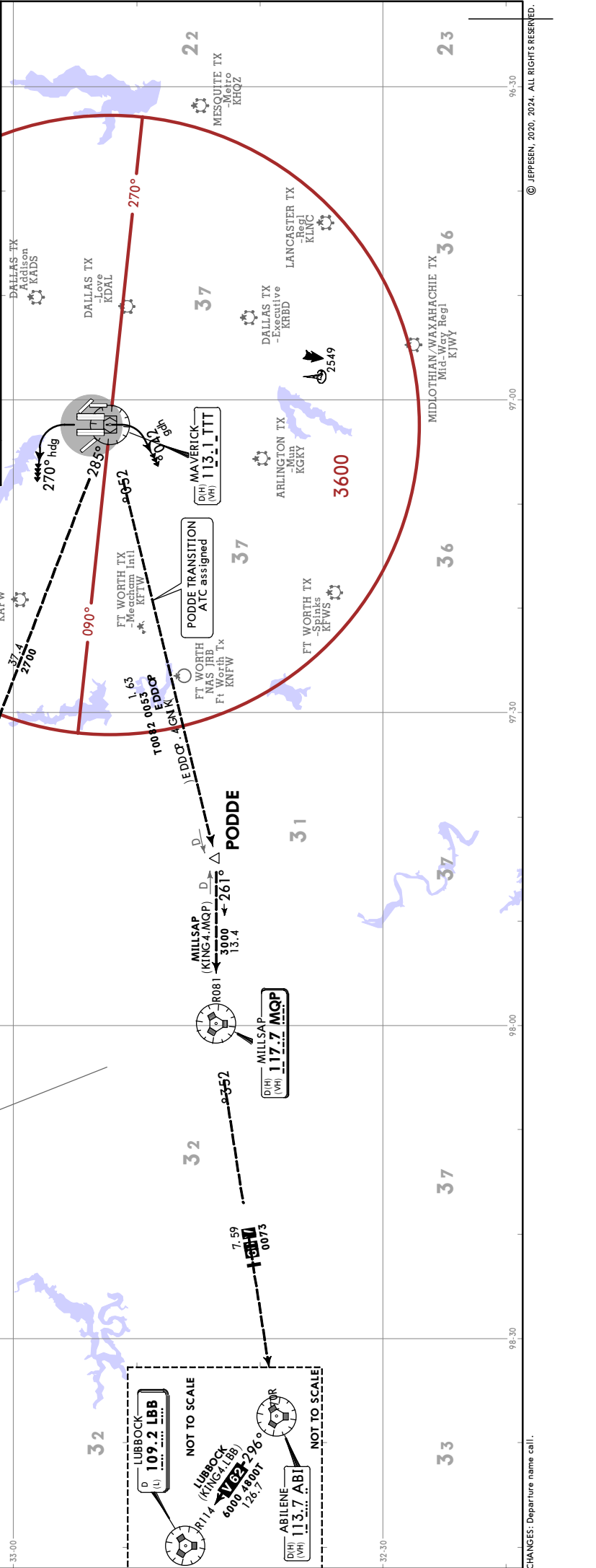
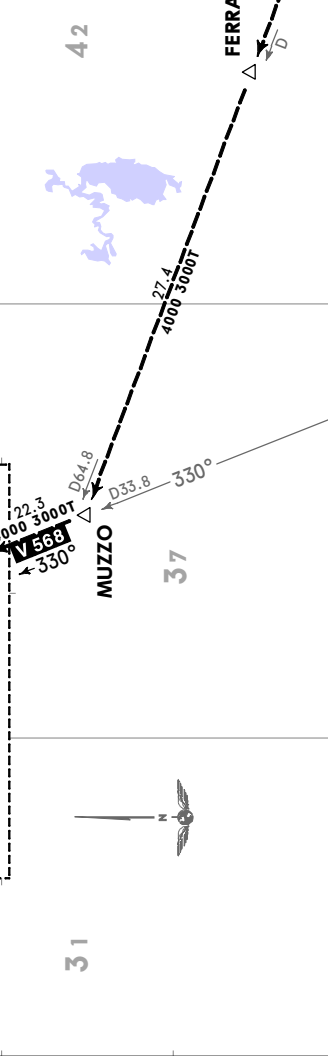
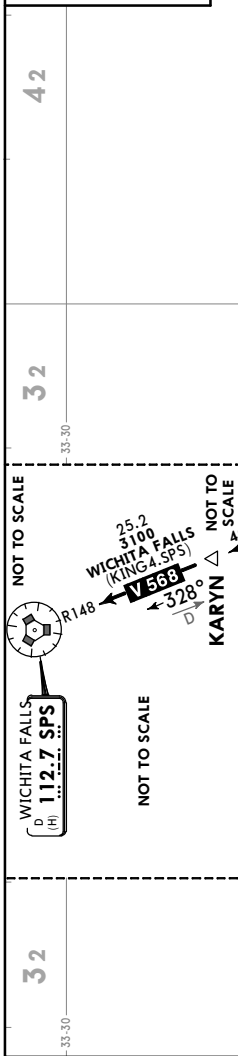
TAKE-OFF MINIMUMS:
 Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R:
 Standard:
 Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.

Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225

KINGDOM 4 DEPARTURE (KING4.TTT)
(ALL RWYS)

SPEED: DO NOT EXCEED 240 KT UNTIL LEAVING 5000

JETS	PROPS
Climb on assigned heading for RADAR vectors to appropriate route. MAINTAIN 10000 and EXPECT filed altitude 10 minutes after departure.	Rwys 13L/R, 17L/C/R, 18L/R: Climb on heading 240° then on assigned heading for RADAR vectors to appropriate route. MAINTAIN 2000 and EXPECT filed altitude 10 minutes after departure.
10000	2000
INITIAL CLIMB	
Climb on assigned heading for RADAR vectors to appropriate route. MAINTAIN 10000 and EXPECT filed altitude 10 minutes after departure.	



KDFW/DFW
DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS
25 OCT 24 (60-31) Eff 31 Oct

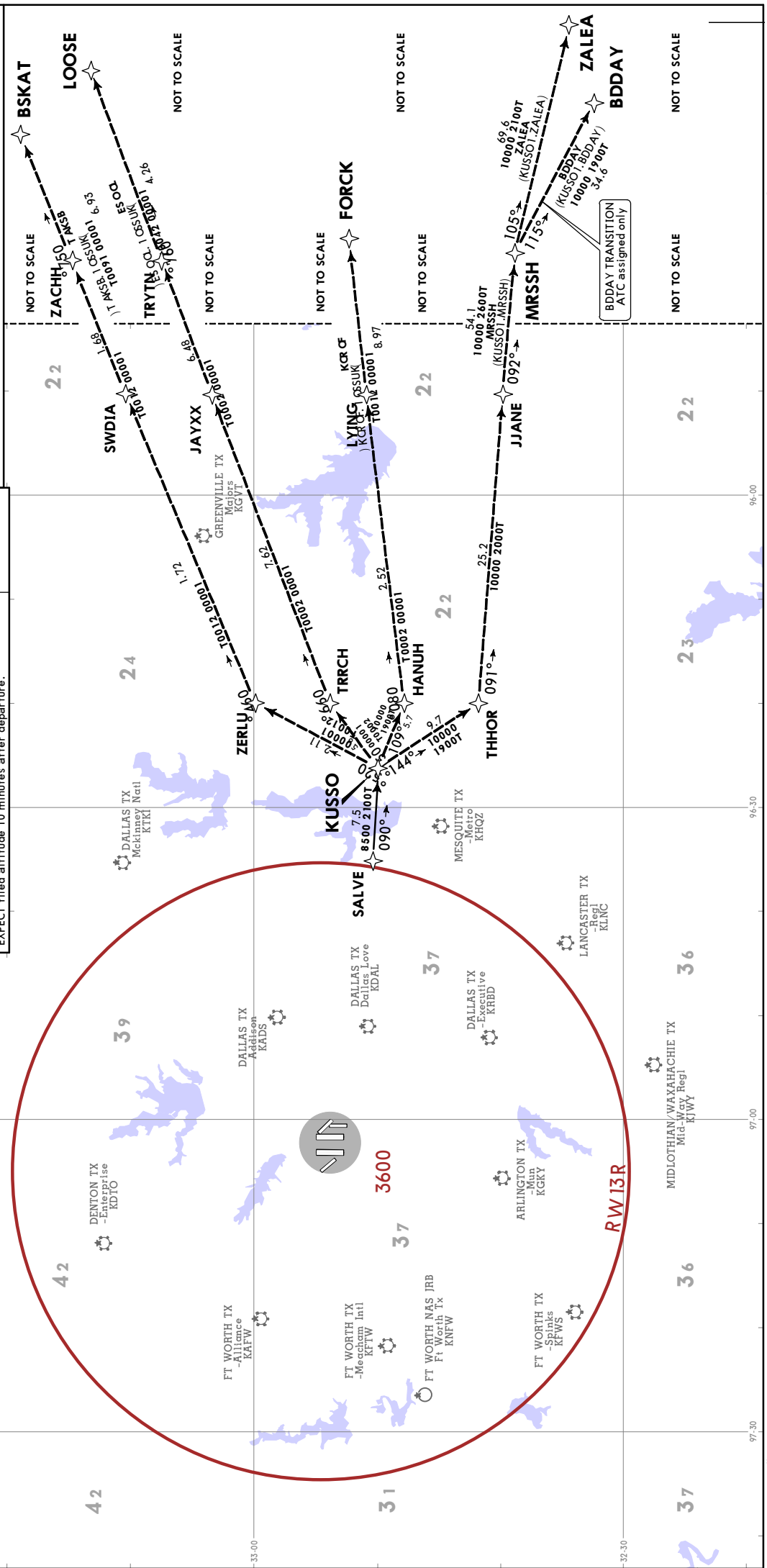
RNAV SID

Propos Rwys 13L/R, 17L/C/R, 18L/R	Propos Rwys 31L/R, 35L/C/R, 36L/R	Apt Elev 606
125.2	124.3	
RNAV 1 DME/DME/IRU or GPS required Trans alt: 18000		
1. RADAR required. 2. MRSSH transition: For aircraft inbound to Shreveport, Jackson, and Monroe terminal area airports only. 3. Props only.		

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (60-308).
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R:
Standard (or lower than standard, if authorized).
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 245 per NM to 1200.

INITIAL CLIMB		TOP ALTITUDE	
Gnd speed-KT	75 100 150 200 250 300		2000
245 per NM	306 408 613 817 1021 1225		

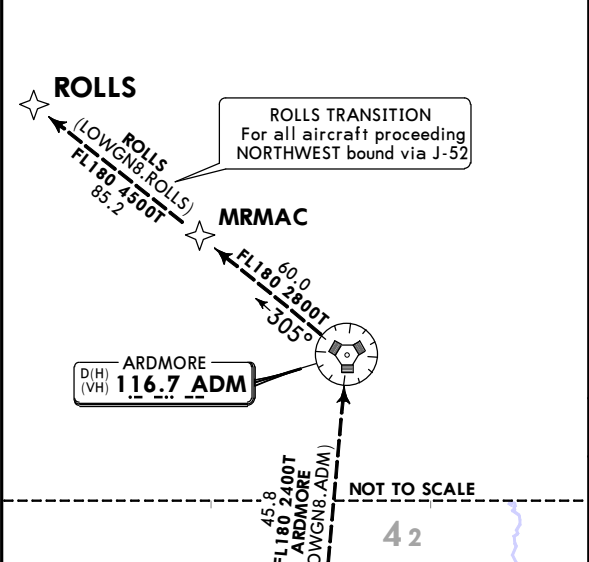
Climb on assigned heading for RADAR vectors to SALVE. Then on track 090° to KUSSO, then on transition. MAINTAIN 2000. EXPECT filed altitude 10 minutes after departure.



CHANGES: Departure call name, airport elevation, ADM VOR service volume.

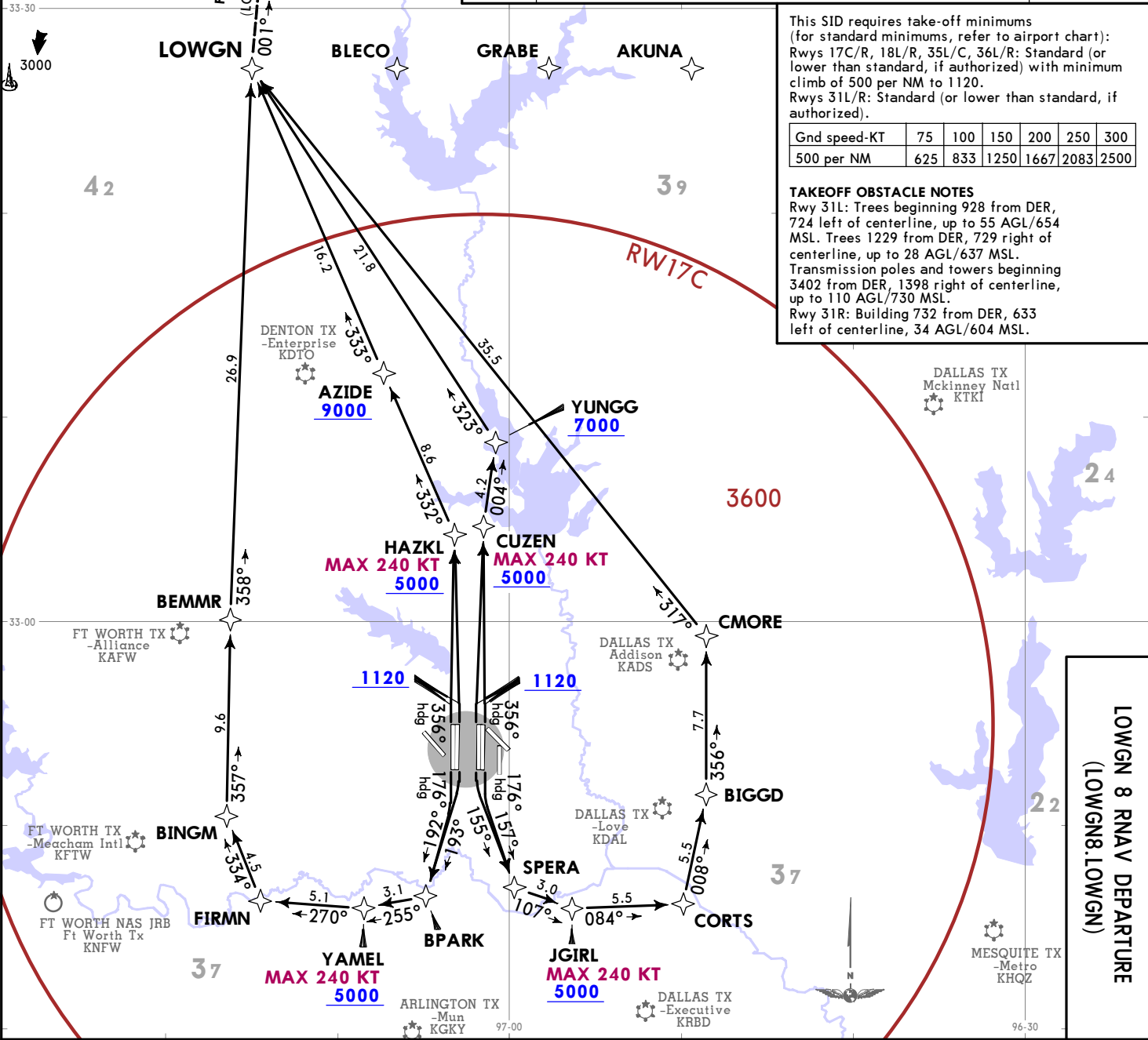
KDFW/DFW
DALLAS-FT WORTH INTL

LONE STAR Departure (R)			Apt Elev	Trans alt: 18000	LOWGN 8 RNAV DEPARTURE (LOWGN8.LOWGN)
Rwys 17C/R	Rwys 18L/R	Rwys 35L/C, 36L/R	606	1. RADAR required. 2. RNAV 1 .	
118.55	126.475	125.125		3. DME/DME/IRU or GPS required.	
				4. For use by turbojet aircraft only.	



RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240 KT, then on depicted route to LOWGN.	10000
17R	Climb heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000 and at or below 240 KT, then on depicted route to LOWGN.	
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 240 KT, then on depicted route to LOWGN.	
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 240 KT, then on depicted route to LOWGN.	
35L/C	Climb heading 356° to 1120, then direct CUZEN, cross CUZEN at or above 5000 and at or below 240 KT, then on track 004° to cross YUNGG at or above 7000, then on depicted route to LOWGN.	
36L/R	Climb heading 356° to 1120, then direct HAZKL, cross HAZKL at or above 5000 and at or below 240 KT, then on track 332° to cross AZIDE at or above 9000, then on depicted route to LOWGN.	

ROUTING		
From LOWGN on transition. MAINTAIN 10000. EXPECT filed altitude 10 minutes after departure.		
RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC, EXPECT RADAR vectors to LOWGN, then on transition. MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.	5000



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

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 8 RNAV DEPARTURE
(LOWGN8.LOWGN)**

25 OCT 24 (60-3T4) EFF 31 OCT
RNAV SID
 JEPPESEN
 DALLAS-FT WORTH, TEXAS

© JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

DALLAS-FT WORTH, TEXAS
JEPPESEN
 3 JAN 25 (60-3U) **RNAV SID**

KDFW/DFW
 DALLAS-FT WORTH INTL

Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS
 1. RADAR required. 2. For use by turbojet aircraft only. 3. Non-RNAV capable props. File and EXPECT DALLAS or GARLAND departure.
 4. RNAV-capable props: File and EXPECT the KUSSO departure.

MRSSH 3 RNAV DEPARTURE (MRSSH3.MRSSH)
 (RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

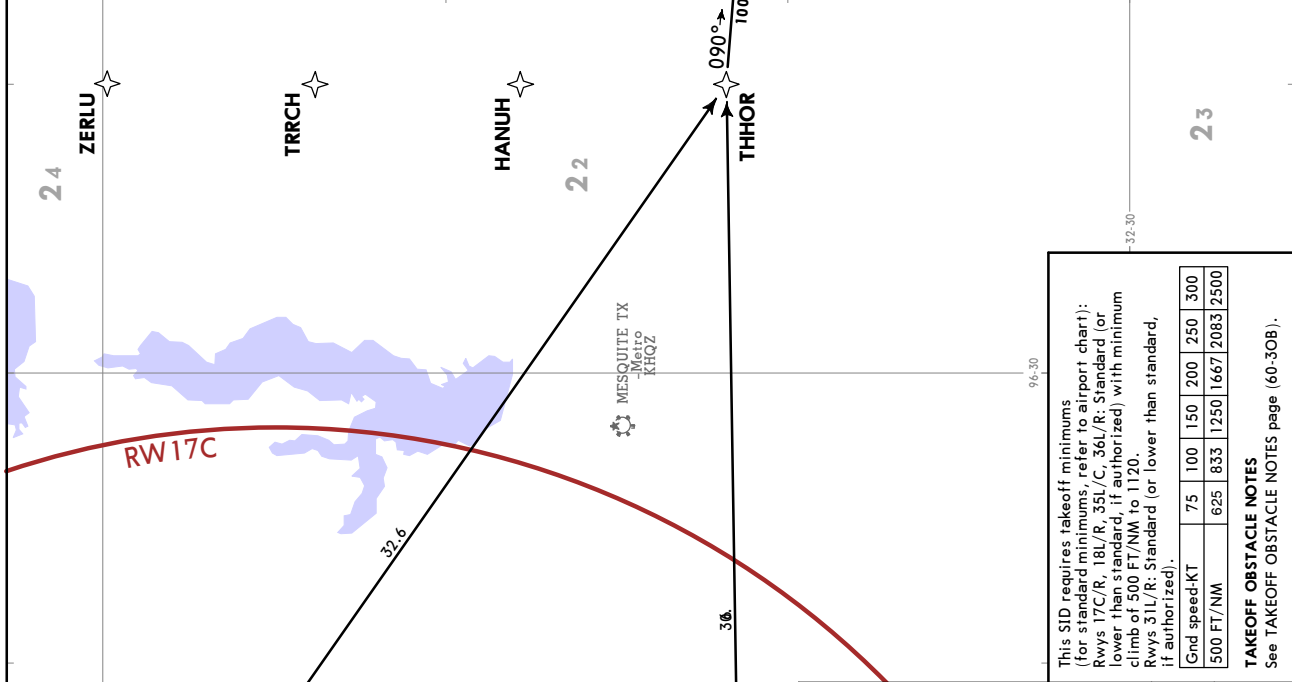
SWDIA ✨
 NOT TO SCALE

JAYXX ✨
 NOT TO SCALE

LYING ✨
 NOT TO SCALE

FORCK ✨
 NOT TO SCALE

TRYTN ✨
ZACHH ✨
 NOT TO SCALE

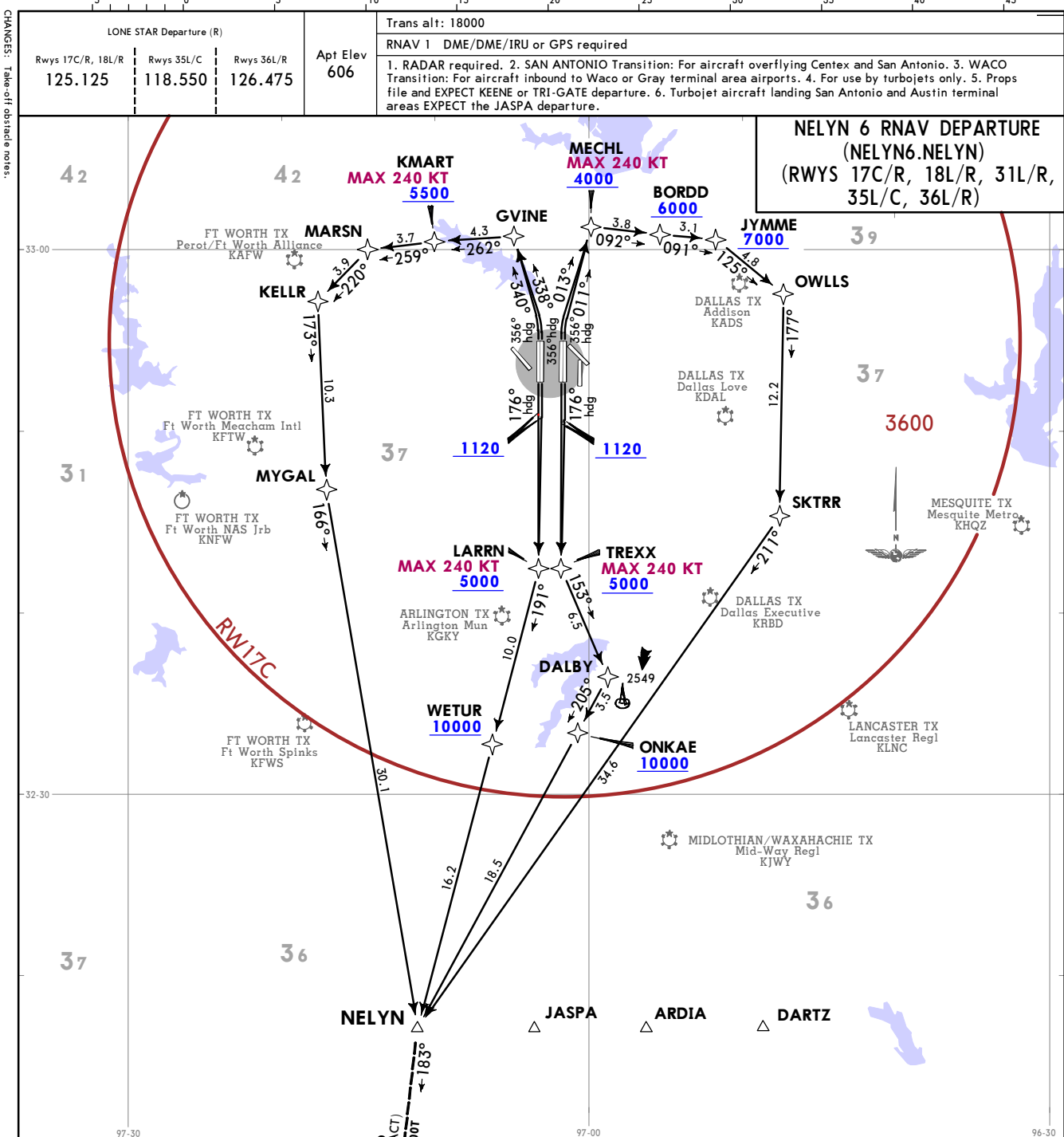


This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (60-30B).

RWY	INITIAL CLIMB	TOP ALTITUDE
17C/R	Climb on heading 176° to 1120, then direct to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 085° to THOR.	10000
18L	Climb on heading 176° to intercept course 168° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 085° to THOR.	10000
18R	Climb on heading 176° to intercept course 168° to cross TREXX at or above 5000, then on track 100° to JOLEN, then on track 085° to THOR.	10000
35L	Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THOR.	10000
35C	Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THOR.	10000
36L	Climb on heading 356° to intercept course 025° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THOR.	10000
36R	Climb on heading 356° to intercept course 023° to cross MECHL at or above 4000, then on track 092° to cross BORDD at or above 6000, then on track 091° to cross JYMME at or above 7000, then on track 121° to THOR.	10000
ROUTING		
	From THOR on track 090° to JANE, then on track 091° to MRSSH, then on transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.	
RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC for RADAR vectors to THOR, then on track 090° to JANE, then on track 091° to MRSSH, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000



NELYN 6 RNAV DEPARTURE
(NELYN6.NELYN)
(RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

Trans alt: 18000
RNAV 1 DME/DME/IRU or GPS required
1. RADAR required. 2. SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio. 3. WACO Transition: For aircraft inbound to Waco or Gray terminal area airports. 4. For use by turbojets only. 5. Props file and EXPECT KEENE or TRI-GATE departure. 6. Turbojet aircraft landing San Antonio and Austin terminal areas EXPECT the JASPA departure.

LONE STAR Departure (R)
Rwys 17C/R, 18L/R: 125.125
Rwys 35L/C: 118.550
Rwys 36L/R: 126.475
Apt Elev: 606

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

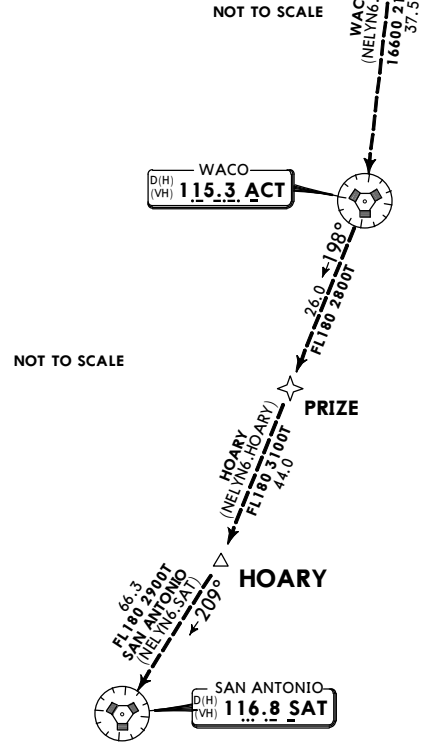
TAKE-OFF MINIMUMS:
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum climb of 500 FT/NM to 1120.
Rwys 31L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
17C/R	Climb on heading 176° to 1120, then direct TREXX, cross TREXX at or above 5000 and at or below 240 KT, then on track 153° to DALBY, then on track 205° to cross ONKAE at or above 10000, then on depicted route to NELYN.	10000
18L/R	Climb on heading 176° to 1120, then direct LARRN, cross LARRN at or above 5000 and at or below 240 KT, then on track 191° to cross WETUR at or above 10000, then on depicted route to NELYN.	
35L	Climb on heading 356° to intercept course 013° to cross MECHL at or above 4000 and at or below 240 KT, 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.	
35C	Climb on heading 356° to intercept course 011° to cross MECHL at or above 4000 and at or below 240 KT, 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.	
36L	Climb on heading 356° to intercept course 340° to GVIN, then on course 262° to cross KMART at or above 5500 and at or below 240 KT, then on depicted route to NELYN.	
36R	Climb on heading 356° to intercept course 338° to GVIN, then on course 262° to cross KMART at or above 5500 and at or below 240 KT, then on depicted route to NELYN.	

ROUTING
At NELYN, via transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC, for RADAR vectors to NELYN. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000



KDFW/DFW
 DALLAS-FORT WORTH INTL
 3 JAN 25 (60-3U1)
 JEPPESEN DALLAS-FORT WORTH, TEXAS
 RNAV SID

KDFW/DFW
DALLAS-FT WORTH INTL
DALLAS-FT WORTH, TEXAS
25 OCT 24
EFIS 31.0
RNAV SID

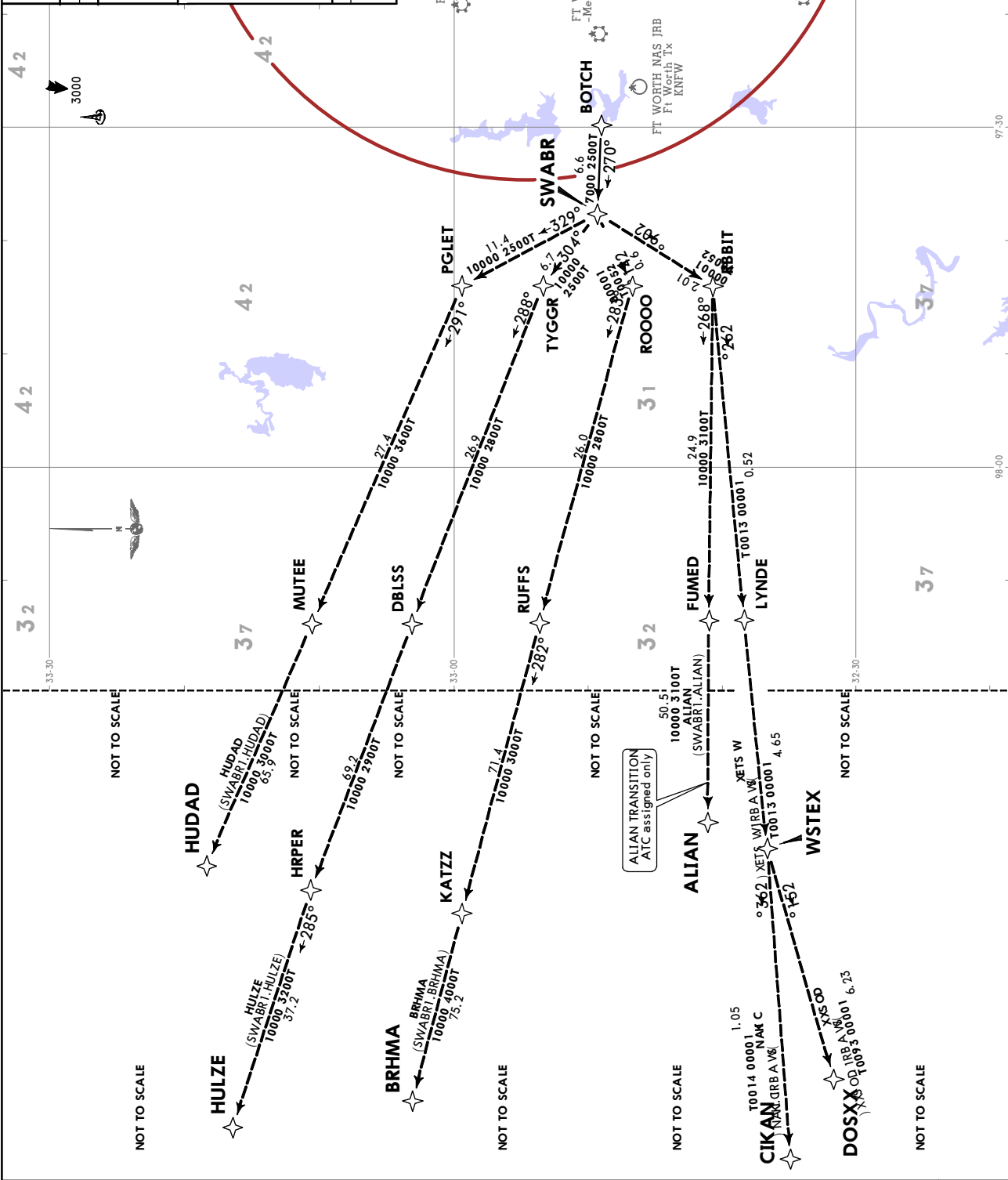
LONE STAR Departure (R)	
Props	Aprt Elev
Rwys 13L/R, 17L/C/R, 18L/R	135,975
Rwys 31L/R, 35L/C/R, 36L/R	118.1
RNAV 1 DME/DME/IRU or GPS required	
1. RADAR required. 2. Props only.	
Trans alt: 18000	

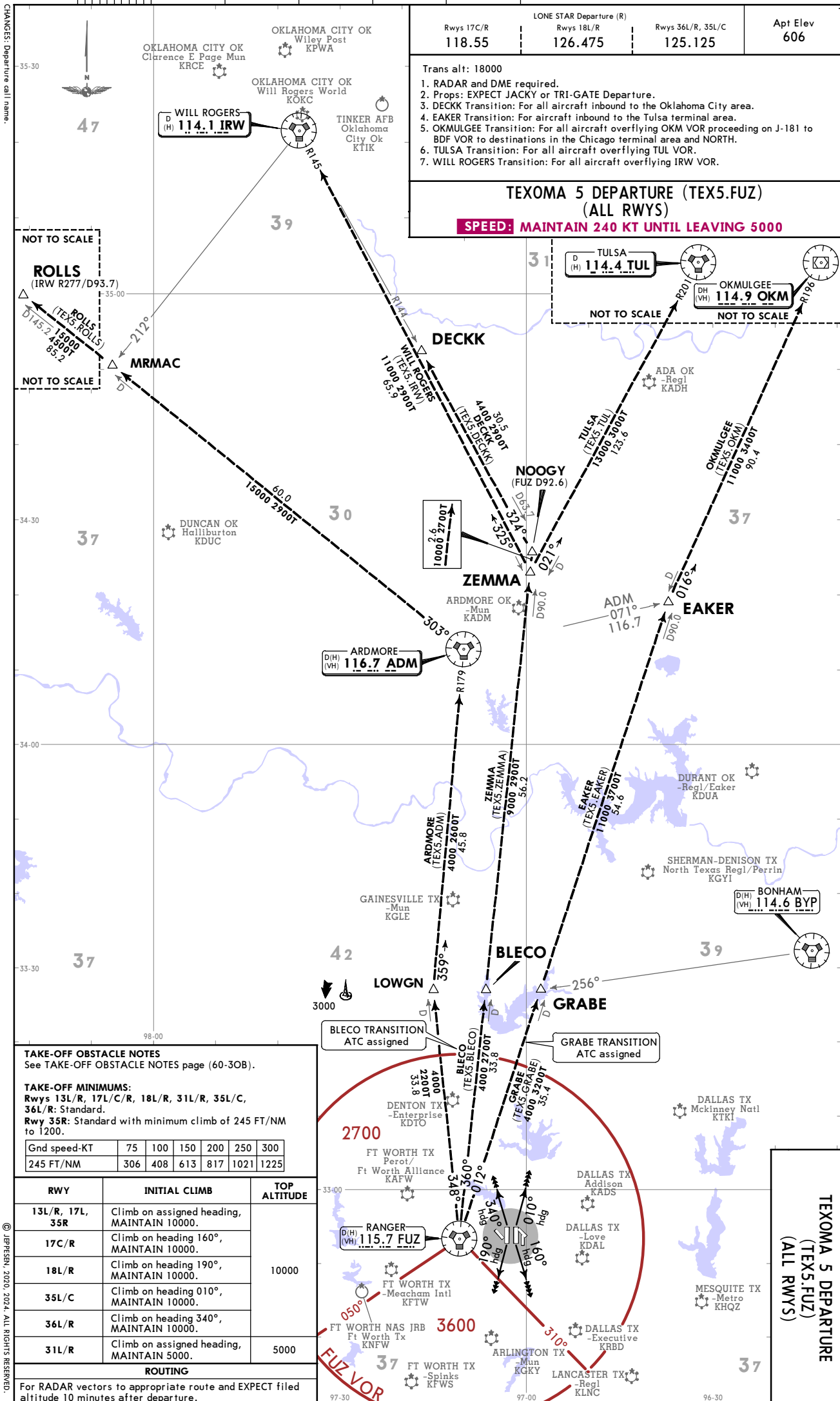
SWABR 1 RNAV DEPARTURE
(SWABR1.SWABR)
(ALL RWYS)

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (60-308).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R:
 Standard (or lower than standard, if authorized).
 Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 245 per NM to 1200.

Grd speed-KT	75	100	150	200	250	300
245 per NM	306	408	613	817	1021	1225

INITIAL CLIMB		TOP ALTITUDE
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.		2000





TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
 Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
 Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.

Gnd speed-KT	75	100	150	200	250	300
245 FT/NM	306	408	613	817	1021	1225

RWY	INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L, 35R	Climb on assigned heading, MAINTAIN 10000.	10000
17C/R	Climb on heading 160°, MAINTAIN 10000.	
18L/R	Climb on heading 190°, MAINTAIN 10000.	
35L/C	Climb on heading 010°, MAINTAIN 10000.	
36L/R	Climb on heading 340°, MAINTAIN 10000.	
31L/R	Climb on assigned heading, MAINTAIN 5000.	5000

ROUTING
For RADAR vectors to appropriate route and EXPECT filed altitude 10 minutes after departure.

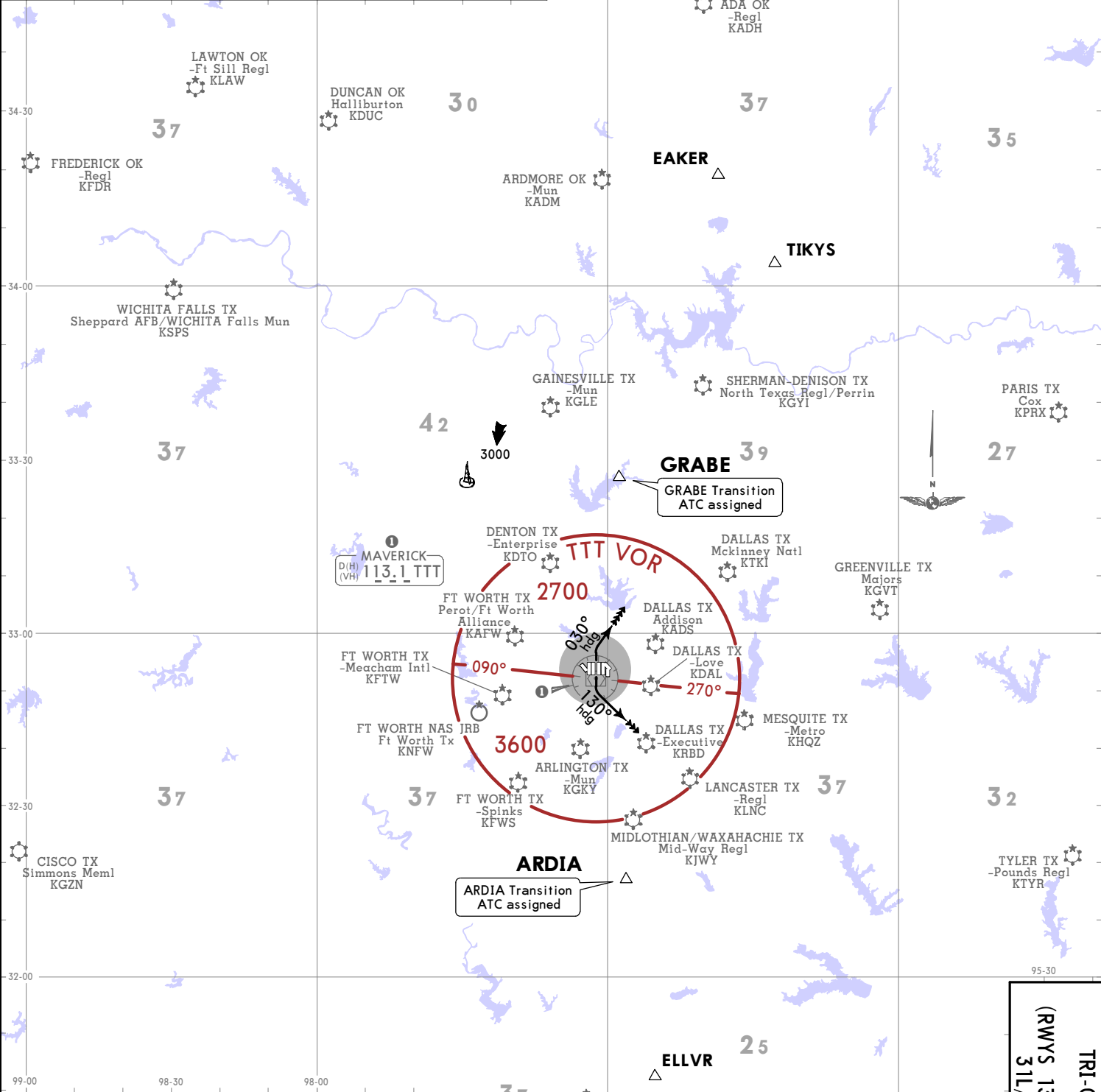
DALLAS-FT WORTH INTL
 KDFW/DFW
 JEPPESEN
 25 OCT 24
 (60-3V)
 (EIT 31 OCT)
 DALLAS-FT WORTH, TEXAS
 SID
 TEXOMA 5 DEPARTURE (TEX5.FUZ) (ALL RWYS)

CHANGES: Departure call name.

LONE STAR Departure (R)		Apt Elev	Trans alt: 18000
North	South	606	1. RADAR required.
124.3	125.2		2. For non-turbojet aircraft only.

TRI-GATE 4 DEPARTURE (TGATE4.DFW)
(RWYS 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R)

OKMULGEE
DH (VH) 114.9 OKM



NOT TO SCALE

NAVASOTA
DH (VH) 115.9 TNV

NOT TO SCALE

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (60-30B).

TAKE-OFF MINIMUMS:
Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: Not authorized - ATC.

RWY	INITIAL CLIMB	TOP ALTITUDE
13L/R, 17L/C/R, 18L/R	Climb on heading 130° for RADAR vectors to appropriate fix.	2000
31L/R, 35L/C, 36L/R	Climb on heading 030° for RADAR vectors to appropriate fix.	

ROUTING

MAINTAIN 2000 or as assigned by ATC, EXPECT filed altitude 10 minutes after departure.

TRI-GATE 4 DEPARTURE
(TGATE4.DFW)
(RWYS 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R)

KDFW/DFW
DALLAS-FORT WORTH INTL
 25 OCT 24 (60-3V1) EFF 31 OCT
JEPPesen DALLAS-FORT WORTH, TEXAS
SID

KDFW/DFW
DALLAS-FT WORTH INTL
Eff: 31 Oct 24
60-3W
RNAV SID

Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS
 1. RADAR required. 2. For use by turbojet aircraft only.
 3. Non-RNAV capable props: File and EXPECT DALLAS or GARLAND departure. 4. RNAV capable props: File and EXPECT the KUSSO RNAV departure.

TRYTN 4 RNAV DEPARTURE
(TRYTN4.TRYTN)
(RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

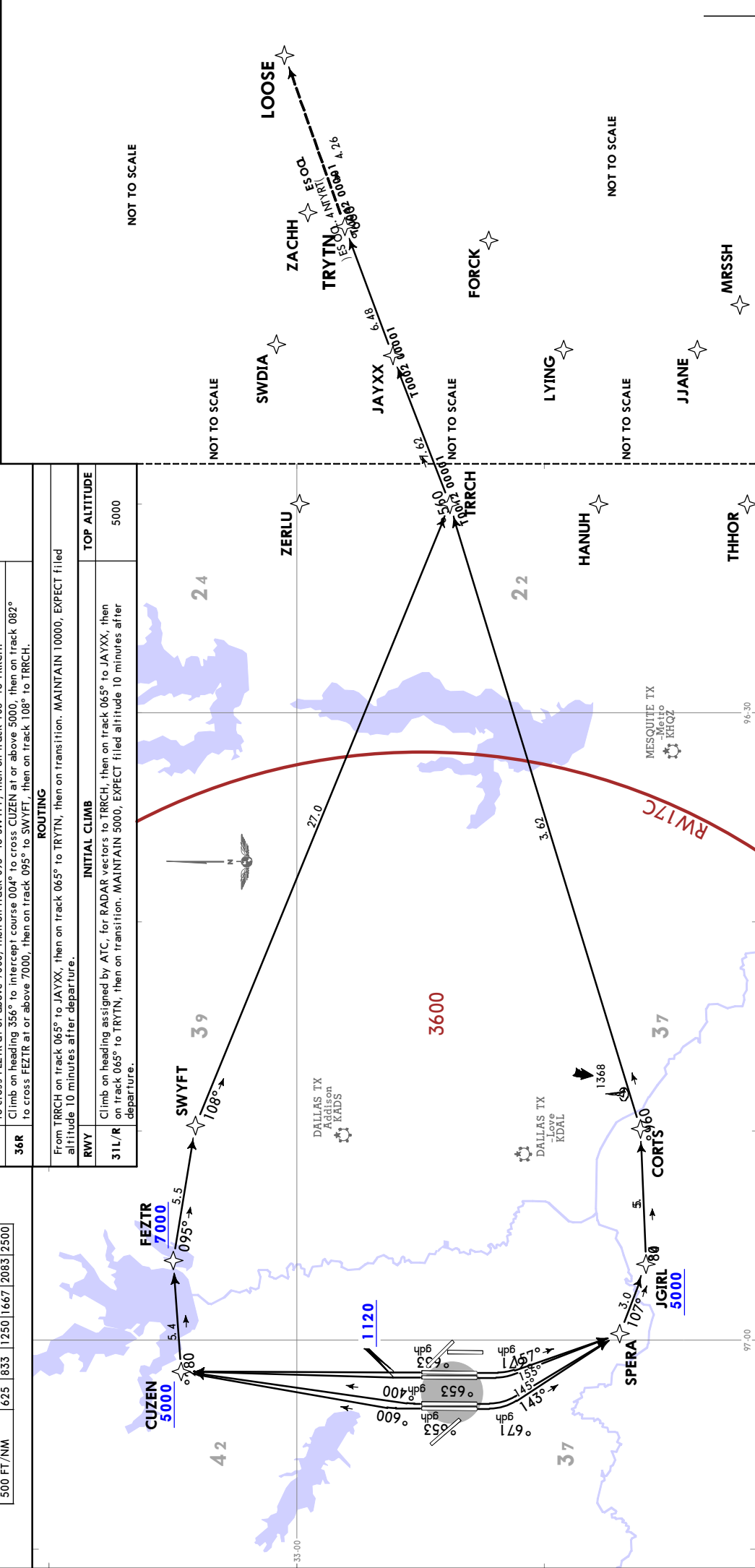
RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb on heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH.	
17R	Climb on heading 176° to intercept course 135° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH.	
18L	Climb on heading 176° to intercept course 145° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH.	
18R	Climb on heading 176° to intercept course 143° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 069° to TRRCH.	10000
35L/C	Climb on heading 356° to 1120, then direct to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to SWYFT, then on track 108° to TRRCH.	
36L	Climb on heading 356° to intercept course 006° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to SWYFT, then on track 108° to TRRCH.	
36R	Climb on heading 356° to intercept course 004° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to SWYFT, then on track 108° to TRRCH.	

ROUTING
 From TRRCH on track 065° to JAYXX, then on track 065° to TRYTN, then on transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.
 From TRRCH on track 065° to TRYTN, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC, for RADAR vectors to TRRCH, then on track 065° to JAYXX, then on track 065° to TRYTN, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (60-30B).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard or lower than standard, if authorized with minimum climb of 500 FT/NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

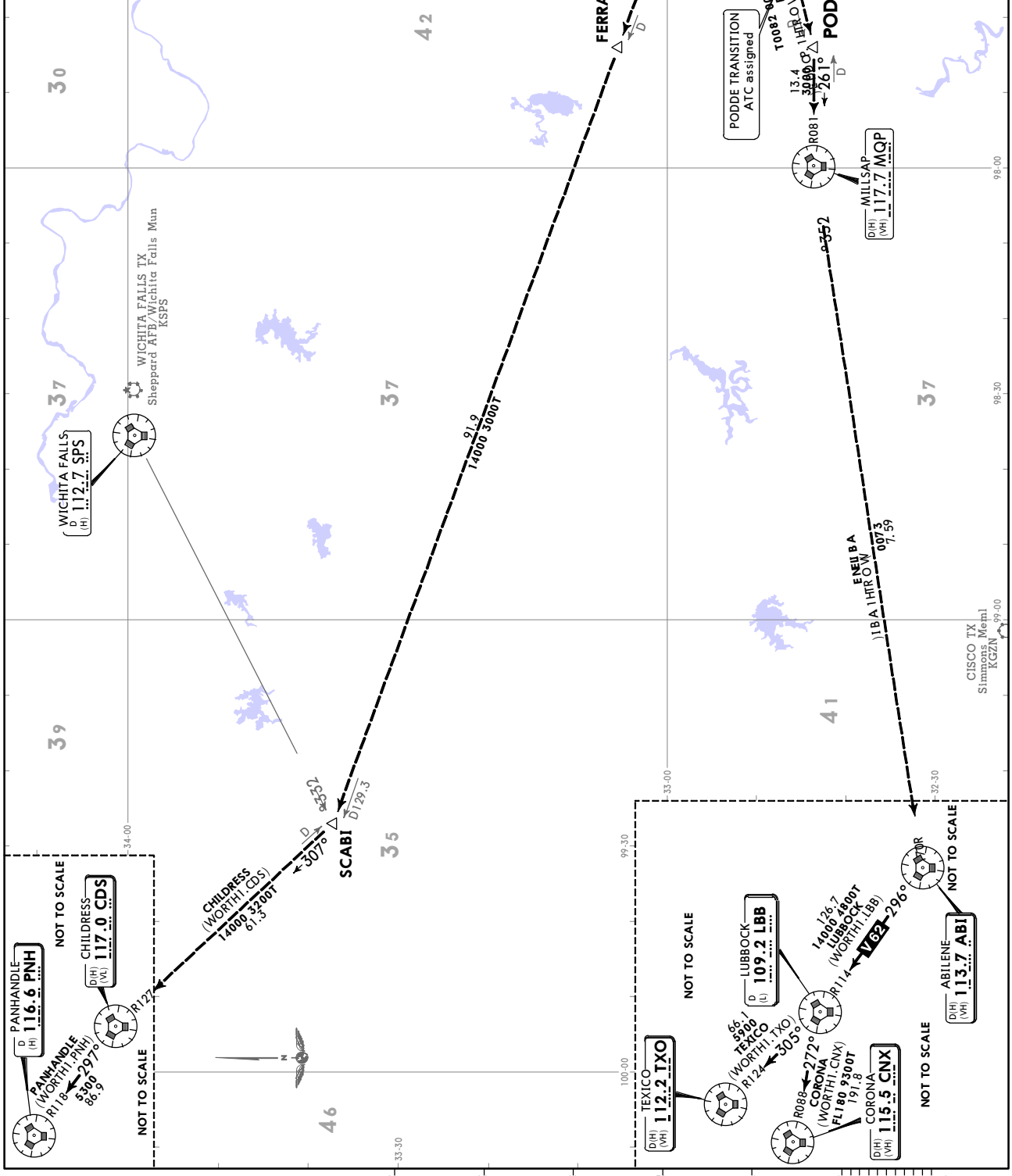


DALLAS-FT WORTH, TEXAS
SID

KDFW/DFW
 DALLAS-FT WORTH INTL

JEPPESEN
 25 OCT 24 (60-3WT) (EF 31 Oct)

Trans alt: 18000	Appt Elev	606
1. RADAR and DME required.	126.475	
2. Props EXPECT COYOTE or KINGDOM departure.		
WORTH 1 DEPARTURE (WORTH1.TTT) (ALL RWYS)		
SPEED: MAINTAIN 240 KT UNTIL LEAVING 5000		
TAKE-OFF OBSTACLE NOTES See TAKE-OFF OBSTACLE NOTES page (60-30B).		
TAKE-OFF MINIMUMS: Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard. Rwy 35R: Standard with minimum climb of 245 FT/NM to 1200.		
Gnd speed-KT	75	100
	150	200
	250	300
245 FT/NM	306	408
	613	817
	1021	1225
INITIAL CLIMB		
13L/R, 17L/C/R	Climb on assigned heading.	
18L/R	Climb on heading 190°.	
35L/C/R	Climb on assigned heading.	
36L/R	Climb on heading 340°.	
ROUTING		
For RADAR vectors to appropriate route, MAINTAIN 10000 and EXPECT filed altitude 10 minutes after departure.		
INITIAL CLIMB		
31L/R	Climb on assigned heading and altitude. Then for RADAR vectors to appropriate route, MAINTAIN 5000 and EXPECT filed altitude 10 minutes after departure.	
TOP ALTITUDE		
13L/R, 17L/C/R	10000	
18L/R	10000	
35L/C/R	10000	
36L/R	10000	
TOP ALTITUDE		
31L/R	5000	



DALLAS-FT WORTH, TEXAS
JEPPesen
 25 OCT 24
 EFF 31 Oct
60-3X
RNAV SID

KDFW/DFW
 DALLAS-FT WORTH INTL

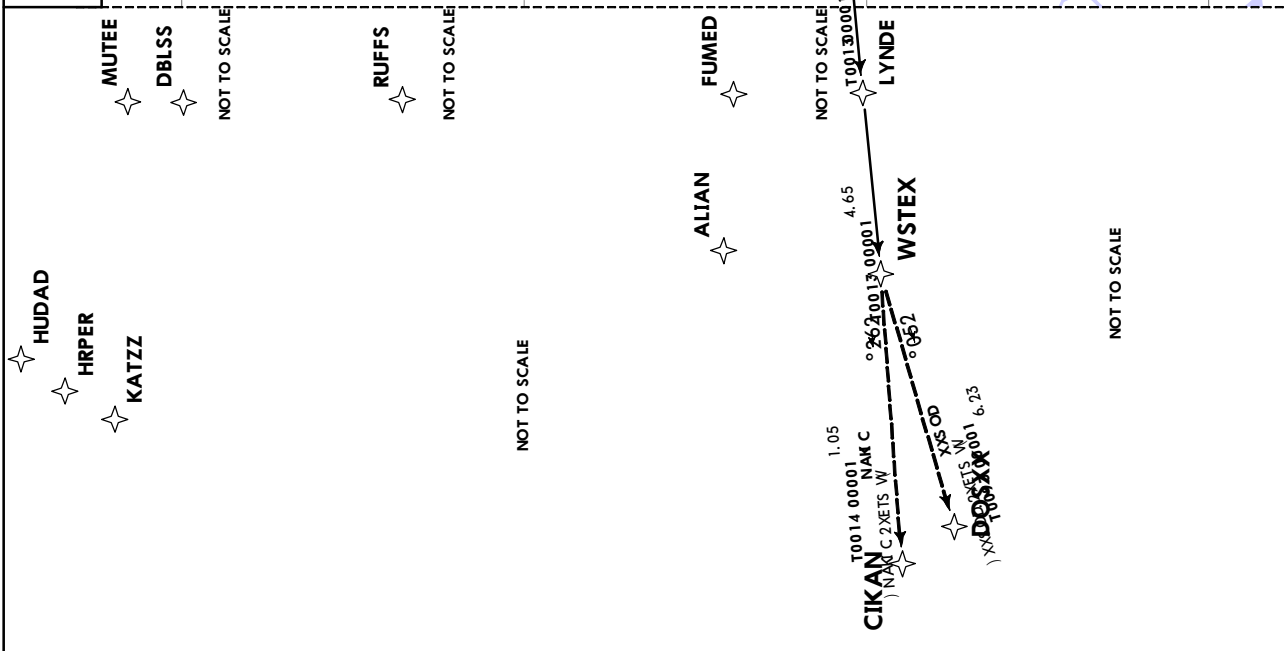
WSTEX 2 RNAV DEPARTURE
 (WSTEX2.WSTEX)

4. For use by turbojets only.
 5. Non-RNAV capable props: File and EXPECT COYOTE or KINGDOM departure.
 6. RNAV capable props: File and EXPECT the SWABR RNAV SID.

Trans alt: 18000
 1. RADAR required.
 2. RNAV 1.
 3. DME/DME/IRU or GPS required.

LONE STAR Departure (R)
 126.475

Apt Elev
 606



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.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 1120.
 Rwy 31L/R: Standard (or lower than standard, if authorized).

Obst	75	100	150	200	250	300
Obst speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb heading 176° to intercept course 185° to cross LARRN at or above 5000, then on track 233° to GIGEM, then on track 265° to RBBIT.	
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.	
18L/R	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.	
35L	Climb heading 356° to intercept course 377° to GIVNE, then on track 262° to cross KMART at or above 5500, then on track 228° to RBBIT.	10000
35C	Climb heading 356° to intercept course 325° to GIVNE, then on track 262° to cross KMART at or above 5500, then on track 228° to RBBIT.	
36L	Climb heading 356° to intercept course 340° to GIVNE, then on course 262° to cross KMART at or above 5500, then on track 228° to RBBIT.	
36R	Climb heading 356° to intercept course 338° to GIVNE, then on course 262° to cross KMART at or above 5500, then on track 228° to RBBIT.	

ROUTING
 From RBBIT on track 261° to LYNDE, then on track 261° to WSTEX, then on transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb heading assigned by ATC. EXPECT RADAR vectors to RBBIT, then on track 261° to LYNDE, then on track 261° to WSTEX, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000

DALLAS-FT WORTH, TEXAS



KDFW/DFW
DALLAS-FT WORTH INTL

25 OCT 24 (60-3Y) Eff 31 Oct

RNAV SID

Trans alt: 18000
RNAV 1 - DME/DME/IRU or GPS
1. RADAR required. 2. For use by turbojet aircraft only.
3. Non-RNAV capable props: File and EXPECT DALLAS or GARLAND departure. 4. RNAV capable props: File and EXPECT the SWABR RNAV SID.

LONE STAR Departure (R)	118.55
Apt Elev	606

ZACHH 4 RNAV DEPARTURE
(ZACHH4.ZACHH)
(RWYS 17C/R, 18L/R, 31L/R, 35L/C, 36L/R)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM to 1120.
Rwys 31L/R: Standard (or lower than standard, if authorized).

500 FT/NM	75	100	150	200	250	300
Gnd speed-KT	625	833	1250	1667	2083	2500

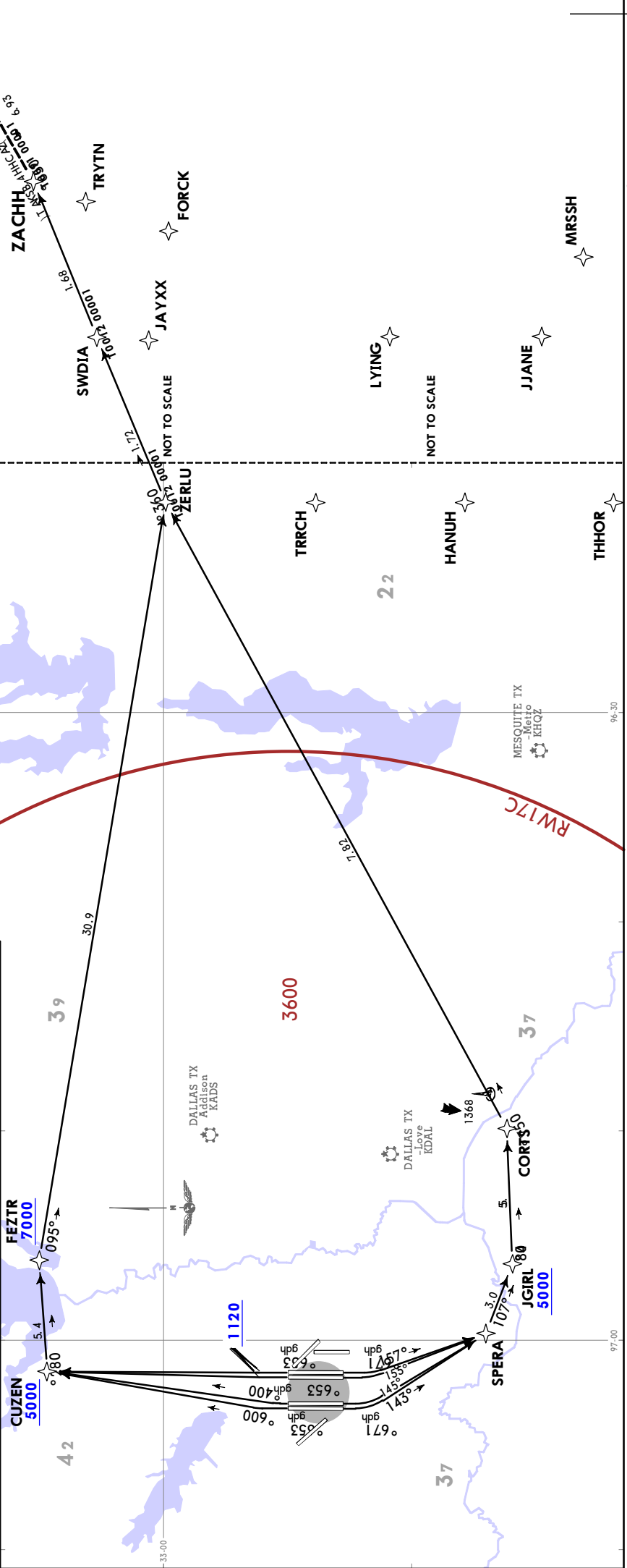
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (60-308).

RWY	INITIAL CLIMB	TOP ALTITUDE
17C	Climb on heading 176° to intercept course 157° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU.	10000
17R	Climb on heading 176° to intercept course 155° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU.	
18L	Climb on heading 176° to intercept course 145° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU.	
18R	Climb on heading 176° to intercept course 143° to SPERA, then on track 107° to cross JGIRL at or above 5000, then on track 084° to CORTS, then on track 057° to ZERLU.	
35L/C	Climb on heading 356° to 1120, then direct to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to ZERLU.	
36L	Climb on heading 356° to intercept course 066° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to ZERLU.	
36R	Climb on heading 356° to intercept course 004° to cross CUZEN at or above 5000, then on track 082° to cross FEZTR at or above 7000, then on track 095° to ZERLU.	

ROUTING

From ZERLU on track 063° to SWDIA, then on track 063° to ZACHH, then on transition. MAINTAIN 10000, EXPECT filed altitude 10 minutes after departure.

RWY	INITIAL CLIMB	TOP ALTITUDE
31L/R	Climb on heading assigned by ATC, for RADAR vectors to ZERLU, then on track 063° to SWDIA, then on track 063° to ZACHH, then on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.	5000



KDFW/DFW



TAXI

30 AUG 24

60-6

DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

Standard Departure Taxi Routes Rwy 17R

STANDARD TAXI INSTRUCTIONS FOR DEPARTURES

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

DEPARTURES Runway 17R		
Route Designator	Spots	Taxi Route Detail
Runway 17R Outer	5, 7	Taxi to Runway 17R via Taxiway JY, Y, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	9	Taxi to Runway 17R via Taxiway K, Z, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	10	Taxi to Runway 17R via Taxiway K5, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	11, 13, 14	Taxi to Runway 17R via Taxiway K, K5, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	15	Taxi to Runway 17R via Taxiway K6, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	22 through 27	Taxi to Runway 17R via Taxiway K, K6, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	28	Taxi to Runway 17R via Taxiway K7, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	33, 34	Taxi to Runway 17R via Taxiway K, K7, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	35	Taxi to Runway 17R via Taxiway K8, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	36, 37	Taxi to Runway 17R via Taxiway K, K8, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	38	Taxi to Runway 17R via Taxiway K9, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	39, 49	Taxi to Runway 17R via Taxiway K, K9, L and EH. Monitor Tower 126.55 north of Taxiway Y.
	51, 52, 53	Taxi to Runway 17R via Taxiway B, K, K9, L and EH. Monitor Tower 126.55 north of Taxiway Y.
Runway 17R Inner	5, 6, 7	Taxi to Runway 17R via Taxiway JY, Y, K and EG. Monitor Tower 126.55 north of Taxiway Y.
	9 through 49	Taxi to Runway 17R via Taxiway K and EG. Monitor Tower 126.55 north of Taxiway Y.
	51 through 53	Taxi to Runway 17R via Taxiway B, K and EG. Monitor Tower 126.55 north of Taxiway Y.
Runway 17R Full Length	5, 6, 7	Taxi to Runway 17R via Taxiway JY, Y, J and EF. Monitor Tower 126.55 north of Taxiway Y.
	9 through 49	Taxi to Runway 17R via Taxiway K, Y, J and EF. Monitor Tower 126.55 north of Taxiway Y.
	51 through 53	Taxi to Runway 17R via Taxiway B, K, Y, J and EF. Monitor Tower 126.55 north of Taxiway Y.
Runway 17R Bridge	103, 104	Taxi to Runway 17R via Taxiway HY and Y, hold short of JY unless further instructions are received. Contact Ground 121.65 on Taxiway Y bridge.
	106 through 150	Taxi to Runway 17R via Taxiway G and Y, hold short of JY unless further instructions are received. Contact Ground 121.65 on Taxiway Y bridge.

KDFW/DFW



TAXI

30 AUG 24

60-6A

DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

Standard Departure Taxi Routes Rwy 17C, 18L

STANDARD TAXI INSTRUCTIONS FOR DEPARTURES

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

RUNWAY 17C CONSTRUCTION	
Runway 17C	When on the Y Bridge: Taxi to runway 17C via J, EF, K, EE, M, EF. Monitor tower 126.55 on taxiway M south of EE.

DEPARTURES RUNWAY 18L		
Route Designator	Spots	Taxi Route Detail
Runway 18L Outer		When on the Z Bridge: Taxi to Runway 18L via Taxiway F and WH. Monitor Tower 124.15 north of Taxiway Y.
	103, 104	Taxi to Runway 18L via Z, F, and WH. Monitor Tower 124.15 north of Taxiway Y.
	106 through 109	Taxi to Runway 18L via Taxiway G, Z, F and WH. Monitor Tower 124.15 north of Taxiway Y.
	110 through 117	Taxi to Runway 18L via Taxiway G, G5, F and WH. Monitor Tower 124.15 north of Taxiway Y.
	118	Taxi to Runway 18L via Taxiway G6, F, and WH. Monitor Tower 124.15 north of Taxiway Y.
	122 through 150	Taxi to Runway 18L via Taxiway G, G6, F and WH. Monitor Tower 124.15 north of Taxiway Y.
		When on the B Bridge: Taxi to Runway 18L via Taxiway G, G6, F, and WH. Monitor Tower 124.15 north of Taxiway Y.
Runway 18L Inner		When on the Z Bridge: Taxi to Runway 18L via G and WG. Monitor Tower 124.15 north of Taxiway Y.
	103, 104	Taxi to Runway 18L via Taxiway Z, G and WG. Monitor Tower 124.15 north of Taxiway Y.
	106 through 150	Taxi to Runway 18L via Taxiway G and WG. Monitor Tower 124.15 north of Taxiway Y.
		When on the B Bridge: Taxi to Runway 18L via Taxiway G and WG. Monitor Tower 124.15 north of Taxiway Y.
Runway 18L Full Length		When on the Z Bridge: Taxi to Runway 18L via HY, Y, H and WF. Monitor Tower 124.15 north of Taxiway Y.
	103, 104	Taxi to Runway 18L via Taxiway HY, Y, H and WF. Monitor Tower 124.15 north of Taxiway Y.
	106 through 150	Taxi to Runway 18L via Taxiway G, Y, H and WF. Monitor Tower 124.15 north of Taxiway Y.
		When on the B Bridge: Taxi to Runway 18L via Taxiway G, Y, H and WF. Monitor Tower 124.15 north of Taxiway Y.
Runway 18L Bridge	5, 6, 7	Taxi to Runway 18L via Taxiway Z, hold short of HY unless further instructions are received. Contact Ground, 121.85 on Taxiway Z bridge.
	9 through 49	Taxi to Runway 18L via Taxiway K and Z, hold short of HY unless further instructions are received. Contact Ground, 121.85 on Taxiway Z bridge.
	51 through 53	Taxi to Runway 18L via Taxiway B and hold short of HA unless further instructions are received. Contact Ground 121.85 on Taxiway B bridge.

KDFW/DFW



TAXI

3 JAN 25

(60-6B)

DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

Standard Departure Taxi Routes Rwy 35L

STANDARD TAXI INSTRUCTIONS FOR DEPARTURES

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

DEPARTURES RUNWAY 35L		
Route Designator	Spots	Taxi Route Detail
Runway 35L Outer	5, 6, 7	Taxi to Runway 35L via Taxiway Z, K, K10, L and EP. Monitor Tower 126.55 south of Taxiway A.
	9 through 44	Taxi to Runway 35L via Taxiway K, K10, L and EP. Monitor Tower 126.55 south of Taxiway A.
	45	Taxi to Runway 35L via Taxiway K10, L and EP. Monitor Tower 126.55 south of Taxiway A.
	45, 47, 48	Taxi to Runway 35L via Taxiway K, K11, L and EP. Monitor Tower 126.55 south of Taxiway A.
	49	Taxi to Runway 35L via Taxiway K11, L and EP. Monitor Tower 126.55 south of Taxiway A.
	51, 52, 53	Taxi to Runway 35L via JA, A, L and EP. Monitor Tower 126.55 south of Taxiway A.
	When on the A Bridge: Taxi to Runway 35L via L and EP. Monitor Tower 126.55 south of Taxiway A.	
Runway 35L Inner	5, 6, 7	Taxi to Runway 35L via Taxiway Z, K and EQ. Monitor Tower 126.55 south of Taxiway A.
	9 through 49	Taxi to Runway 35L via Taxiway K and EQ. Monitor Tower 126.55 south of Taxiway A.
	51 through 53	Taxi to Runway 35L via JA, A, K and EQ. Monitor Tower 126.55 south of Taxiway A.
	When on the A Bridge: Taxi to Runway 35L via K and EQ. Monitor Tower 126.55 south of Taxiway A.	
Runway 35L Full Length	5, 6, 7	Taxi to Runway 35L Taxiway via Z, K, A, JS and ER. Monitor Tower 126.55 south of Taxiway A.
	9 through 49	Taxi to Runway 35L via Taxiway K, A, JS and ER. Monitor Tower 126.55 south of Taxiway A.
	51 through 53	Taxi to Runway 35L via JA, A, JS, and ER. Monitor Tower 126.55 south of Taxiway A.
	When on the A Bridge: Taxi to Runway 35L via JS and ER. Monitor Tower 126.55 south of Taxiway A.	
Runway 35L Bridge	103 and 104	Taxi to Runway 35L via Taxiway Z, G, A, hold short of JA unless further instructions are received. Contact Ground 121.65 on Taxiway A bridge.
	106 through 150	Taxi to Runway 35L via Taxiway G, A, hold short of JA unless further instructions are received. Contact Ground 121.65 on Taxiway A bridge.

KDFW/DFW



TAXI

3 JAN 25

60-6C

DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

Standard Departure Taxi Routes Rwy 36R

STANDARD TAXI INSTRUCTIONS FOR DEPARTURES

When issued standard taxi instructions by ground control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

DEPARTURES Runway 36R		
Route Designator	Spots	Taxi Route Detail
Runway 36R Outer		When on the Z Bridge: Taxi to Runway 36R via G, G10, F and WP. Monitor Tower 124.15 south of Taxiway A.
	103 and 104	Taxi to Runway 36R via Taxiway Z, G, G10, F and WP. Monitor Tower 124.15 south of Taxiway A.
	106 through 146	Taxi to Runway 36R via Taxiway G, G10, F and WP. Monitor Tower 124.15 south of Taxiway A.
	147 through 150	Taxi to Runway 36R via Taxiway G, G11, F and WP. Monitor Tower 124.15 south of Taxiway A.
		When on the B Bridge: Taxi to Runway 36R via F and WP. Monitor Tower 124.15 south of Taxiway A.
Runway 36R Inner		When on the Z Bridge: Taxi to Runway 36R via G and WQ. Monitor Tower 124.15 south of Taxiway A.
	103 and 104	Taxi to Runway 36R via Taxiway Z, G and WQ. Monitor Tower 124.15 south of Taxiway A.
	106 through 150	Taxi to Runway 36R via Taxiway G and WQ. Monitor Tower 124.15 south of Taxiway A.
		When on the B Bridge: Taxi to Runway 36R via G and WQ. Monitor Tower 124.15 south of Taxiway A.
Runway 36R Full Length		When on the Z Bridge: Taxi to Runway 36R via G, A, HA and WR. Monitor Tower 124.15 south of Taxiway A.
	103 and 104	Taxi to Runway 36R via Taxiway Z, G, A, HA and WR. Monitor Tower 124.15 south of Taxiway A.
	106 through 150	Taxi to Runway 36R via Taxiway G, A, HA and WR. Monitor Tower 124.15 south of Taxiway A.
		When on the B Bridge: Taxi to Runway 36R via HA and WR. Monitor Tower 124.15 south of Taxiway A.
Runway 36R Bridge	5, 6, 7	Taxi to Runway 36R via Taxiway Z and hold short of HY unless further instructions are received. Contact Ground on 121.85 on Taxiway Z bridge.
	9 through 49	Taxi to Runway 36R via Taxiway K and B, hold short of HA unless further instructions are received. Contact Ground 121.85 on Taxiway B bridge.
	51, 52, 53	Taxi to Runway 36R via Taxiway B and hold short of HA unless further instructions are received. Contact Ground 121.85 on Taxiway B bridge.

KDFW/DFW



TAXI

3 JAN 25

60-6D

DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

Standard Arrival Taxi Routes

STANDARD TAXI INSTRUCTIONS FOR ARRIVALS

When issued standard taxi instructions by Ground Control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

As soon as practical, the cockpit crew will advise Ground Control when the aircraft must hold on the movement area or advise of the entrance taxiway/spot assigned by the Ramp Tower.

AFTER CROSSING RUNWAY 18L/36R	
Route Designator	Taxi Route Detail
ALPHA ROUTE	Taxi via Taxiway F and A, hold short of JA unless further taxi instructions are received. Contact Ground Control on (assigned frequency) on Taxiway A bridge.
YANKEE ROUTE	Taxi via Taxiway F and Y, hold short of JY unless further taxi instructions are received. Contact Ground Control on (assigned frequency) on Taxiway Y bridge.

AFTER EXITING RUNWAY 17L/17C	
Route Designator	Taxi Route Detail
ECHO SIERRA ROUTE	Aircraft landing 17L Taxi via Taxiway Q to Taxiway ER, turn left on P and taxi via ES and JS. Monitor Ground Control on 121.65 (or assigned frequency) on Taxiway P. Hold short of Taxiway K12 unless further instructions are received.
	Aircraft landing 17C Join Taxiway M, then taxi via Taxiway ES and JS. Monitor Ground Control on 121.65 (or assigned frequency) south of Taxiway A. Hold short of Taxiway K12 unless further instructions are received.
	Aircraft assigned TWY P Join Taxiway P, then taxi via ES and JS. Monitor Ground Control on 121.65 (or assigned frequency) south of Taxiway A. Hold short of Taxiway K12 unless further instructions are received.

AFTER CROSSING RUNWAY 35C FROM EAST TO WEST	
Route Designator	Taxi Route Detail
ECHO ECHO ROUTE	Join Taxiway M, then taxi via EE and K. Contact Ground Control on (assigned frequency) on Taxiway K. Hold short of Taxiway EF on Taxiway K unless further instructions are received.

AFTER EXITING RUNWAY 35C/35R or 31R	
Route Designator	Taxi Route Detail
ECHO ECHO ROUTE	Aircraft landing 35R Join Taxiway Q, then taxi via Z, turn right on Taxiway N, then taxi via EE and K. Monitor Ground Control on 121.65 (or assigned frequency) on Taxiway N. Hold short of Taxiway EF on Taxiway K unless further instructions are received.
	Aircraft landing 35C Join Taxiway M, then taxi via Taxiway EE and K. Monitor Ground Control on 121.65 (or assigned frequency) north of Taxiway Y. Hold short of Taxiway EF on Taxiway K unless further instructions are received.
	Aircraft landing 31R Join Taxiway R, then taxi via P and Y, turn right on Taxiway N, then taxi via EE and K. Monitor Ground Control on 121.65 (or assigned frequency) on Taxiway N. Hold short of Taxiway EF on Taxiway K unless further instructions are received.
	Aircraft assigned TWY N Join Taxiway N, then taxi via Taxiway EE and K. Monitor Ground Control on 121.65 (or assigned frequency) north of Taxiway Z. Hold short of Taxiway EF on Taxiway K unless further instructions are received.

KDFW/DFW



TAXI

DALLAS-FT WORTH INTL

3 JAN 25

60-6E

DALLAS-FT WORTH, TEXAS

Standard Arrival Taxi Routes (CONTD)

STANDARD TAXI INSTRUCTIONS FOR ARRIVALS

When issued standard taxi instructions by Ground Control, aircraft will comply with the following taxi routes unless otherwise directed by ATC.

As soon as practical, the cockpit crew will advise Ground Control when the aircraft must hold on the movement area or advise of the entrance taxiway/spot assigned by the Ramp Tower.

AFTER EXITING RUNWAY 13R		
Route Designator	Taxi Route Detail	
WHISKEY KILO ROUTE HOLD SHORT OF RUNWAY 18R	Aircraft landing 13R exiting east	After exiting Runway 13R taxi via Taxiways B, C and WK, hold short of Runway 18R at WK. Monitor Tower frequency on 124.15 when turning on Taxiway C.

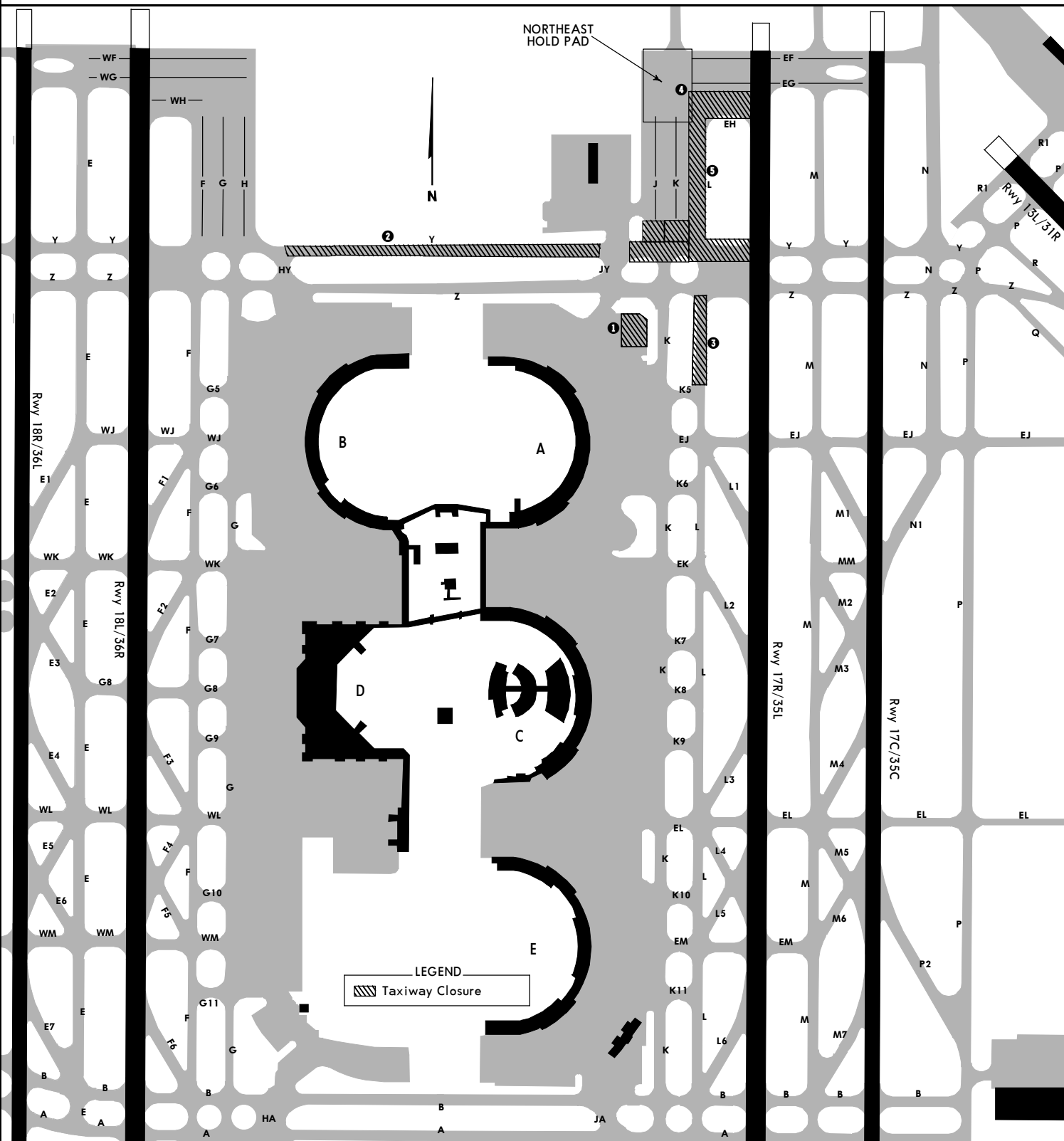
READBACK OF "HOLD SHORT OF RUNWAY 18R" REQUIRED

CHANGES: Construction areas and notes modified.

KDFW/DFW

DALLAS-FT WORTH INTL CONSTRUCTION

All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information.



LEGEND
 Taxiway Closure

Airfield Ramp Efficiencies

- ❶ Infield 4 (Non-TOFA)
AEP 9
Aug 12, 2024 - June 9, 2025
- ❷ Taxiway Y Bridge
Feb 17, 2025 - April 18, 2025

Rwy 17R/35L Rehabilitation

- ❸ Taxiway L
(Between Taxiway Z and K5)
TBD
- ❹ Taxiway Y
(Between Taxiway L and JY)
Taxiway J
(Between Taxiway Y and AEP 2)
Taxiway K
(Between Taxiway Y and EG)
TBD
- ❺ Taxiway L
(Between Taxiway Z and EG)
Taxiway Y
(Between Taxiway K and Runway 17R/35L)
Taxiway EH
(Between Taxiway L and Runway 17R/35L)
TBD

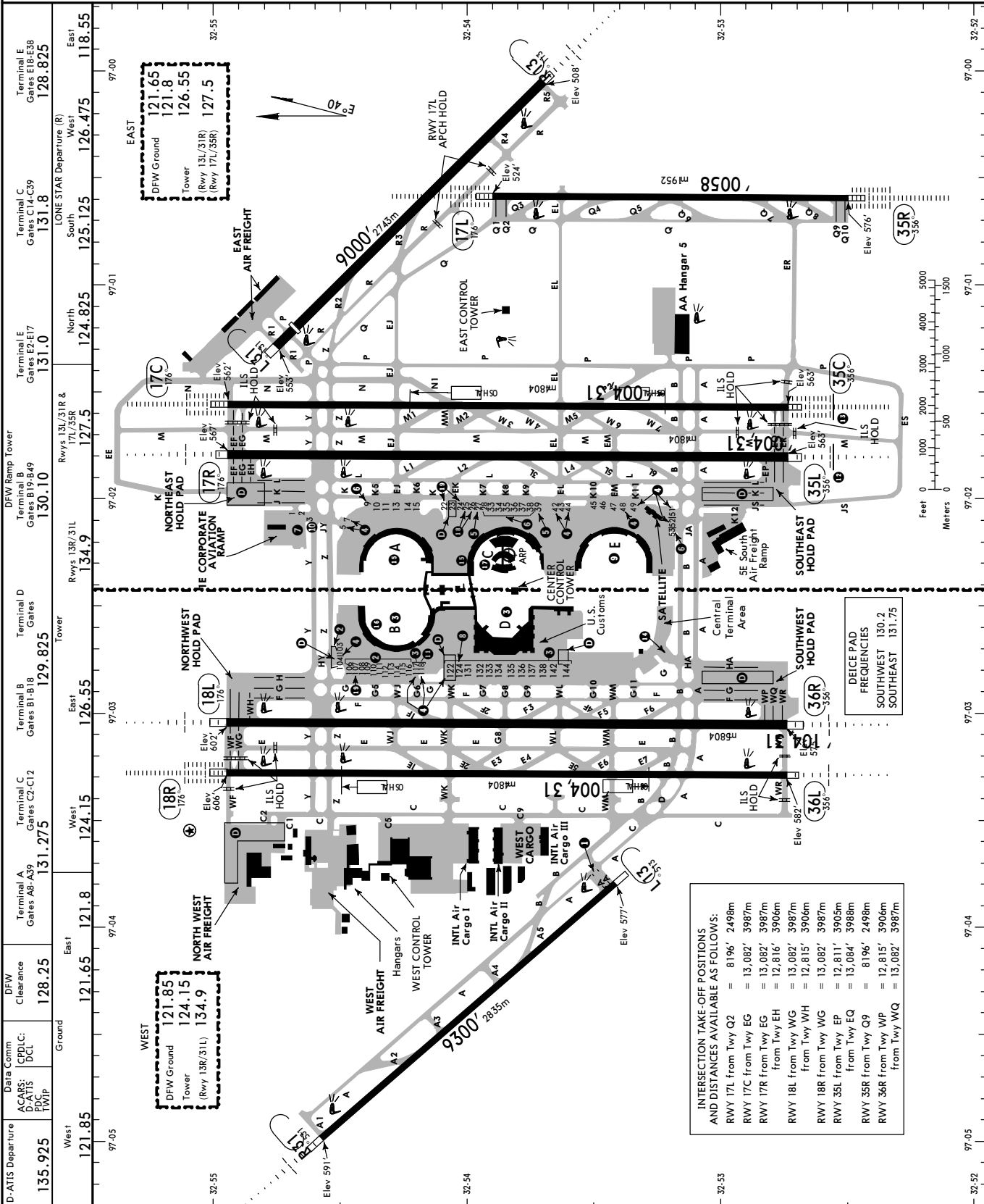
28 FEB 25

60-8

JEPPESSEN DALLAS-FT WORTH, TEXAS
 DALLAS-FT WORTH INTL

© JEPPESSEN, 2024, 2025. ALL RIGHTS RESERVED.

- OPERATIONAL NOTES**
- Persons and equipment working in movement areas.
 - Well drilling project in progress in vicinity of airport. Several drill rigs present in all quadrants. Check current NOTAMs for exact location and height.
 - Aircraft using Terminal F hardstand spots T83 through T86 must contact Ground Control on 121.85 prior to taxi.
1. Use of Taxiway A6 is authorized with the following restrictions:
 1. Weather conditions must be above CAT II (1200 RVR).
 2. Closed to aircraft with wingspan 171' (52m) and greater.
 2. Terminal B apron taxiway between apron entrance/exit point taxiways 103 and 116 closed to aircraft with wingspan 95' (29m) and greater.
 3. Aircraft using Terminal B gates B1-B18, all Terminal D gates, and apron entry points 117-144 must obtain approval from Ramp 129,825 prior to entering ramp and prior to pushback.
 4. Apron entrance/exit points 5, 7, 42, 44, 48, 49, 51, 52, 103, 104, 117, 118, and 122 closed to aircraft with wingspan greater than 118' (36m).
 5. Apron entrance/exit points 27 and 39 closed to aircraft with wingspan greater than 167' (51m).
 6. Apron entrance/exit points 9, 28 thru 38 and 53 are closed to aircraft with wingspan greater than 135' (41m).
 7. Apron entrance/exit points 1 and 2 are closed to aircraft with wingspan greater than 89' (27m) except prior permission required.
 8. Apron entrance/exit point 124 is closed to aircraft with wingspan greater than 213' (65m).
 9. Aircraft using Terminal E gates E2-E17 must obtain approval from DFW ramp on 131.0 prior to entering ramp and prior to pushback. Aircraft using Terminal E gates E18-E38 must obtain approval from DFW ramp on 128.825 prior to entering ramp and prior to pushback.
 10. Apron entrance/exit point 3 closed to aircraft with wingspan greater than 214' (65m) except prior permission required.
 11. Terminal B Apron taxiway between apron entrance/exit point taxiways 117 and 118 closed to aircraft with wingspan 119' (36m) and greater.
 12. Runway Visual Screen 22' AGL 1179' south of Rwy 35L approach end.
 13. Runway Visual Screen 20' AGL 1180' south of Rwy 35C approach end.
 14. Aircraft using Twy HA north of Twy B must obtain approval from Ramp 129,825 prior to entering ramp.
 15. Aircraft using Terminal A gates A8-A39 and Terminal C gates C2-C12 must obtain approval from Ramp 131,275 prior to entering ramp and prior to pushback.
 16. Aircraft using Terminal B gates B19-B49 must obtain approval from Ramp 130,10 prior to entering ramp and prior to pushback.
 17. Aircraft using Terminal C gates C14-C39, must obtain approval from Ramp 131,80 prior to entering ramp and prior to pushback.
 18. Terminal C ramp spots 25 and 26 closed to aircraft with wingspan 118' (36m) and greater.
 19. Apron entrance/exit points 22, 24, and 107 closed to aircraft with wingspan greater than 125' (38m).



INTERSECTION TAKE-OFF POSITIONS AND DISTANCES AVAILABLE AS FOLLOWS:

Rwy 17L from Twy Q2	= 8196'	2498m
Rwy 17C from Twy EG	= 13,082'	3987m
Rwy 17R from Twy EG	= 13,082'	3987m
Rwy 18L from Twy WG	= 12,815'	3906m
Rwy 18R from Twy WG	= 13,082'	3987m
Rwy 35L from Twy EP	= 12,811'	3905m
Rwy 35R from Twy O9	= 13,084'	3988m
Rwy 36R from Twy WP	= 8196'	2498m
Rwy 36L from Twy WP	= 12,815'	3906m
Rwy 36R from Twy WQ	= 13,082'	3987m

DEICE PAD FREQUENCIES
 SOUTHWEST 130.2
 SOUTHEAST 131.75

TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

LOWER THAN STANDARD OpSpec Authorization Required		STANDARD	
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) Mid RVR 16 or 1/4
Rwys 13R, 31L			
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD	
Both RVRs are required & controlling			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4 RVR 50 or 1
Rwy 35R			
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD	
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL, or RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	Other
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) Mid RVR 16 or 1/4	300-1 3/4

1 With Minimum climb of 230'/NM to 800'

1 Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1700' prior to departure end of runway.

OBSTACLE DP

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

(For TAKE-OFF OBSTACLE NOTES see 60-9A1)

FOR FILING AS ALTERNATE

Converging ILS Rwy 17C/R	LOC Rwy 13R	RNAV (RNP) Z Rwy 13R
Converging ILS Rwy 18L/R	LOC Rwy 17L/C/R	RNAV (RNP) Z Rwy 31L
Converging ILS Rwy 35L/C	LOC Rwy 18L/R	RNAV (RNP) Y Rwy 13R
Converging ILS Rwy 36L/R	LOC Rwy 31R	RNAV (GPS) Y Rwy 31L
	LOC Rwy 35L/C/R	RNAV (GPS) Y Rwy 31R
	LOC Rwy 36L/R	RNAV (GPS) Y Rwy 17L/C/R
		RNAV (GPS) Y Rwy 18L/R
		RNAV (GPS) Y Rwy 18L/R
		RNAV (GPS) Y Rwy 35L/C/R
		RNAV (GPS) Y Rwy 36L/R

A	600-2	700-2	800-2	900-2 1/2	1100-4
B					
C					
D					

GENERAL
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 During taxi, change Ground Control frequency when crossing the bridges dividing East and West airport sectors.
 Taxiways may require judgmental oversteering for large aircraft.
 A380 operations only authorized on runways 18R/36L and 18L/36R. B747-8 operations only authorized on runways 18R/36L, 18L/36R and 17R/35L. Contact airport operations for additional information.
 Proper minimum object free area distances may not be maintained for central terminal area and air freight taxi lanes.
 Low-level wind shear alert system.
 Birds in vicinity of airport.
 Prior permission required for general aviation operations 0000-0500.
 Prior permission required for aircraft with a wingspan greater than 215' (66m); call Airport Operations for Follow-Me services while taxiing to or from ramps or runways.
 Unless otherwise specified, all apron entrance/exit points are closed to aircraft with wingspan greater than 214' (65m) except prior permission required.
 Terminal Doppler Weather Radar.
 Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY	THRESHOLD	LANDING BEYOND	USABLE LENGTHS		LAHSO Distance	TAKE-OFF WIDTH
			Threshold	Glide Slope		
13L	HIRL CL REIL PAPI-L (angle 3.0°)	grooved RVR 8373' 2552m	3	8000' 2438m		200' 61m
31R	HIRL CL MAISR TDZ PAPI-L (angle 3.0°)	grooved RVR				8373' 2552m
13R	HIRL CL MAISR TDZ PAPI-L (angle 3.0°)	grooved RVR				150' 46m
31L	HIRL CL REIL PAPI-L (angle 3.13°)	grooved RVR				150' 46m
17L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR				150' 46m
35R	HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°)	grooved RVR				150' 46m
17C	HIRL CL ALSF-II TDZ PAPI-L	grooved RVR			10,460' 3188m	150' 46m
35C	HIRL CL ALSF-II TDZ PAPI-L	grooved RVR			9050' 2758m	150' 46m
17R	HIRL CL MAISR TDZ PAPI-L (angle 3.0°)	grooved RVR				200' 61m
18L	HIRL CL MAISR TDZ PAPI-L (angle 3.0°)	grooved RVR				200' 61m
18R	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR			10,100' 3078m	150' 46m
36L	HIRL CL MAISR TDZ PAPI-L (angle 3.0°)	grooved RVR			10,650' 3246m	150' 46m

1 Land and Hold Short Operations: Positions marked with constantly illuminated pulsating in-pavement white lights. Pulsating lights do not indicate status of Hold Short Operations.
2 Closed 2200-0600LT except PPR.
3 LDA 8373' (2552m).
4 Closed 2200-0600LT except PPR.
5 Closed 2200-0600LT except PPR.
6 Angle 3.00°

KDFW/DFW


JEPPESEN DALLAS-FT WORTH, TEXAS
 14 FEB 25 (60-9A1) Eff 20 Feb DALLAS-FT WORTH INTL

TAKE-OFF OBSTACLE NOTES

- RWY 13R:
 Light poles 34' from DER, 150' right of centerline, 3' AGL/578' MSL.
 Light poles 35' from DER, 149' left of centerline, 3' AGL/578' MSL.
 Sign 104' from DER, 479' left of centerline, 3' AGL/581' MSL.
- RWY 17C:
 Aircraft tail 741' from DER, 667' right of centerline, 617' MSL.
- RWY 17R:
 Aircraft tail 54' from DER, 462' right of centerline, 617' MSL.
 Aircraft tail 741' from DER, 532' left of centerline, 617' MSL.
- RWY 18L:
 Terrain 1' from DER, 497' right of centerline, 577' MSL.
- RWY 31L:
 Sign 113' from DER, 390' right of centerline, 5' AGL/594' MSL. Tree 785' from DER, 696' right of centerline, 624' MSL. Trees beginning 795' from DER, 618' left of centerline, up to 630' MSL. Trees beginning 933' from DER, 712' right of centerline, up to 631' MSL. Trees beginning 1241' from DER, 743' right of centerline, up to 641' MSL. Trees beginning 1501' from DER, 741' right of centerline, up to 649' MSL. Tree 2034' from DER, 873' left of centerline, 654' MSL. Pole 3402' from DER, 1399' right of centerline, 708' MSL. Transmission line 3433' from DER, 1401' right of centerline, 110' AGL/718' MSL. Transmission lines beginning 4097' from DER, 1407' right of centerline, up to 105' AGL/730' MSL.
- RWY 31R:
 Sign 206' from DER, 552' left of centerline, 10' AGL/559' MSL. Pole 378' from DER, 255' right of centerline, 15' AGL/564' MSL. Antenna, building beginning 718' from DER, 633' left of centerline, up to 49' AGL/604' MSL. Aircraft tail 1327' from DER, 182' right of centerline, up to 599' MSL.
- RWY 35L:
 Sign 67' from DER, 431' left of centerline, 4' AGL/569' MSL. Aircraft tails 505' from DER, 587' right of centerline, 599' MSL. Tank 1992' from DER, 971' left of centerline, 77' AGL/643' MSL.
- RWY 35C:
 Aircraft tails 335' from DER, 560' right of centerline, 599' MSL.
 Aircraft tail 505' from DER, 611' left of centerline, 599' MSL.

A
M
E
N
D
8

KDFW/DFW

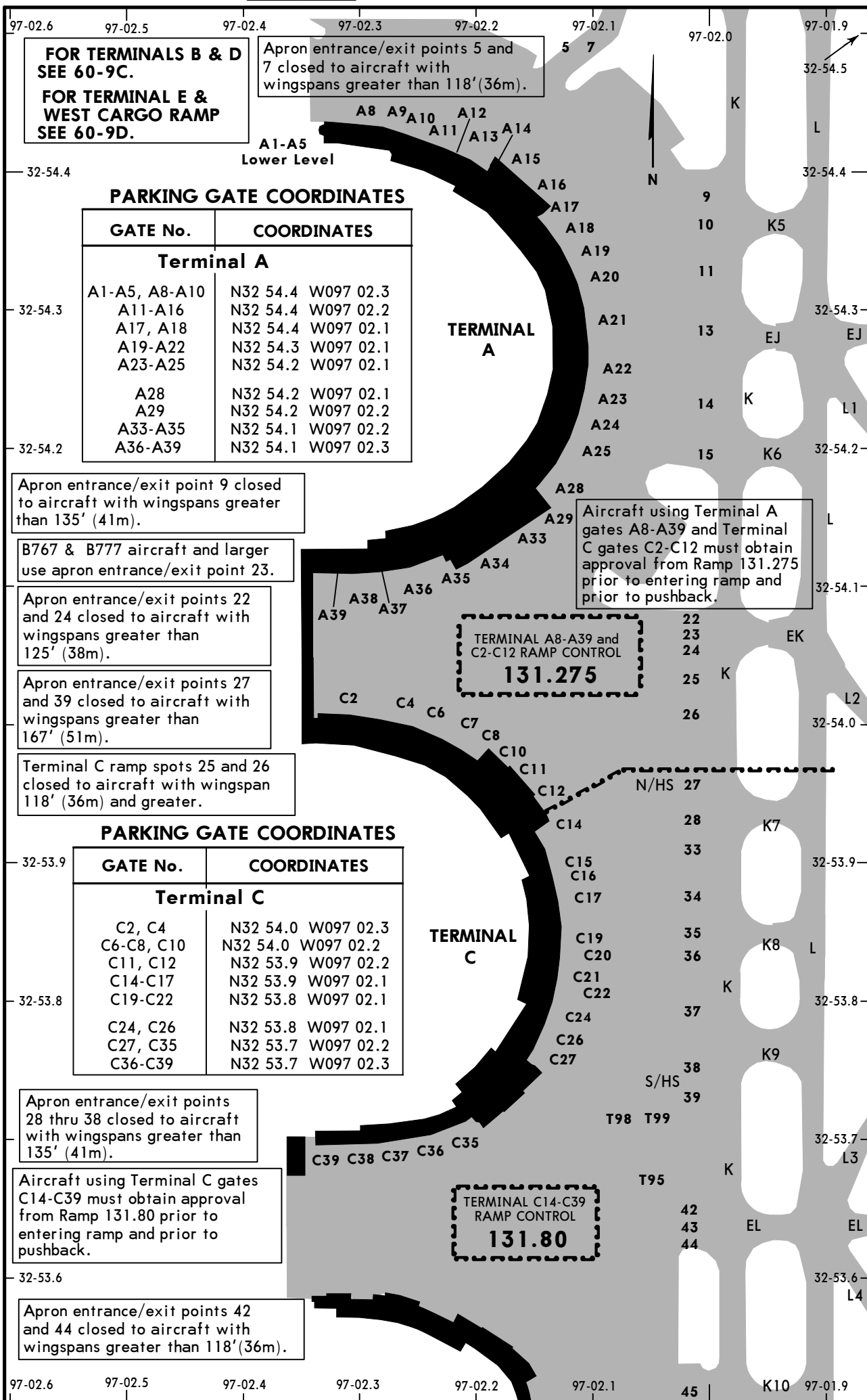


JEPPESSEN DALLAS-FT WORTH, TEXAS

25 OCT 24
Eff 31 Oct

60-9B

DALLAS-FT WORTH INTL



**FOR TERMINALS B & D
SEE 60-9C.**
**FOR TERMINAL E &
WEST CARGO RAMP
SEE 60-9D.**

Apron entrance/exit points 5 and 7 closed to aircraft with wingspans greater than 118'(36m).

PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal A	
A1-A5, A8-A10	N32 54.4 W097 02.3
A11-A16	N32 54.4 W097 02.2
A17, A18	N32 54.4 W097 02.1
A19-A22	N32 54.3 W097 02.1
A23-A25	N32 54.2 W097 02.1
A28	N32 54.2 W097 02.1
A29	N32 54.2 W097 02.2
A33-A35	N32 54.1 W097 02.2
A36-A39	N32 54.1 W097 02.3

Apron entrance/exit point 9 closed to aircraft with wingspans greater than 135' (41m).

B767 & B777 aircraft and larger use apron entrance/exit point 23.

Apron entrance/exit points 22 and 24 closed to aircraft with wingspans greater than 125' (38m).

Apron entrance/exit points 27 and 39 closed to aircraft with wingspans greater than 167' (51m).

Terminal C ramp spots 25 and 26 closed to aircraft with wingspan 118' (36m) and greater.

Aircraft using Terminal A gates A8-A39 and Terminal C gates C2-C12 must obtain approval from Ramp 131.275 prior to entering ramp and prior to pushback.

TERMINAL A8-A39 and C2-C12 RAMP CONTROL
131.275

PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal C	
C2, C4	N32 54.0 W097 02.3
C6-C8, C10	N32 54.0 W097 02.2
C11, C12	N32 53.9 W097 02.2
C14-C17	N32 53.9 W097 02.1
C19-C22	N32 53.8 W097 02.1
C24, C26	N32 53.8 W097 02.1
C27, C35	N32 53.7 W097 02.2
C36-C39	N32 53.7 W097 02.3

Apron entrance/exit points 28 thru 38 closed to aircraft with wingspans greater than 135' (41m).

Aircraft using Terminal C gates C14-C39 must obtain approval from Ramp 131.80 prior to entering ramp and prior to pushback.

TERMINAL C14-C39 RAMP CONTROL
131.80

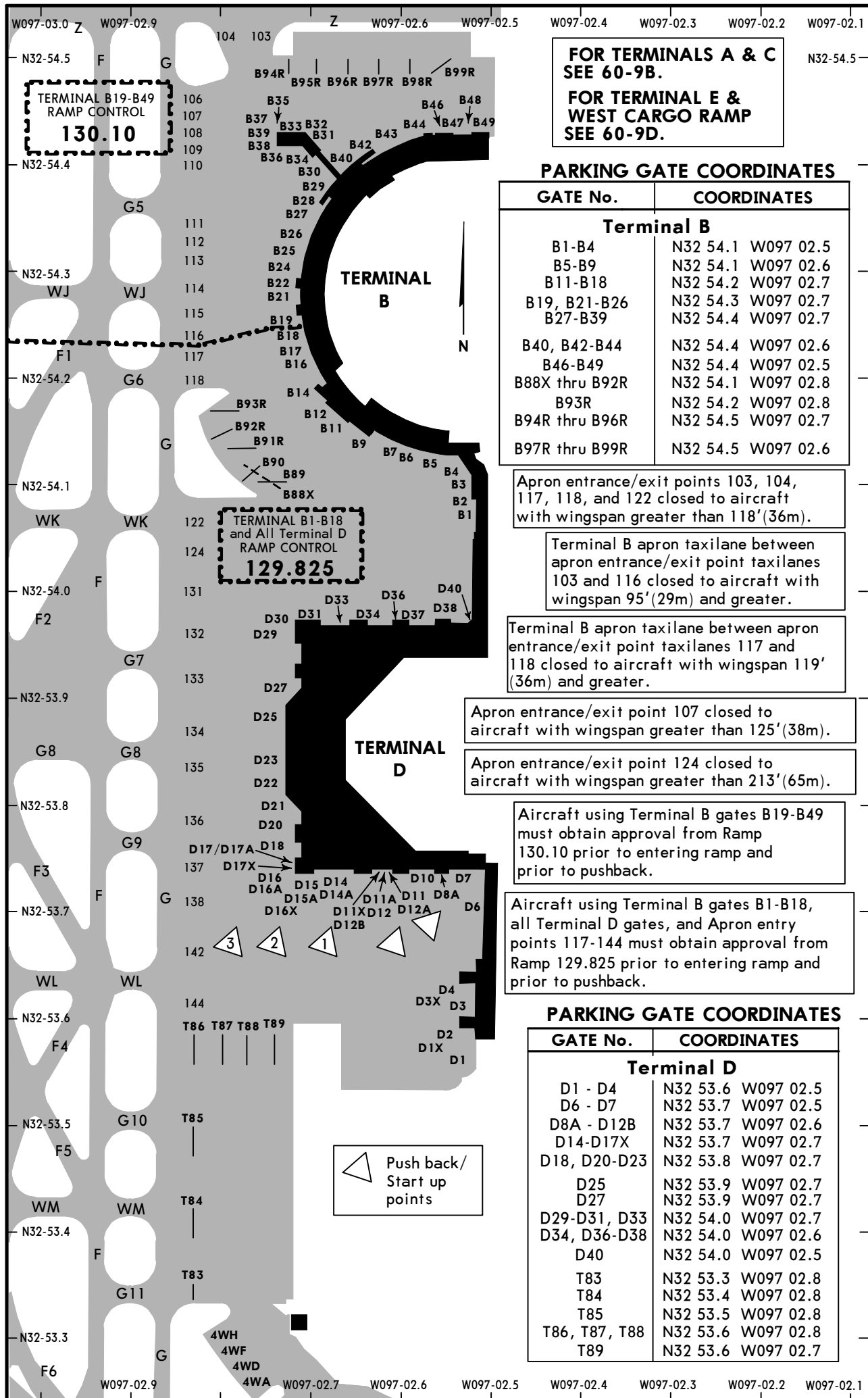
Apron entrance/exit points 42 and 44 closed to aircraft with wingspans greater than 118'(36m).

KDFW/DFW

JEPPesen DALLAS-FT WORTH, TEXAS

25 OCT 24
Eff 31 Oct (60-9C)

DALLAS-FT WORTH INTL



**FOR TERMINALS A & C
 SEE 60-9B.**

**FOR TERMINAL E &
 WEST CARGO RAMP
 SEE 60-9D.**

PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal B	
B1-B4	N32 54.1 W097 02.5
B5-B9	N32 54.1 W097 02.6
B11-B18	N32 54.2 W097 02.7
B19, B21-B26	N32 54.3 W097 02.7
B27-B39	N32 54.4 W097 02.7
B40, B42-B44	N32 54.4 W097 02.6
B46-B49	N32 54.4 W097 02.5
B88X thru B92R	N32 54.1 W097 02.8
B93R	N32 54.2 W097 02.8
B94R thru B96R	N32 54.5 W097 02.7
B97R thru B99R	N32 54.5 W097 02.6

Apron entrance/exit points 103, 104, 117, 118, and 122 closed to aircraft with wingspan greater than 118'(36m).

Terminal B apron taxilane between apron entrance/exit point taxilanes 103 and 116 closed to aircraft with wingspan 95'(29m) and greater.

Terminal B apron taxilane between apron entrance/exit point taxilanes 117 and 118 closed to aircraft with wingspan 119'(36m) and greater.

Apron entrance/exit point 107 closed to aircraft with wingspan greater than 125'(38m).

Apron entrance/exit point 124 closed to aircraft with wingspan greater than 213'(65m).

Aircraft using Terminal B gates B19-B49 must obtain approval from Ramp 130.10 prior to entering ramp and prior to pushback.

Aircraft using Terminal B gates B1-B18, all Terminal D gates, and Apron entry points 117-144 must obtain approval from Ramp 129.825 prior to entering ramp and prior to pushback.

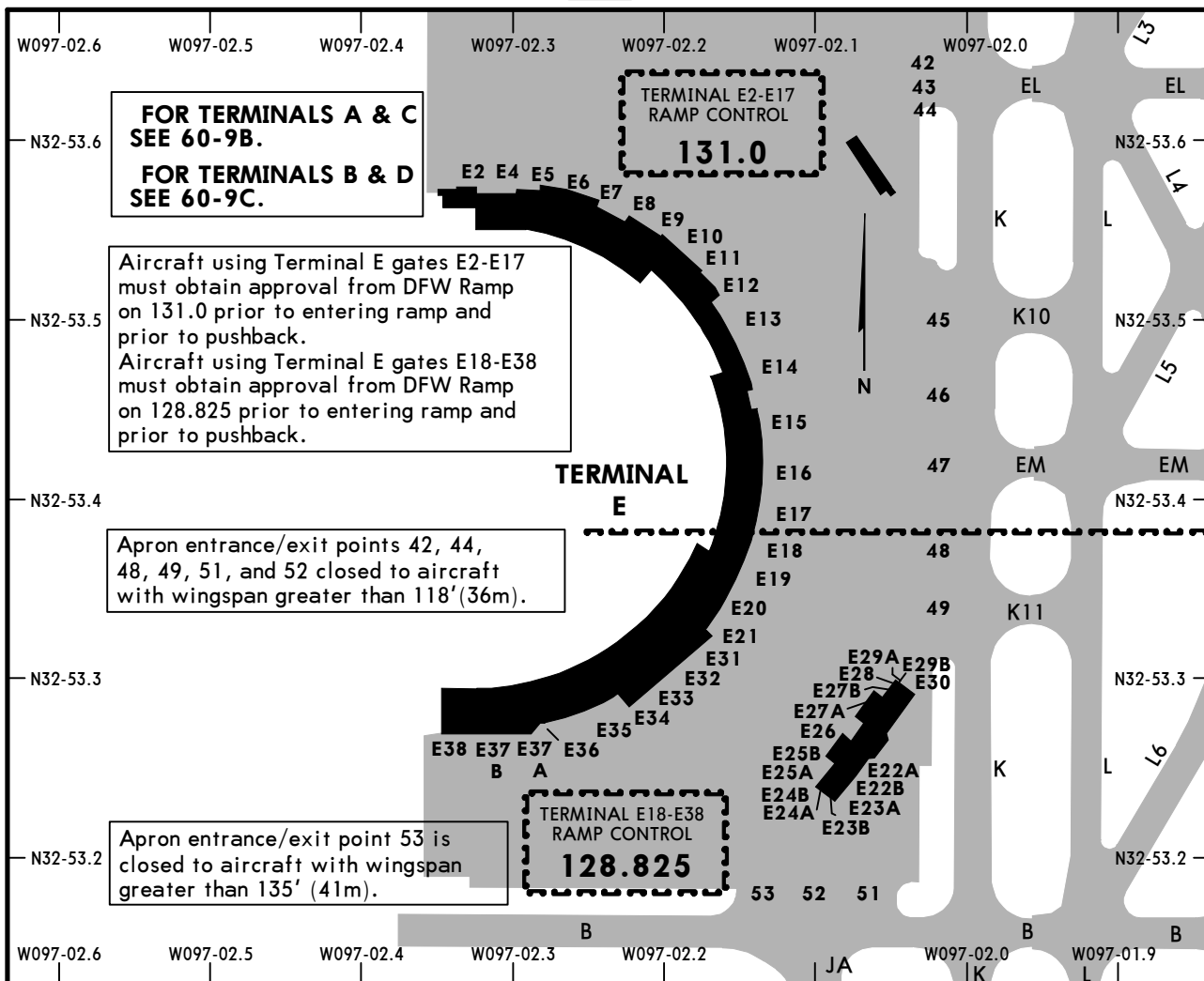
PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal D	
D1 - D4	N32 53.6 W097 02.5
D6 - D7	N32 53.7 W097 02.5
D8A - D12B	N32 53.7 W097 02.6
D14-D17X	N32 53.7 W097 02.7
D18, D20-D23	N32 53.8 W097 02.7
D25	N32 53.9 W097 02.7
D27	N32 53.9 W097 02.7
D29-D31, D33	N32 54.0 W097 02.7
D34, D36-D38	N32 54.0 W097 02.6
D40	N32 54.0 W097 02.5
T83	N32 53.3 W097 02.8
T84	N32 53.4 W097 02.8
T85	N32 53.5 W097 02.8
T86, T87, T88	N32 53.6 W097 02.8
T89	N32 53.6 W097 02.7

CHANGES: Notes, Gate B18 ramp frequency changed.

KDFW/DFW

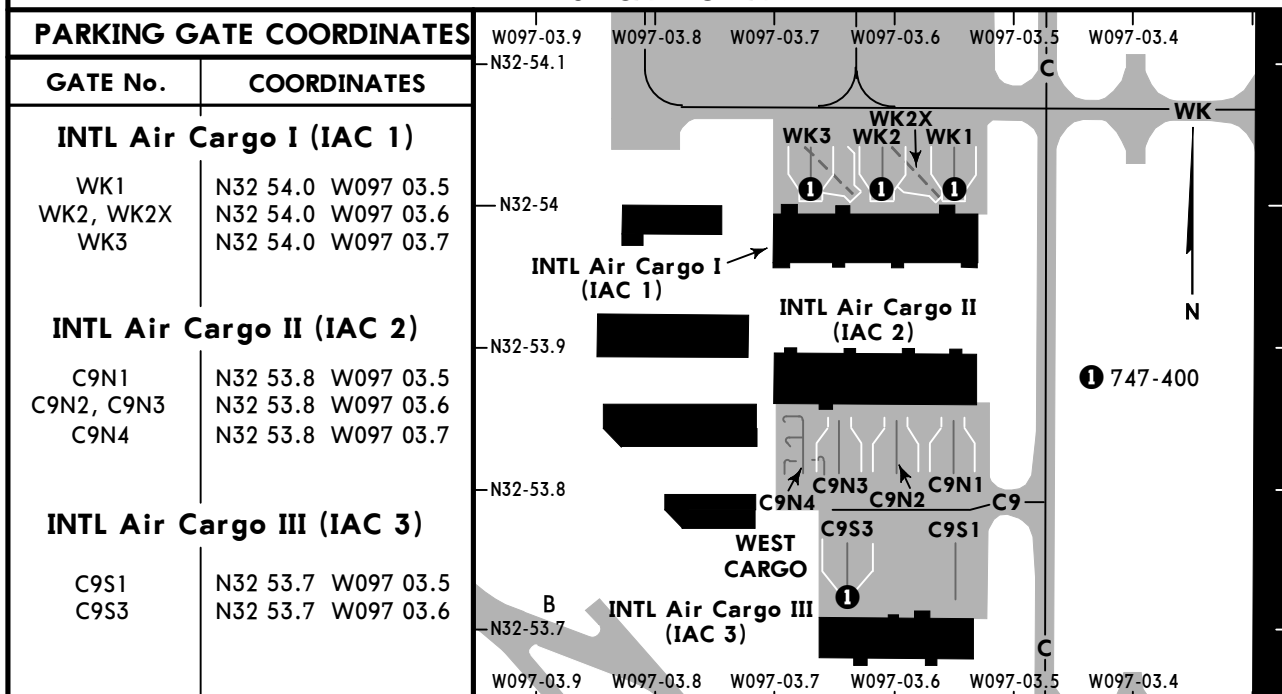
JEPPesen DALLAS-FT WORTH, TEXAS
 24 MAY 24 (60-9D) DALLAS-FT WORTH INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal E		Terminal E	
E2, E4, E5	N32 53.6 W097 02.3	E22A-E25A	N32 53.2 W097 02.1
E6-E9	N32 53.6 W097 02.2	E25B-E27B	N32 53.3 W097 02.1
E10-E12	N32 53.5 W097 02.2	E28-E30	N32 53.3 W097 02.0
E13, E14	N32 53.5 W097 02.1	E31-E35	N32 53.3 W097 02.2
E15-E19	N32 53.4 W097 02.1	E36-E38	N32 53.3 W097 02.3
E20, E21	N32 53.3 W097 02.2		

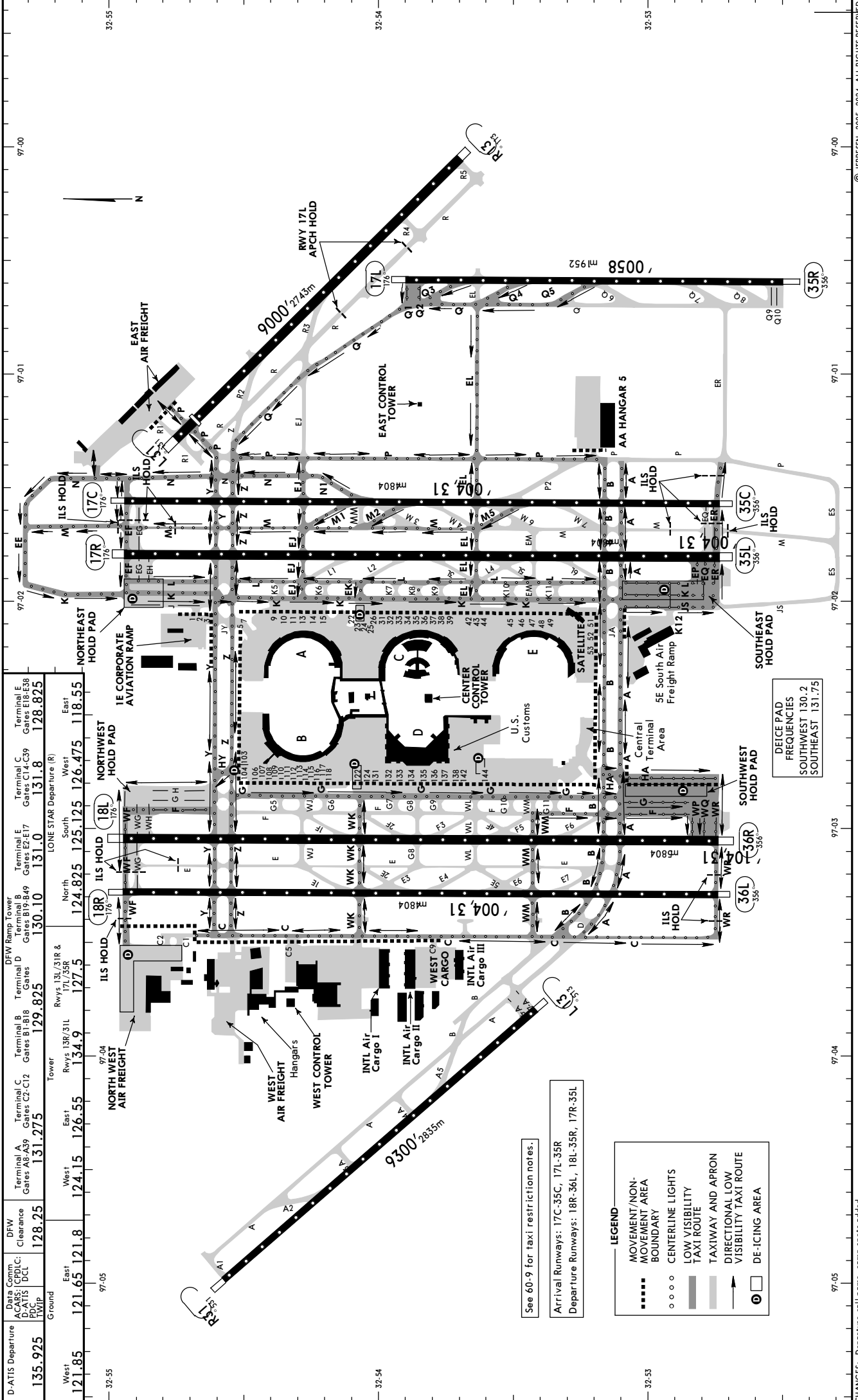
WEST CARGO RAMP



SMGCS

DALLAS-FT WORTH, TEXAS
DALLAS-FT WORTH INTL
LESS THAN RVR 1200

JEPPESEN
 25 OCT 24
60-9E LOW VISIBILITY TAXI ROUTES - NORTH FLOW
 EFF 31 OCT



D-ATIS Departure	Data Comm	DFW	Terminal A	Terminal C	Terminal B	DFW Ramp Tower	Terminal E	Terminal C39	Terminal E38
135.925	ACATS: CDDC; PDC: UCL TWIP	Clearance	Gates A1-A9	Gates C2-C12	Gates B1-B8	Gates Z1-Z8	Gates E1-E17	Gates C1-C39	Gates E1-E38
121.85	East	121.65	121.8	126.55	134.9	127.5	130.10	131.8	128.825
West	121.65	121.8	124.15	126.55	134.9	127.5	130.10	131.8	128.825
Ground	121.65	121.8	124.15	126.55	134.9	127.5	130.10	131.8	128.825

See 60-9 for taxi restriction notes.
 Arrival Runways: 17C-35C, 17L-35R
 Departure Runways: 18R-36L, 18L-35R, 17R-35L

LEGEND

- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- DE-ICING AREA

KDFW/DFW

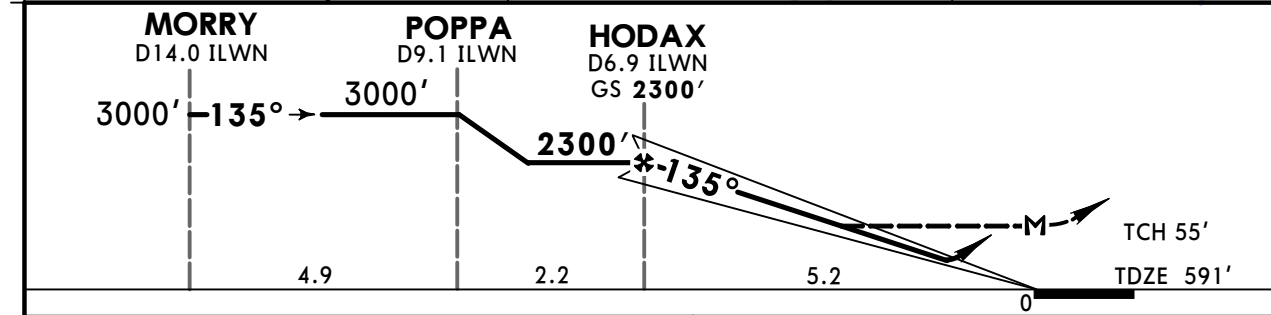
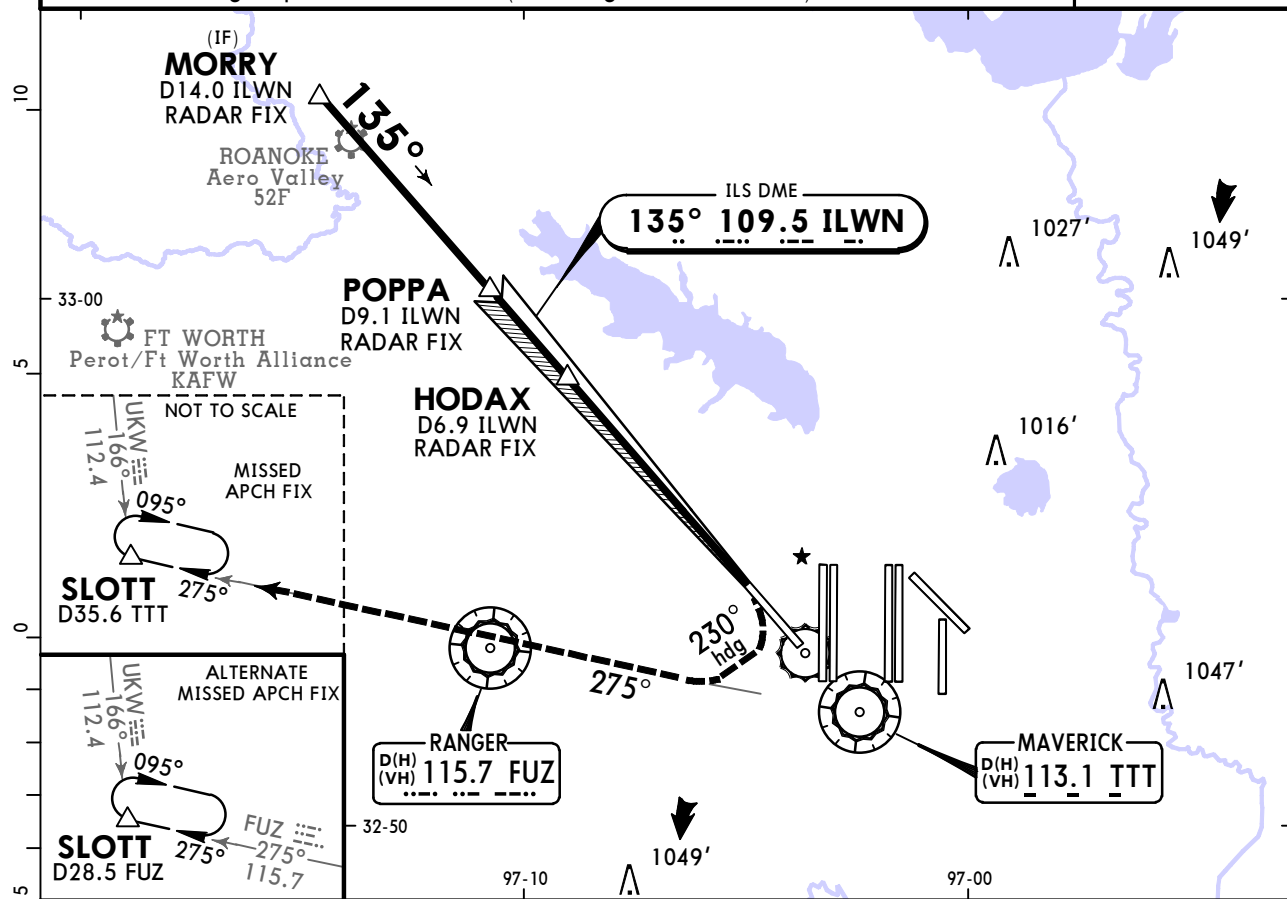
DALLAS-FT WORTH INTL

JEPPESEN
 14 FEB 25
 Eff 20 Feb (61-1)

DALLAS-FT WORTH, TEXAS

ILS Z or LOC Z Rwy 13R

D-ATIS Arrival	LONE STAR Approach (R)	West DFW Tower East		West Ground East					
123.775	133.15 118.1	124.15	134.9	126.55	127.5	121.85	121.65	121.8	
LOC ILWN	Final Apch Crs	HODAX	ILS DA(H)	Apt Elev 606'					
109.5	135°	2300' (1709')	791' (200')	TDZE 591'					
MISSED APCH: Climb to 1560', then climbing RIGHT turn to 3000' on heading 230° and outbound TTT VOR R-275 to SLOTT INT/D35.6 TTT and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. RADAR required for procedure entry. 2. DME or RADAR required for LOC only. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').							MSA TTT VOR		



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1560' 3000' 230° on RT and TTT R-275
GS 3.00°	372	478	531	637	743	849	
HODAX to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

TERPS				STRAIGHT-IN LANDING RWY 13R			
ILS		LOC (GS out)		ILS		LOC (GS out)	
DA(H) 791' (200')		MDA(H) 1240' (649')		DA(H) 791' (200')		MDA(H) 1240' (649')	
TDZ/CL out		RAIL/ALS out		TDZ/CL out		RAIL/ALS out	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B							
C				1 3/8		1 3/8	
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Procedure title, airport elevation. © JEPPESEN, 2007, 2025. ALL RIGHTS RESERVED.

KDFW/DFW

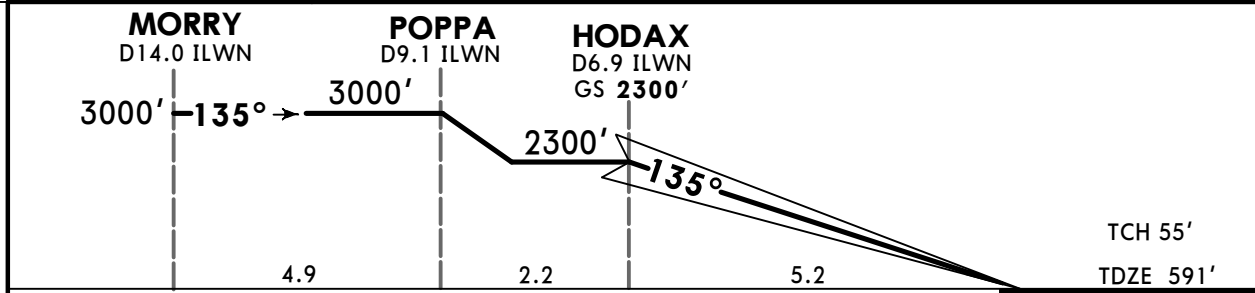
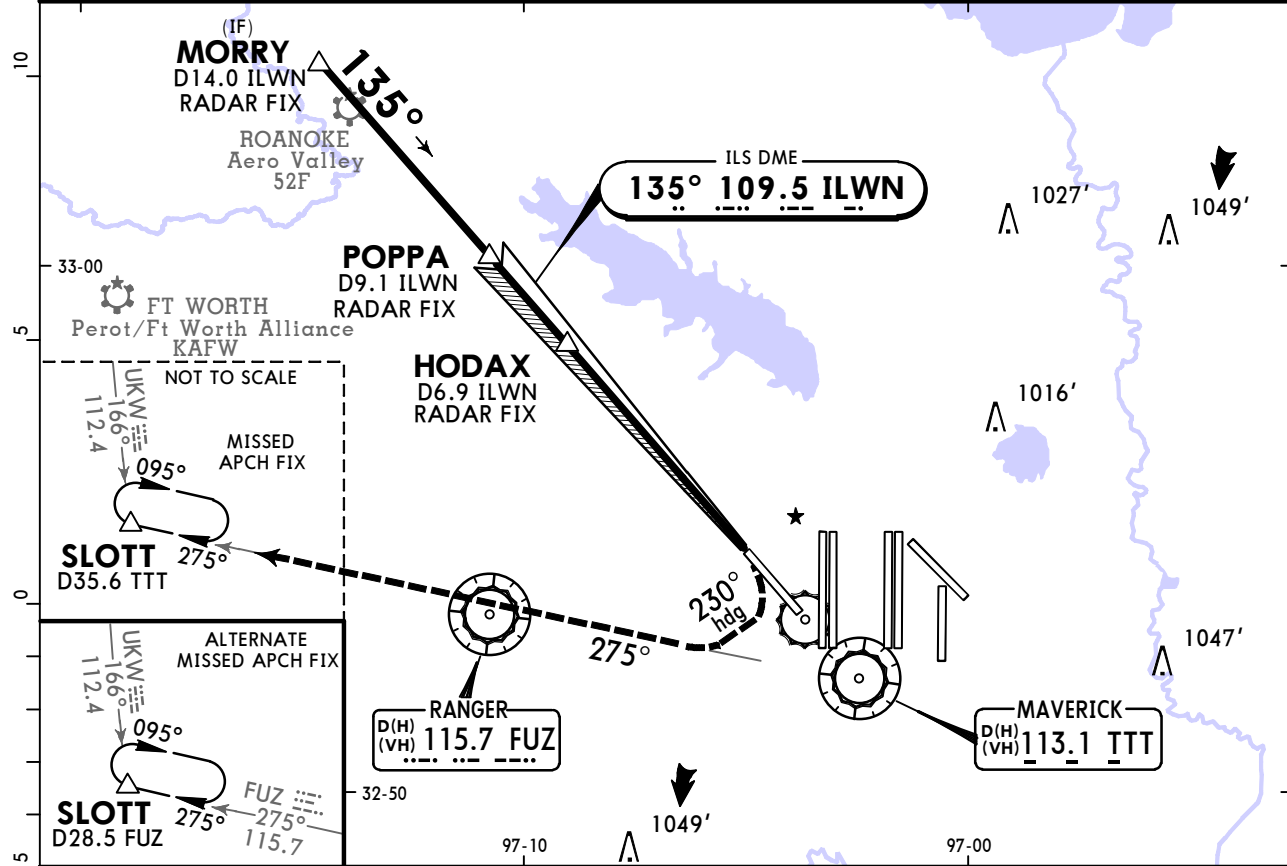
DALLAS-FT WORTH INTL

14 FEB 25
Eff 20 Feb

61-1A

ILS Z Rwy 13R SA CAT I

D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower		Ground	
123.775	133.15 118.1	West	East	West	East
LOC ILWN 109.5	Final Apch Crs 135°	HODAX 2300' (1709')	SA CAT I ILS RA 149' DA(H) 741' (150')	Apt Elev 606'	TDZE 591'
<p>MISSED APCH: Climb to 1560', then climbing RIGHT turn to 3000' on heading 230° and outbound TTT VOR R-275 to SLOTT INT/ D35.6 TTT and hold.</p>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
<p>1. Special Aircrew and Acft Certification Required. 2. RADAR required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').</p>					



Gnd speed-Kts	70	90	100	120	140	160	<p>MALSR PAPI</p>	1560'	3000'	230°	TTT	
GS	3.00°	372	478	531	637	849		↑	RT	on	hdg	and

TERPS STRAIGHT-IN LANDING RWY13R

SA CAT I ILS
RA 149'
 DA(H) **741'** (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: Procedure title, airport elevation. © JEPPESEN, 2013, 2025. ALL RIGHTS RESERVED.

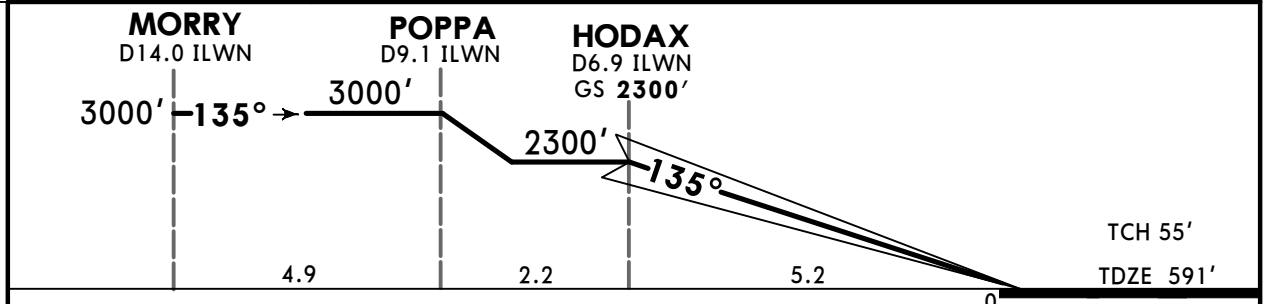
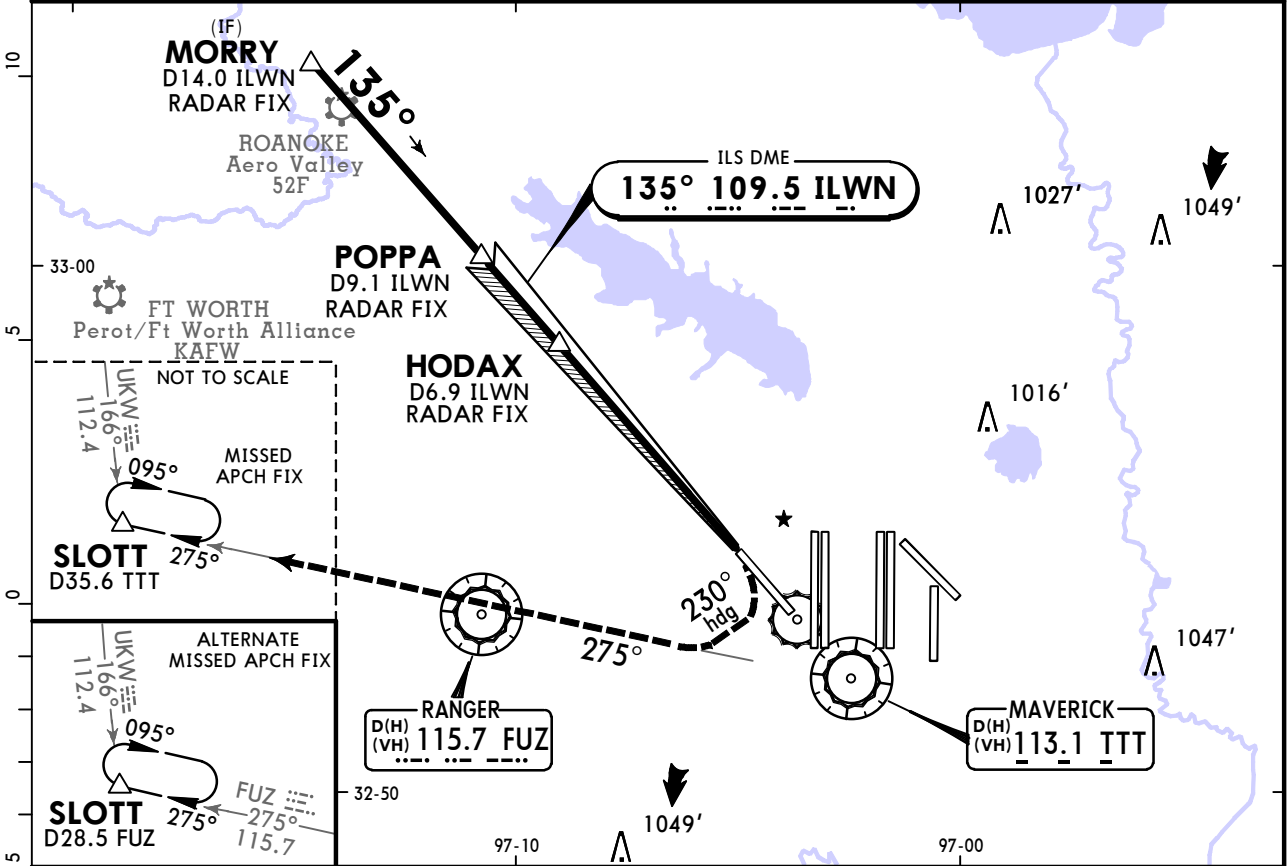
TERPS AMEND 9C 20 FEB 2025

KDFW/DFW

DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS
14 FEB 25 **61-1B** **ILS Z Rwy 13R SA CAT II**
Eff 20 Feb

D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower		Ground	
123.775	133.15 118.1	West	East	West	East
LOC ILWN 109.5	Final Apch Crs 135°	HODAX 2300' (1709')	SA CAT II ILS RA 99' DA(H) 691' (100')	Apt Elev 606'	TDZE 591'
MISSED APCH: Climb to 1560', then climbing RIGHT turn to 3000' on heading 230° and outbound TTT VOR R-275 to SLOTT INT/ D35.6 TTT and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Special Aircrew and Acft Certification Required. 2. RADAR required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1560'	3000'	230°	TTT	
GS	3.00°	372	478	531	637	849		↑	RT	on	hdg	and

TERPS **STRAIGHT-IN LANDING RWY 13R**

SA CAT II ILS
RA 99'
 DA(H) **691'** (100')

RVR 12

Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.
 CHANGES: Procedure title, airport elevation. © JEPPESEN, 2011, 2025. ALL RIGHTS RESERVED.

TERPS AMEND 9C 20 FEB 2025

KDFW/DFW

JEPPESSEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL

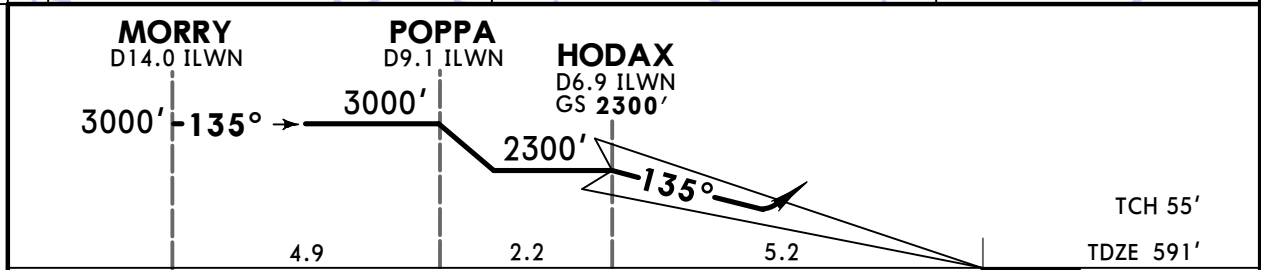
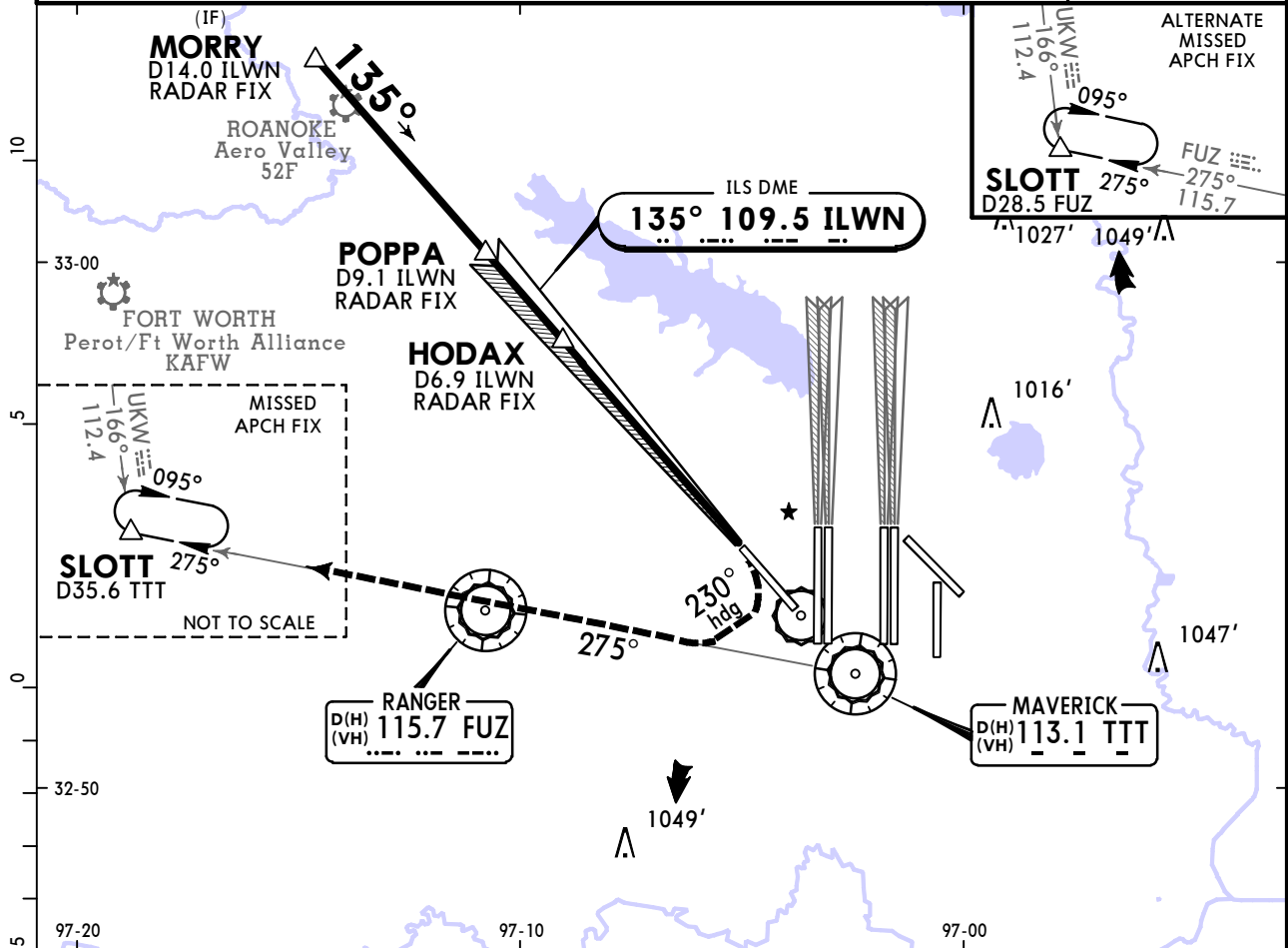
14 FEB 25
Eff 20 Feb

61-2

CAT A, B & C

CONVERGING ILS V
Rwy 13R

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	West		DFW Tower		East		West	Ground		East
	123.77	133.15 118.1	124.15	134.9	126.55	127.5	121.85	121.65	121.8			
	LOC ILWN 109.5	Final Apch Crs 135°	HODAX 2300' (1709')		ILS DA(H) Refer to Minimums		Apt Elev 606'		TDZE 591'			
<p>MISSED APCH: Climbing RIGHT turn to 3000' on heading 230° and outbound on TTT VOR R-275 to SLOTT/D35.6 TTT and hold.</p>												
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'						
<p>1. Radar required for procedure entry. 2. Simultaneous converging approach authorized with CONVERGING ILS Rwy 18L/R and CONVERGING ILS Rwy 17C/R. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').</p>										MSA TTT VOR		



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	on RT	230°	and	TTT 113.1 R-275	SLOTT
GS	3.00°	372	478	531	637	743							

TERPS STRAIGHT-IN LANDING RWY 13R
ILS
A, B: DA(H) **1401'** (810')
C: DA(H) **1441'** (850')

													RAIL/ALS out
A													
B													2 3/4
C													
D													NA

TERPS AMEND 7B 20 FEB 2025

KDFW/DFW

JEPPesen DALLAS-FT WORTH, TEXAS

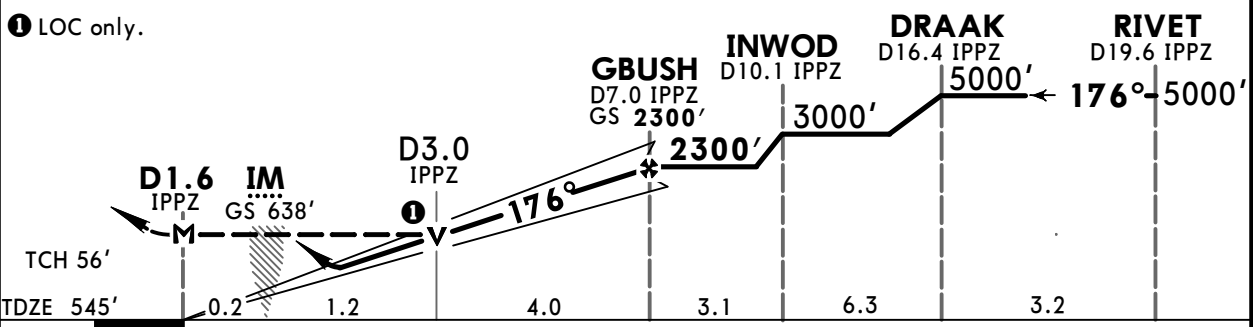
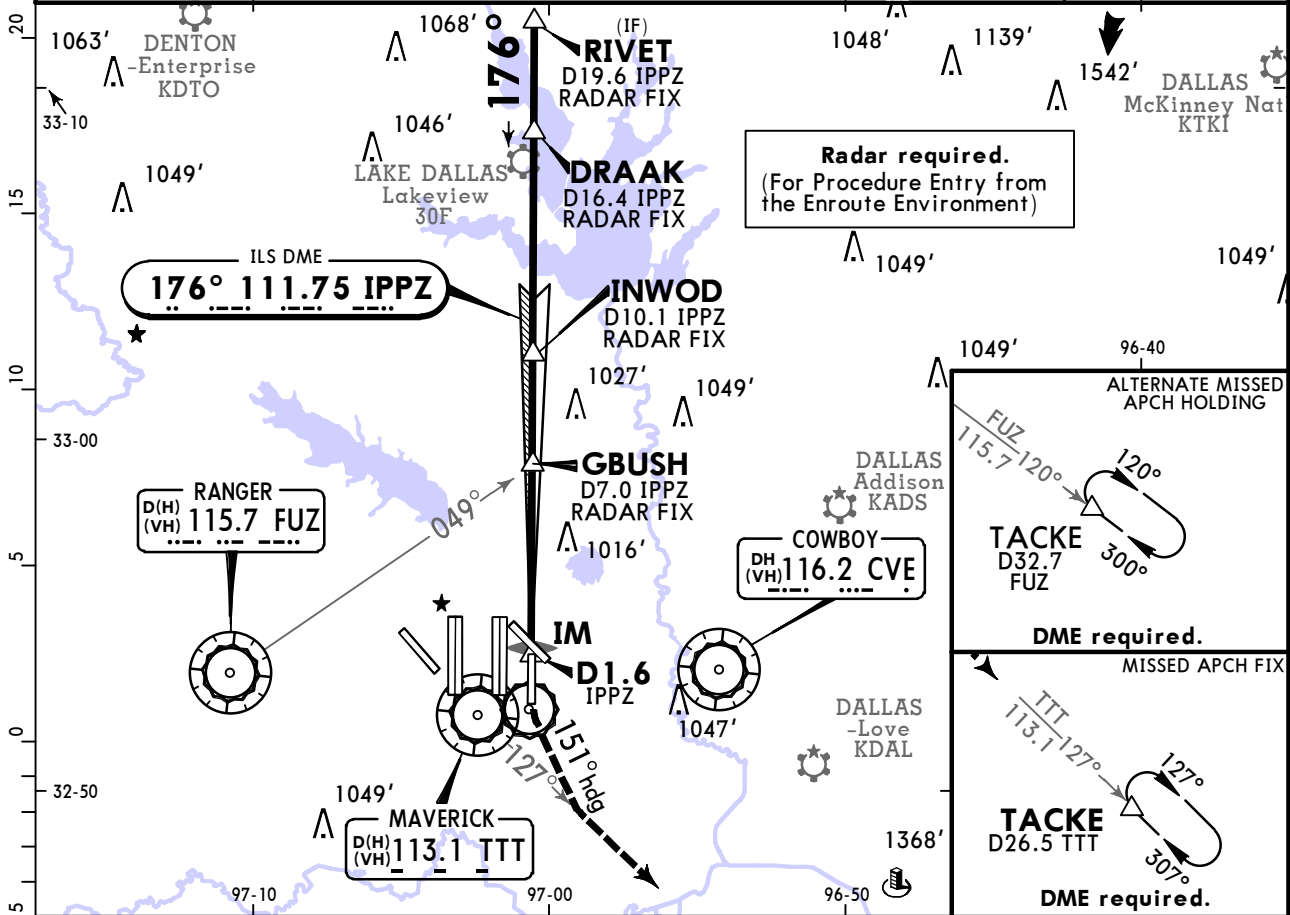
DALLAS-FT WORTH INTL 25 OCT 24

(61-3)

Eff 31 Oct

ILS or LOC Rwy 17L

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground		
123.77	119.4	West 124.15	134.9	East 126.55	127.5	West 121.85	East 121.8	
LOC IPPZ	Final Apch Crs	GBUSH		ILS DA(H)	Apt Elev 607'			
111.75	176°	2300' (1755')		745' (200')	TDZE 545'			
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' on heading 151° and outbound TTT VOR R-127 to TACKE/D26.5 TTT and hold (DME required), or as directed by ATC.							MSA TTT VOR	
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'		
1. DME required. 2. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. 3. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1020'	3000'	151° hdg	TTT and R-127
GS	3.00°	372	478	531	637	849					
MAP at D1.6 IPPZ or GBUSH to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02	PAPI			

TERPS					STRAIGHT-IN LANDING RWY 17L				
ILS			LOC (GS out)		ILS			LOC (GS out)	
DA(H) 745' (200')			MDA(H) 1040' (495')		DA(H) 745' (200')			MDA(H) 1040' (495')	
TDZ/CL out			ALS out		TDZ/CL out			ALS out	
A	RVR 18 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2			RVR 50 or 1	
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2			RVR 50 or 1	
C	RVR 18 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2			RVR 50 or 1	
D	RVR 18 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2			RVR 50 or 1	

KDFW/DFW

DALLAS-FT WORTH INTL

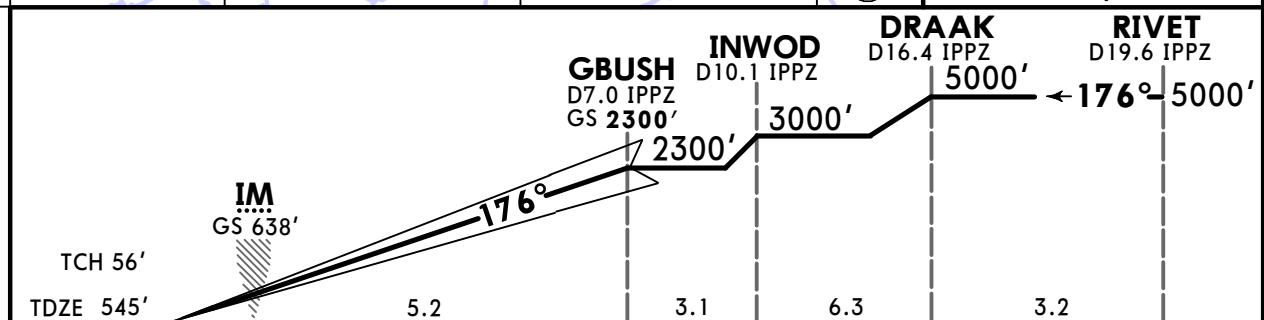
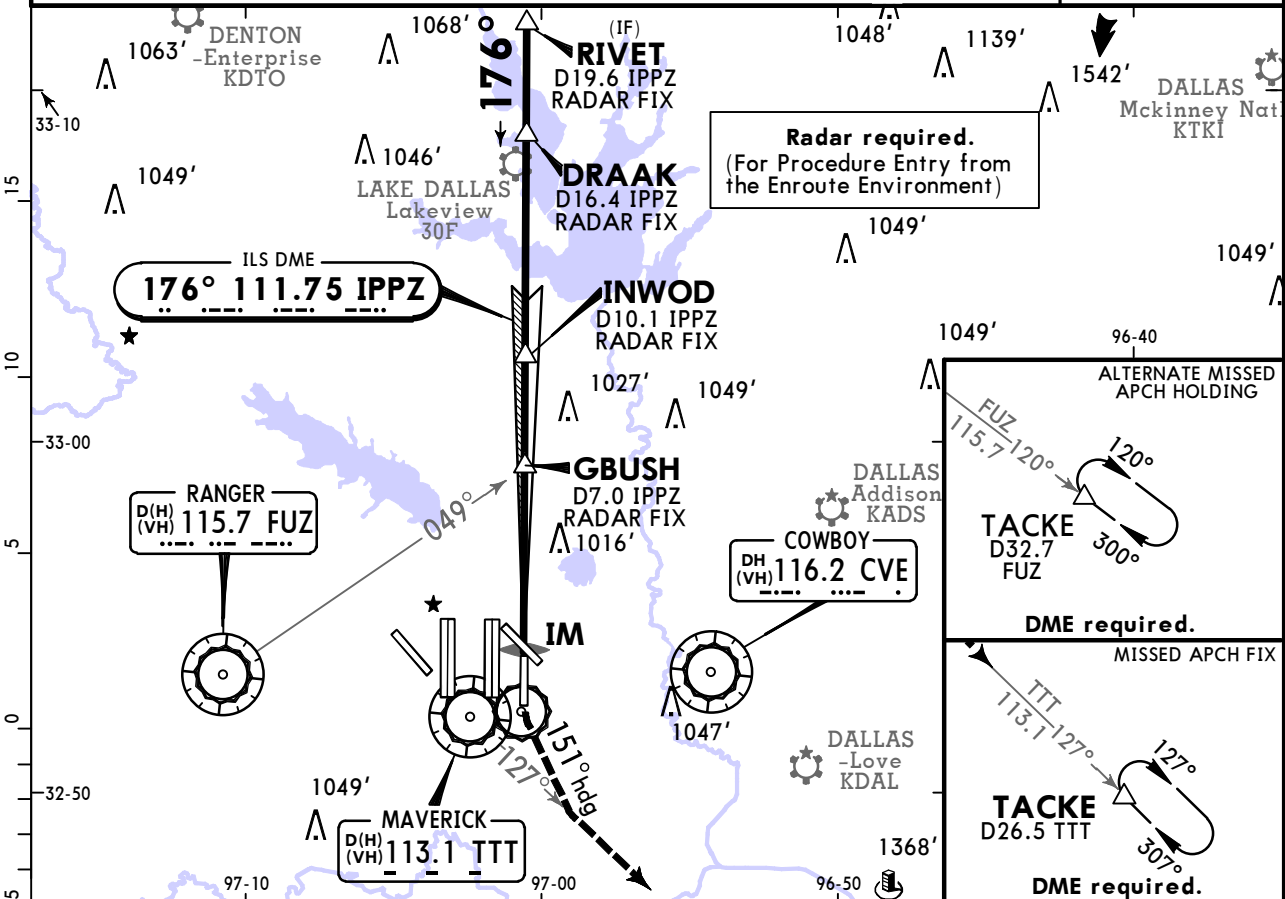
25 OCT 24
Eff 31 Oct

(61-3A)

JEPPESEN DALLAS-FT WORTH, TEXAS

ILS Rwy 17L CAT II & III

D-ATIS Arrival	LONESTAR Approach (R)		DFW Tower				Ground	
123.77	119.4		West	East	West	East	121.85	121.65 121.8
LOC IPZ 111.75	Final Apch Crs 176°	GBUSH 2300' (1755')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 122' DA(H) 645' (100')	Apt Elev 607' TDZE 545'	
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' on heading 151° and outbound TTT VOR R-127 to TACKE/D26.5 TTT and hold (DME required), or as directed by ATC.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. 4. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	PAPI	1020'	3000'	151° hdg	TTT and 113.1 R-127
GS	3.00°	372	478	531	637	849						

TERPS				STRAIGHT-IN LANDING RWY17L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 122' DA(H) 645' (100')	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 122' DA(H) 645' (100')
NA	RVR 6	RVR 7	RVR 12	NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 7 18 SEP 2014

KDFW/DFW

DALLAS-FT WORTH INTL

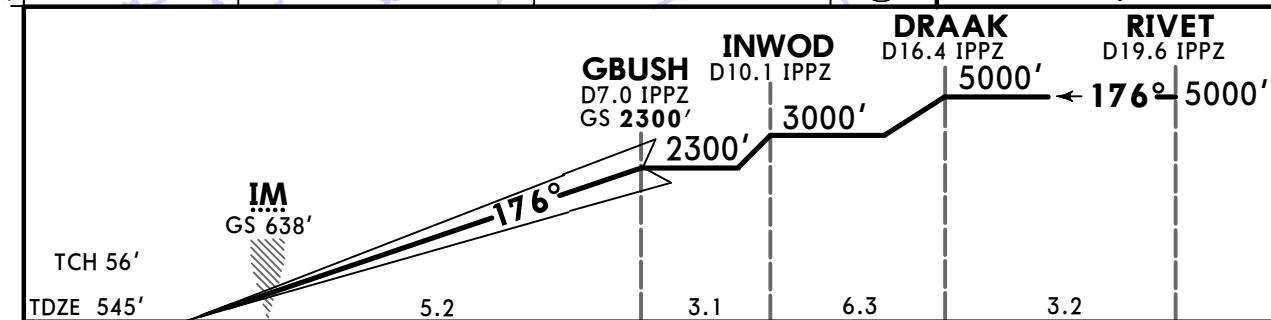
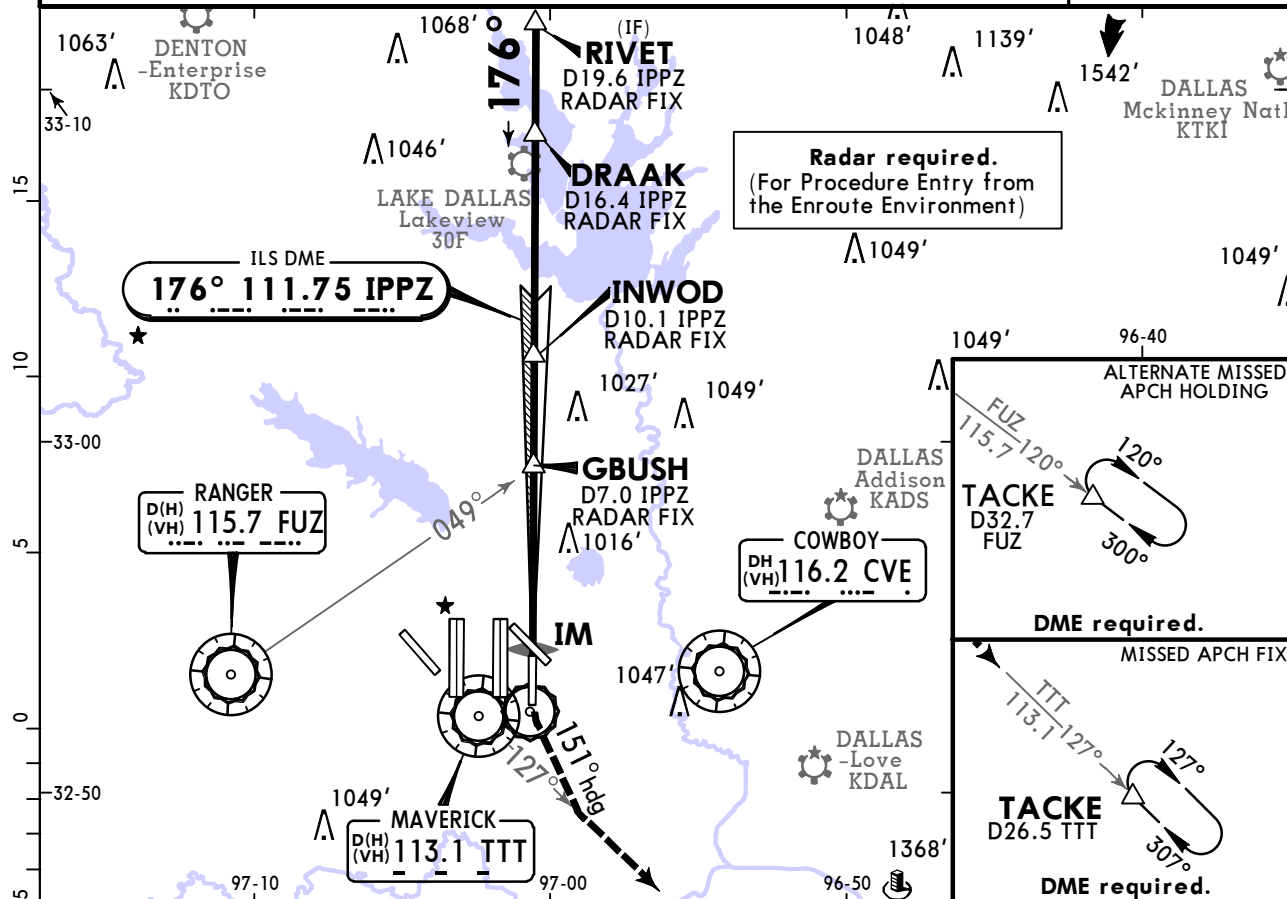
25 OCT 24
Eff 31 Oct

(61-3B)

JEPPesen DALLAS-FT WORTH, TEXAS

ILS Rwy 17L SA CAT I

D-ATIS Arrival	LONESTAR Approach (R)	West		DFW Tower		East		Ground	
123.77	119.4	124.15	134.9	126.55	127.5	121.85	121.65	121.8	
LOC IPPZ 111.75	Final Apch Crs 176°	GBUSH 2300' (1755')		SA CAT I ILS RA 165' DA(H) 695'(150')		Apt Elev 607' TDZE 545'			
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' on heading 151° and outbound TTT VOR R-127 to TACKE/D26.5 TTT and hold (DME required), or as directed by ATC.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Simultaneous approach authorized with Rwy 17C/R and Rwy 18L/R. 4. VGSI and ILS glidepath not coincident.								MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	PAPI	1020'	3000'	151° hdg	TTT and 113.1 R-127
GS	3.00°	372	478	531	637	849						

TERPS STRAIGHT-IN LANDING RWY 17L
 SA CAT I ILS
RA 165'
 DA(H) 695' (150')

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 7 18 SEP 2014

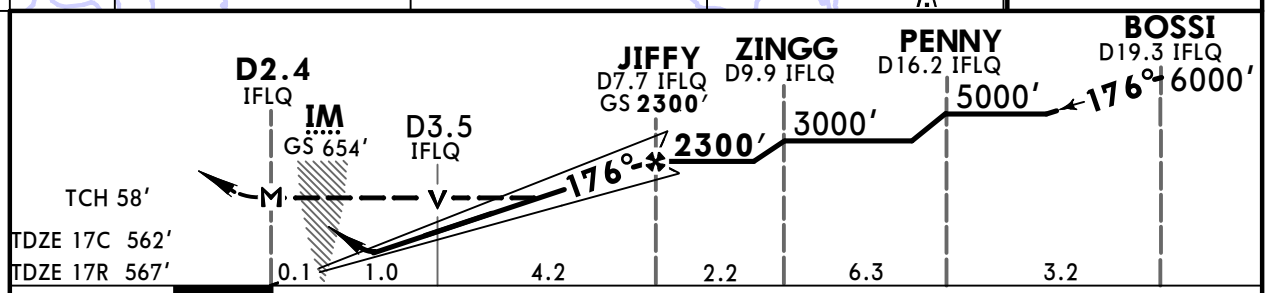
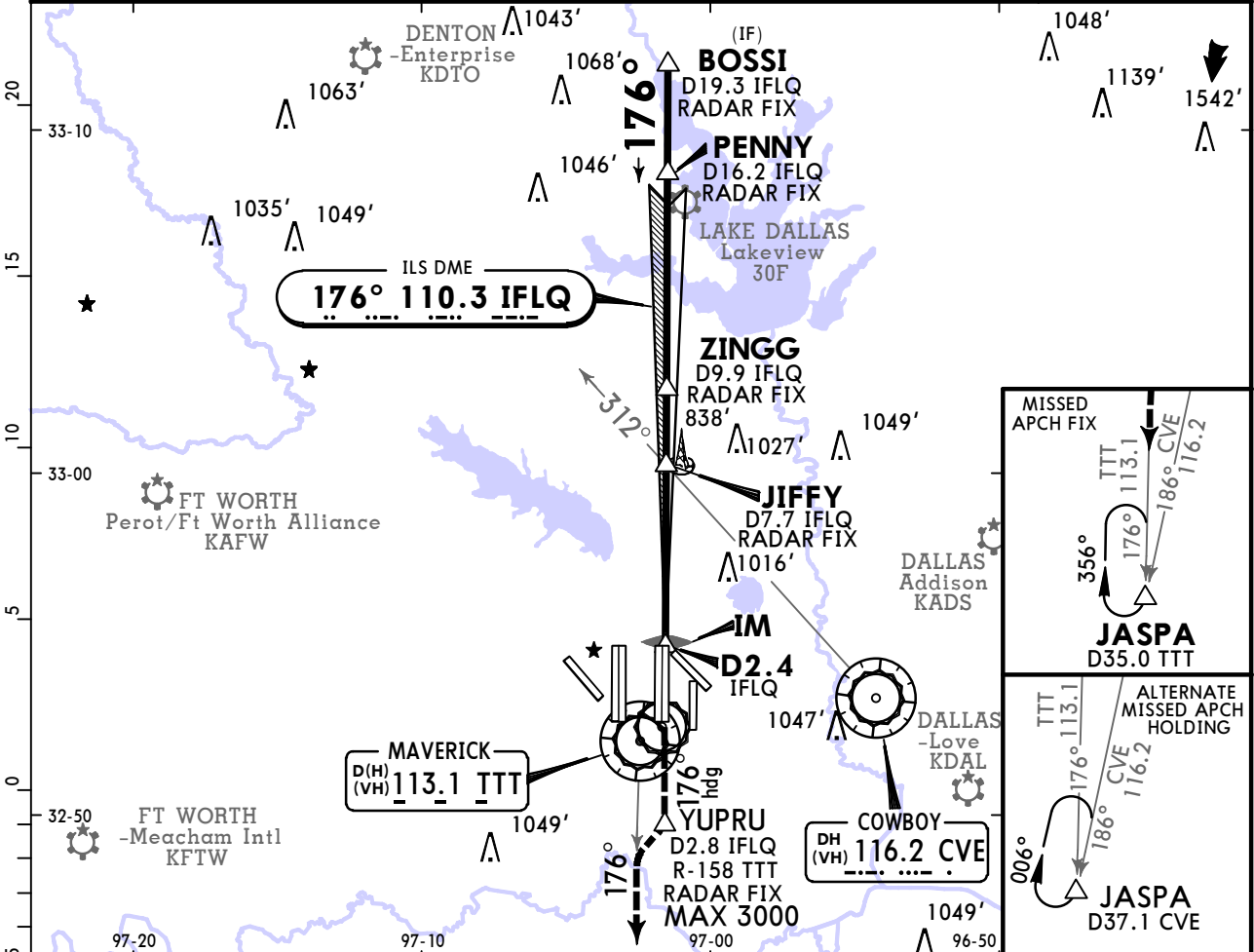
KDFW/DFW DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS

ILS or LOC Rwy 17C

25 OCT 24
Eff 31 Oct (61-4)

D-ATIS Arrival 123.775	LONESTAR Approach (R) 127.075	West 124.15 134.9	DFW Tower 126.55 127.5	East 121.85	Ground West 121.65 East 121.8
LOC IFLQ 110.3	Final Apch Crs 176°	JIFFY 2300' (1738')	ILS DA(H) 762' (200')	Apt Elev 607' TDZE 17C 562'	
MISSED APCH: Climb on heading 176° to cross YUPRU/D2.8 IFLQ/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME and radar required. 2. Simultaneous approach authorized with Rwy 17L, 18L/R. 3. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 74'). 4. MALS and PAPI-L on Rwy 17R.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 3000' or below on 176° hdg YUPRU
GS	3.00°	372	478	531	637	849	
MAP at D2.4 IFLQ							

TERPS STRAIGHT-IN LANDING RWY 17C				LOC (GS out)		SIDESTEP LANDING RWY 17R	
ILS DA(H) 762' (200')				MDA(H) 1000' (438')		MDA(H) 1140' (573')	
TDZ/CL out		ALS out		ALS out		RAIL/ALS out	
A				RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	RVR 55 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4	1 1/2	1 1/2
C						1 1/2	2
D							

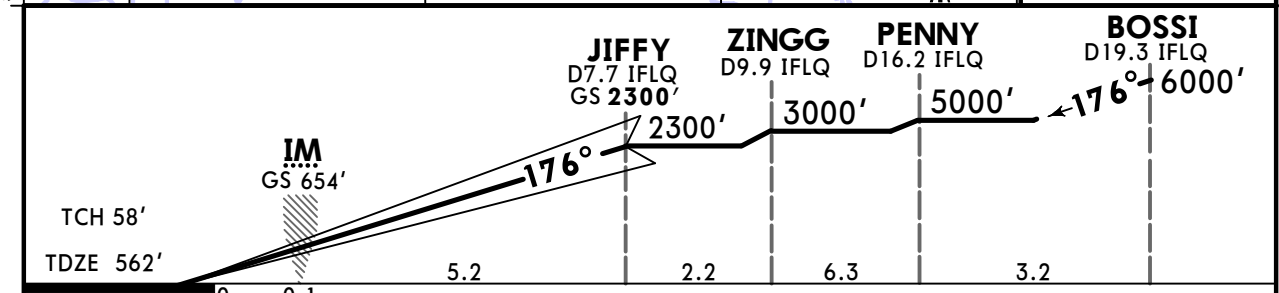
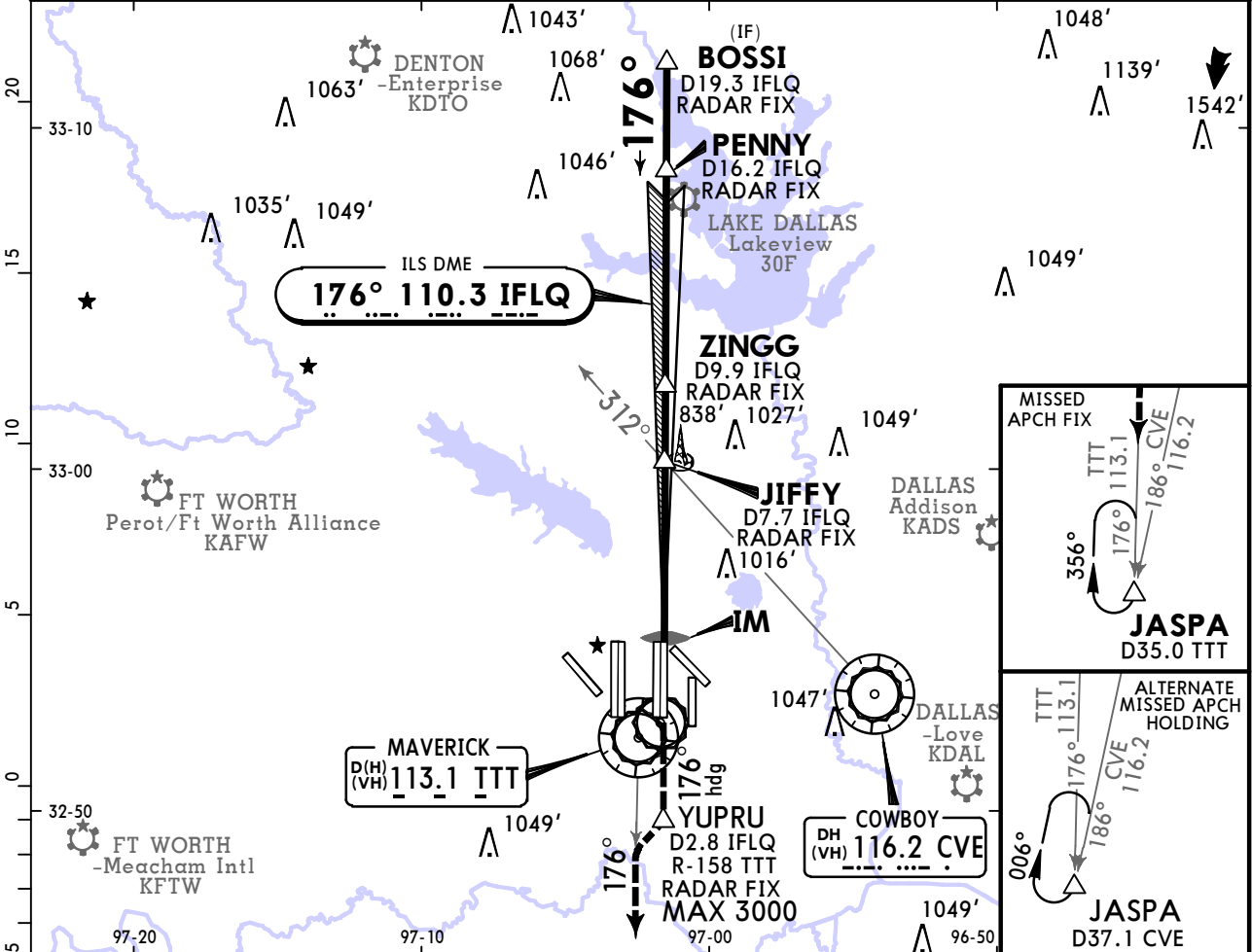
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Approach call name, service volume, chart format, topo. © JEPPESEN, 1997, 2024. ALL RIGHTS RESERVED.

KDFW/DFW DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS ILS Rwy 17C CAT II & III

25 OCT 24
Eff 31 Oct **61-4A**

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground	
123.775	127.075	West 124.15	134.9	East 126.55	127.5	West 121.85	East 121.65 121.8
LOC IFLQ 110.3	Final Apch Crs 176°	JIFFY 2300' (1738')		CAT II RA 102' DA(H) 662' (100')		Apt Elev 607' TDZE 562'	
MISSED APCH: Climb on heading 176° to cross YUPRU/D2.8 IFLQ/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.							
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Aircraft Certification Required. 2. DME and radar required. 3. Simultaneous approach authorized with Rwy 17L, 18L/R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	YUPRU
GS	3.00°	372	478	531	637	743		

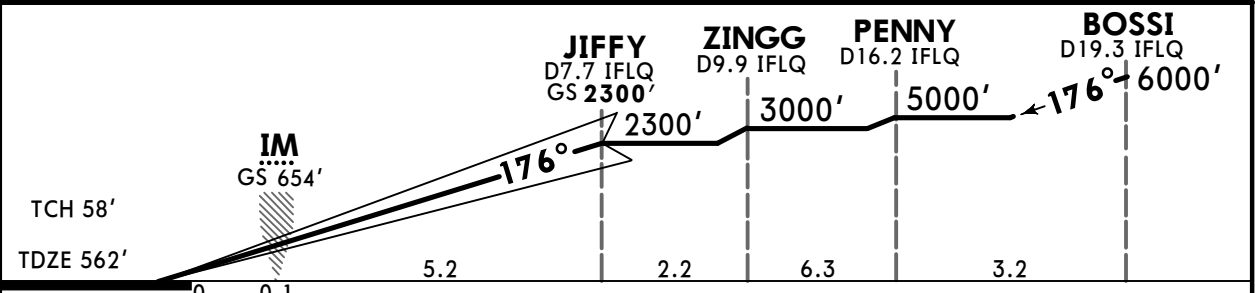
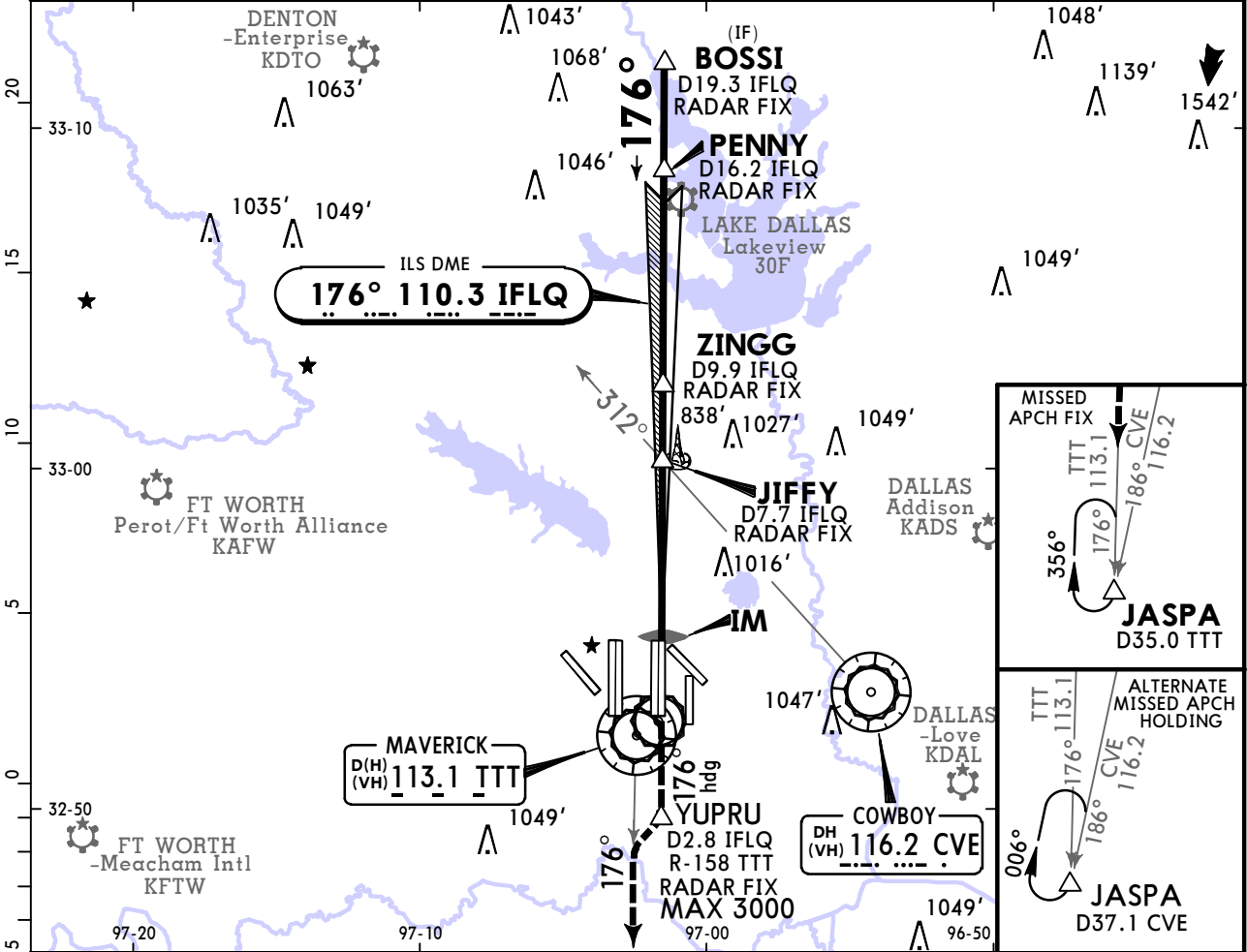
TERPS		STRAIGHT-IN LANDING RWY 17C	
CAT III ILS	CAT II ILS RA 102' DA(H) 662' (100')		
RVR 6	RVR 12		

JEPPesen DALLAS-FT WORTH, TEXAS

KDFW/DFW DALLAS-FT WORTH INTL ILS Rwy 17C SA CAT I

25 OCT 24
Eff 31 Oct **61-4B**

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower		Ground		
	123.775	127.075	West 124.15	East 134.9	West 126.55	East 127.5	121.85 121.65 121.8
	LOC IFLQ 110.3	Final Apch Crs 176°	JIFFY 2300' (1738')		SA CAT I ILS RA 144' DA(H) 712' (150')		Apt Elev 607' TDZE 562'
	MISSED APCH: Climb on heading 176° to cross YUPRU/D2.8 IFLQ/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.						
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Aircraft Certification Required. 2. DME and radar required. 3. Simultaneous approach authorized with Rwy 17L, 18L/R. 4. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 74').							MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' or below ↑ 176° hdg	YUPRU
GS	3.00°	372	478	531	637	849			

TERPS STRAIGHT-IN LANDING RWY 17C
1 SA CAT I ILS
RA 144'
 DA(H) **712'** (150')

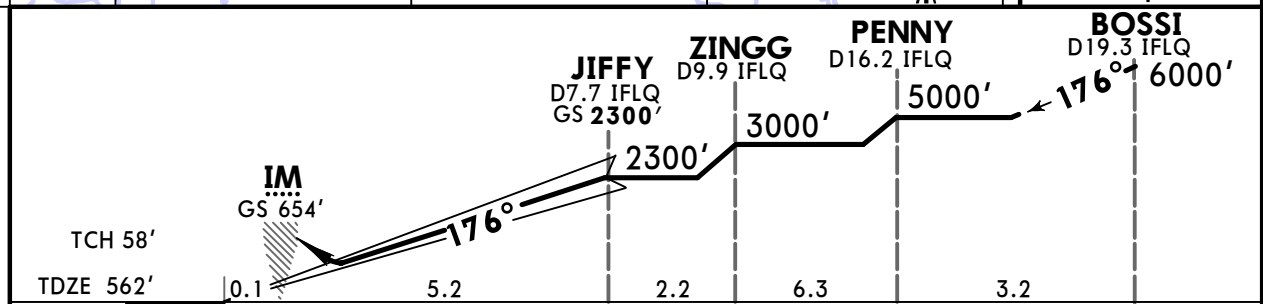
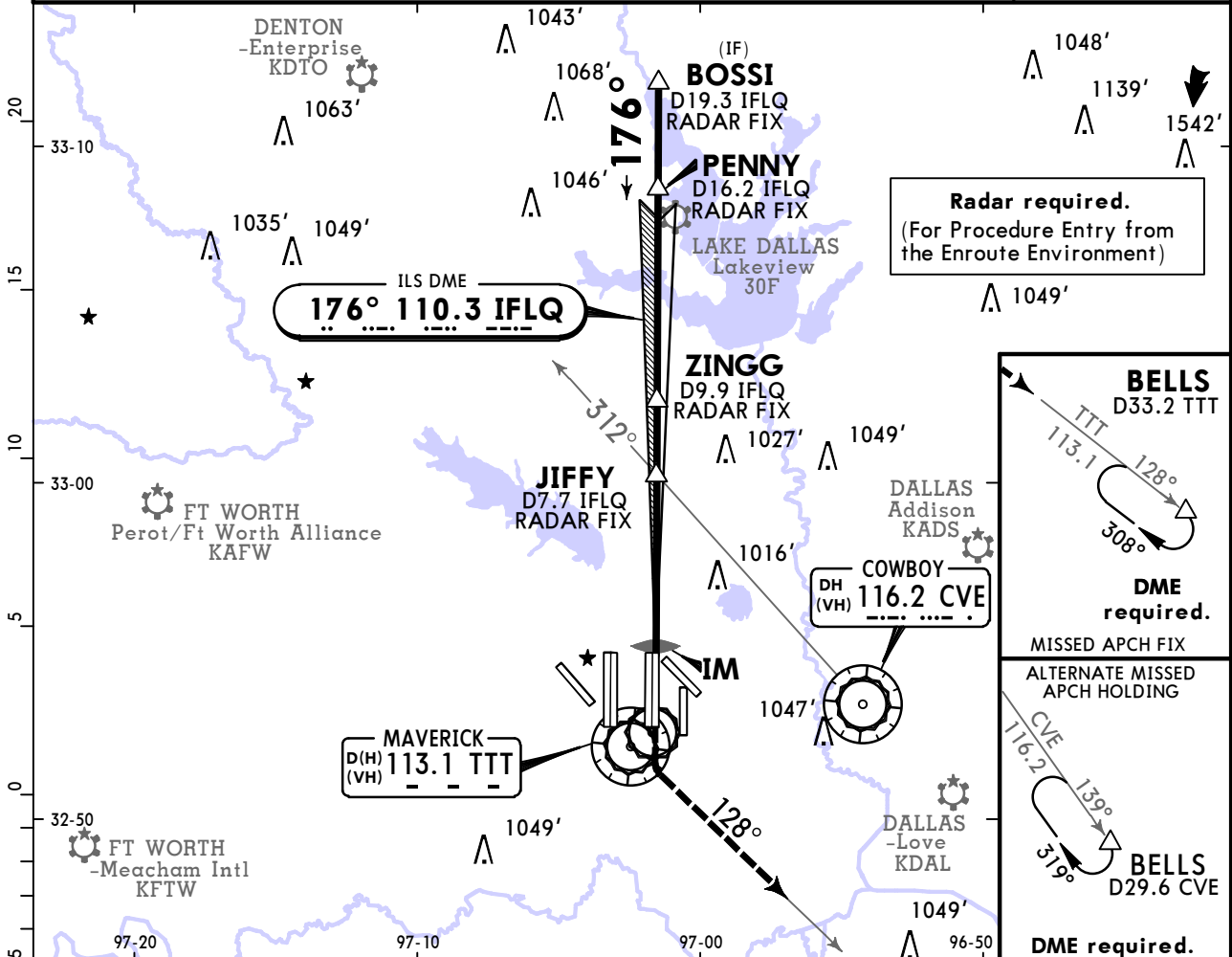
RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

TERPS AMEND 11B 10 OCT 2019

KDFW/DFW DALLAS-FT WORTH INTL **JEPPESEN DALLAS-FT WORTH, TEXAS** **25 OCT 24 Eff 31 Oct (61-5) CONVERGING ILS Rwy 17C**

D-ATIS Arrival 123.77	LONESTAR Approach (R) 127.075	West 124.15	DFW Tower 134.9	East 126.55	127.5	West 121.85	Ground 121.65	East 121.8
LOC IFLQ 110.3	Final Apch Crs 176°	JIFFY 2300' (1738')		ILS DA(H) 762' (200')		Apt Elev 607' TDZE 562'		
MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' outbound on TTT VOR R-128 to BELLS/D33.2 TTT and hold (DME required), or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or radar required. 2. Simultaneous approach authorized with CONVERGING ILS Rwy 13R. 3. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1300'	3000'	TTT	BELLS
GS	3.00°	372	478	531	637	849		↑	← LT	on 113.1 R-128	

TERPS			STRAIGHT-IN LANDING RWY 17C		
ILS			DA(H) 762' (200')		
TDZ/CL out		ALS out			
A					
B					
C	RVR 18 or 1/2	RVR 24 or 1/2		RVR 40 or 3/4	
D	1 RVR 18 with Flight Director or Autopilot or HUD to DA.				

TERPS AMEND 8 18 SEP 2014

KDFW/DFW

DALLAS-FT WORTH INTL

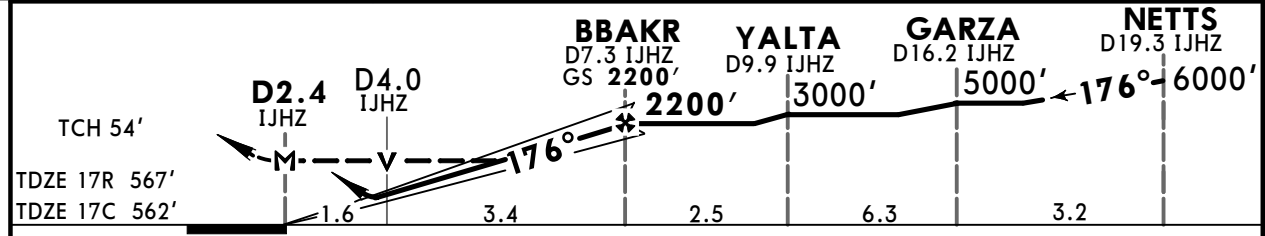
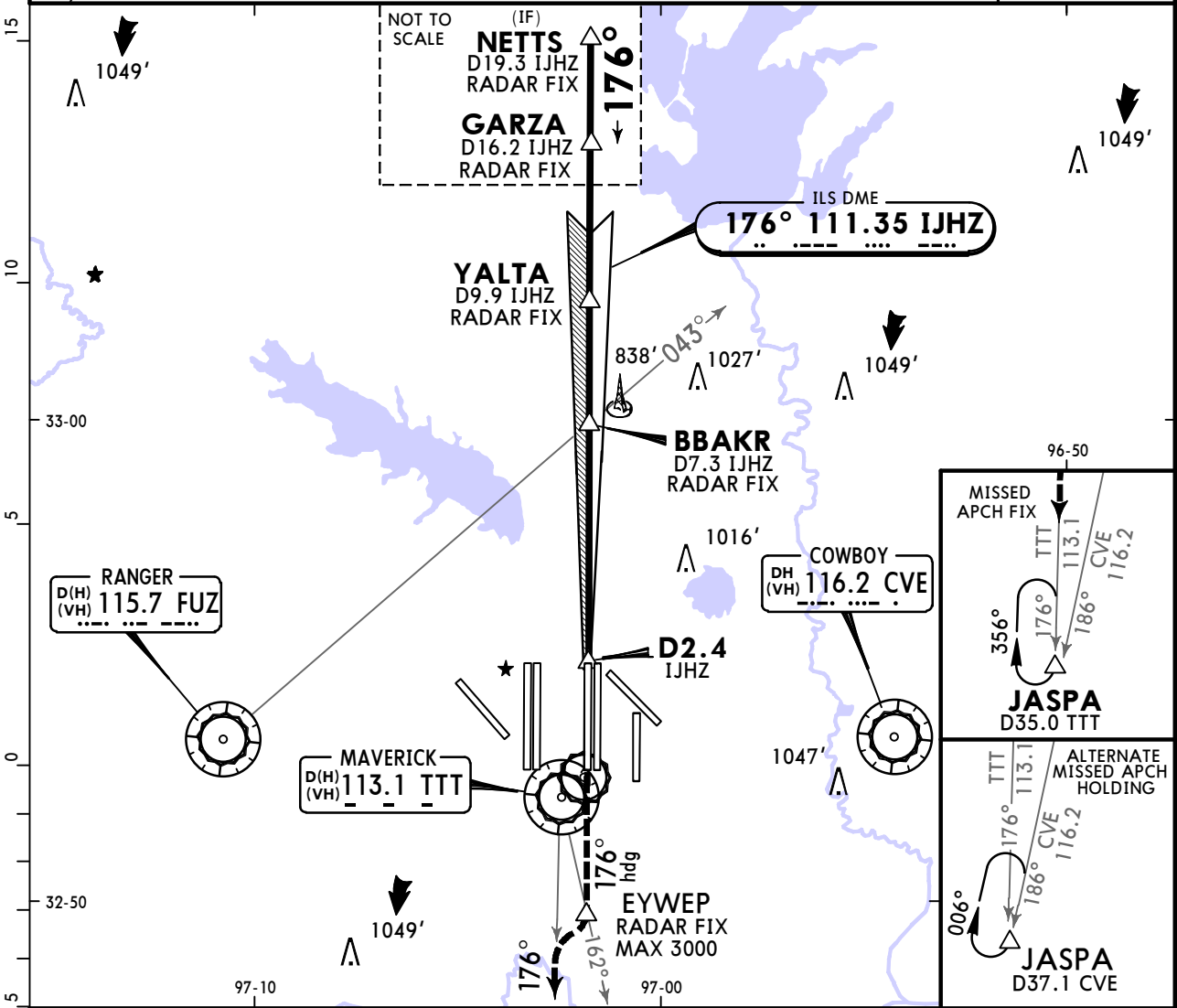
25 OCT 24
Eff 31 Oct

(61-6)

JEPPesen DALLAS-FT WORTH, TEXAS

ILS or LOC Rwy 17R

D-ATIS Arrival 123.775	LONESTAR Approach (R) 127.075	West 124.15 134.9	DFW Tower East 126.55 127.5	West 121.85	Ground East 121.65 121.8
LOC IJHZ 111.35	Final Apch Crs 176°	BBAKR 2200' (1633')	ILS DA(H) 767' (200')	Apt Elev 607' TDZE 17R 567'	
<p>MISSED APCH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. DME and radar required. 2. Simultaneous approach authorized with Rwy 17L and Rwys 18L/R. 3. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 68'). 4. ALSF-II, PAPI-L on Rwy 17C.</p>					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' or below on ↑	176° hdg	EYWEP
GS	3.00°	372	478	531	637	849				
MAP at D2.4 IJHZ										

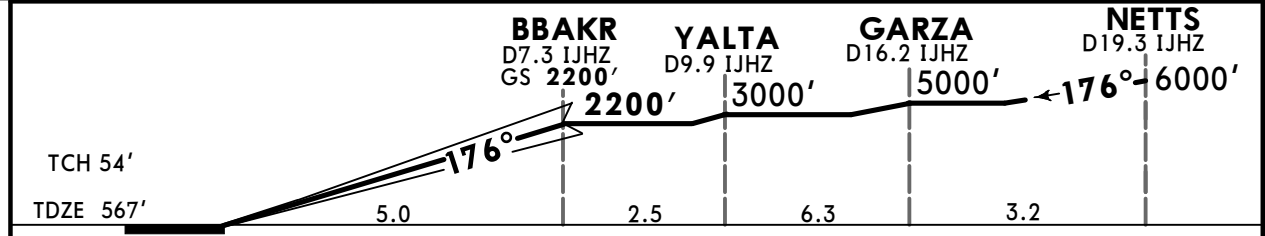
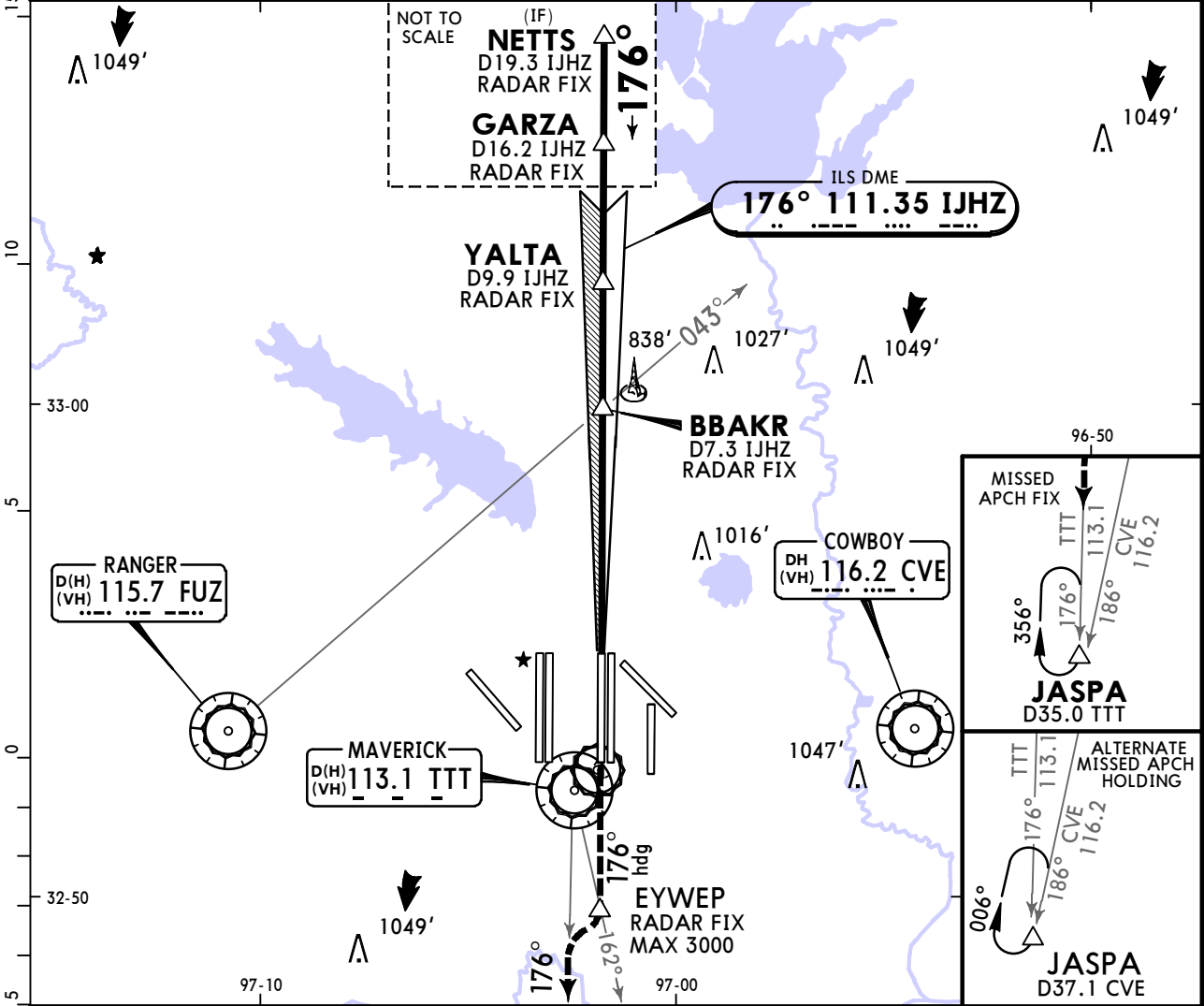
TERPS	STRAIGHT-IN LANDING RWY 17R				SIDESTEP LANDING RWY 17C		
	ILS DA(H) 767' (200')		LOC (GS out) MDA(H) 1140' (573')		MDA(H) 1140' (578')		
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	ALS out	ALS out	
	A	1		RVR 24 or 1/2	RVR 50 or 1	1	1 1/2
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4				
C				1 1/4	1 3/4	1 1/2	2
D						2	2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KDFW/DFW DALLAS-FT WORTH INTL

25 OCT 24 Eff 31 Oct (61-6A) ILS Rwy 17R SA CAT I

D-ATIS Arrival 123.775	LONESTAR Approach (R) 127.075	West 124.15 134.9	DFW Tower East 126.55 127.5	West 121.85	Ground East 121.65 121.8
LOC IJHZ 111.35	Final Apch Crs 176°	BBAKR 2200' (1633')	SA CAT I ILS RA 160' DA(H) 717' (150')	Apt Elev 607'	TDZE 567'
MISSED APCH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. DME and radar required. 3. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 4. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 68').					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' or below on 176° hdg	EYWEP
GS	3.00°	372	478	531	637	743		

TERPS STRAIGHT-IN LANDING RWY 17R
 SA CAT I ILS
RA 160'
 DA(H) **717'** (150')

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

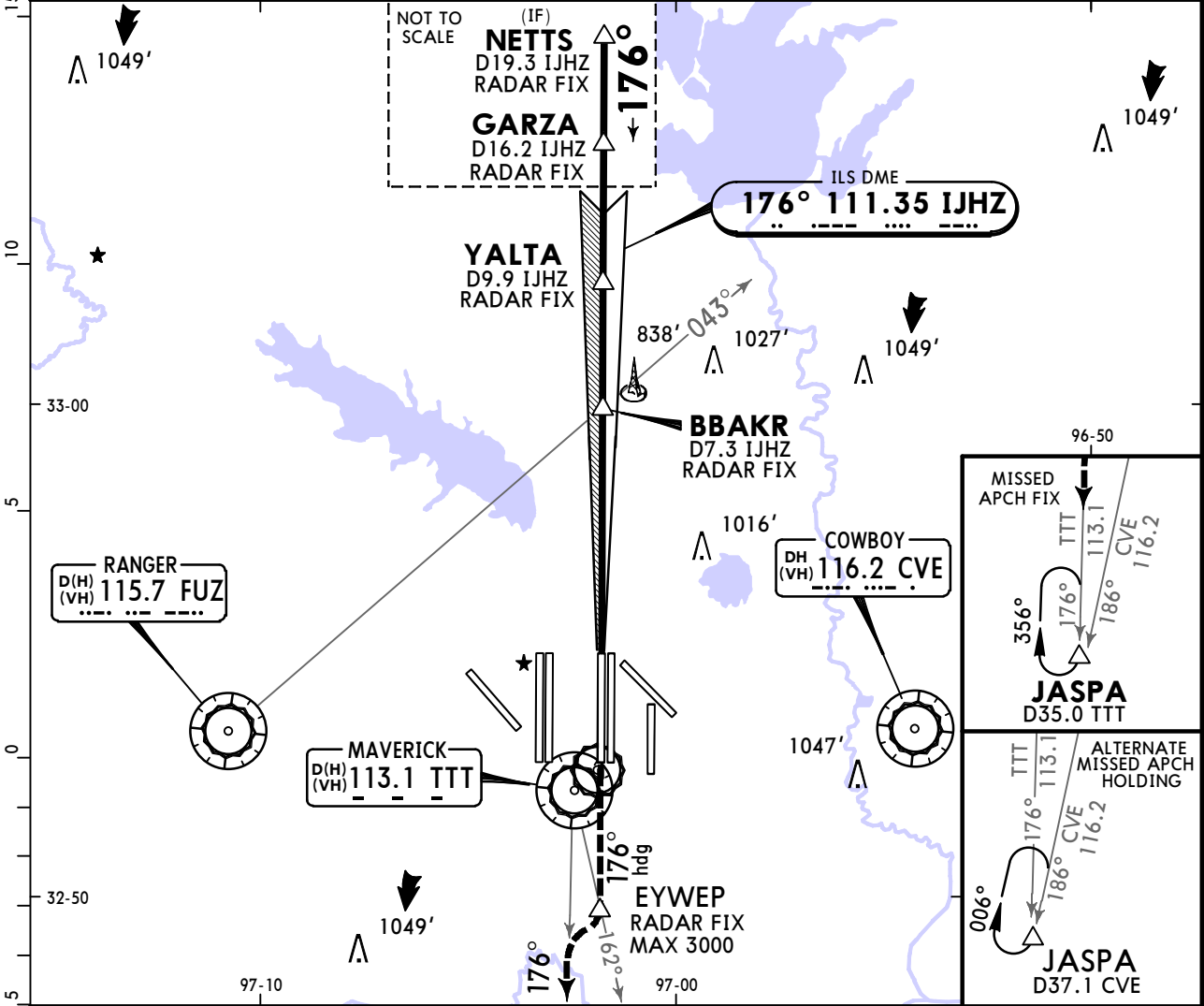
KDFW/DFW DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS

ILS Rwy 17R SA CAT II

25 OCT 24
Eff 31 Oct (61-6B)

D-ATIS Arrival 123.775	LONESTAR Approach (R) 127.075	West 124.15 134.9	DFW Tower East 126.55 127.5	West 121.85	Ground East 121.65 121.8
LOC IJHZ 111.35	Final Apch Crs 176°	BBAKR 2200' (1633')	SA CAT II ILS RA 98' DA(H) 667' (100')	Apt Elev 607'	TDZE 567'
MISSED APCH: Climb on heading 176° to cross EYWEP/RADAR at or below 3000', then climbing RIGHT turn to 4000' outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. DME and radar required. 3. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 4. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 68').					



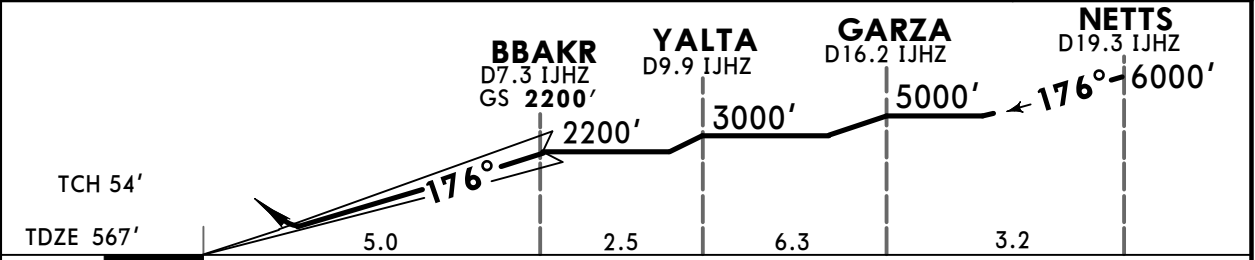
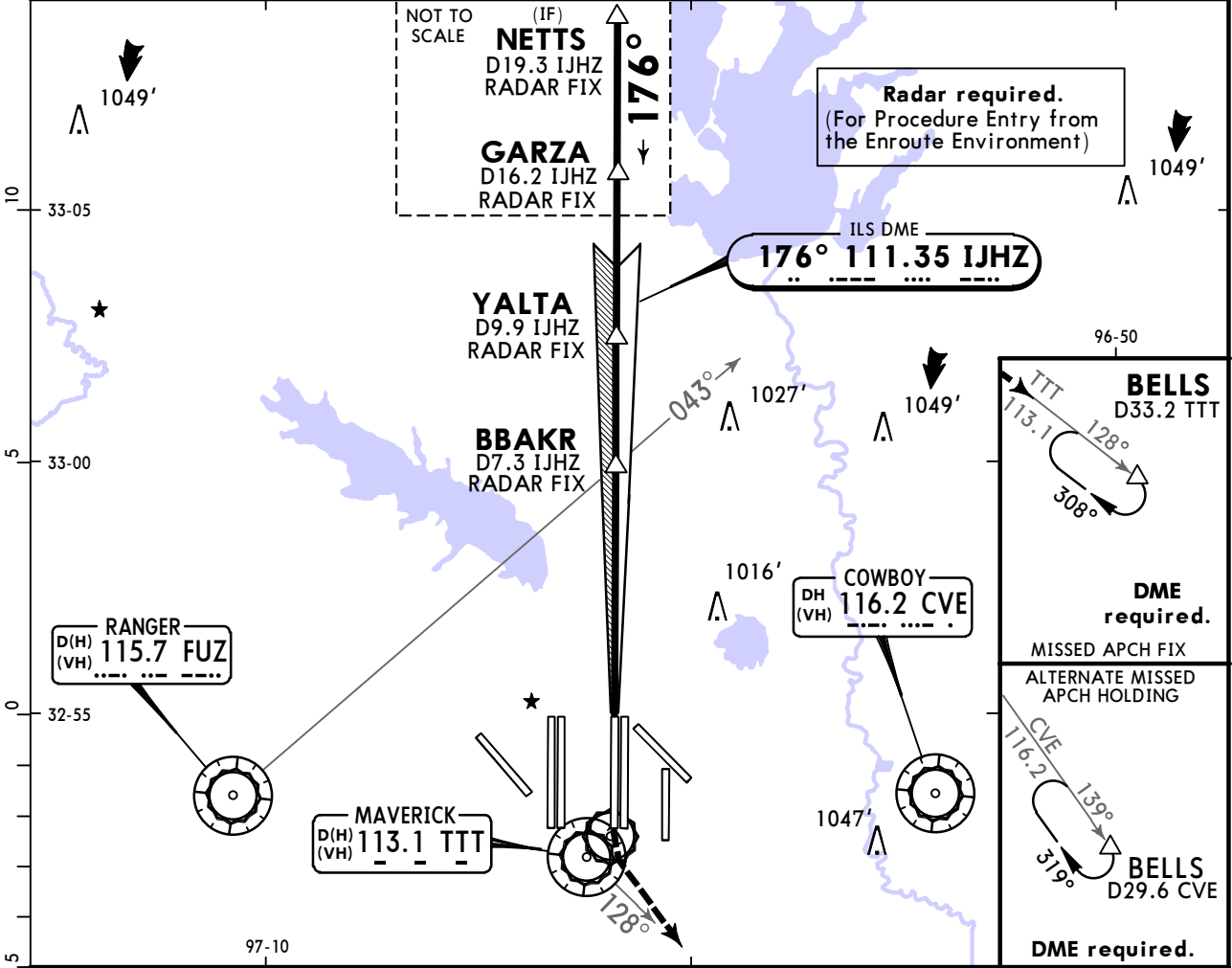
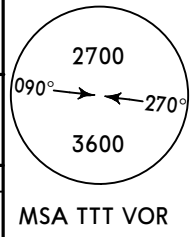
	BBAKR D7.3 IJHZ GS 2200'	YALTA D9.9 IJHZ 3000'	GARZA D16.2 IJHZ 5000'	NETTS D19.3 IJHZ 6000'		
TCH 54'	176°					
TDZE 567'	5.0	2.5	6.3	3.2		
Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849

TERPS					
STRAIGHT-IN LANDING RWY17R					
SA CAT II ILS RA 98' DA(H) 667' (100')					
RVR 12					
1 Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.					

KDFW/DFW DALLAS-FT WORTH INTL **JEPPESSEN DALLAS-FT WORTH, TEXAS** **CONVERGING ILS Rwy 17R**

25 OCT 24
 Eff 31 Oct (61-7)

D-ATIS Arrival 123.77	LONESTAR Approach (R) 127.075	DFW Tower West 124.15 134.9	East 126.55 127.5	Ground West 121.85	East 121.65 121.8
LOC IJHZ 111.35	Final Apch Crs 176°	BBAKR 2200' (1633')	ILS DA(H) 767' (200')	Apt Elev 607' TDZE 567'	
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' outbound on TTT VOR R-128 to BELLS/D33.2 TTT and hold (DME required), or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME or radar required. 2. Simultaneous approach authorized with CONVERGING ILS Rwy 13R. 3. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1020'	3000'	TTT on 113.1 R-128	BELLS
GS	3.00°	372	478	531	637	849		↑	LT		

TERPS STRAIGHT-IN LANDING RWY 17R
 ILS DA(H) **767'** (200')
 TDZ/CL out RAIL/ALS out

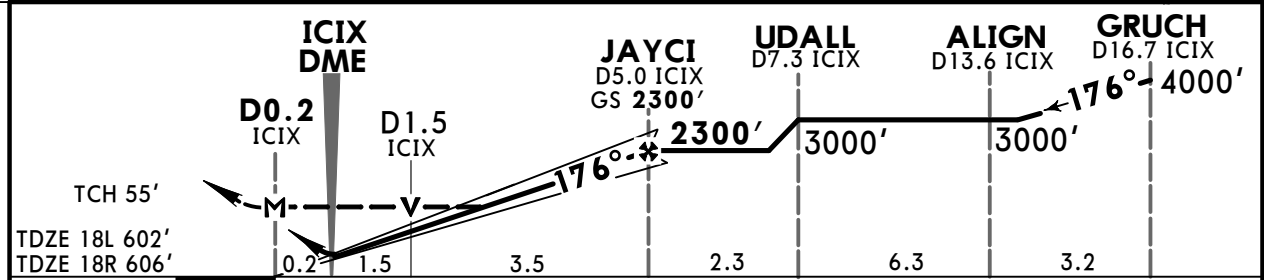
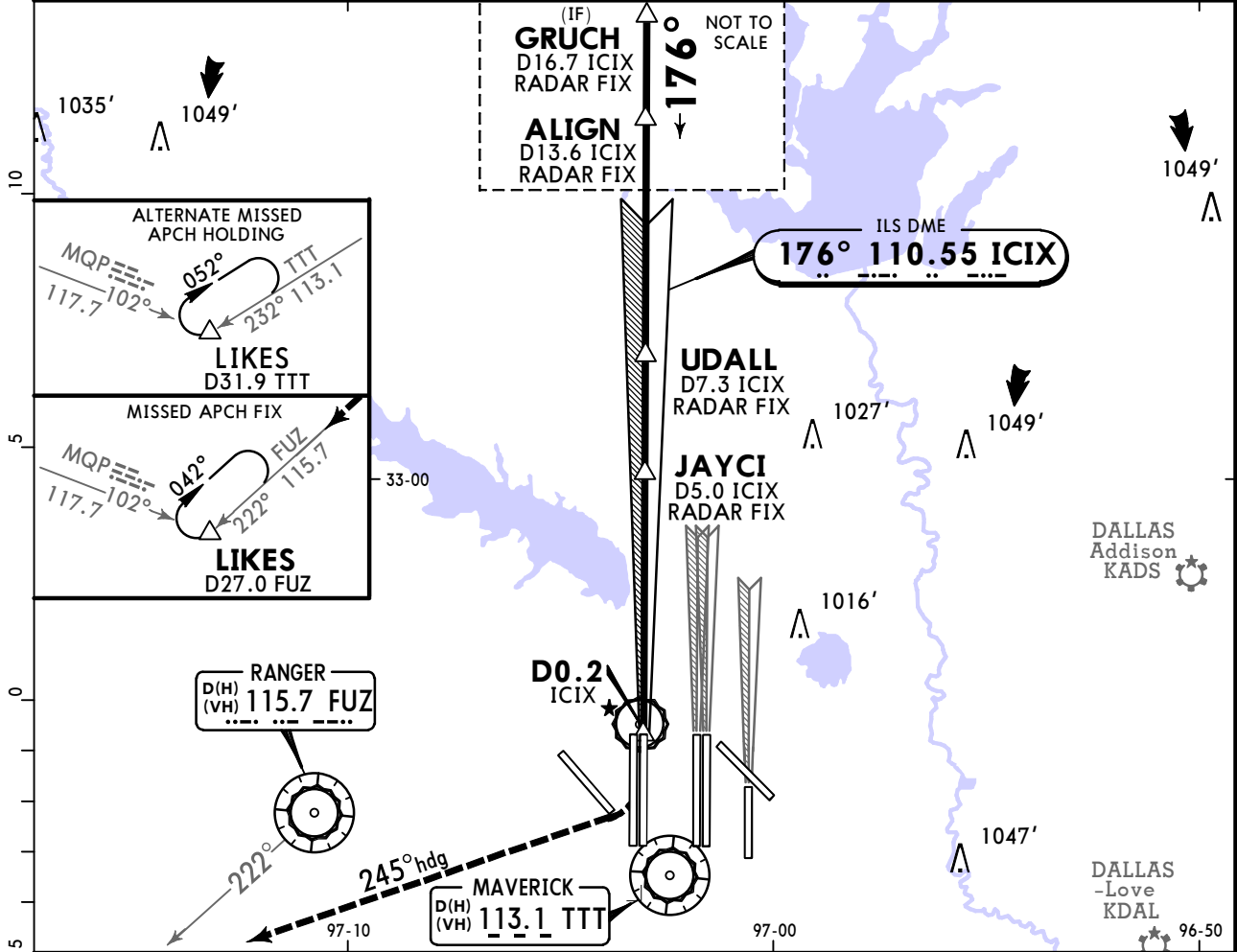
A			
B		1	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
D			

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 (61-8) Eff 31 Oct ILS or LOC Rwy 18L

D-ATIS Arrival 123.775	LONESTAR Approach (R) 118.425	West 124.15	DFW Tower 134.9	East 126.55	127.5	West 121.85	Ground 121.65	East 121.8
LOC ICIX 110.55	Final Apch Crs 176°	JAYCI 2300' (1698')	ILS DA(H) 802' (200')	Apt Elev 606' TDZE 18L 602'				
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' on heading 245° and outbound FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold.								MSA TTT VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Radar required for procedure entry. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 17L/C/R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). 5. ALSF-II, PAPI-L on Rwy 18R.								



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	1100' 3000'	245° on RT	FUZ 115.7 R-222	
GS	3.00°	372	478	531	637	743					849
MAP at D0.2 ICIX or JAYCI to MAP	5.2	4:27	3:28	3:07	2:36	2:14					1:57

TERPS						STRAIGHT-IN LANDING RWY 18L			LOC (GS out)			SIDESTEP LANDING RWY 18R		
						ILS DA(H) 802' (200')			MDA(H) 1220' (618')			MDA(H) 1220' (614')		
		TDZ/CL out		RAIL/ALS out				RAIL/ALS out				ALS out		
A														
B		I												
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4					RVR 24 or 1/2	RVR 50 or 1			RVR 50 or 1		
D								1 3/8	1 3/4			1 3/8	1 3/4	

KDFW/DFW

DALLAS-FT WORTH INTL

25 OCT 24
Eff 31 Oct

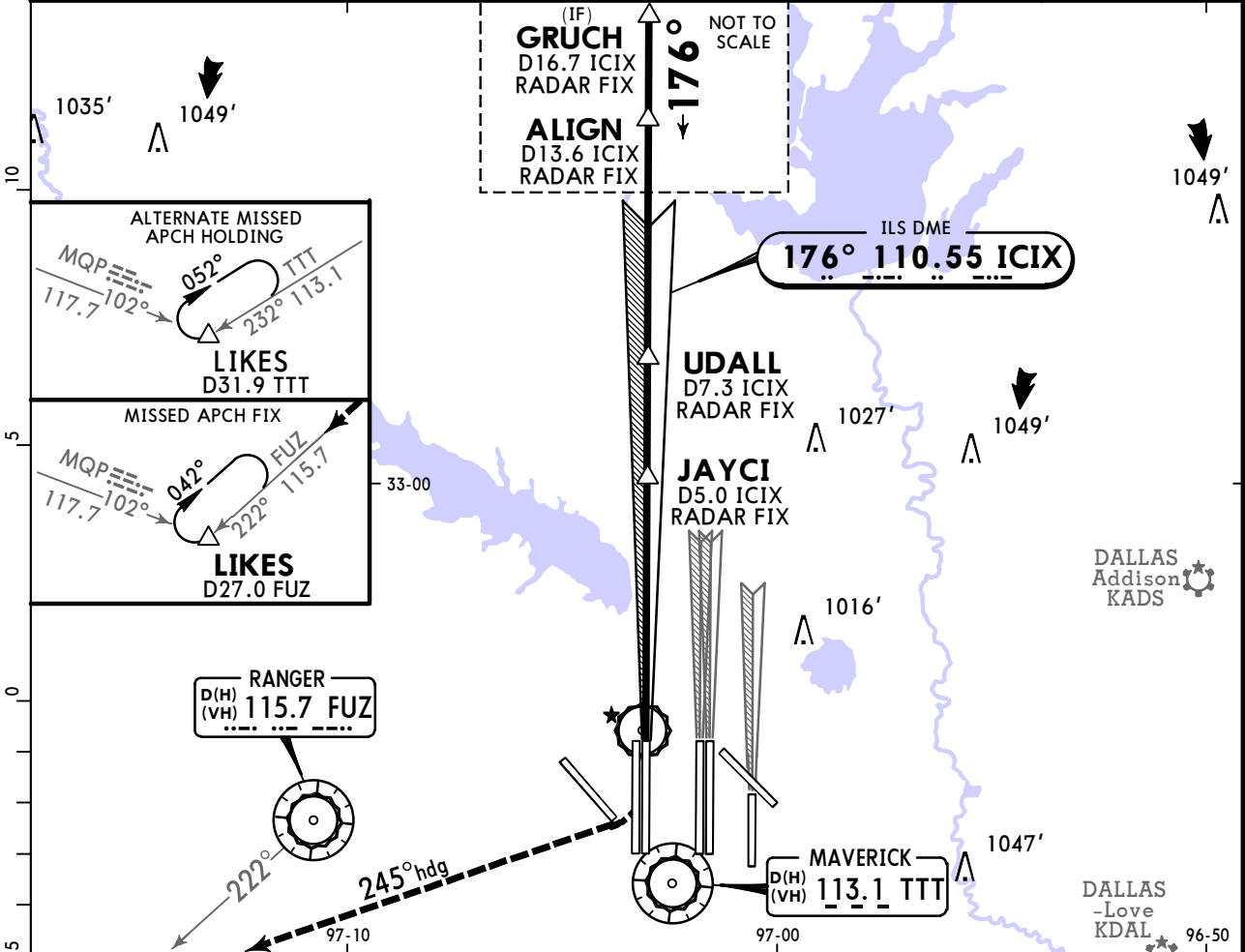
(61-8A)

JEPPesen

DALLAS-FT WORTH, TEXAS

ILS Rwy 18L SA CAT I

D-ATIS Arrival 123.775	LONESTAR Approach (R) 118.425	West 124.15	DFW Tower 134.9	East 126.55	West 127.5	Ground 121.85	East 121.65	East 121.8
LOC ICIX 110.55	Final Apch Crs 176°	JAYCI 2300' (1698')	SA CAT I ILS RA 158'	DA(H) 752' (150')	Apt Elev 606' TDZE 602'			
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' on heading 245° and outbound FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Aircraft Certification Required. 2. Radar required for procedure entry. 3. DME or Radar required. 4. Simultaneous approach authorized with Rwy 17L/C/R. 5. VGSI and ILS glideslope not coincident (VGSI angle 3.00°/TCH 70').								
								MSA TTT VOR



	ICIX DME	JAYCI D5.0 ICIX GS 2300'	UDALL D7.3 ICIX	ALIGN D13.6 ICIX	GRUCH D16.7 ICIX
TCH 55'	TDZE 602'	2300'	3000'	3000'	3000'
	5.2	2.3	6.3	3.2	

Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849	MALS R	1100'
								PAPI	3000'
									245° on
									hdg and
									R-222

TERPS STRAIGHT-IN LANDING RWY 18L

SA CAT I ILS
RA 158'
DA(H) 752' (150')

A	
B	
C	RVR 14
D	

I Requires specific OPSPEC, MSPEC, or LOA approval.

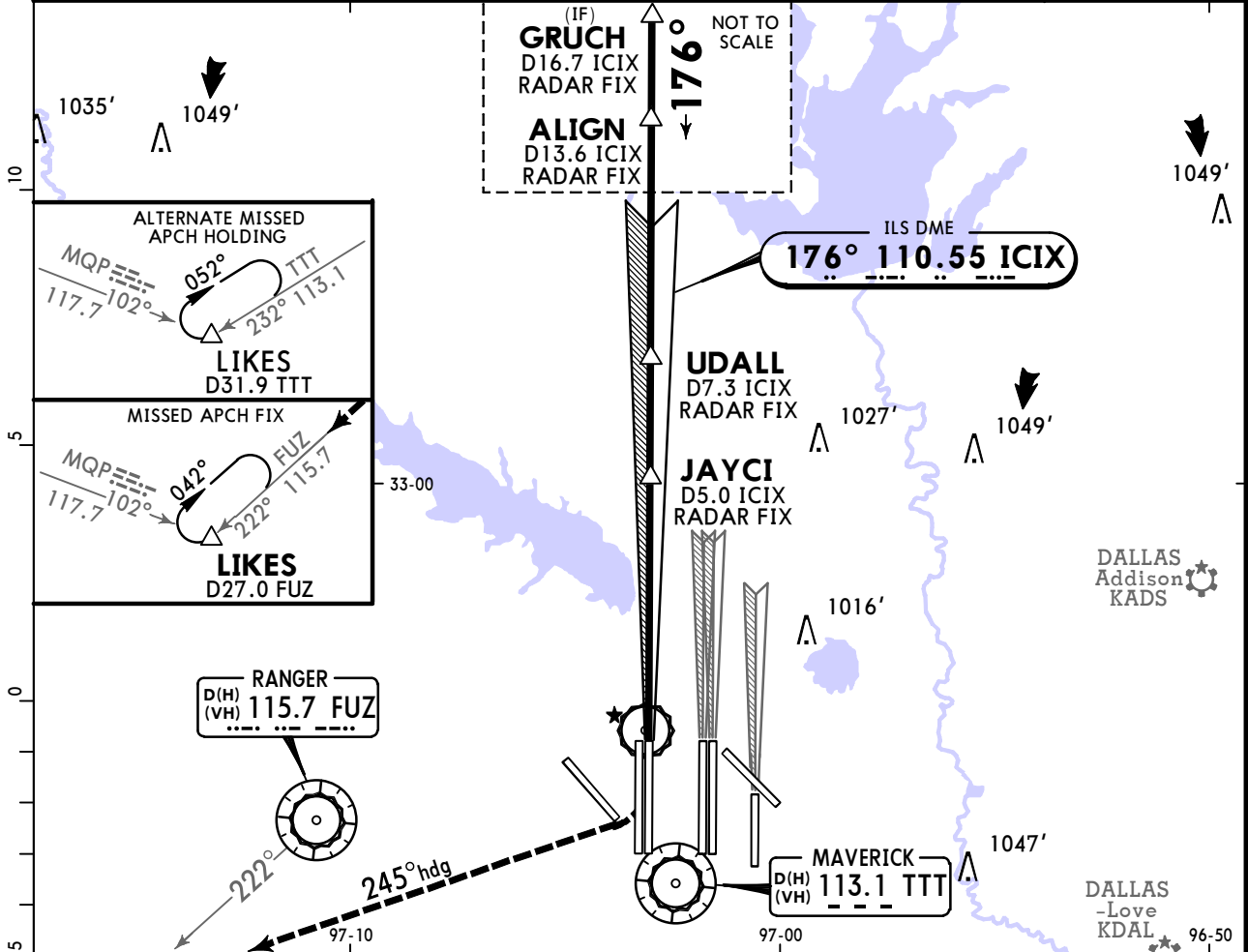
CHANGES: Approach call name, service volume, topo. © JEPPesen, 2021, 2024. ALL RIGHTS RESERVED.

TERPS AMEND 3 22 APR 2021

KDFW/DFW DALLAS-FT WORTH INTL

25 OCT 24 Eff 31 Oct (61-8B) ILS Rwy 18L SA CAT II

D-ATIS Arrival 123.775	LONESTAR Approach (R) 118.425	West 124.15	DFW Tower 134.9	East 126.55	127.5	West 121.85	Ground 121.65	East 121.8	
LOC ICIX 110.55	Final Apch Crs 176°	JAYCI 2300' (1698')	SA CAT II ILS RA 115'	DA(H) 702' (100')	Apt Elev 606' TDZE 602'				
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' on heading 245° and outbound FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold.							MSA TTT VOR		
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Special Aircrew & Aircraft Certification Required. 2. Radar required for procedure entry. 3. DME or Radar required. 4. Simultaneous approach authorized with Rwy 17L/C/R. 5. VGSI and ILS glideslope not coincident (VGSI angle 3.00°/TCH 70').									



ICIX DME	JAYCI D5.0 ICIX GS 2300'	UDALL D7.3 ICIX	ALIGN D13.6 ICIX	GRUCH D16.7 ICIX
TCH 55'	2300'	3000'	3000'	176° - 4000'
TDZE 602'	5.2	2.3	6.3	3.2

Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	245°	FUZ
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	hdg	115.7
											R-222

TERPS STRAIGHT-IN LANDING RWY 18L
 SA CAT II ILS
RA 115'
 DA(H) 702' (100')

A	
B	RVR 12
C	
D	

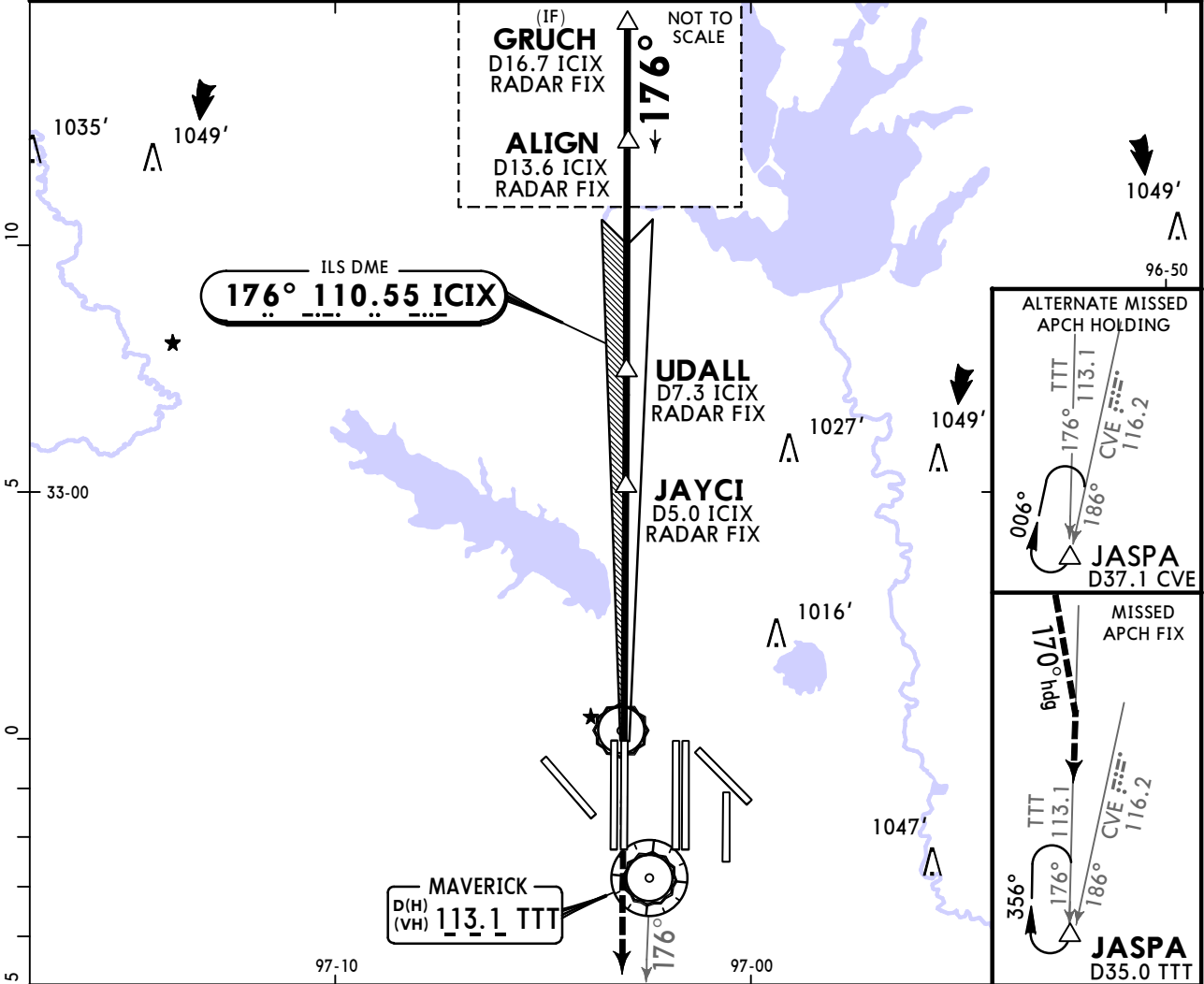
1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 3 22 APR 2021

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 (61-9) Eff 31 Oct CONVERGING ILS Rwy 18L

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground	
123.775	118.425	West 124.15	East 134.9	West 126.55	East 127.5	West 121.85	East 121.65 121.8
LOC ICIX 110.55	Final Apch Crs 176°	JAYCI 2300' (1698')	ILS DA(H) 802' (200')	Apt Elev 607' TDZE 602'			
MISSED APCH: Climb to 3000', then climb to 4000' on heading 170° and outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME and radar required. 2. Simultaneous approach authorized with CONVERGING ILS Rwy 13R. 3. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 70').							
MSA TTT VOR							



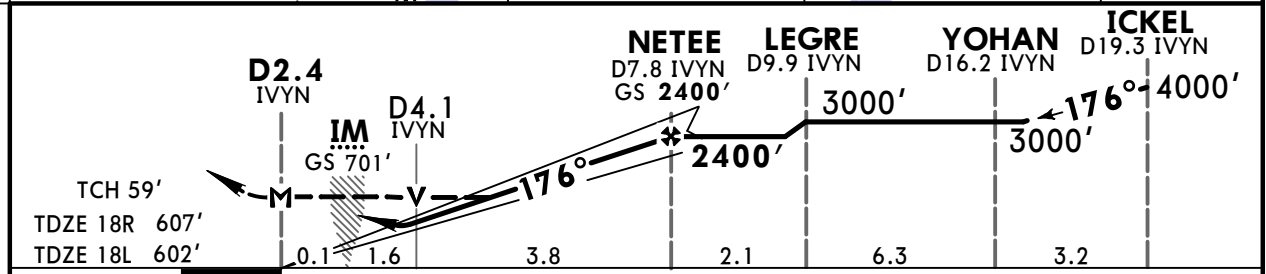
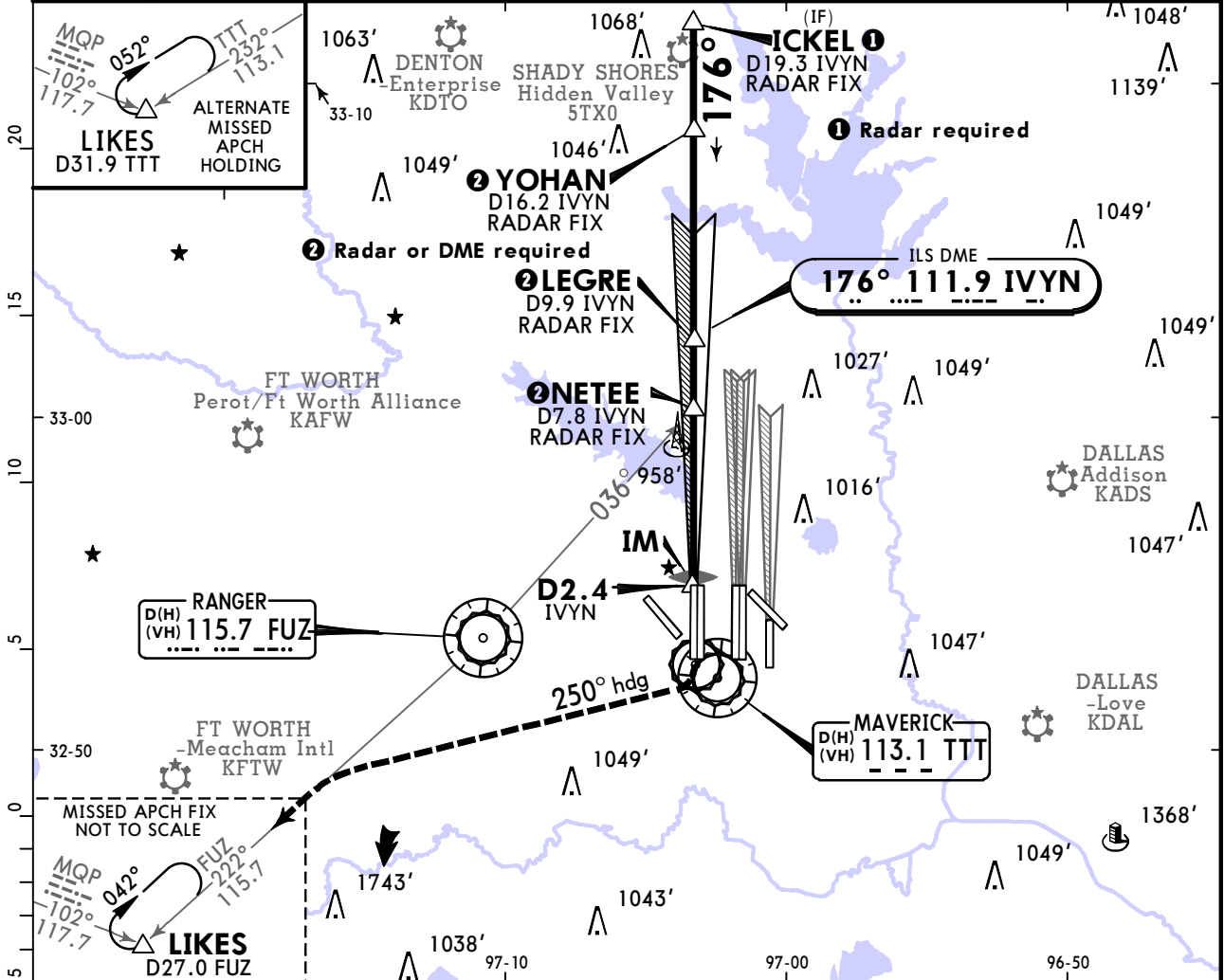
JAYCI	UDALL	ALIGN	GRUCH				
D5.0 ICIX	D7.3 ICIX	D13.6 ICIX	D16.7 ICIX				
GS 2300'	3000'	3000'	4000'				
TCH 55'	176°	176°	176°				
TDZE 602'	5.2	2.3	6.3	3.2			
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849
							MALSR PAPI
							3000' 4000' 170° TTT
							↑ ↑ on hdg and 113.1 JASPA R-176

	TERPS		STRAIGHT-IN LANDING RWY 18L	
	ILS		DA(H) 802' (200')	
	TDZ/CL out		RAIL/ALS out	
A				
B	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	
C				
D				
1 RVR 18 with Flight Director or Autopilot or HUD to DA.				

KDFW/DFW DALLAS-FT WORTH INTL

25 OCT 24 **61-10** Eff 31 Oct ILS or LOC Rwy 18R

D-ATIS Arrival 123.77	LONESTAR Approach (R) 118.425	West 124.15	DFW Tower 134.9	East 126.55	West 127.5	Ground 121.85	East 121.65	121.8
LOC IVYN 111.9	Final Apch Crs 176°	NETEE 2400' (1793')		ILS DA(H) 807' (200')	Apt Elev 607' TDZE 18R 607'			
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 250° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold, or as directed by ATC.								MSA TTT VOR
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. VGS1 and ILS glidepath not coincident. 2. Simultaneous approach authorized with Rwy 17L/C/R. 3. MALSR and PAPI-L on Rwy 18L.								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	3000'	250° on	FUZ	
GS	3.00°	372	478	531	637	743						849
MAP at D2.4 IVYN or NETEE to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04					

TERPS		STRAIGHT-IN LANDING RWY 18R				SIDESTEP LANDING RWY 18L	
		ILS		LOC (GS out)		LOC (GS out)	
		DA(H) 807' (200')		MDA(H) 1220' (613')		MDA(H) 1220' (618')	
		TDZ/CL out	ALS out	ALS out	ALS out	RAIL/ALS out	
A		1					
B	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	
C	or 1/2	or 1/2	or 3/4	1 3/8	1 3/4	1 3/8	1 3/4
D						1 1/2	

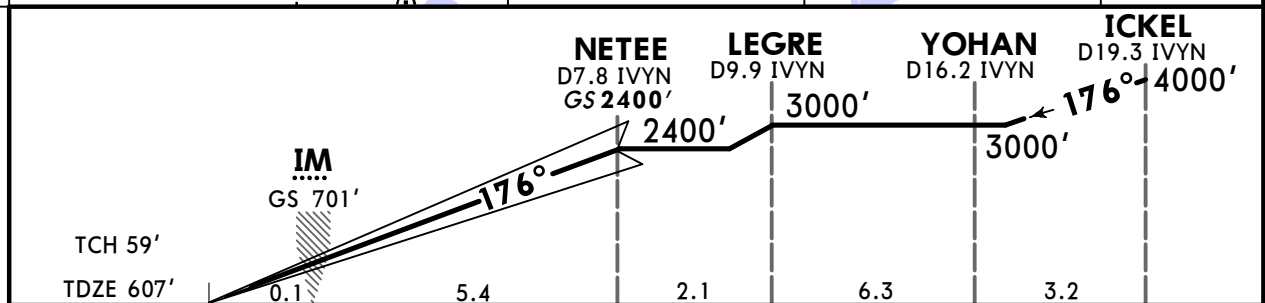
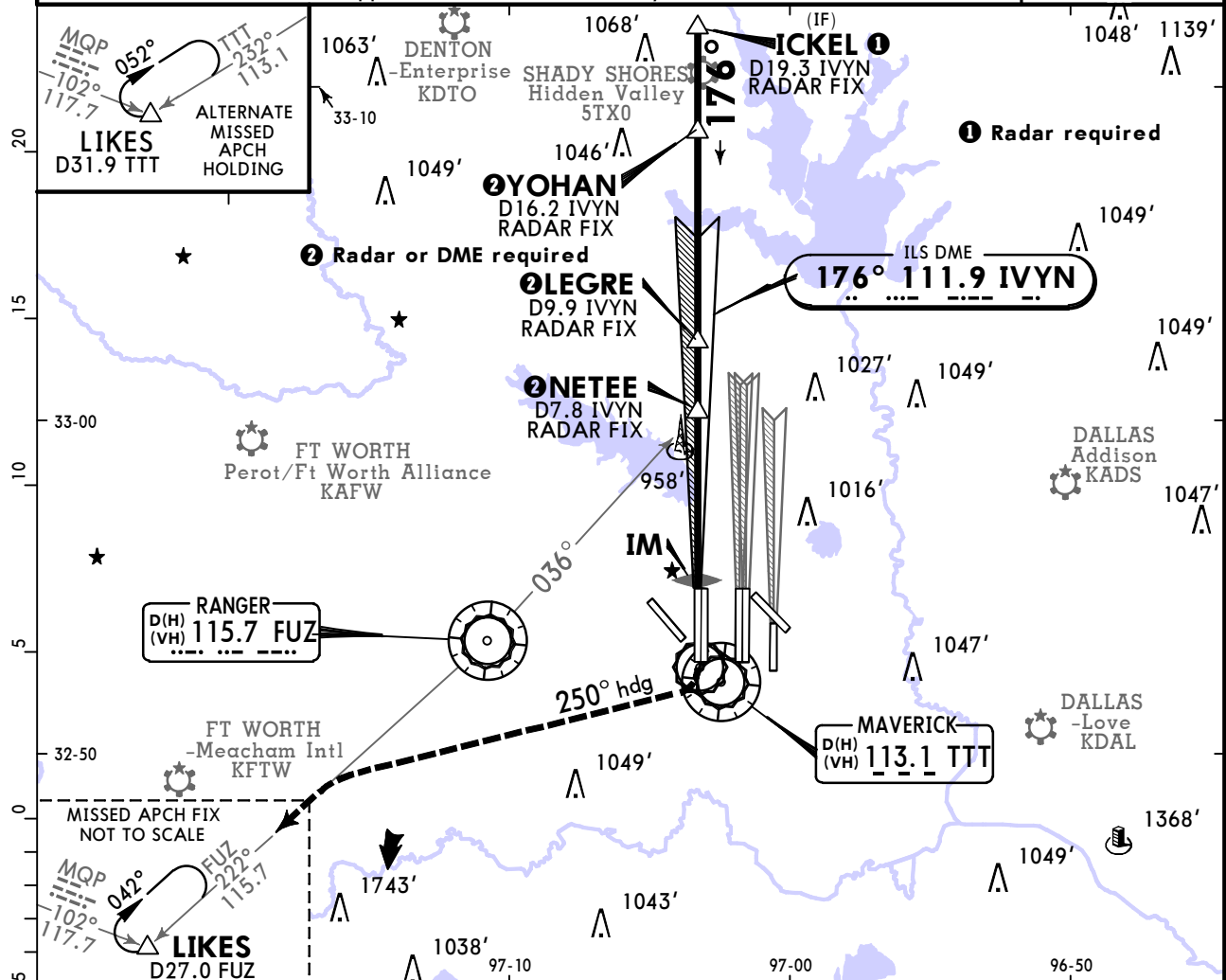
JEPPesen DALLAS-FT WORTH, TEXAS

KDFW/DFW DALLAS-FT WORTH INTL 61-10A ILS Rwy 18R CAT II & III

25 OCT 24

Eff 31 Oct

D-ATIS Arrival		LONESTAR Approach (R)		West		DFW Tower		East		West		Ground		East	
123.77		118.425		124.15		134.9		126.55		127.5		121.85		121.65 121.8	
LOC	Final	NETEE 2400' (1793')	CAT IIIC NA	CAT IIIB	CAT IIIA Refer to Minimums	CAT II RA 106' DA(H) 707' (100')	Apt Elev 607'	TDZE 607'							
IVYN	Apch Crs												176°		
111.9	176°														
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 250° and outbound via FUZ VOR R-222 to LIKES INT/D27.0 FUZ and hold, or as directed by ATC.															
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'							
1. Special Aircrew & Acft Certification Required. 2 VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 17L/C/R.												MSA TTT VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSFI II PAPI	↑ 1100'	RT on 3000'	250° hdg	FUZ R-222 and 115.7
GS	3.00°	372	478	531	637	743					

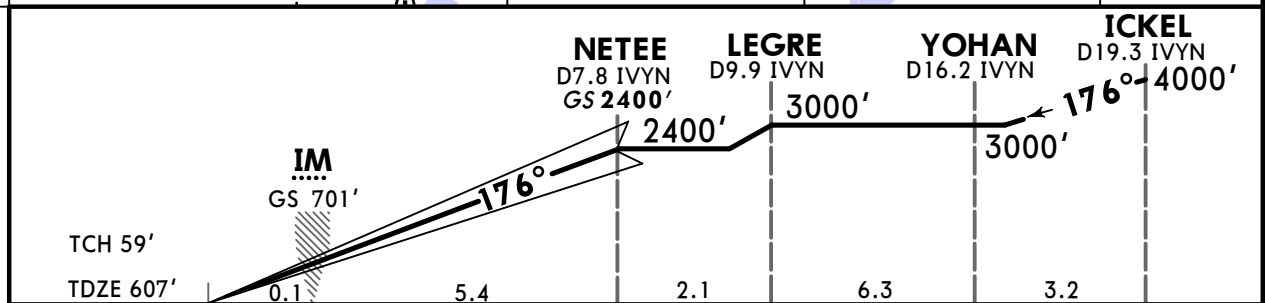
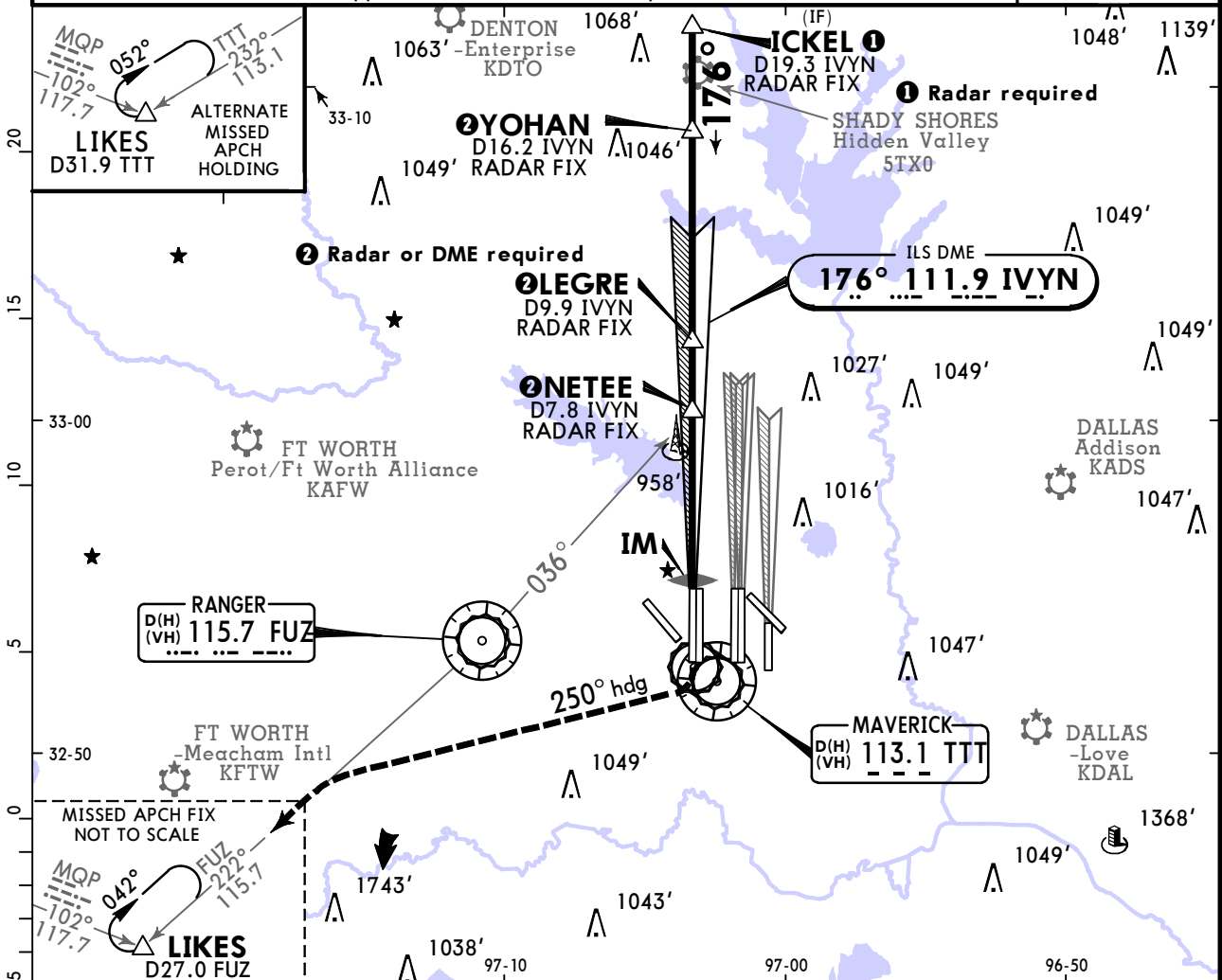
TERPS STRAIGHT-IN LANDING RWY 18R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II RA 106' DA(H) 707' (100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 8A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL

25 OCT 24 Eff 31 Oct 61-10B ILS Rwy 18R SA CAT I

D-ATIS Arrival 123.77	LONESTAR Approach (R) 118.425	West 124.15	DFW Tower 134.9	East 126.55	West 127.5	Ground 121.85	East 121.65	121.8	
LOC IVYN 111.9	Final Apch Crs 176°	NETEE 2400' (1793')		SA CAT I ILS RA 158' DA(H) 757'(150')		Apt Elev 607' TDZE 607'			
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Rwy 17L/C/R.							MSA TTT VOR		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	3000'	250°	FUZ
GS	3.00°	372	478	531	637	743					
							PAPI				R-222

TERPS STRAIGHT-IN LANDING RWY 18R
1 SA CAT I ILS
RA 158'
 DA(H) **757'**(150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

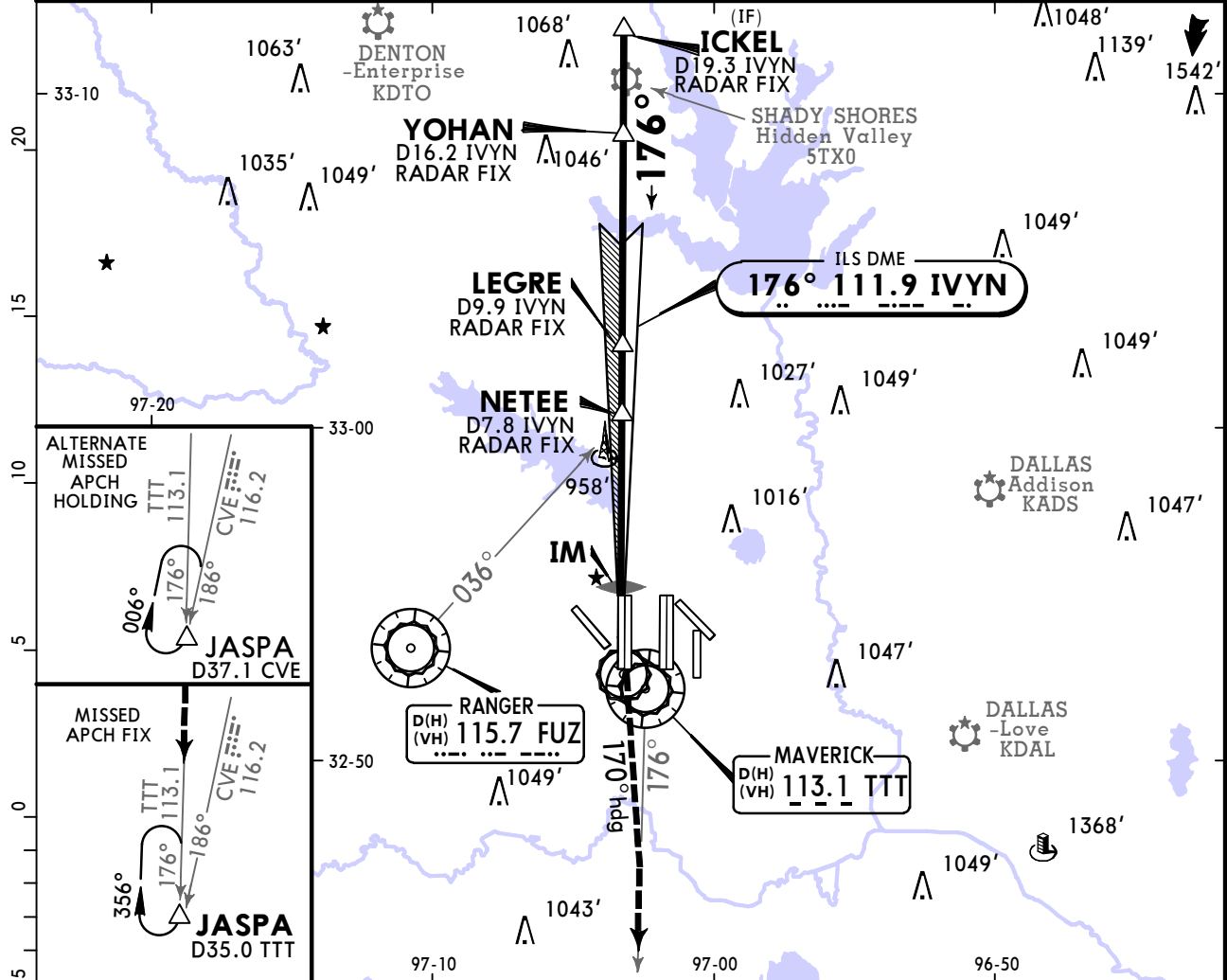
TERPS AMEND 8A 18 SEP 2014

JEPPesen DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 61-11 CONVERGING ILS Rwy 18R

25 OCT 24
Eff 31 Oct

D-ATIS Arrival 123.775	LONESTAR Approach (R) 118.425	West 124.15	DFW Tower 134.9	East 126.55	West 127.5	Ground East 121.85	East 121.65	East 121.8		
LOC IVYN 111.9	Final Apch Crs 176°	NETEE 2400' (1793')		ILS DA(H) 807' (200')	Apt Elev 607'		TDZE 607'			
MISSED APCH: Climb to 3000' then climb to 4000' on heading 170° and outbound on TTT VOR R-176 to JASPA/D35.0 TTT and hold.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. DME and radar required. 2. Simultaneous approach authorized with CONVERGING ILS Rwy 13R, CONVERGING ILS Rwy 17C, and CONVERGING ILS Rwy 17R. 3. VGSI and ILS glidepath not coincident (angle 3.00°/TCH 74').										
MSA TTT VOR										



		NETEE D7.8 IVYN GS 2400'	LEGRE D9.9 IVYN	YOHAN D16.2 IVYN	ICKEL D19.3 IVYN
TCH 59'		2400'		3000'	3000'
TDZE 607'		2.1		6.3	3.2
ALSF-II		3000'		4000'	170° on hdg and 113.1 TTT R-176
PAPI		↑		↑	

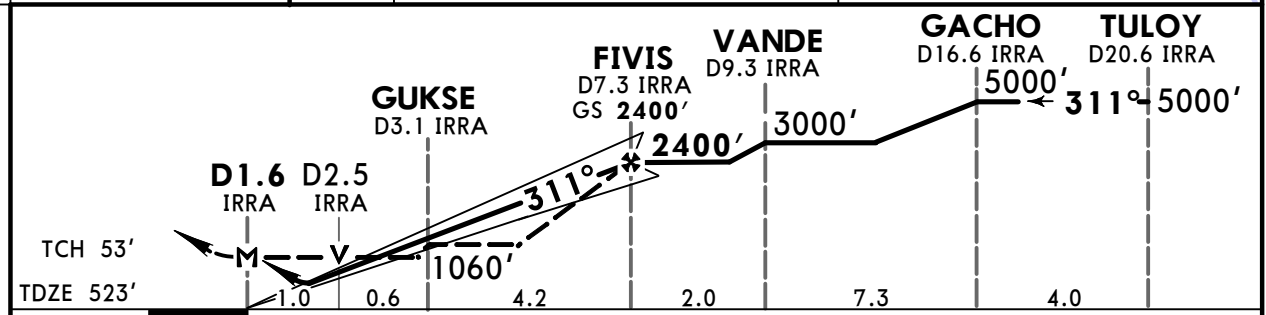
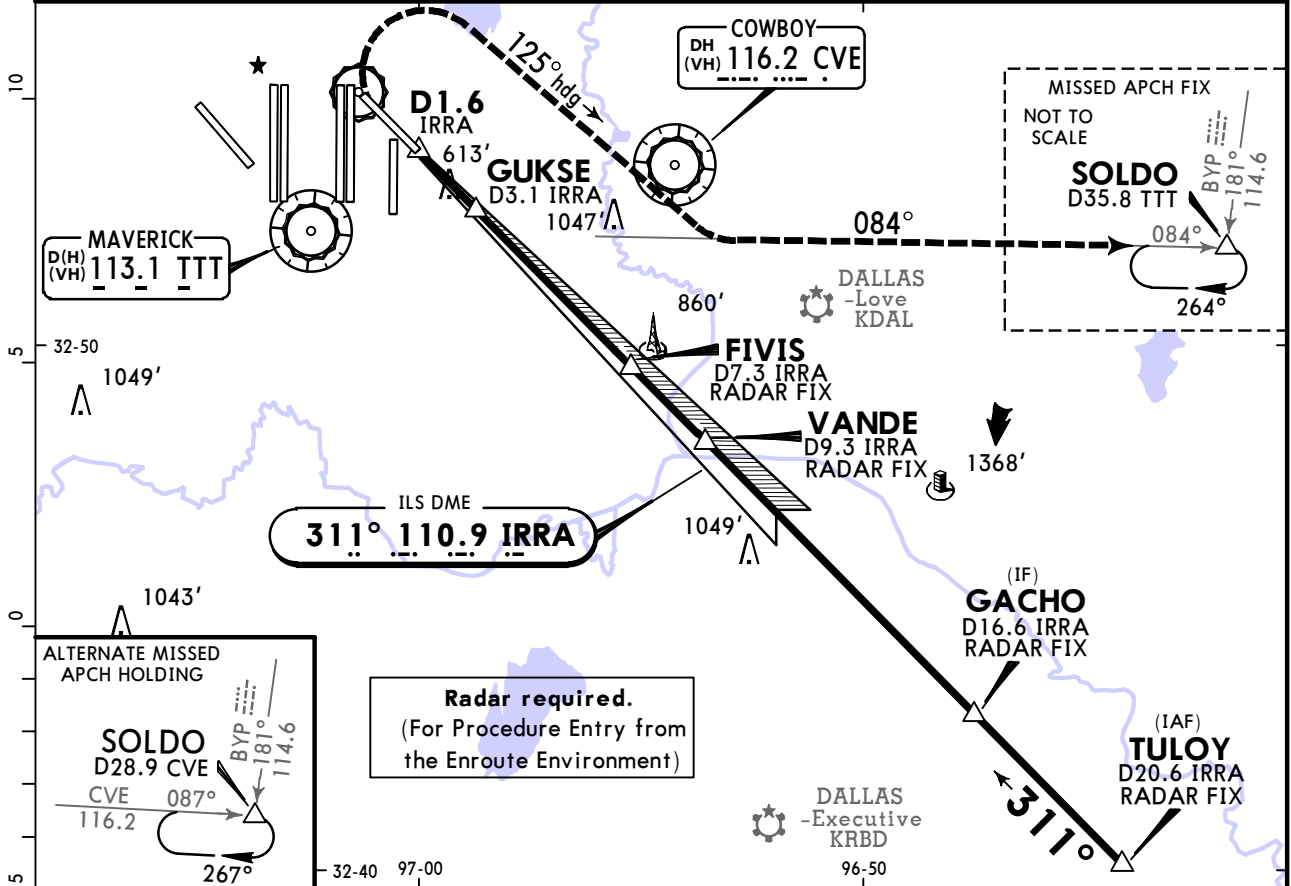
TERPS STRAIGHT-IN LANDING RWY 18R		
ILS		
DA(H) 807' (200')		
	TDZ/CL out	ALS out
A		
B	RVR 18 or 1/2	RVR 40 or 3/4
C	RVR 24 or 1/2	
D		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 6B 10 OCT 2019

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 (61-12) Eff 31 Oct ILS or LOC Rwy 31R

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower		Ground		
123.775	135.5 125.2	East 126.55 127.5	West 124.15 134.9	East 121.65 121.8	West 121.85	
LOC IRRA 110.9	Final Apch Crs 311°	FIVIS 2400' (1877')	ILS DA(H) 723' (200')	Apt Elev 607' TDZE 523'		
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 125° and outbound TTT VOR R-084 to SOLDO/ D35.8 TTT and hold.						
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'
1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69'). 3. Simultaneous approach authorized.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	125°	TTT
GS	3.00°	372	478	531	637	743					
MAP at D1.6 IRRRA or FIVIS to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10	PAPI	↑	RT	R-084
TERPS	STRAIGHT-IN LANDING RWY 31R										

TERPS	ILS DA(H) 723' (200')			LOC (GS out) MDA(H) 880' (357') With GUKSE		MDA(H) 1060' (537') Without GUKSE	
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	
	A	1		RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
	B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 55 or 1	RVR 55 or 1

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

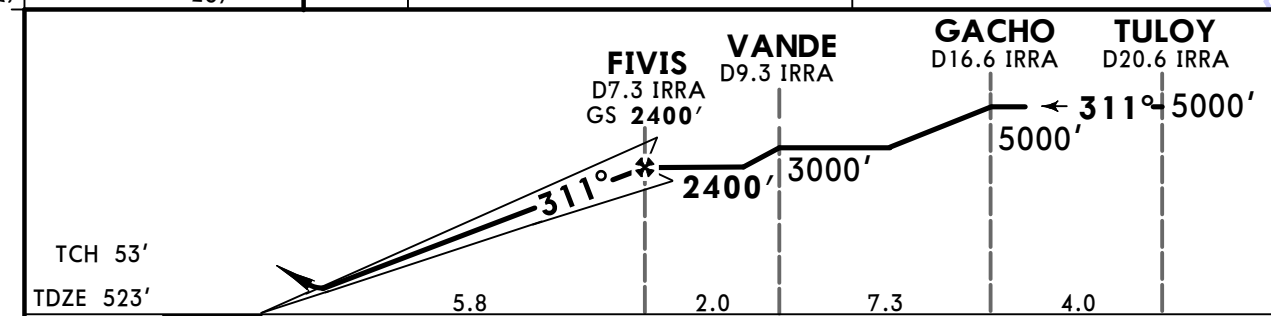
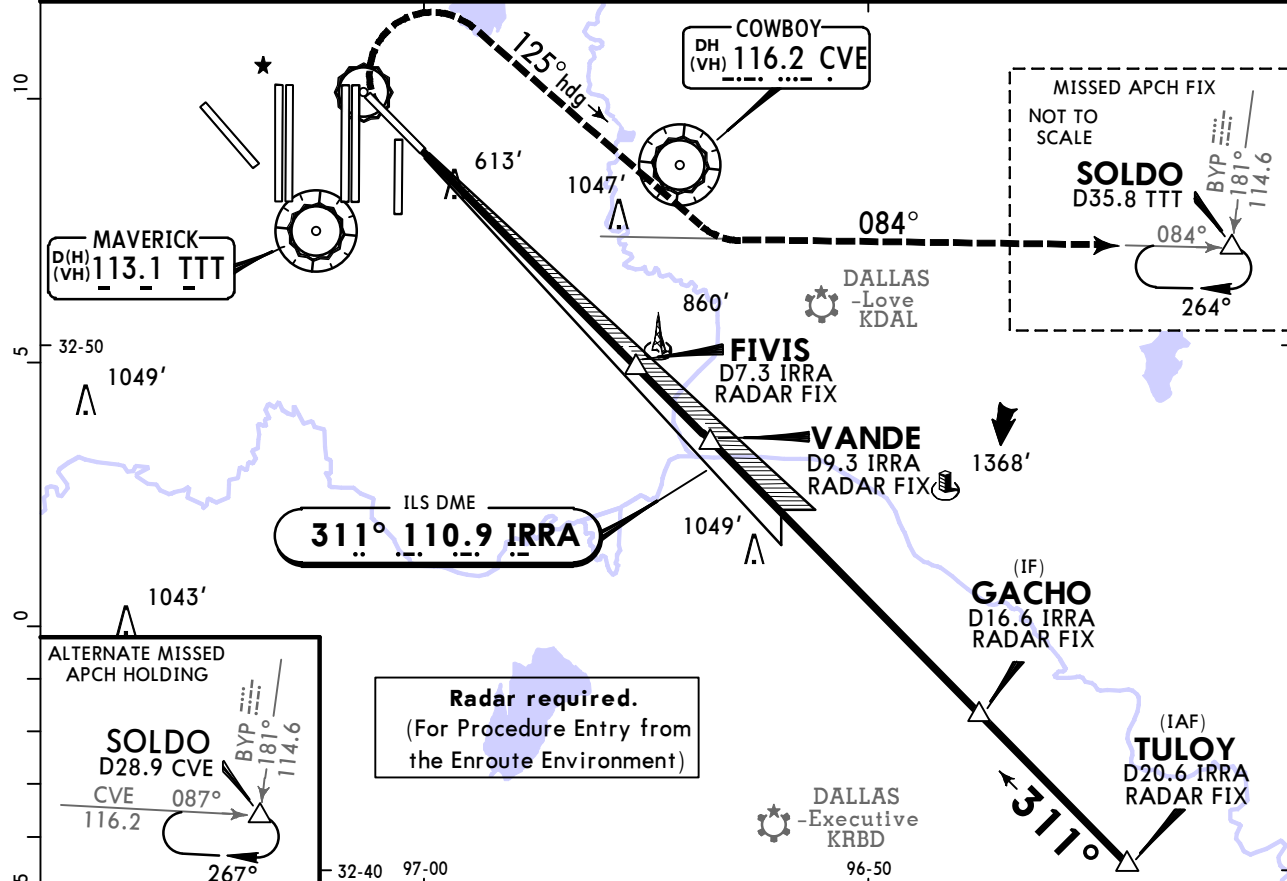
TERPS AMEND 15 8 NOV 2018

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL ILS Rwy 31R SA CAT II

25 OCT 24
Eff 31 Oct 61-12A

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower		Ground		
	123.775	135.5 125.2	East 126.55 127.5	West 124.15 134.9	East 121.65 121.8	West 121.85	
	LOC IRRA 110.9	Final Apch Crs 311°	FIVIS 2400' (1877')	SA CAT II ILS RA 121'	Apt Elev 607' TDZE 523'		
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 125° and outbound TTT VOR R-084 to SOLDO/ D35.8 TTT and hold.							
Alt Set: INCHES					Trans level: FL 180		Trans alt: 18000'
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69'). 4. Simultaneous approach authorized.							MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	3000'	125° on hdg	TTT and 113.1 R-084
GS	3.00°	372	478	531	637	849					

TERPS STRAIGHT-IN LANDING RWY 31R
SA CAT II ILS RA 121'
 DA(H) 623' (100')

A	RVR 12
B	
C	
D	

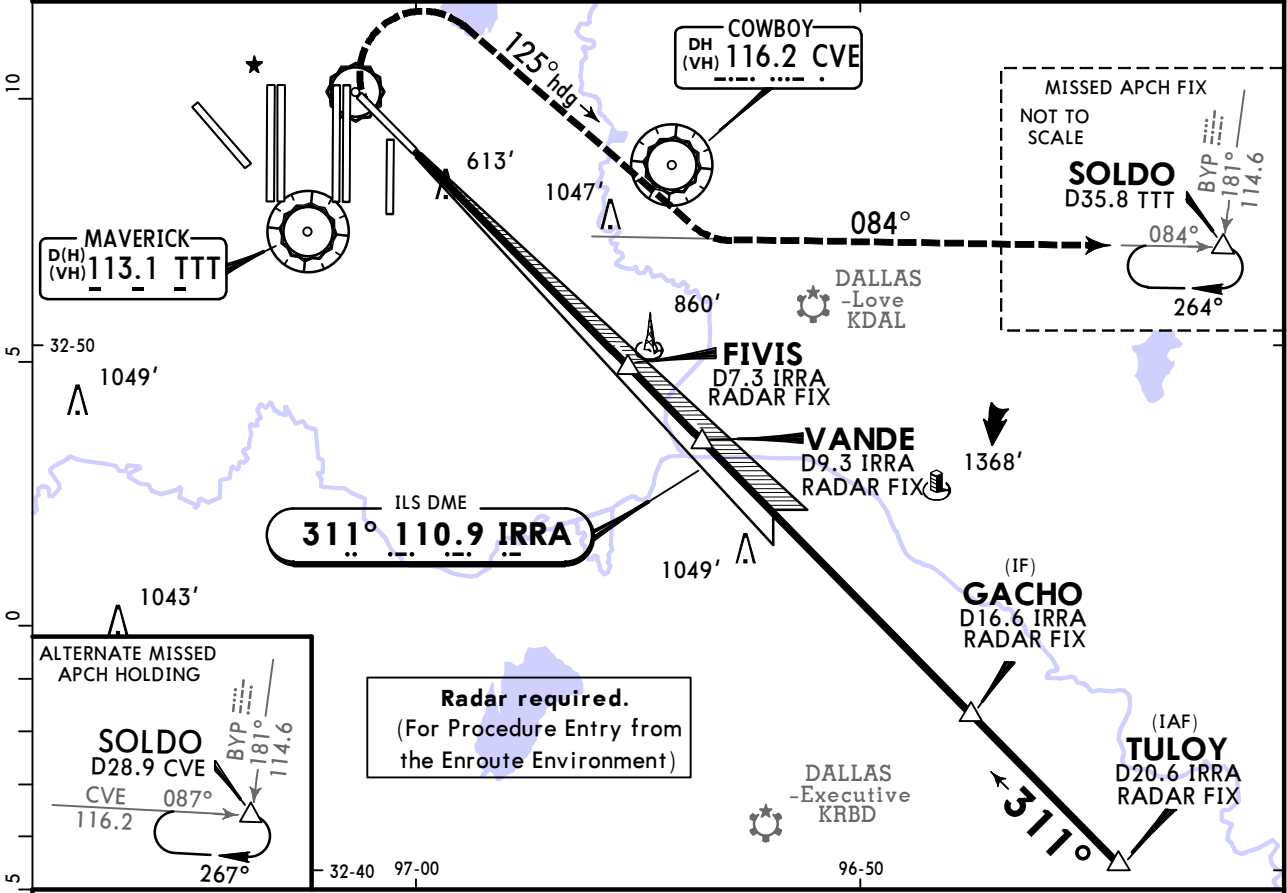
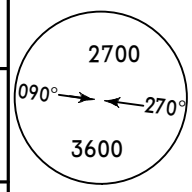
Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 15 8 NOV 2018

JEPPESEN DALLAS-FT WORTH, TEXAS

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 (61-12B) Eff 31 Oct ILS Rwy 31R SA CAT I

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower		Ground	
123.775	135.5 125.2	East	West	East	West
LOC IRRA 110.9	Final Apch Crs 311°	126.55 127.5	124.15 134.9	121.65 121.8	121.85
		FIVIS 2400' (1877')	SA CAT I ILS RA 176'	Apt Elev 607' TDZE 523'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' on heading 125° and outbound TTT VOR R-084 to SOLDO/D35.8 TTT and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 69'). 4. Simultaneous approach authorized.					
					MSA TTT VOR



	FIVIS D7.3 IRRA GS 2400'	VANDE D9.3 IRRA	GACHO D16.6 IRRA	TULOY D20.6 IRRA	
TCH 53'	311°				
TDZE 523'	2400'	3000'	5000'	5000'	5000'
	5.8	2.0	7.3	4.0	

Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		
								MALSR	1100'
								PAPI	3000'
									125° on
									and 113.1
									R-084

TERPS STRAIGHT-IN LANDING RWY 31R
■ SA CAT I ILS
RA 176'
 DA(H) 673' (150')

A	
B	
C	RVR 14
D	

■ Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

TERPS AMEND 15 8 NOV 2018

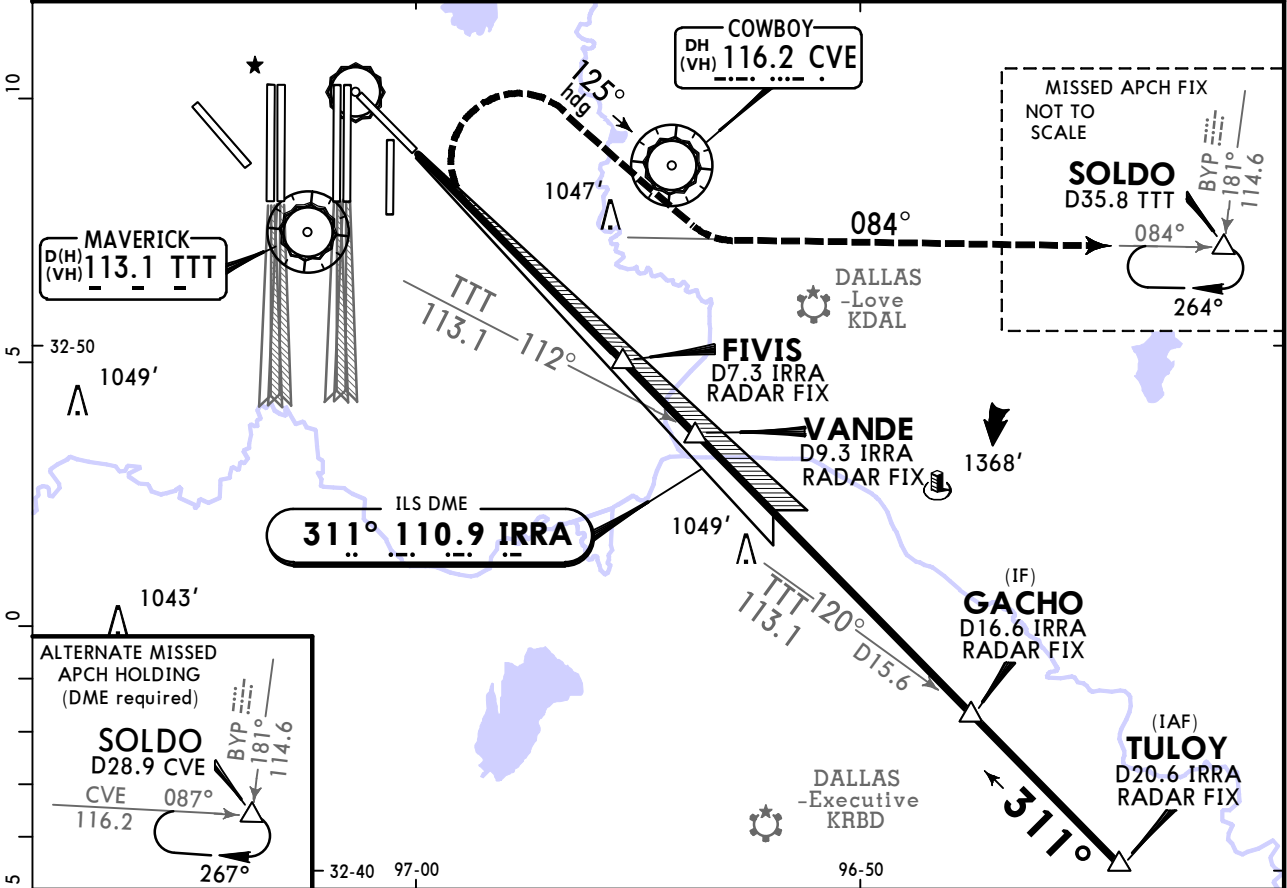
KDFW/DFW

DALLAS-FT WORTH INTL

JEPPESEN
 25 OCT 24
 Eff 31 Oct (61-13) CAT A, B & C

DALLAS-FT WORTH, TEXAS CONVERGING ILS Rwy 31R

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)		DFW Tower		Ground	
	123.77	135.5	125.2	East 126.55	West 127.5	East 124.15	West 134.9
	LOC IRRA 110.9	Final Apch Crs 311°		FIVIS 2400' (1877')		ILS DA(H) Refer to Minimums	
MISSED APCH: Climbing RIGHT turn to 3000' on heading 125° and outbound on TTT VOR R-084 to SOLDO/D35.8 TTT and hold, or as directed by ATC.						Apt Elev 607' TDZE 523'	
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'	
1. DME required. 2. Radar required. 3. Simultaneous converging approach authorized with CONVERGING ILS Rwy 35L/C and CONVERGING ILS Rwy 36L/R. 4. VGSI and ILS glidepath not coincident.						MSA TTT VOR	



TCH 53' TDZE 523'	FIVIS D7.3 IRRA GS 2400'	VANDE D9.3 IRRA	GACHO D16.6 IRRA	TULOY D20.6 IRRA
	2400'	3000'	5000'	5000'
5.8	2.0	7.3	4.0	

Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' RT	125° on hdg	TTT and 113.1 R-084	SOLDO
GS	3.00°	372	478	531	637	743					

TERPS STRAIGHT-IN LANDING RWY 31R
 ILS
 A,B: DA(H) **1528'** (1005')
 C: DA(H) **1583'** (1060')
 RAIL/ALS out

A	
B	4
C	
D	NA

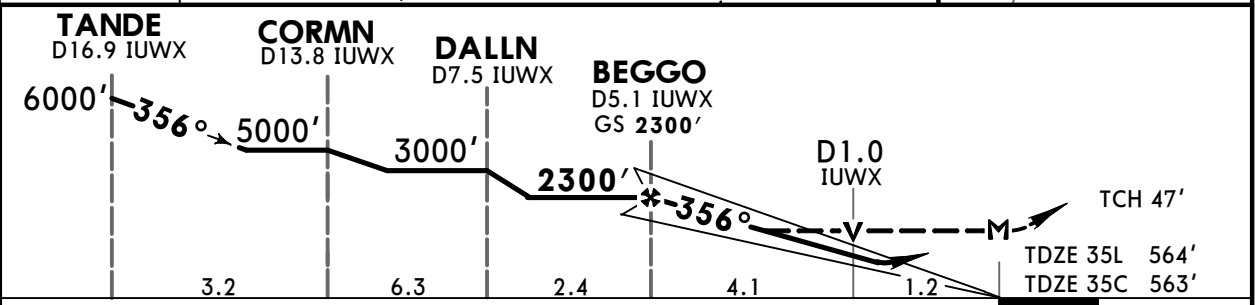
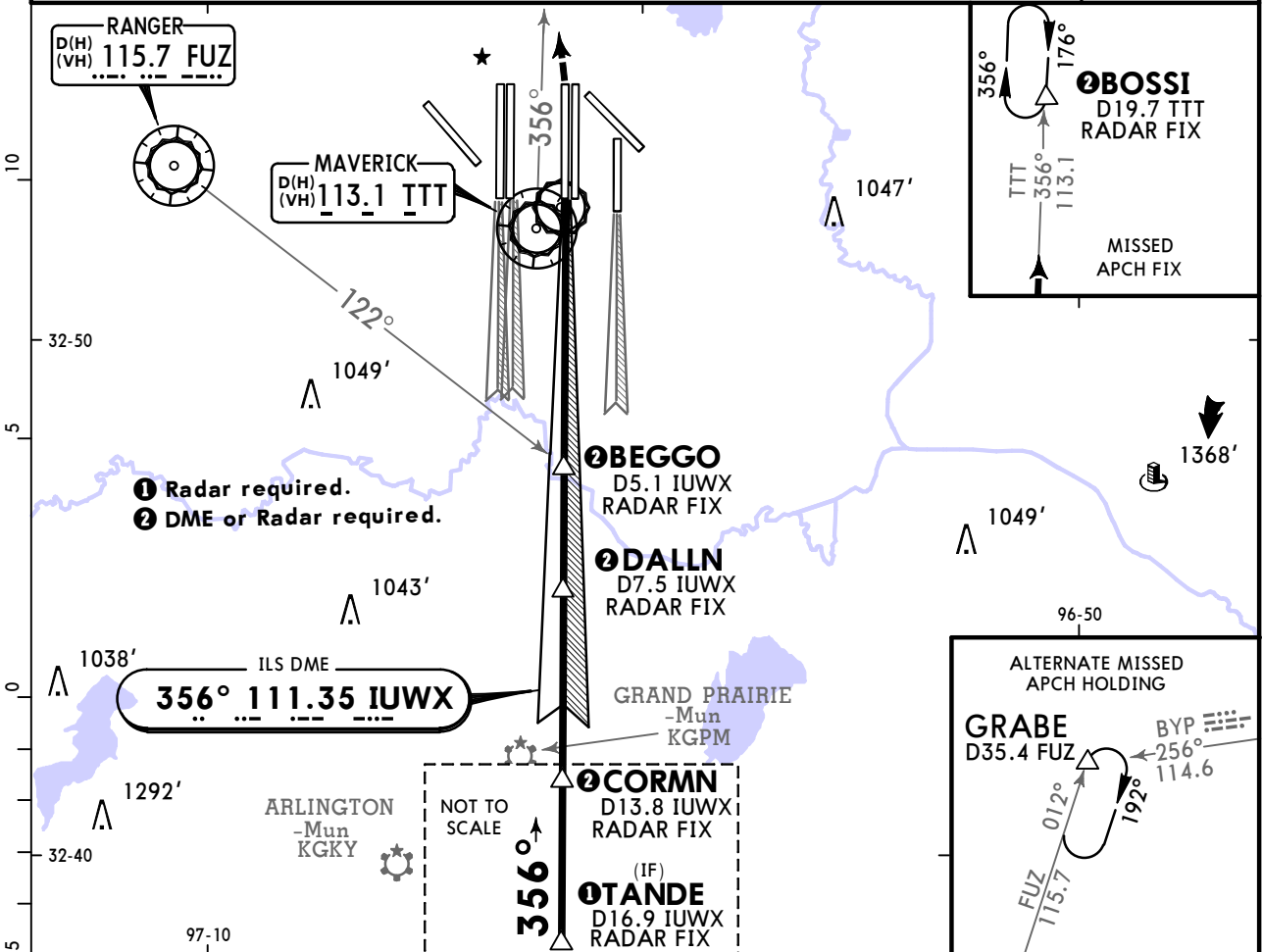
TERPS AMEND 8A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS

25 OCT 24 (61-14) Eff 31 Oct ILS or LOC Rwy 35L

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground						
	123.77	127.075	East	126.55	127.5	West	124.15	134.9	East	121.65	121.8	West	121.85
	LOC IUWX 111.35	Final Apch Crs 356°	BEGGO	2300' (1736')		ILS DA(H)	764' (200')		Apt Elev 607'	TDZE 35L 564'			
	MISSED APCH: Climb to 2000' then climb to 3000' outbound on TTT VOR R-356 to BOSSI/D19.7 TTT/RADAR FIX and hold, or as directed by ATC.											2700 090° → ← 270° 3600	
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'						
1. Simultaneous approach authorized with Rwy 36L/R and Rwy 35R. 2. VGSI and ILS glidepath not coincident. 3. ALSF-II. PAPI-L on Rwy 35C.											MSA TTT VOR		



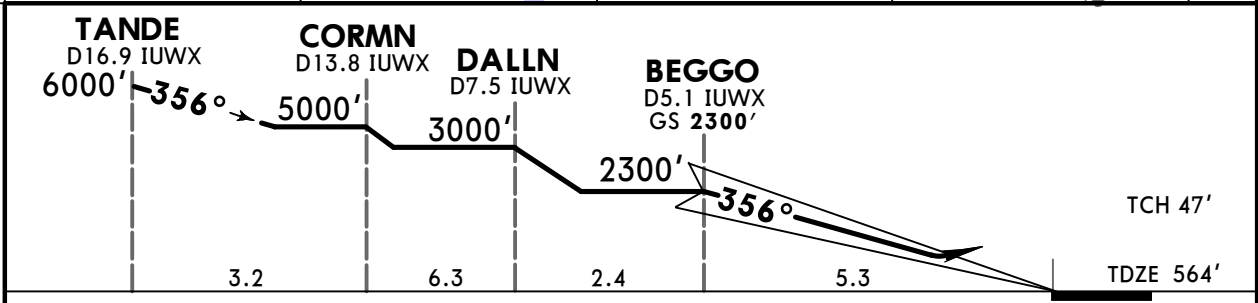
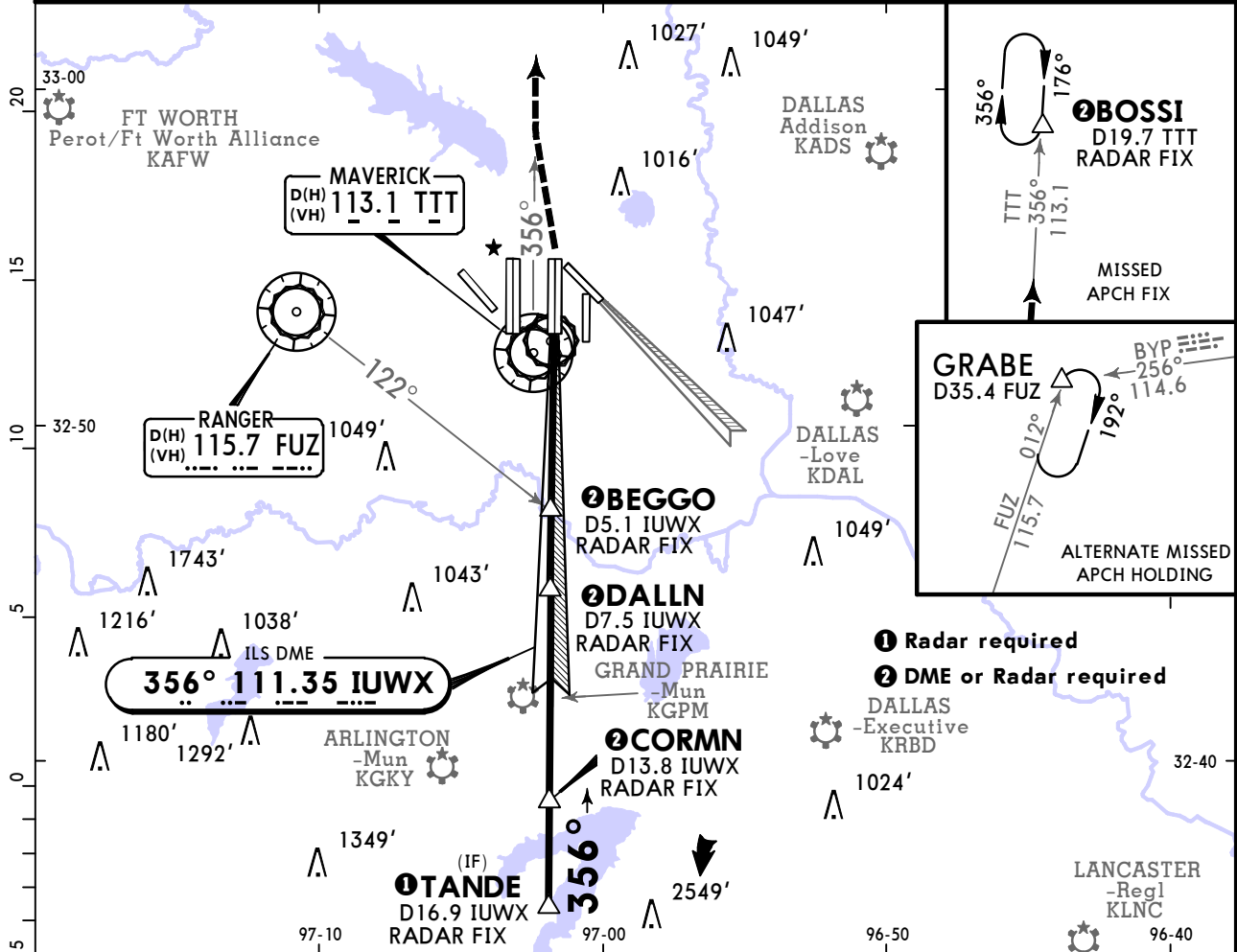
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	3000'	TTT on 113.1 R-356	BOSSI	
GS	3.00°	372	478	531	637	743						849
BEGGO to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59					

TERPS AMEND 5A 18 SEP 2014	STRAIGHT-IN LANDING RWY 35L						LOC (GS out)			SIDESTEP LANDING RWY 35C		
	ILS DA(H) 764' (200')						MDA(H) 1000' (436')			MDA(H) 1000' (437')		
	TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		ALS out			
	A					RVR 24 or 1/2		RVR 50 or 1		RVR 50 or 1		
B	1											
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4							1 1/2		
D					RVR 40 or 3/4		RVR 60 or 1 1/4		2			
1 RVR 18 with Flight Director or Autopilot or HUD to DA.												

JEPPesen DALLAS-FT WORTH, TEXAS

CONVERGING ILS Rwy 35L

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground						
	123.77	127.075	East	126.55	127.5	West	124.15	134.9	East	121.65	121.8	West	121.85
	LOC IUWX	Final Apch Crs	BEGGO	ILS DA(H)		Apt Elev 607'							
	111.35	356°	2300' (1736')	764' (200')		TDZE 564'							
MISSED APCH: Climb to 2000' then climb to 3000' outbound on TTT VOR R-356 to BOSSI/D19.7 TTT/RADAR FIX and hold, or as directed by ATC.													
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'													
1. Simultaneous approach authorized with CONVERGING ILS Rwy 31R. 2. VGSI and ILS glidepath not coincident.													
										MSA TTT VOR 			



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	2000' 	3000' 	TTT on 113.1 R-356	BOSSI
GS	3.00°	372	478	531	637	743					

TERPS STRAIGHT-IN LANDING RWY 35L

ILS
DA(H) **764'** (200')

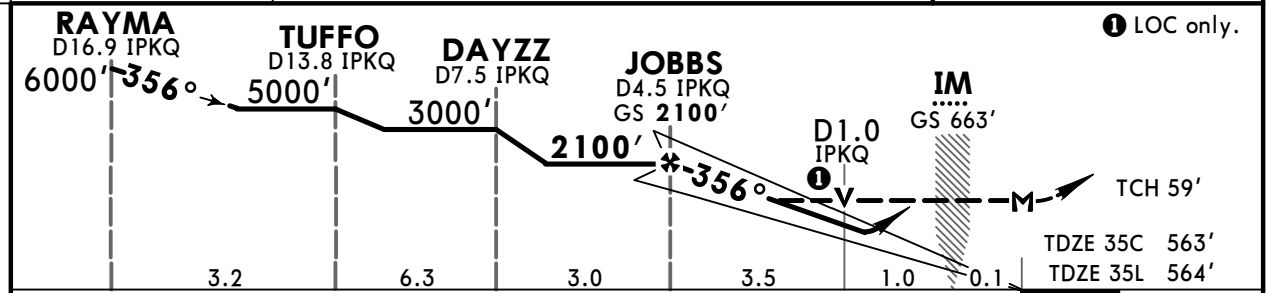
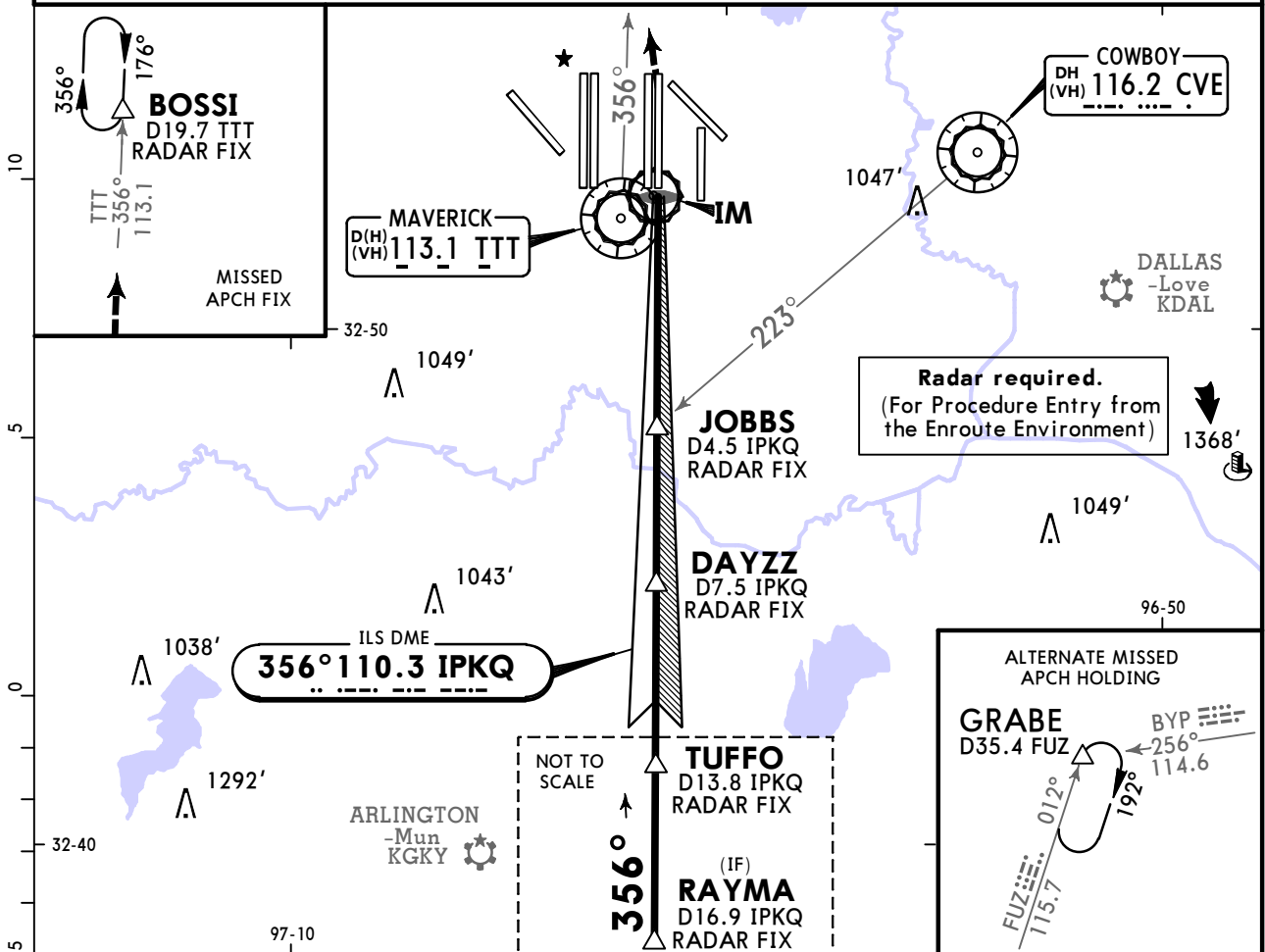
TDZ/CL out RAIL/ALS out

A	B	C
RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4
1 RVR 18 with Flight Director or Autopilot or HUD to DA.		

TERPS AMEND 4A 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 (61-16) Eff 31 Oct ILS or LOC Rwy 35C

D-ATIS Arrival 123.77	LONESTAR Approach (R) 127.075	West 124.15	DFW Tower 134.9	East 126.55	127.5	West 121.85	Ground 121.65	East 121.8
LOC IPKQ 110.3	Final Apch Crs 356°	JOBBS 2100' (1537')		ILS DA(H) 763' (200')		Apt Elev 607' TDZE 35C 563'		
MISSED APCH: Climb to 3000' outbound on TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold, or as directed by ATC.								MSA TTT VOR
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 35R, 36L/R. 3. VGSI and ILS glidepath not coincident. 4. MALS and PAPI-L on Rwy 35L.								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000'	TTT on 113.1 R-356	BOSSI
GS	3.00°	372	478	531	637	743				
JOBBS to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43			

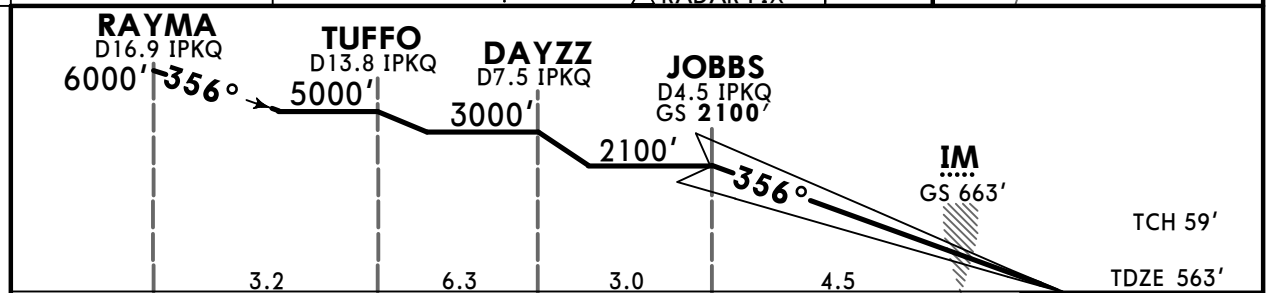
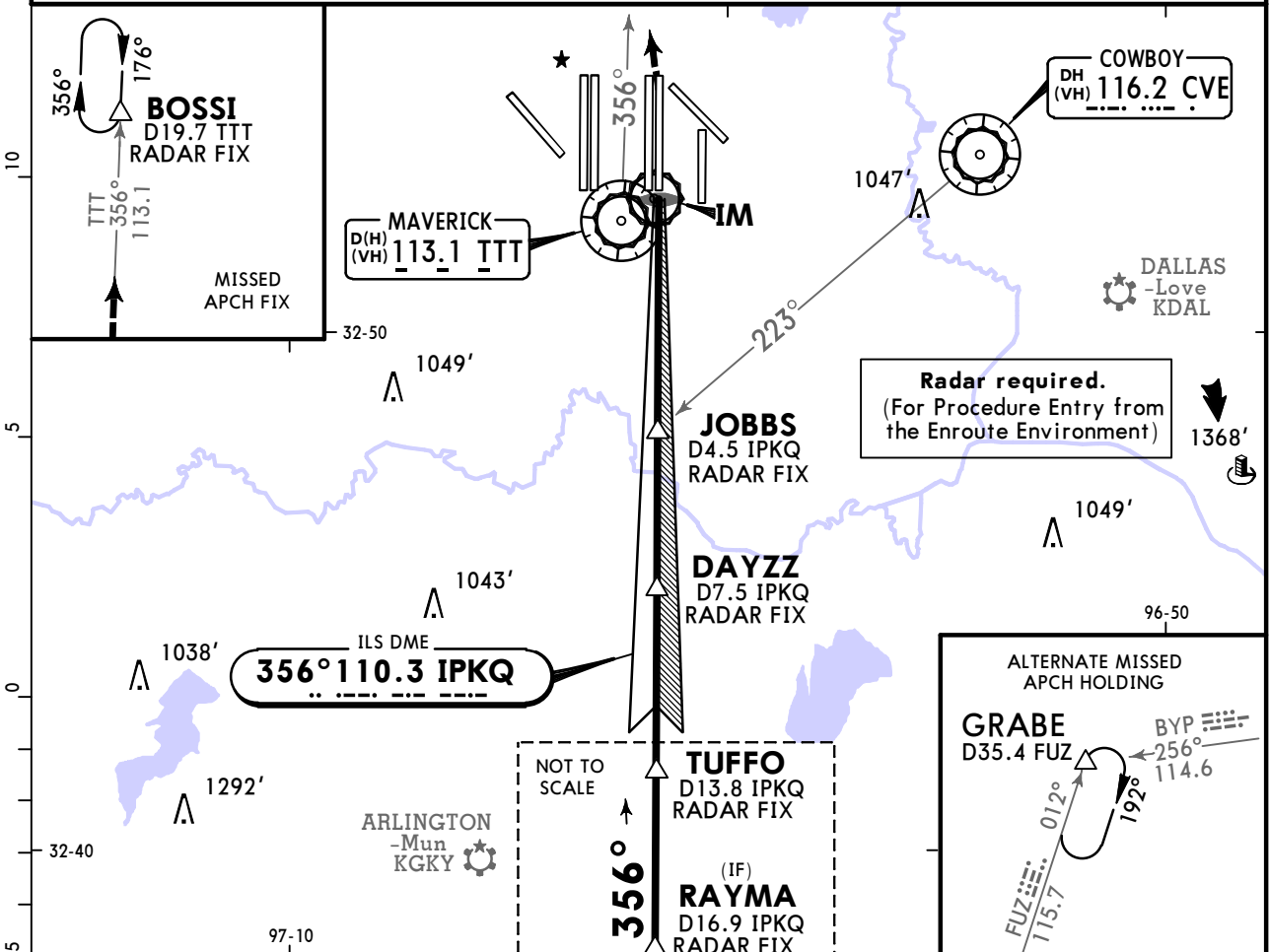
TERPS STRAIGHT-IN LANDING RWY 35C							SIDESTEP LANDING RWY 35L	
ILS DA(H) 763' (200')			LOC (GS out) MDA(H) 1000' (437')				MDA(H) 1000' (436')	
TDZ/CL out		ALS out		ALS out		RAIL/ALS out		
A				RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	RVR 55 or 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4					
C				RVR 40 or 3/4	RVR 60 or 1 1/4		1 1/2	
D						1 1/2	2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. CHANGES: Approach call name, service volume, chart format, topo, mims. © JEPPESEN, 2005, 2024. ALL RIGHTS RESERVED.

JEPPesen DALLAS-FT WORTH, TEXAS

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 Eff 31 Oct (61-16B) ILS Rwy 35C SA CAT I

D-ATIS Arrival 123.77	LONESTAR Approach (R) 127.075	West 124.15	DFW Tower 134.9	East 126.55	West 127.5	Ground 121.85	East 121.65	East 121.8
LOC IPKQ 110.3	Final Apch Crs 356°	JOBBS 2100' (1537')		SA CAT I ILS RA 153'	DA(H) 713' (150')	Apt Elev 607' TDZE 563'	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; flex-direction: column; align-items: center; justify-content: center;"> 2700 090° → ← 270° 3600 </div>	
MISSED APCH: Climb to 3000' outbound on TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold, or as directed by ATC.							MSA TTT VOR	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 35R, 36L/R. 4. VGSI and ILS glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI <div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> </div>	3000' ↑ on TTT R-356	BOSSI
GS	3.00°	372	478	531	637	743		849	

TERPS STRAIGHT-IN LANDING RWY 35C

SA CAT I ILS
RA 153'
 DA(H) 713' (150')

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

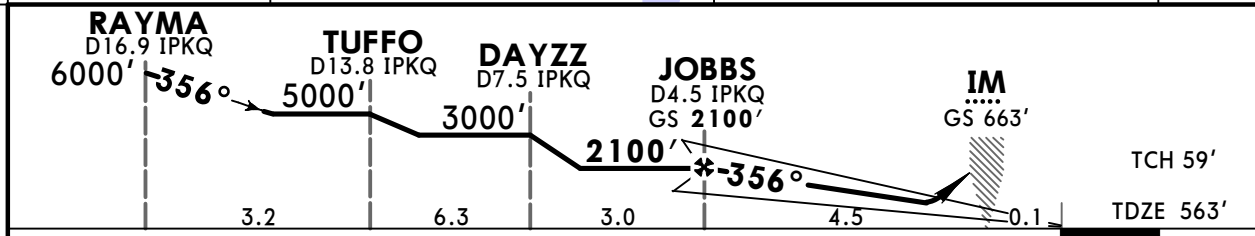
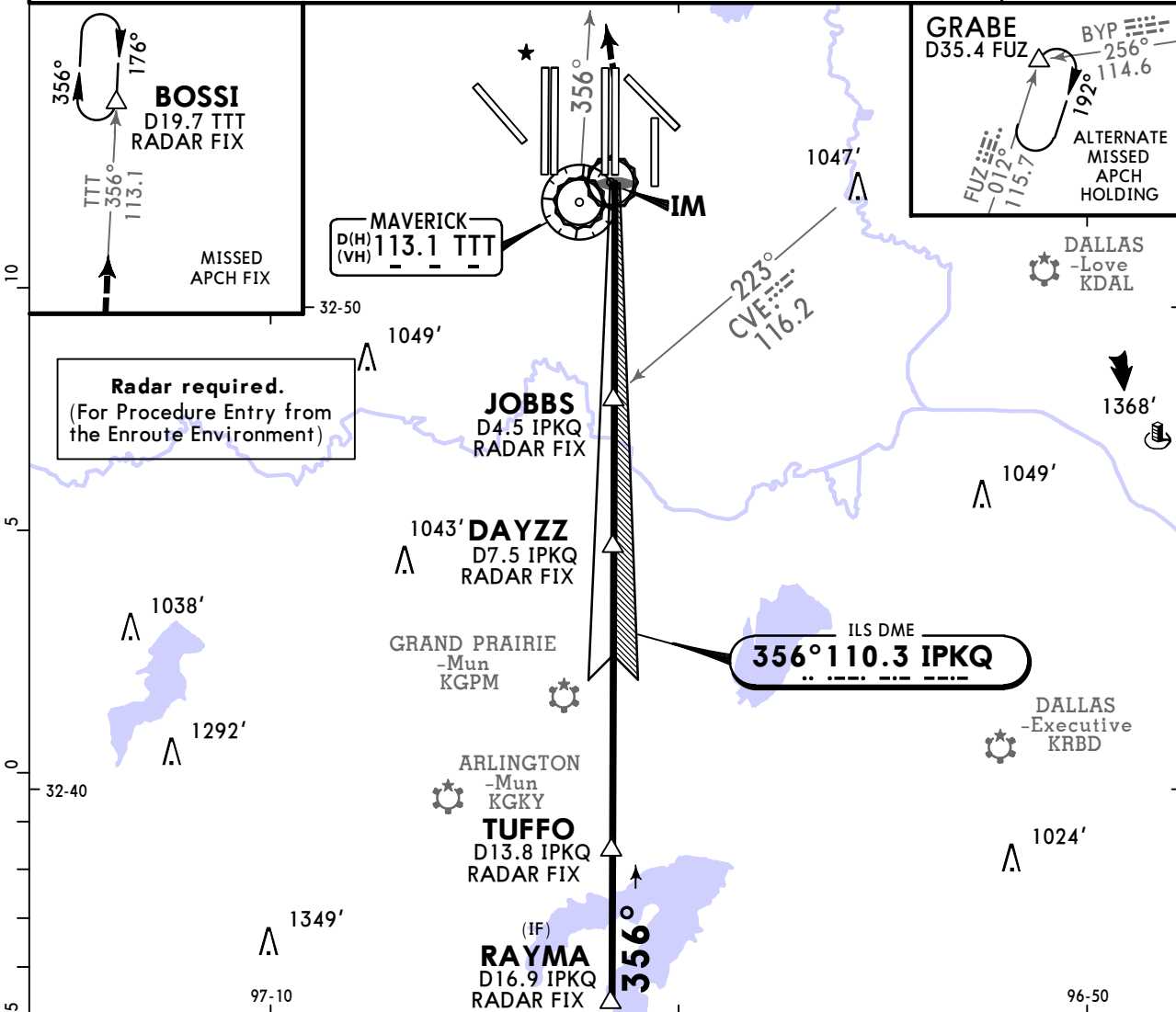
TERPS AMEND 3 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL

JEPPESSEN DALLAS-FT WORTH, TEXAS CONVERGING ILS Rwy 35C

25 OCT 24
 Eff 31 Oct 61-17

D-ATIS Arrival 123.77	LONESTAR Approach (R) 127.075	West 124.15 134.9	DFW Tower 126.55 127.5	East 121.85	Ground 121.65 121.8
LOC IPKQ 110.3	Final Apch Crs 356°	JOBBS 2100' (1537')	ILS DA(H) 763' (200')	Apt Elev 607' TDZE 563'	
MISSED APCH: Climb to 3000' outbound on TTT VOR R-356 to BOSSI/ D19.7 TTT/RADAR FIX and hold, or as directed by ATC.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME or Radar required. 2. VGSI and ILS glidepath not coincident. 3. Simultaneous approach authorized with Converging ILS Rwy 31R.					MSA TTT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' on TTT	113.1 R-356	BOSSI
GS	3.00°	372	478	531	637	849				

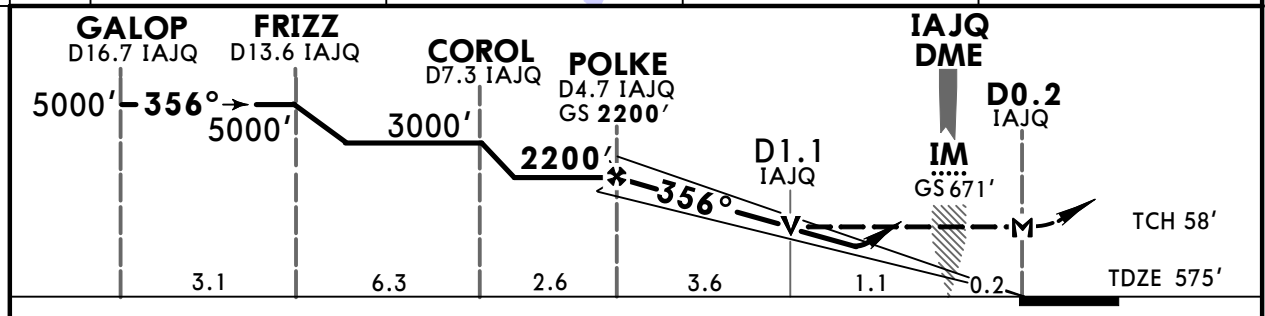
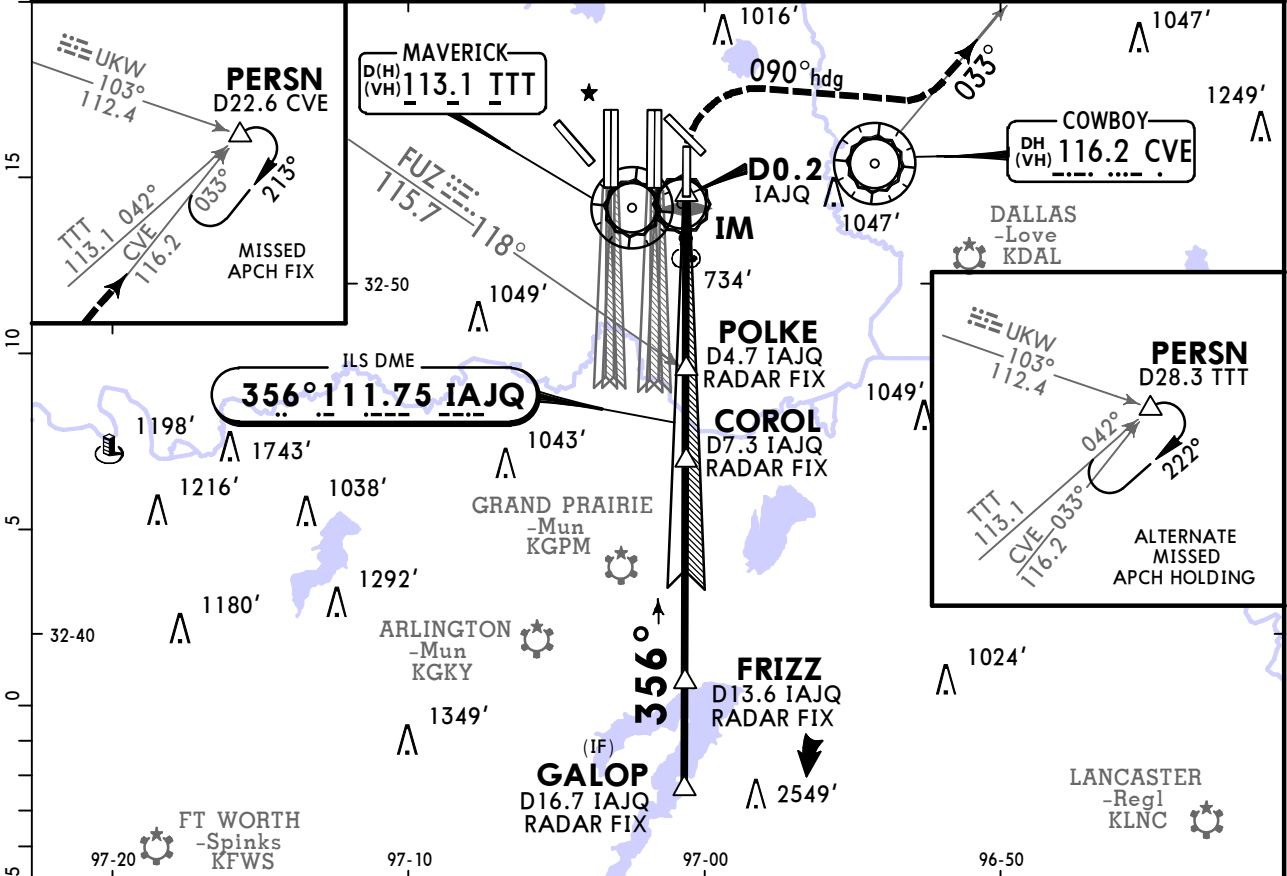
TERPS			STRAIGHT-IN LANDING RWY 35C		
ILS			DA(H) 763' (200')		
TDZ/CL out		ALS out			
A					
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4
C					
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 (61-18) Eff 31 Oct ILS or LOC Rwy 35R

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground	
		West	East	West	East	West	East
123.77	119.4	124.15	134.9	126.55	127.5	121.85	121.65 121.8
LOC IAJQ 111.75	Final Apch Crs 356°	POLKE 2200' (1625')		ILS DA(H) 775' (200')		Apt Elev 607' TDZE 575'	
MISSED APCH: Climb to 1040', then climbing RIGHT turn to 3000' on heading 090° and outbound via CVE VOR R-033 to PERSN INT/D22.6 CVE and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar and DME required. 2. Simultaneous approach authorized with Rwy 36L/R and 35 L/C. 3. VGSI and ILS glidepath not coincident.						MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1040'	3000'	090°	CVE
GS	3.00°	372	478	531	637	849		↑	RT	hdg	and
MAP at D0.2 IAJQ or POLKE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50				R-033

TERPS				STRAIGHT-IN LANDING RWY 35R			
ILS		LOC (GS out)		ILS		LOC (GS out)	
DA(H) 775' (200')		MDA(H) 1040' (465')		DA(H) 775' (200')		MDA(H) 1040' (465')	
TDZ/CL out		ALS out		TDZ/CL out		ALS out	
A				RVR 24 or 1/2		RVR 50 or 1	
B		1					
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4				
D				RVR 50 or 1			1 1/2

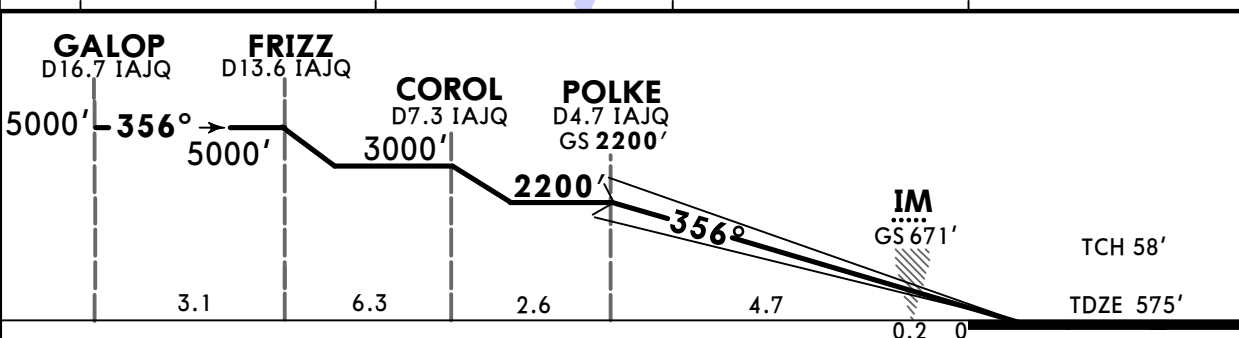
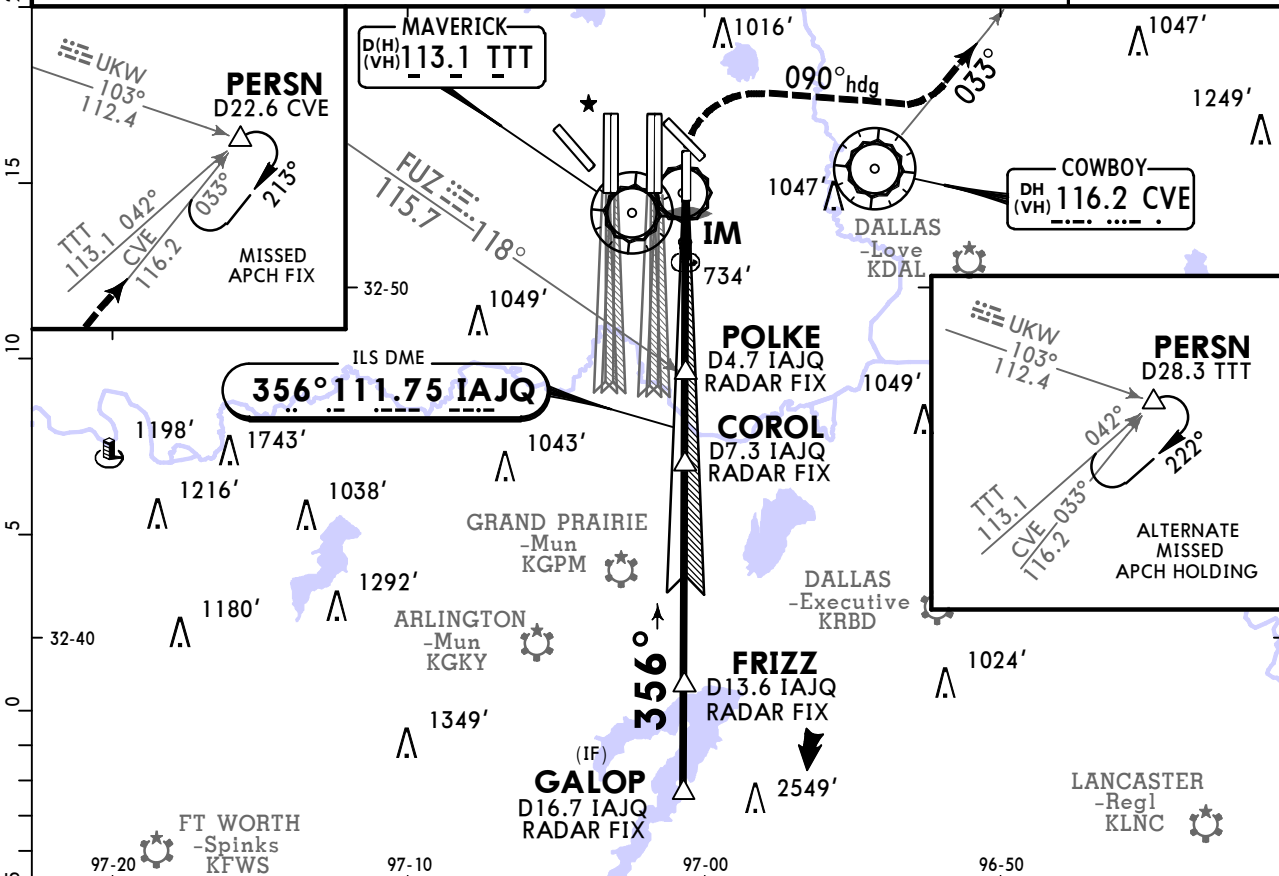
1 RVR 18 with Flight Director or Autopilot or HUD to DA. CHANGES: Approach call name, service volume, chart format, topo, mims. © JEPPESEN, 1997, 2024. ALL RIGHTS RESERVED.

KDFW/DFW DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS

25 OCT 24 Eff 31 Oct (61-18A) ILS Rwy 35R CAT II & III

BRIEFING STRIP™	D-ATIS Arrival		LONESTAR Approach (R)		DFW Tower				Ground	
	123.77		119.4		West		East		West	East
	124.15		134.9		126.55		127.5		121.85	121.65 121.8
LOC IAJQ	Final Apch Crs	POLKE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev			
111.75	356°	2200' (1625')	NA		Refer to Minimums	RA 94' DA(H) 675' (100')	607' TDZE 575'			
<p>MISSED APCH: Climb to 1040', then climbing RIGHT turn to 3000' on heading 090° and outbound via CVE VOR R-033 to PERSN INT/D22.6 CVE and hold, or as directed by ATC.</p>										
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'			
<p>1. Special Aircrew & Aircraft Certification Required. 2. Radar and DME required. 3. Simultaneous approach authorized with Rwy 36L/R, 35L/C. 4. VGSI and ILS glidepath not coincident.</p>										
									MSA TTT VOR	



Gnd speed-Kts	70	90	100	120	140	160		CVR on 090° and 116.2 R-033
Gs	3.00°	372	478	531	637	743		

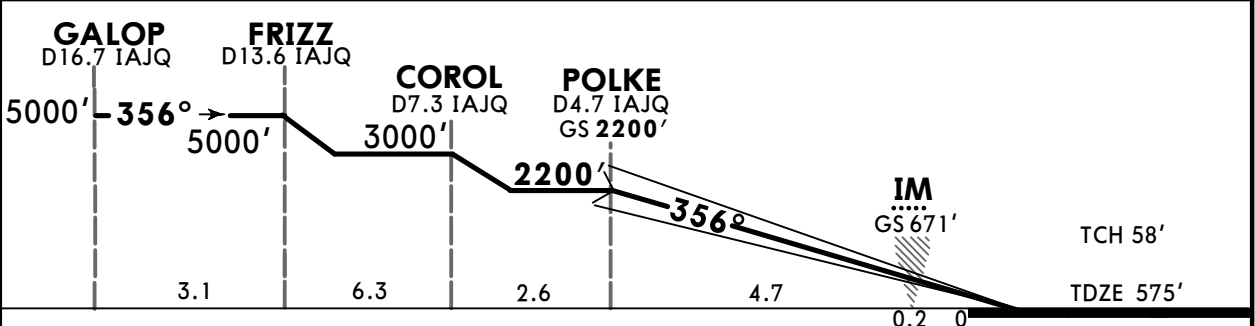
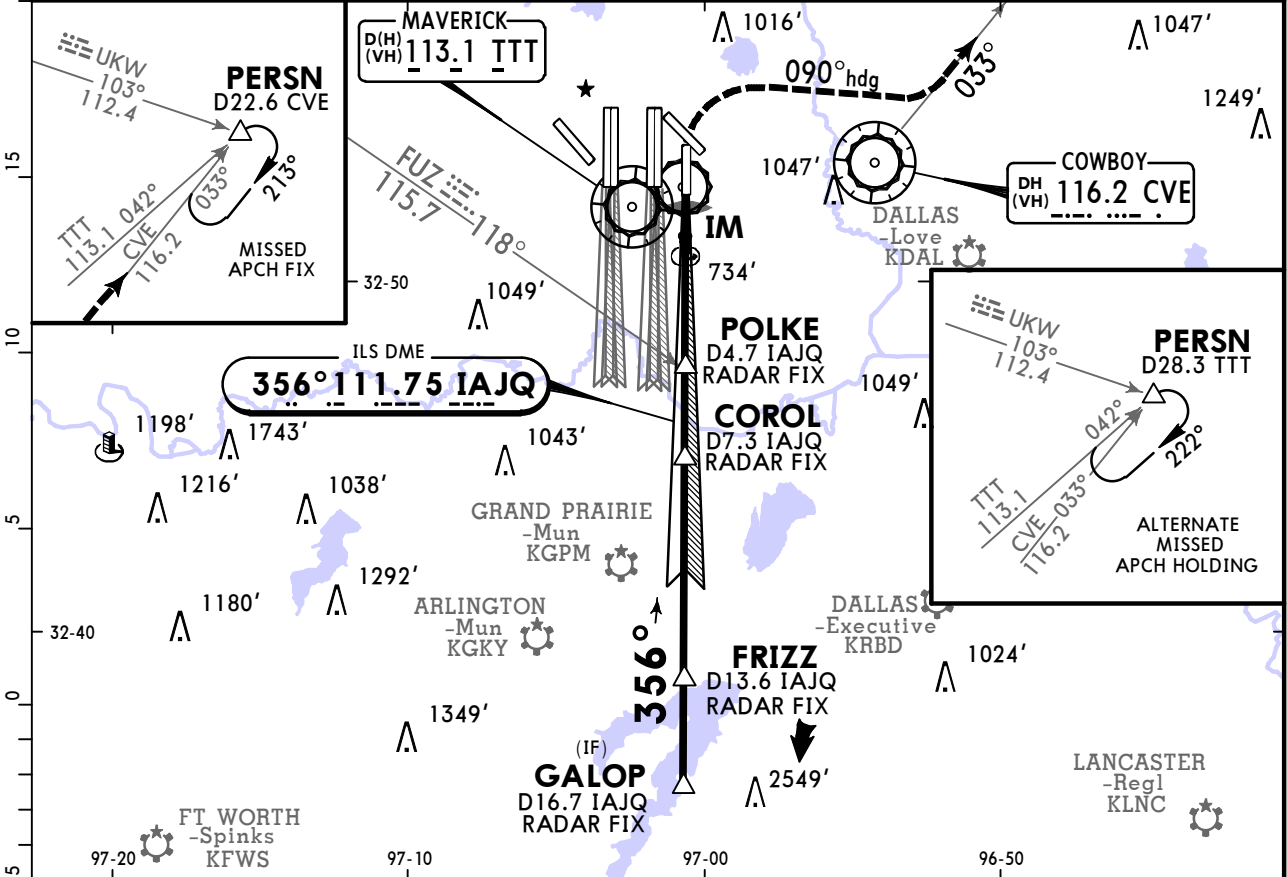
TERPS STRAIGHT-IN LANDING RWY 35R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 94' DA(H) 675' (100')
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 4B 18 SEP 2014

KDFW/DFW DALLAS-FT WORTH INTL ILS Rwy 35R SA CAT I

JEPPesen
 25 OCT 24
 Eff 31 Oct (61-18B)

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground						
	123.77	119.4	West	124.15	134.9	East	126.55	127.5	West	121.85	East	121.65	121.8
	LOC IAJQ	Final Apch Crs	POLKE		SA CAT I ILS RA 144'		Apt Elev 607'						
	111.75	356°	2200' (1625')		725' (150')		TDZE 575'						
MISSED APCH: Climb to 1040', then climbing RIGHT turn to 3000' on heading 090° and outbound via CVE VOR R-033 to PERSN INT/D22.6 CVE and hold, or as directed by ATC.													
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'						
1. Special Aircrew & Aircraft Certification Required. 2. Radar and DME required. 3. Simultaneous approach authorized with Rwy 36L/R, 35L/C. 4. VGSI and ILS glidepath not coincident.													
MSA TTT VOR													



Gnd speed-Kts	70	90	100	120	140	160		1040'	3000'	090°	CVE
Gs	3.00°	372	478	531	637	743		849	↑	RT	hdg

TERPS STRAIGHT-IN LANDING RWY 35R
SA CAT I ILS RA 144'
 DA(H) 725' (150')

RVR 14

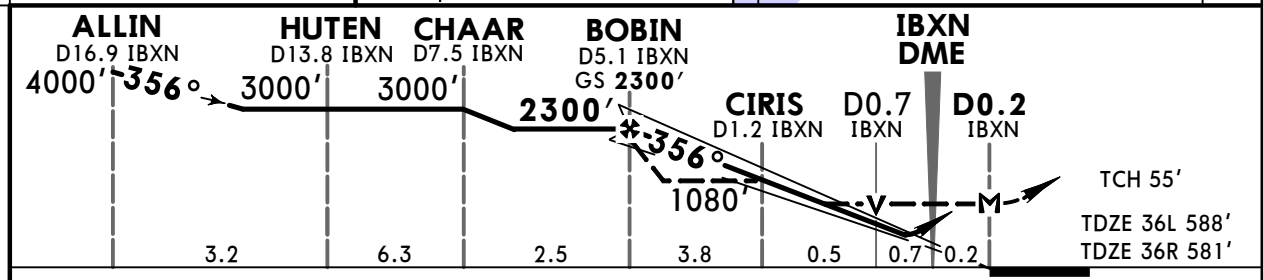
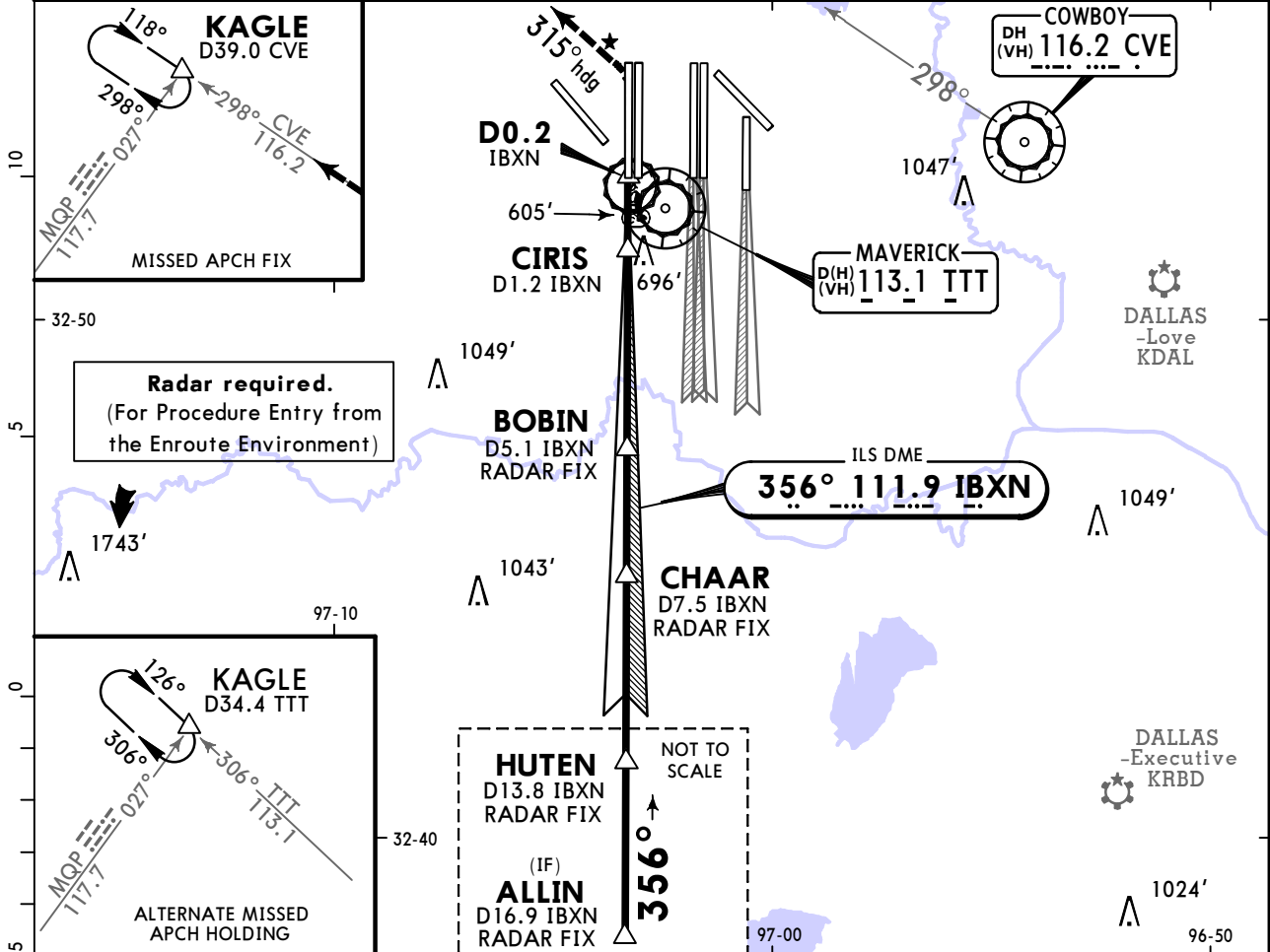
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 4B 18 SEP 2014

JEPPESSEN DALLAS-FT WORTH, TEXAS

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 (61-19) Eff 31 Oct ILS or LOC Rwy 36L

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground	
123.775	118.425	West 124.15	East 134.9	West 126.55	East 127.5	West 121.85	East 121.65 121.8
LOC IBXN 111.9	Final Apch Crs 356°	BOBIN 2300' (1712')	ILS DA(H) 788' (200')	Apt Elev 606'		TDZE 36L 588'	
MISSED APCH: Climb to 1100', then climbing LEFT turn to 3000' on heading 315° and outbound on CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 35L/C/R. 3. MALSR, PAPI-L on Rwy 36R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').							
MSA TTT VOR							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	3000'	315°	on hdg	and 116.2 R-298
GS	3.00°	372	478	531	637	849						
MAP at D0.2 IBXN or BOBIN to MAP	5.2	4:27	3:28	3:07	2:36	2:14						

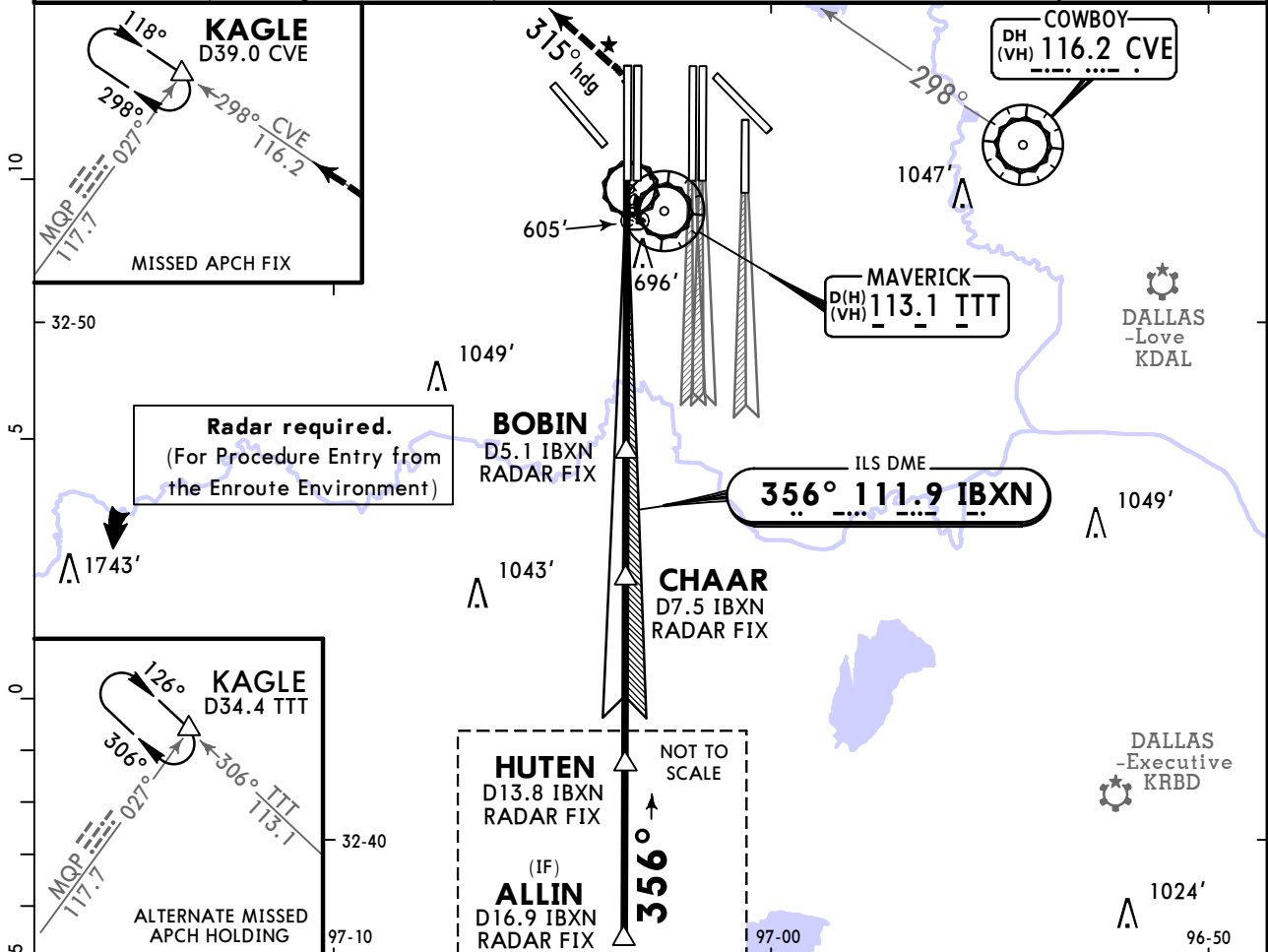
TERPS		STRAIGHT-IN LANDING RWY 36L				SIDESTEP LANDING RWY 36R	
ILS		LOC (GS out)				MDA(H) 1080' (499')	
DA(H) 788' (200')		1 With CIRIS MDA(H) 940' (352')		Without CIRIS MDA(H) 1080' (492')			
	TDZ/ CL out	RAIL/ ALS out		RAIL/ALS out	RAIL/ALS out	RAIL/ ALS out	
A		2	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 55 or 1	RVR 50 or 1	1 1/2
C						1 3/8	
D							

1 DME required. 2 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: Approach call name, service volume, chart format, topo. © JEPPESSEN, 2003, 2024. ALL RIGHTS RESERVED.

JEPPesen DALLAS-FT WORTH, TEXAS

KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 61-19A ILS Rwy 36L SA CAT II

BRIEFING STRIP™	D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower		Ground	
	123.775	118.425	West 124.15	East 134.9	West 126.55	East 127.5
	LOC IBXN 111.9	Final Apch Crs 356°	BOBIN 2300' (1712')	SA CAT II ILS RA 107' DA(H) 688' (100')	Apt Elev 606' TDZE 588'	
	MISSED APCH: Climb to 1100', then climbing LEFT turn to 3000' on heading 315° and outbound on CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold.					
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'	
1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 35L/C/R. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').						



ALLIN D16.9 IBXN 4000' 356°	HUTEN D13.8 IBXN 3000'	CHAAR D7.5 IBXN 3000'	BOBIN D5.1 IBXN GS 2300'	IBXN DME
3.2	6.3	2.5	5.2	TCH 55' TDZE 588'

Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	3000'	315°	CVE
GS	3.00°	372	478	531	637	849		↑	← LT	on hdg	and

TERPS STRAIGHT-IN LANDING RWY 36L
SA CAT II ILS
RA 107'
 DA(H) **688'** (100')

A	RVR 12
B	
C	
D	

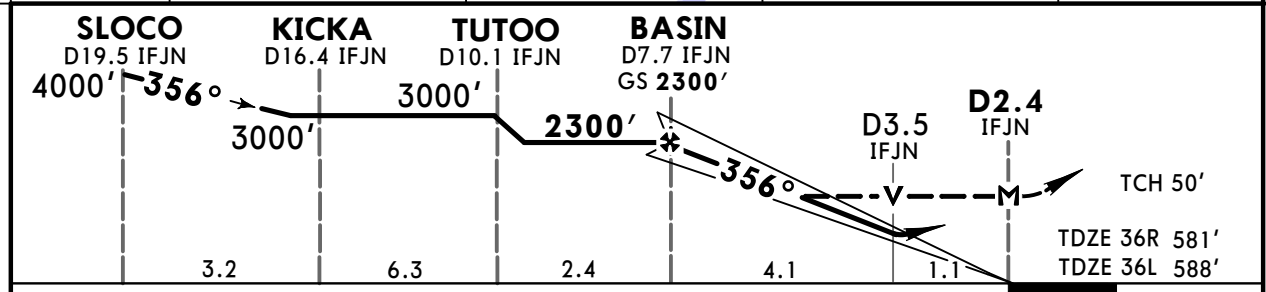
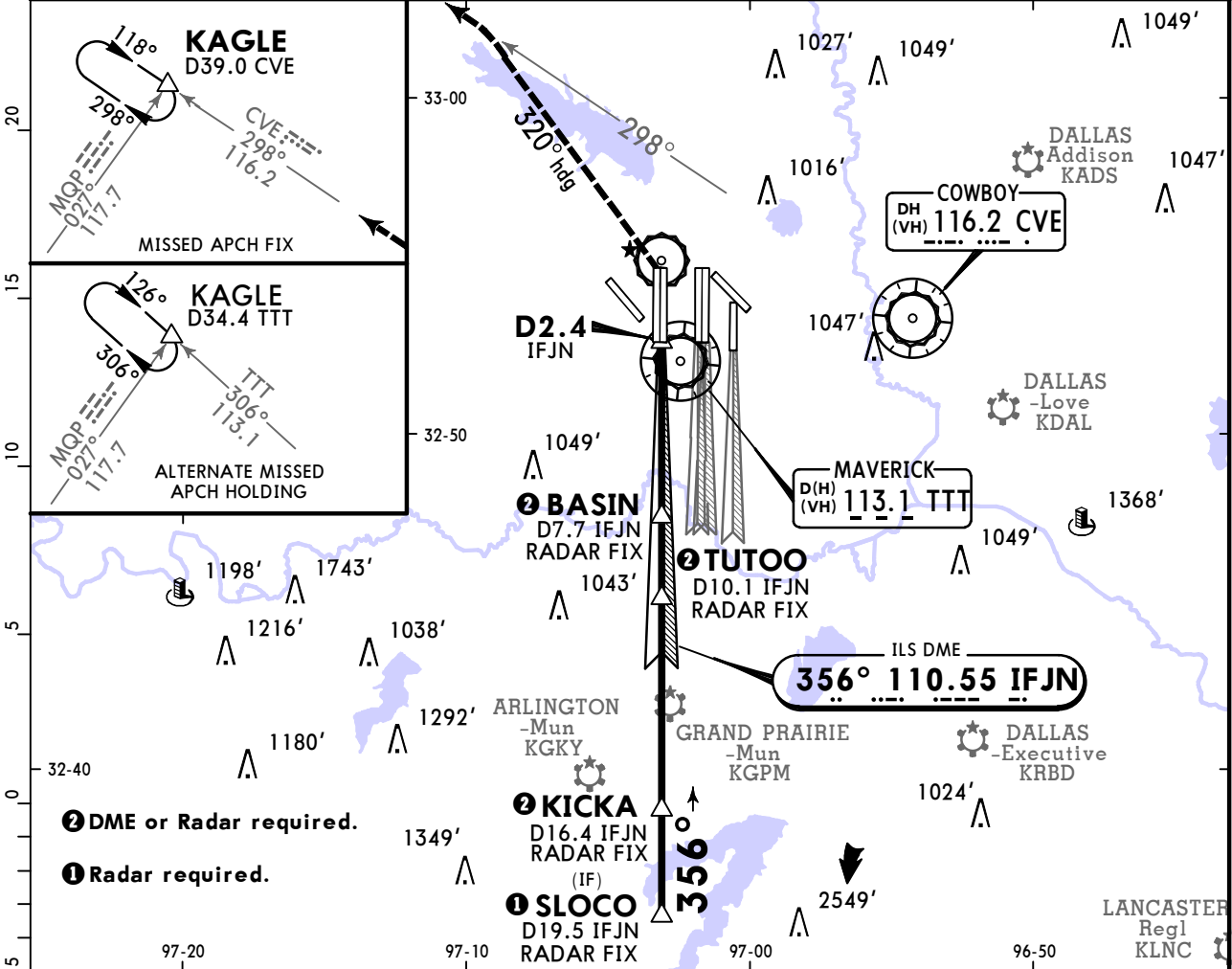
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.
 CHANGES: Approach call name, topo. © JEPPesen, 2015, 2024. ALL RIGHTS RESERVED.

TERPS AMEND 4A 1 FEB 2018

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 (61-21) Eff 31 Oct ILS or LOC Rwy 36R

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground	
123.77	118.425	West 124.15	134.9	East 126.55	127.5	West 121.85	East 121.65 121.8
LOC IFJN 110.55	Final Apch Crs 356°	BASIN 2300' (1719')		ILS DA(H) 781' (200')		Apt Elev 607' TDZE 36R 581'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on 320° heading and outbound CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold, or as directed by ATC.							2700
							3600
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							MSA TTT VOR
1. Simultaneous approach authorized with Rwy 35L/C/R. 2. VGSI and ILS glidepath not coincident. 3. MALSR, PAPI-L on Rwy 36L.							



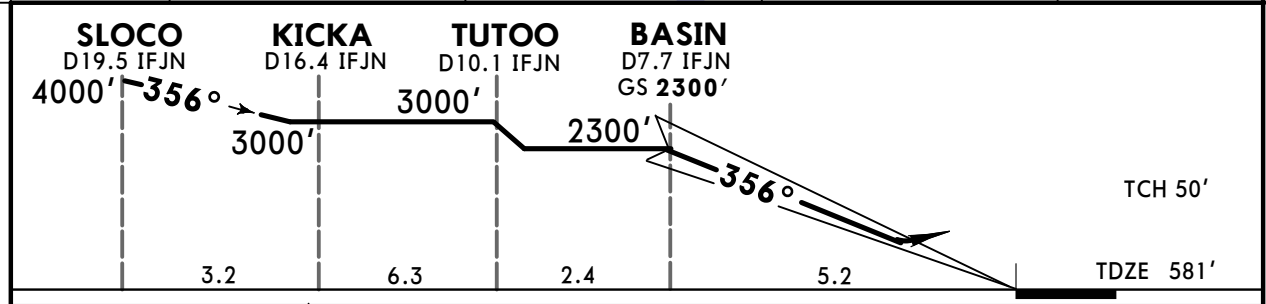
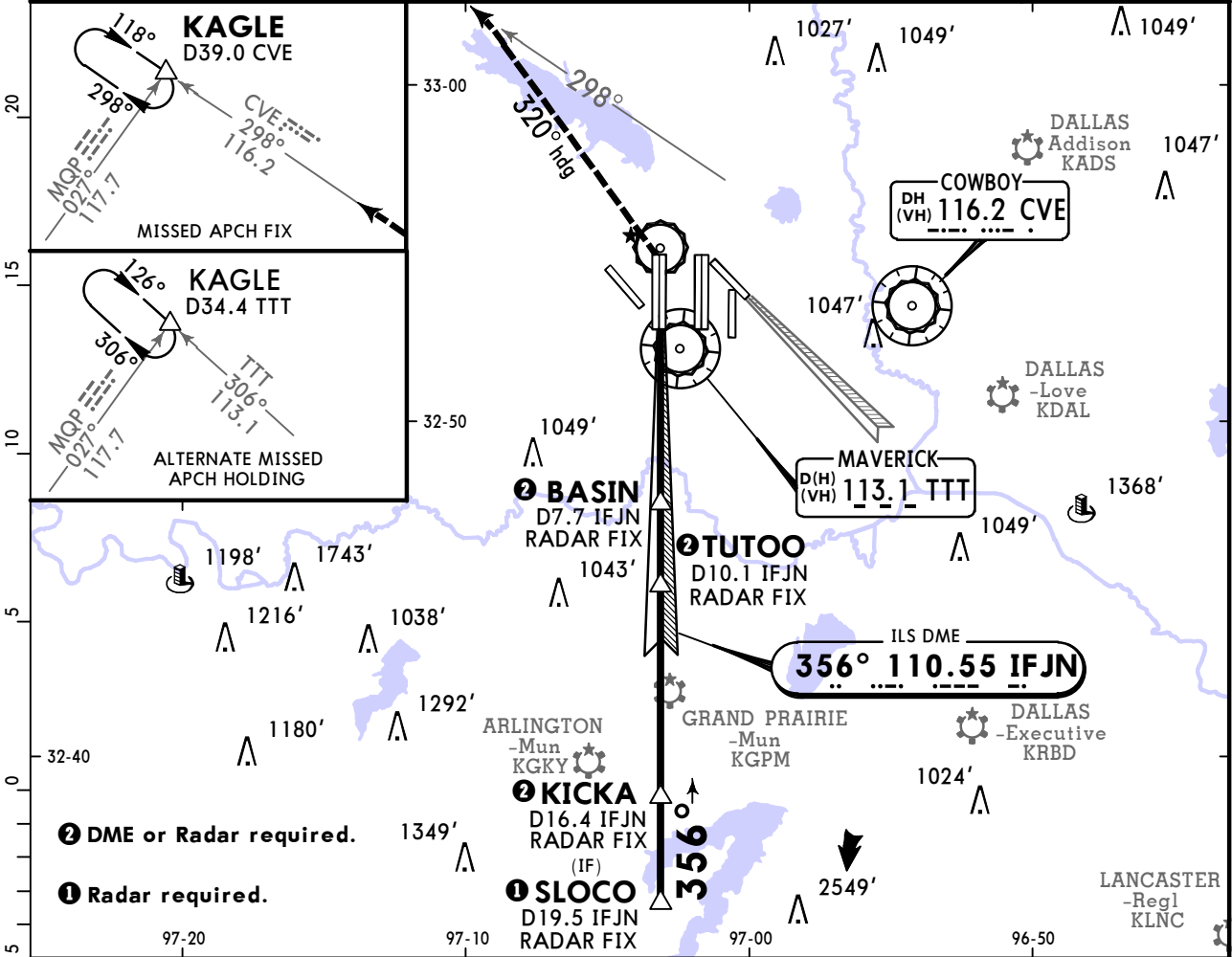
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	3000'	320° hdg and 116.2 R-298
GS	372	478	531	637	743	849		↑	←	
MAP at D2.4 IFJN or BASIN to MAP	5.3	4:33	3:32	3:11	2:39	2:16				

TERPS AMEND 5A 18 SEP 2014	STRAIGHT-IN LANDING RWY 36R				SIDESTEP LANDING RWY 36L			
	ILS DA(H) 781' (200')			LOC (GS out) MDA(H) 1000' (419')		MDA(H) 1080' (492')		
	TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
	A	1		RVR 24 or 1/2		RVR 50 or 1		RVR 50 or 1
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1	
C	RVR 18 or 1/2		RVR 40 or 3/4		RVR 60 or 1 1/4		1 1/2	
D	RVR 18 or 1/2		RVR 40 or 3/4		RVR 60 or 1 1/4		2	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.								

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 (61-22) Eff 31 Oct CONVERGING ILS Rwy 36R

D-ATIS Arrival	LONESTAR Approach (R)	DFW Tower				Ground	
123.77	118.425	West 124.15	East 134.9	West 126.55	East 127.5	West 121.85	East 121.65 121.8
LOC IFJN 110.55	Final Apch Crs 356°	BASIN 2300' (1719')		ILS DA(H) 781' (200')		Apt Elev 607' TDZE 581'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' on 320° heading and outbound CVE VOR R-298 to KAGLE INT/D39.0 CVE and hold, or as directed by ATC.							
1. Simultaneous approach authorized with Converging ILS Rwy 31R. 2. VGSI and ILS glidepath not coincident.						MSA TTT VOR	



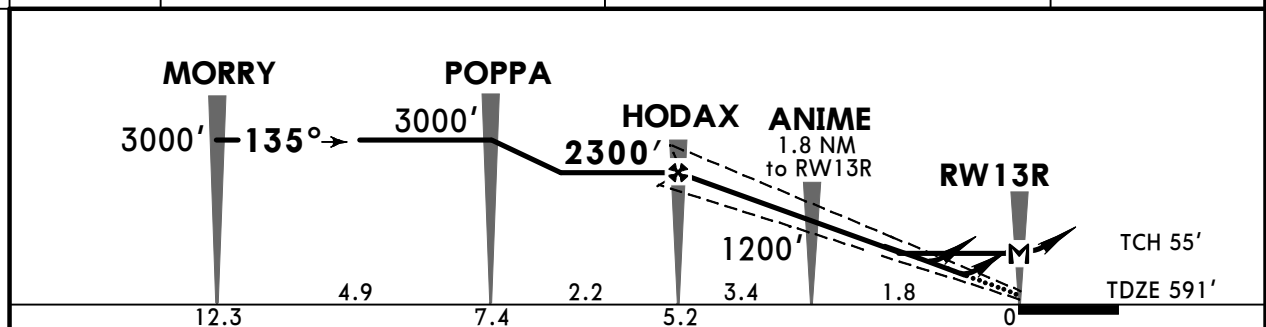
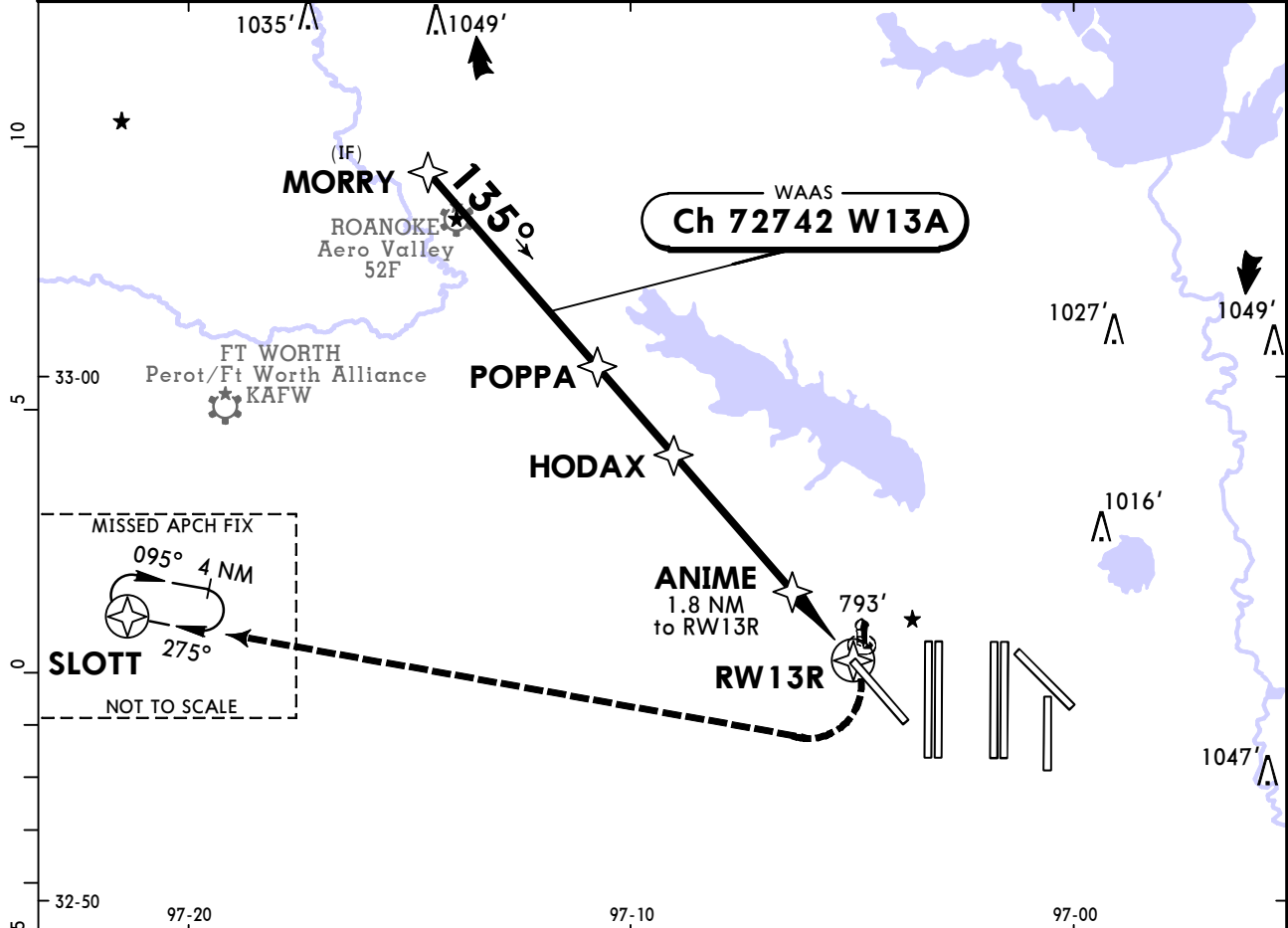
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 	1100' 3000' on 320° hdg and CVE R-298
GS	3.00°	372	478	531	637	743		

TERPS			STRAIGHT-IN LANDING RWY 36R		
ILS			ILS		
DA(H) 781' (200')			DA(H) 781' (200')		
TDZ/CL out		RAIL/ALS out			
A					
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
C					
D					
RVR 18 with Flight Director or Autopilot or HUD to DA.					

KDFW/DFW JEPPESEN DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL 25 OCT 24 62-1 Eff 31 Oct RNAV (GPS) Y Rwy 13R

D-ATIS Arrival	LONE STAR Approach (R)	West	DFW Tower	East	West	Ground	East	
123.775	133.15 118.1	124.15	134.9	126.55 127.5	121.85	121.65	121.8	
WAAS Ch 72742 W13A	Final Apch Crs 135°	HODAX 2300' (1709')	LPV DA(H) 791' (200')	Apt Elev 606' TDZE 591'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p style="text-align: center; margin: 0;">3600</p> <p style="text-align: center; margin: 0;">MSA RW13R</p>			
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' direct SLOTT and hold.								
RNP Apch-GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	3000'	D	SLOTT
Glide Path Angle	3.00°							↑	RT		

TERPS											
STRAIGHT-IN LANDING RWY 13R											
LPV DA(H) 791' (200')			LNAV/VNAV DA(H) 991' (400')				LNAV MDA(H) 1080' (489')				
		TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A		1								RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 35 or 5/8	RVR 60 or 1/4				RVR 50 or 1	1 3/8
C											
D											

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4 25 JAN 2024

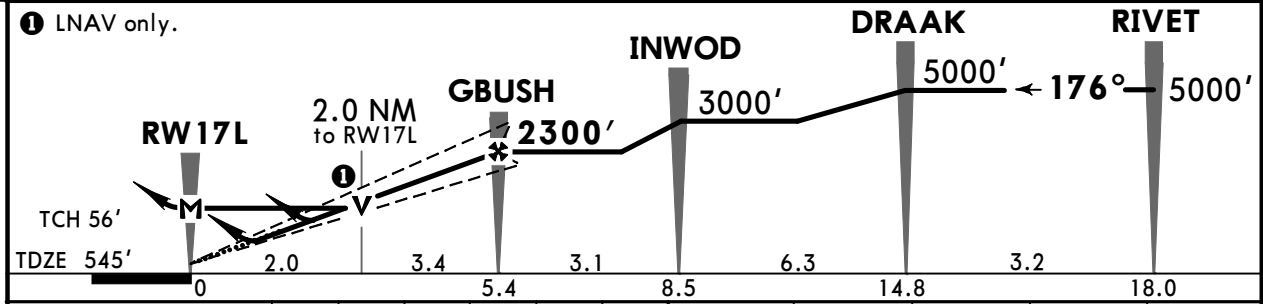
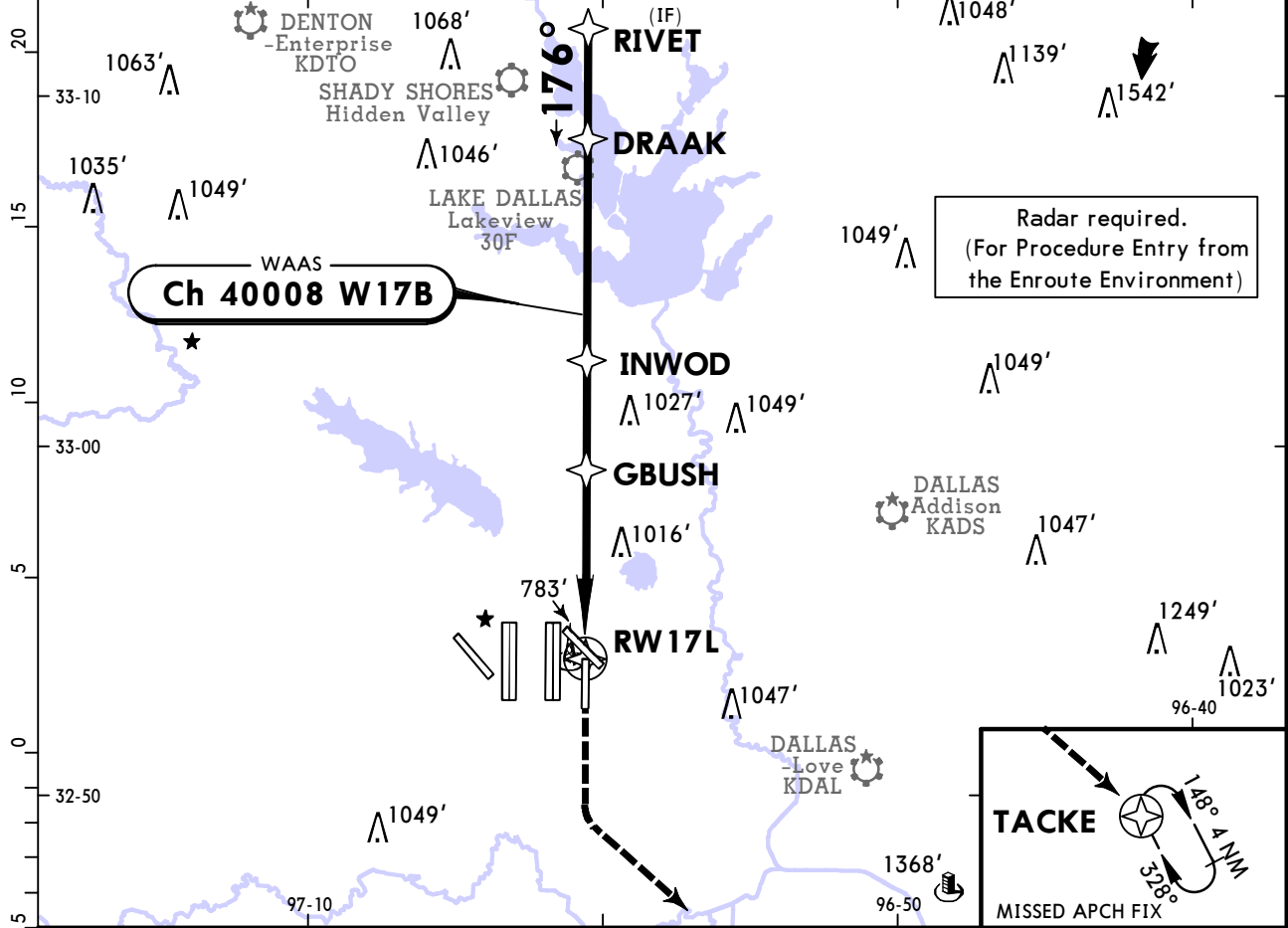
KDFW/DFW

DALLAS-FORT WORTH INTL 25 OCT 24 (62-2) Eff 31 Oct RNAV (GPS) Rwy 17L

D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground			
123.775	119.4	West 124.15	East 134.9	West 126.55	East 127.5	West 121.85	East 121.65	121.8	
WAAS Ch 40008 W17B	Final Apch Crs 176°	GBUSH 2300' (1755')	LPV DA(H) 745' (200')	Apt Elev 607'			TDZE 545'		
MISSED APCH: Climb to 1020' then climbing LEFT turn to 3000' direct TACKE and hold.							3600 MSA RW17L		

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17 C/R and Rwy 18 L/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1020'	3000'	D →	TACKE
Glide Path Angle	3.00°	372	478	531	637	743		849	↑	LT ↓	

TERPS STRAIGHT-IN LANDING RWY 17L											
LPV DA(H) 745' (200')				LNAV/VNAV DA(H) 1063' (518')				2 LNAV MDA(H) 1240' (695')			
		TDZ/CL out		ALS out				ALS out			
A		1								RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			RVR 60 or 1/4	1 3/4			1 1/2	2
C											
D											

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.

CHANGES: Approach call name, note, chart format. © JEPPESEN, 2002, 2024. ALL RIGHTS RESERVED.

TERPS AMEND 5A 17 AUG 2017

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 62-3 Eff 31 Oct RNAV (GPS) Rwy 17C

D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground			
		West	East	West	East	West	East	West	East
123.775	127.075	124.15	134.9	126.55	127.5	121.85	121.65	121.8	

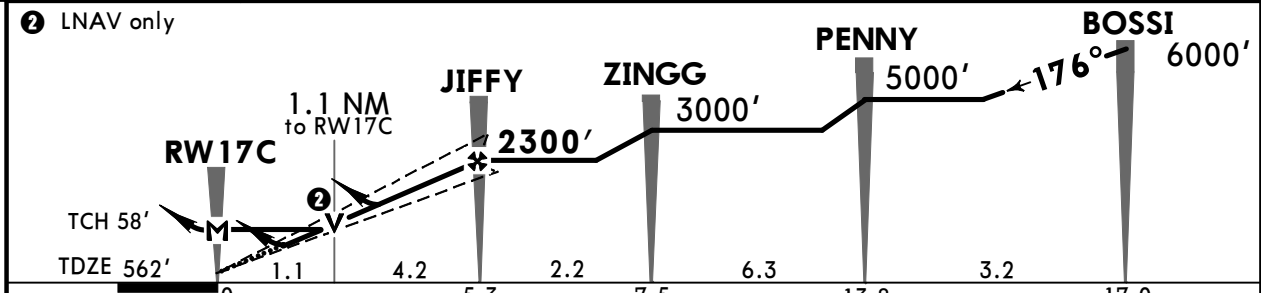
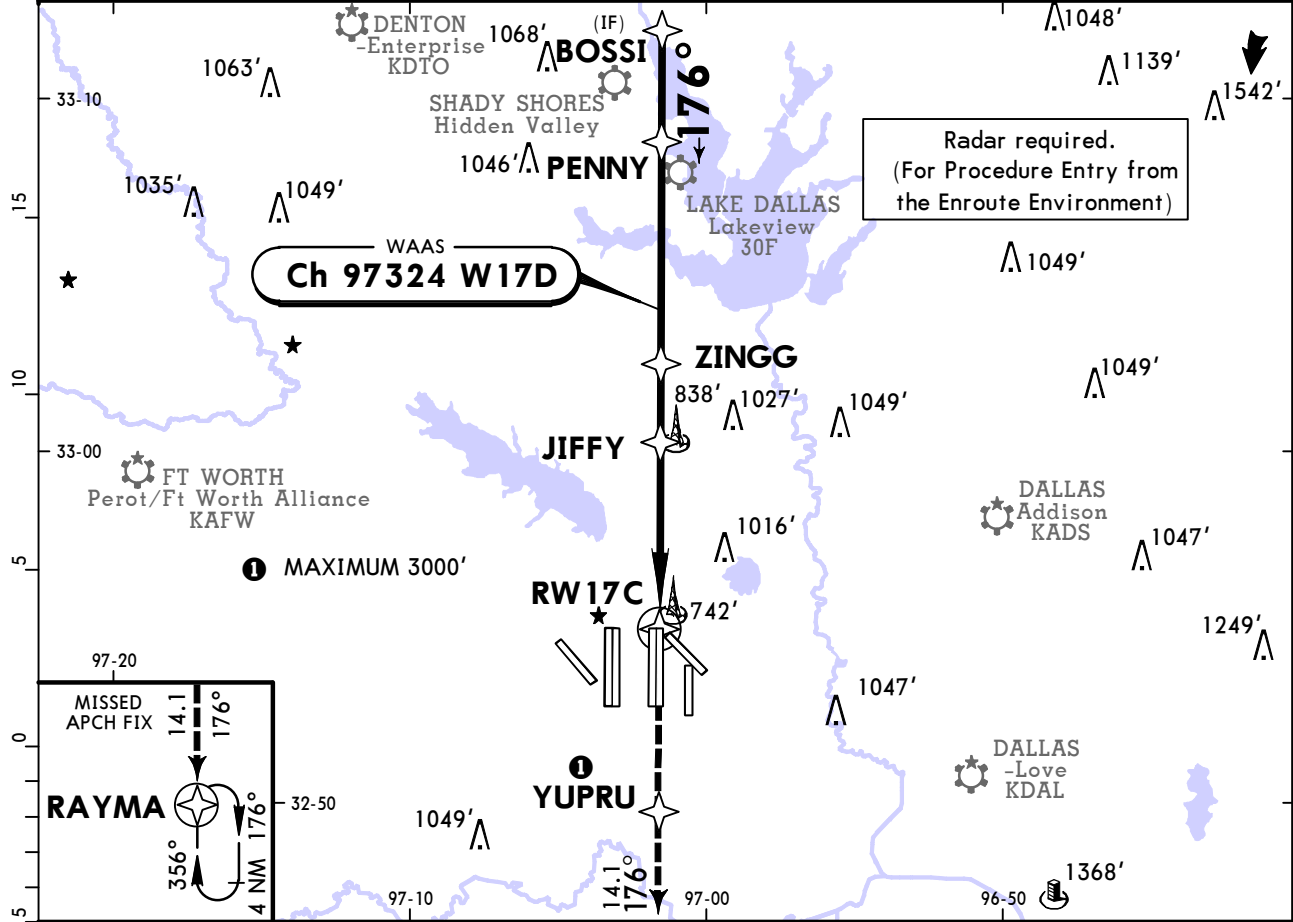
BRIEFING STRIP™

WAAS Ch 97324 W17D	Final Apch Crs 176°	JIFFY 2300' (1738')	LPV DA(H) 762' (200')	Apt Elev 607' TDZE 562'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3600 </div> <p>MSA RW17C</p>
---------------------------------	----------------------------------	-------------------------------	------------------------------------	----------------------------	---

MISSED APCH: Climb at or below 3000' direct YUPRU then climb to 4000' on track 176° to RAYMA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwys 17L, 18L/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	3000' or below ↑	D →	YUPRU
Glide Path Angle	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY 17C					
		LPV		LNAV/VNAV		LNAV	
		DA(H) 762' (200')		DA(H) 1068' (506')		MDA(H) 1000' (438')	
		TDZ/CL out	ALS out	ALS out			ALS out
A		1				RVR 24 or 1/2	RVR 50 or 1
B	RVR 18	RVR 24	RVR 40	RVR 60 or 1/4	1 3/4		
C	or 1/2	or 1/2	or 3/4			RVR 40 or 3/4	RVR 60 or 1/4
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.

TERPS AMEND 2B 17 AUG 2017

KDFW/DFW JEPPesen DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 (62-4) Eff 31 Oct RNAV (GPS) Rwy 17R

D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground	
123.775	127.075	West 124.15	East 134.9	West 126.55	East 127.5	West 121.85	East 121.65 121.8

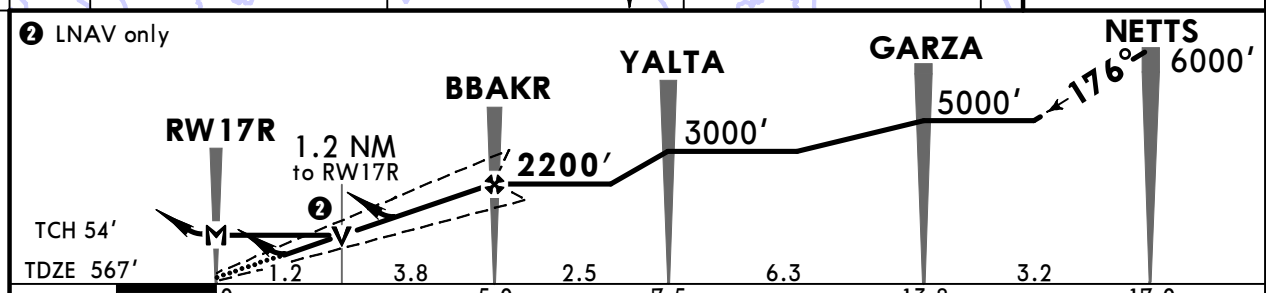
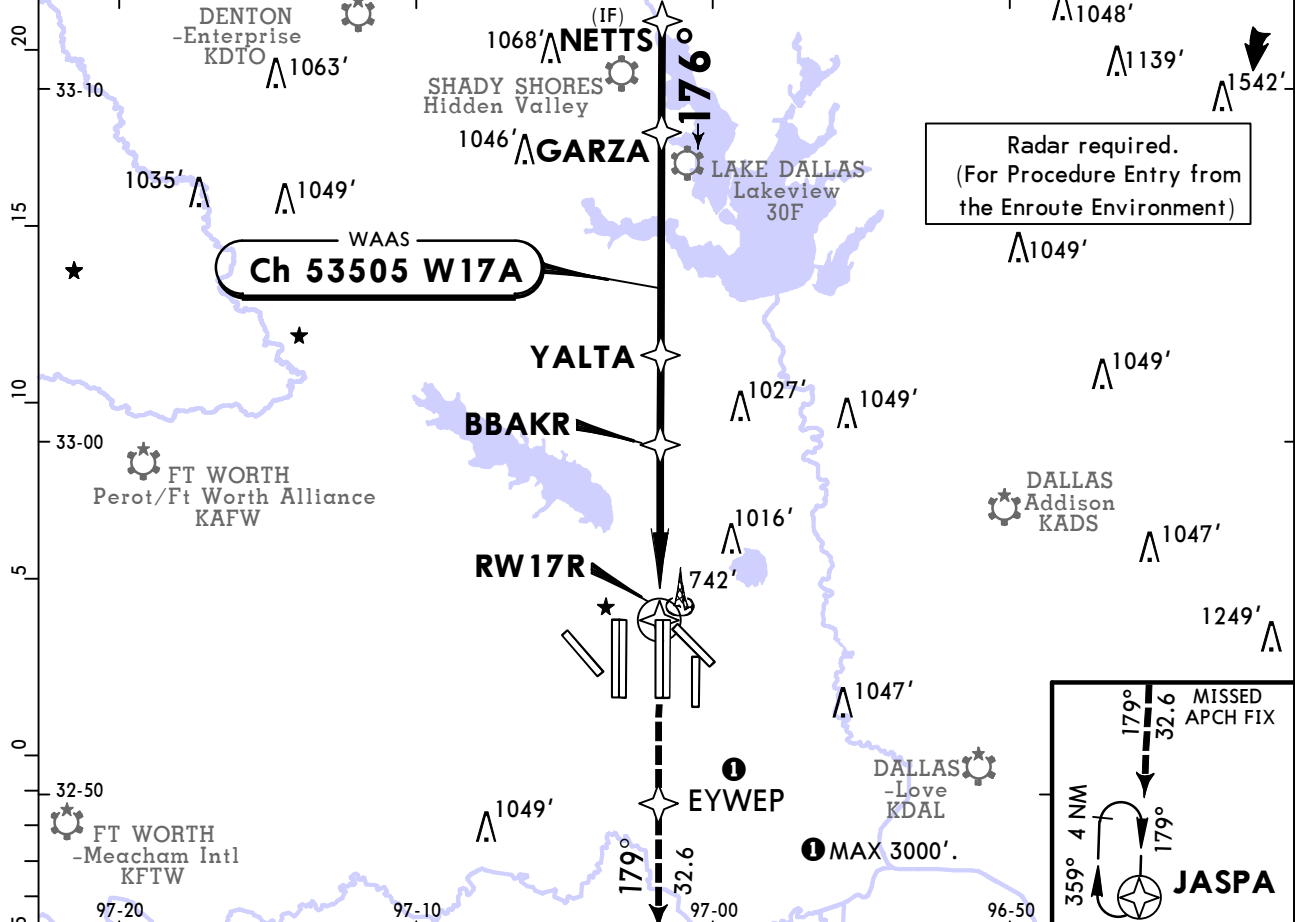
BRIEFING STRIP™

WAAS Ch 53505 W17A	Final Apch Crs 176°	BBAKR 2200' (1633')	LPV DA(H) 767' (200')	Apt Elev 607' TDZE 567'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3600 </div> <p style="text-align: center; margin-top: 5px;">MSA RW17R</p>
---------------------------------	----------------------------------	-------------------------------	------------------------------------	----------------------------	--

MISSED APCH: Climb to at or below 3000' direct EYWEP then climb to 4000' on track 179° to JASPA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 17L and Rwy 18L/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' or below ↑	→ EYWEP
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW17R								

TERPS						
STRAIGHT-IN LANDING RWY 17R						
A	LPV DA(H) 767' (200')		LNAV/VNAV DA(H) 1066' (499')		LNAV MDA(H) 1000' (433')	
		TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
B	1					
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4	1 5/8	RVR 24 or 1/2 RVR 50 or 1
D						RVR 40 or 3/4 RVR 60 or 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

CHANGES: Approach call name, note, chart format. © JEPPesen, 2002, 2024. ALL RIGHTS RESERVED.

TERPS AMEND 2B 17 AUG 2017

KDFW/DFW

JEPPesen DALLAS-Ft WORTH, TEXAS

DALLAS-Ft WORTH INTL

25 OCT 24

(62-5)

Eff 31 Oct

RNAV (GPS) Rwy 18L

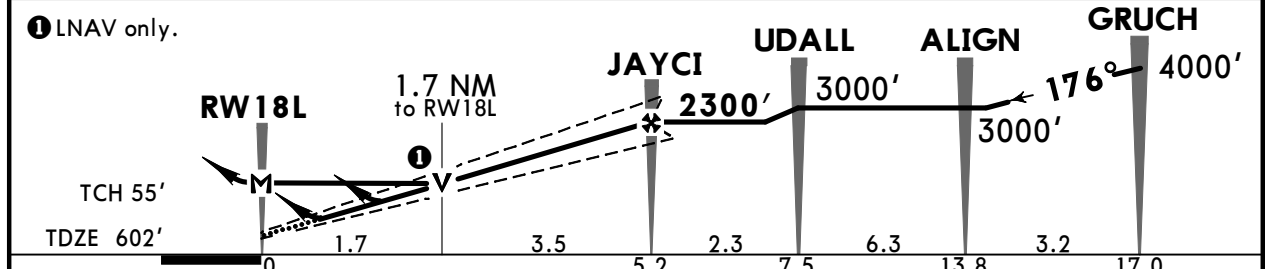
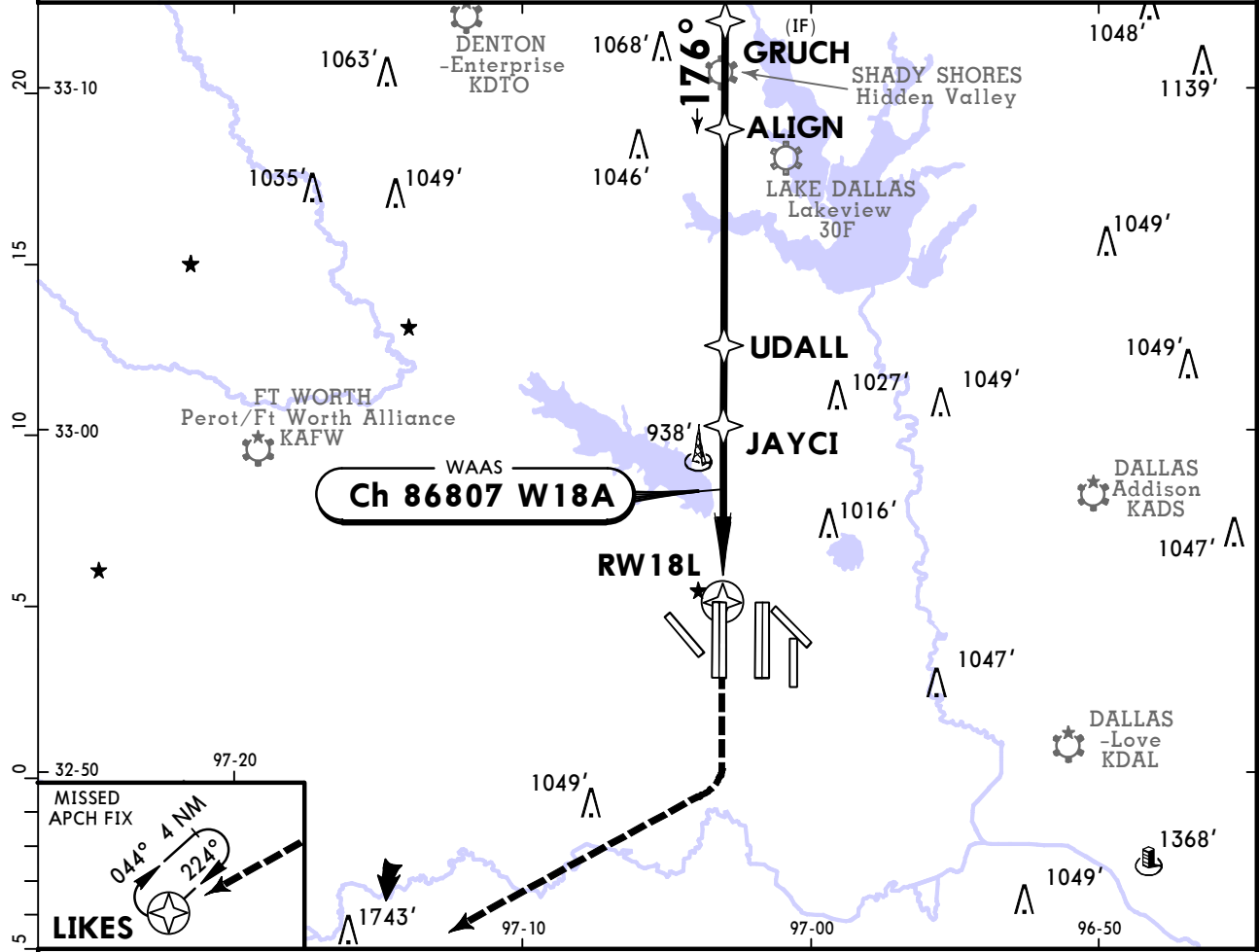
D-ATIS Arrival	LONE STAR Approach (R)	West	DFW Tower	East	West	Ground	East	
123.775	118.425	124.15	134.9	126.55	127.5	121.85	121.65	
WAAS Ch 86807 W18A	Final Apch Crs 176°	JAYCI 2300' (1698')	LPV DA(H) 802' (200')	Apt Elev 606'	TDZE 602'	3600		
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' direct LIKES and hold.							MSA RW18L	

BRIEFING STRIP™

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

RNP Apch. Radar required for procedure entry.

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C or above 54°C. 3. Simultaneous approach authorized with Rwy 17L/C/R. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	LIKES
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	→

TERPS	LPV		STRAIGHT-IN LANDING RWY 18L		LNAV/VNAV		LNAV	
	DA(H)	802' (200')	DA(H)	1013' (411')	DA(H)	1013' (411')	MDA(H)	1220' (618')
A								
B								
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4		RVR 24 or 1/2	RVR 50 or 1
D							1 3/8	1 3/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

TERPS AMEND 1C 22 APR 2021

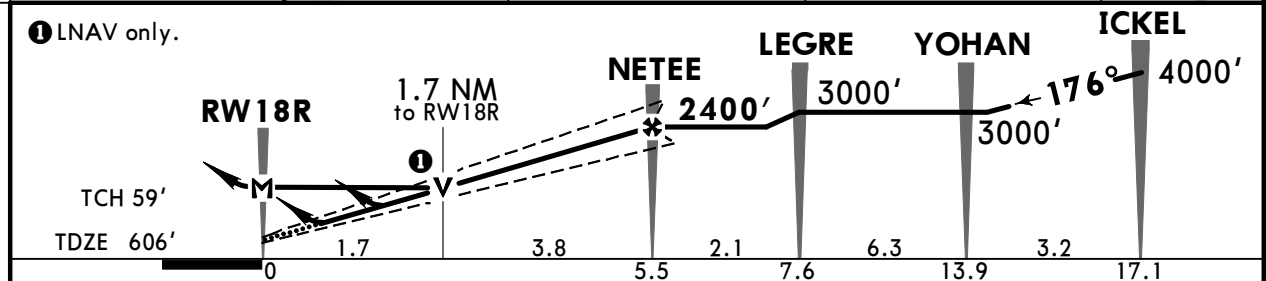
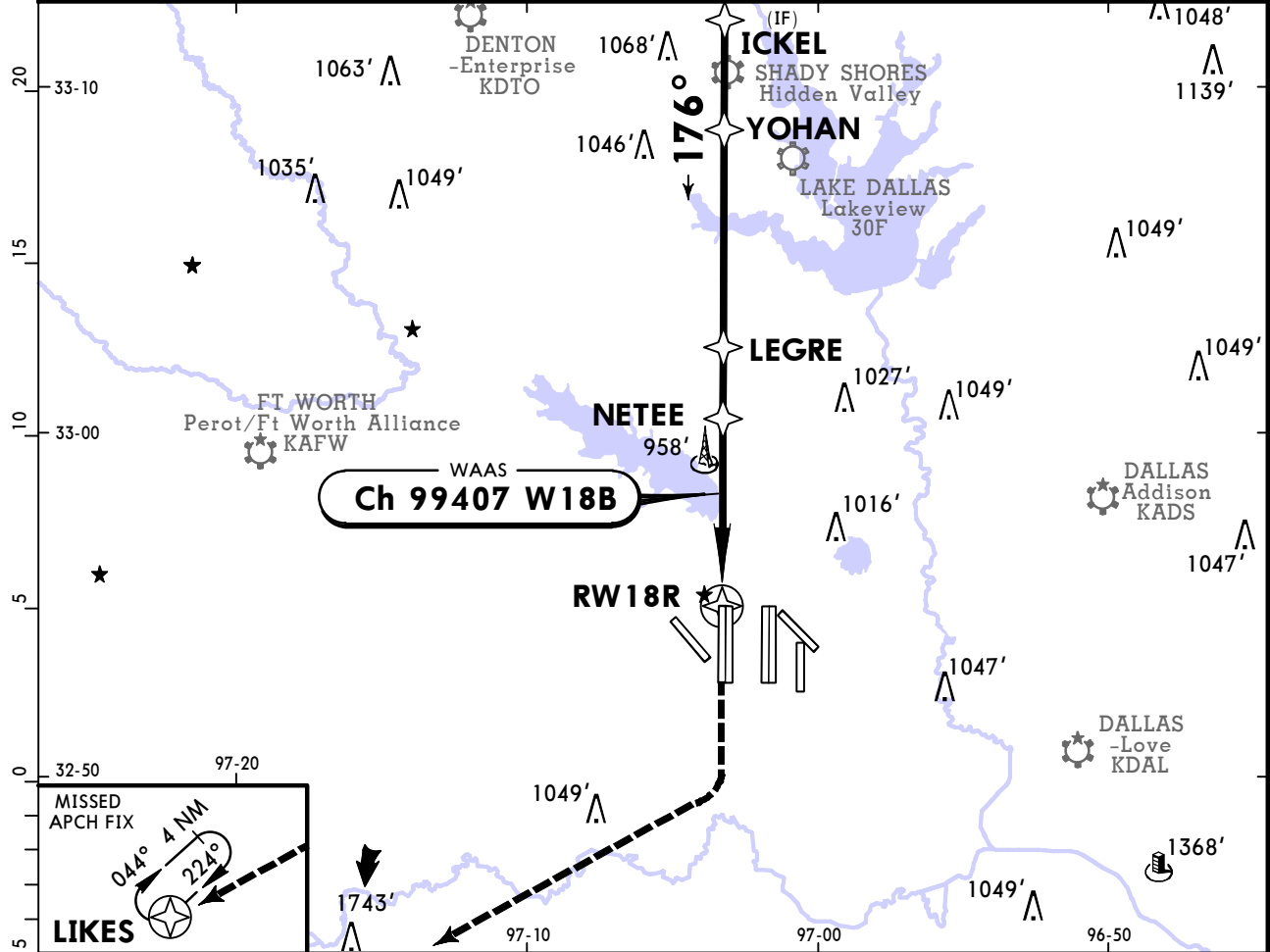
KDFW/DFW

DALLAS-FT WORTH INTL 25 OCT 24 62-6 Eff 31 Oct RNAV (GPS) Rwy 18R

D-ATIS Arrival	LONE STAR Approach (R)	West	DFW Tower	East	West	Ground	East	
123.775	118.425	124.15	134.9	126.55	127.5	121.85	121.65 121.8	
WAAS Ch 99407 W18B	Final Apch Crs 176°	NETEE 2400' (1794')	LPV DA(H) 806' (200')	Apt Elev 606'	TDZE 606'	3600		
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 3000' direct LIKES and hold.							MSA RW18R	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		

RNP Apch. Radar required for procedure entry.

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C or above 54°C. 3. Simultaneous approach authorized with Rwy 17L/C/R. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-II PAPI	1100'	3000'	D → LIKES
Glide Path Angle	3.00°	372	478	531	637	743		↑	↻ RT	
MAP at RW18R										

TERPS			STRAIGHT-IN LANDING RWY 18R				2 LNAV		
LPV			LNAV/VNAV				MDA(H)		
DA(H) 806' (200')			DA(H) 1012' (406')				1220' (614')		
TDZ/CL out			ALS out				ALS out		
A	1								
B	RVR 18	RVR 24	RVR 40	RVR 40 or 3/4				RVR 24 or 1/2	RVR 50 or 1
C	or 1/2	or 1/2	or 3/4					1 3/8	1 3/4
D									

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

TERPS AMEND TC 22 APR 2021

KDFW/DFW

DALLAS-FT WORTH INTL

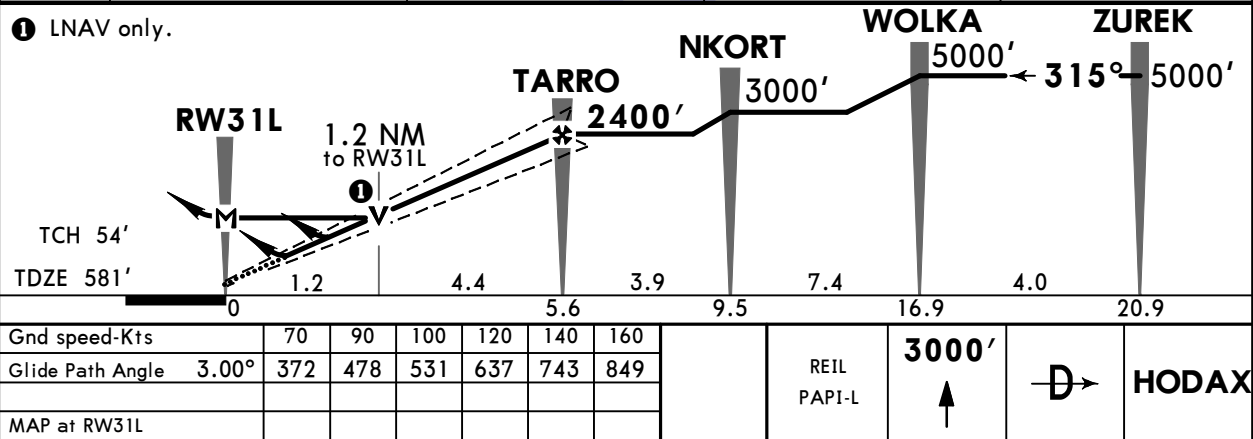
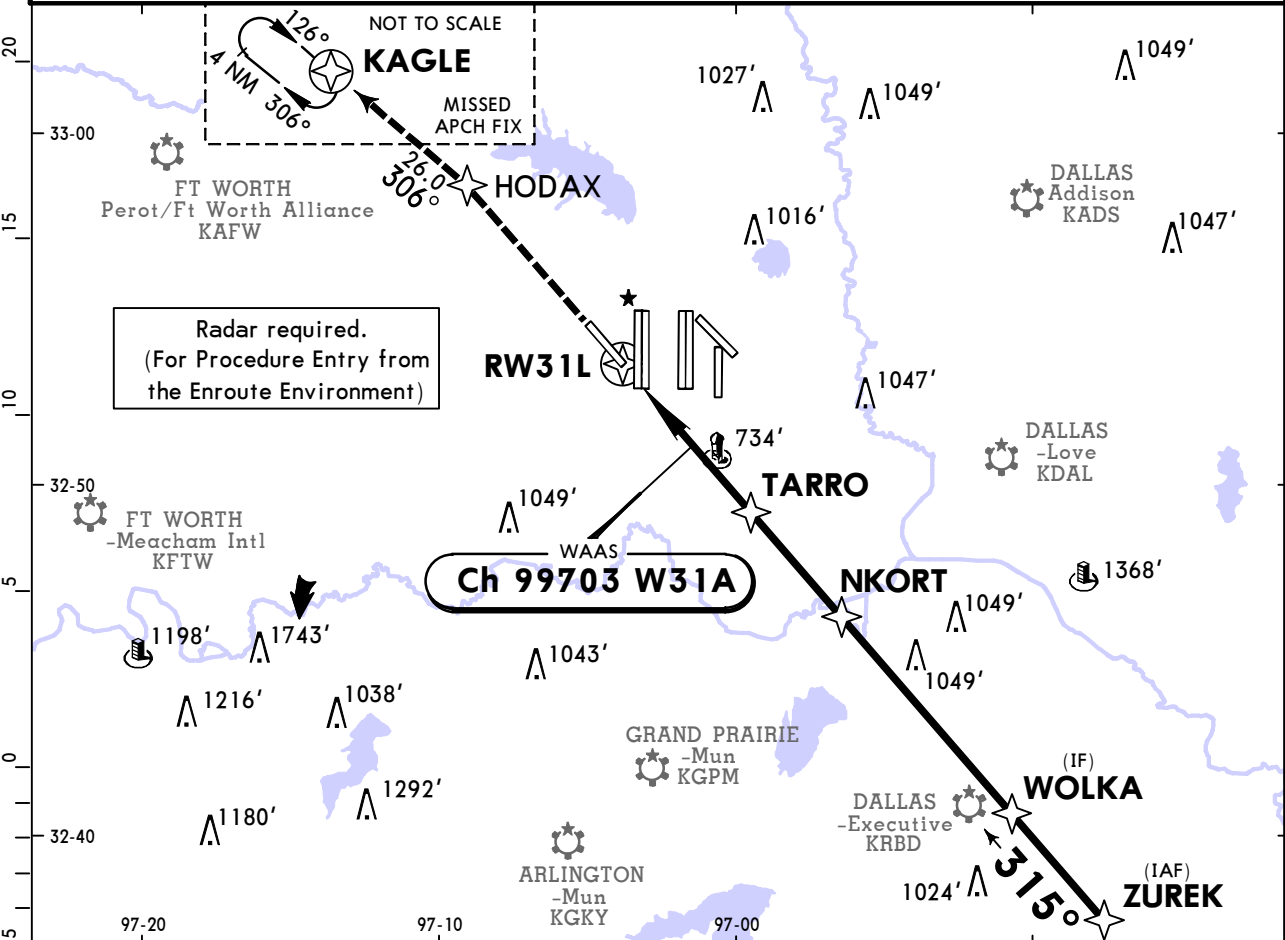
25 OCT 24
Eff 31 Oct

(62-7)

JEPPESEN DALLAS-FT WORTH, TEXAS

RNAV (GPS) Y Rwy 31L

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)		DFW Tower		Ground					
		West	East	West	East	West	East				
	123.775	118.425	127.075	119.4	124.15	134.9	126.55	127.5	121.85	121.65	121.8
	WAAS Ch 99703 W31A	Final Apch Crs 315°	TARRO 2400' (1819')		LPV DA(H) 831' (250')		Apt Elev 607'	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3600</div>			
MISSED APCH: Climb to 3000' direct HODAX and on track 306° to KAGLE and hold.								MSA RW31L			
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'				
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. Simultaneous approach authorized with Rwy 31R. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F).											



TERPS			STRAIGHT-IN LANDING RWY 31L		
LPV DA(H) 831' (250')	LNAV/VNAV DA(H) 907' (326')		LNAV MDA(H) 1060' (479')		
RVR 40 or 3/4	RVR 50 or 1		RVR 55 or 1		
		1 3/8			

1 Not authorized during simultaneous operations.
 CHANGES: Approach call name, chart format. © JEPPESEN, 2007, 2024. ALL RIGHTS RESERVED.

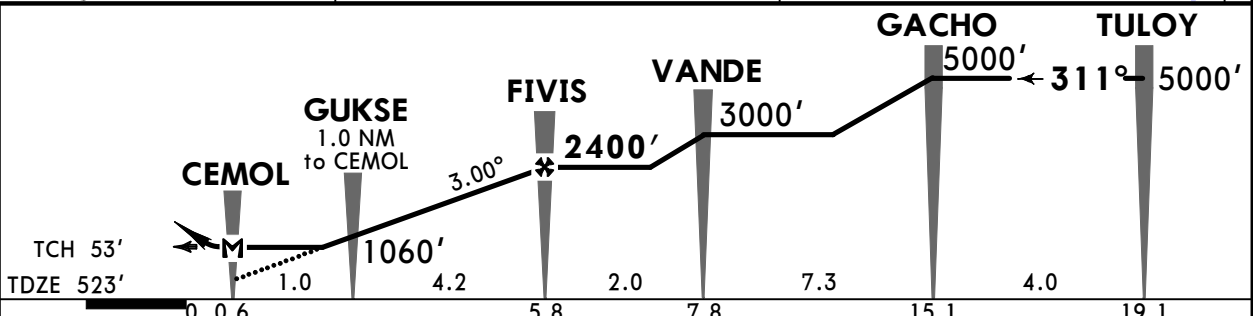
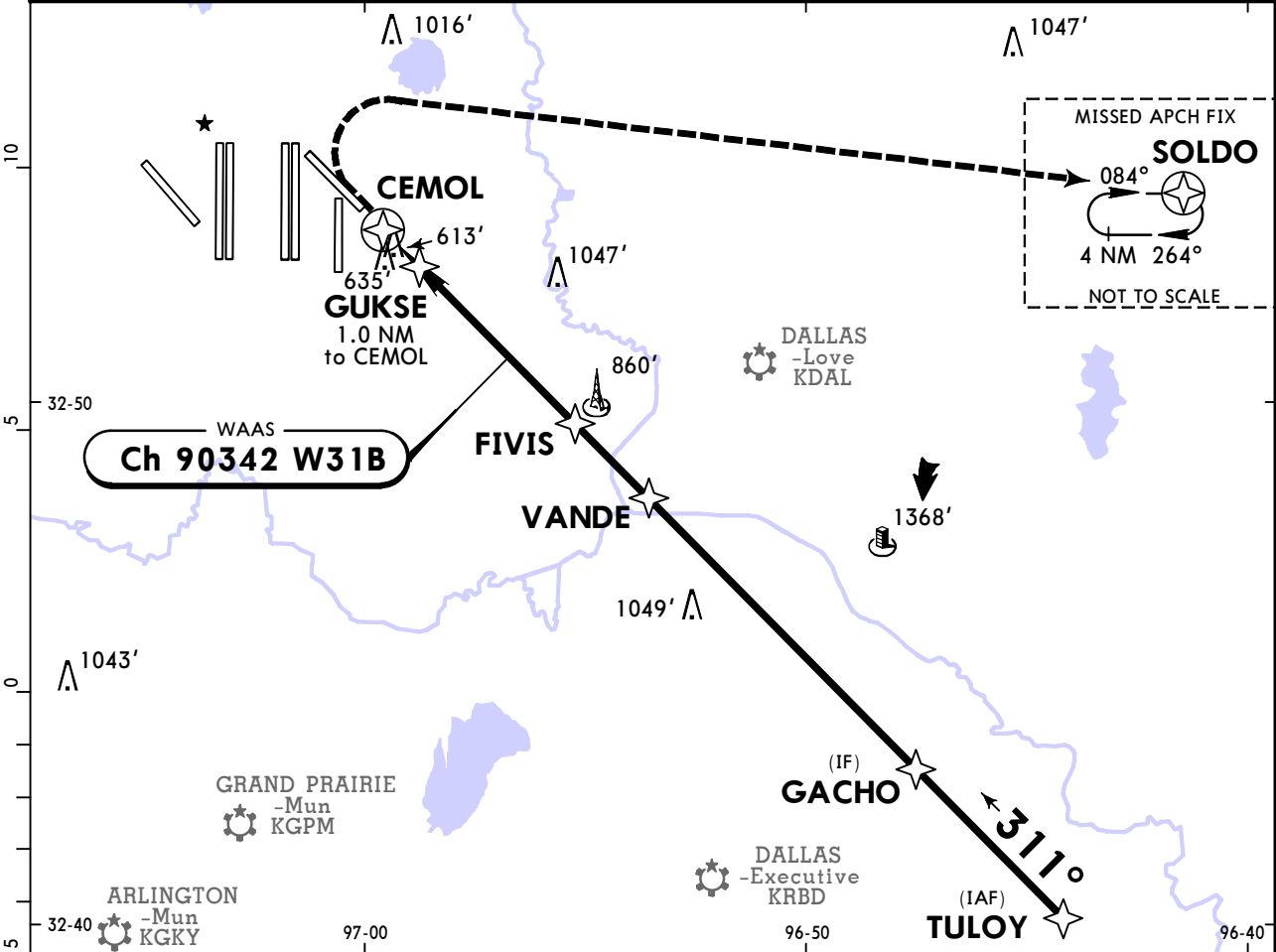
KDFW/DFW DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS

RNAV (GPS) Y Rwy 31R

25 OCT 24
Eff 31 Oct (62-8)

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)		DFW Tower		Ground		
	123.775	135.5	125.2	West 124.15	East 134.9	West 126.55	East 127.5	
	WAAS Ch 90342 W31B	Final Apch Crs 311°		FIVIS 2400' (1877')		LP MDA(H) 880' (357')		
	MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' direct SOLDO and hold.						Apt Elev 607' TDZE 523'	
	Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'	
RNP Apch							3600 MSA CEMOL	
1. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 69').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	3000'	→	SOLDO
Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	↻ RT	→	
MAP at CEMOL											

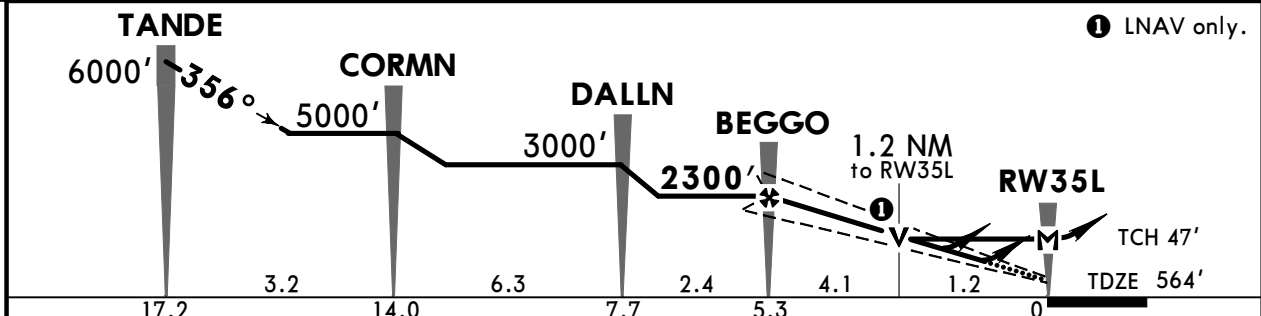
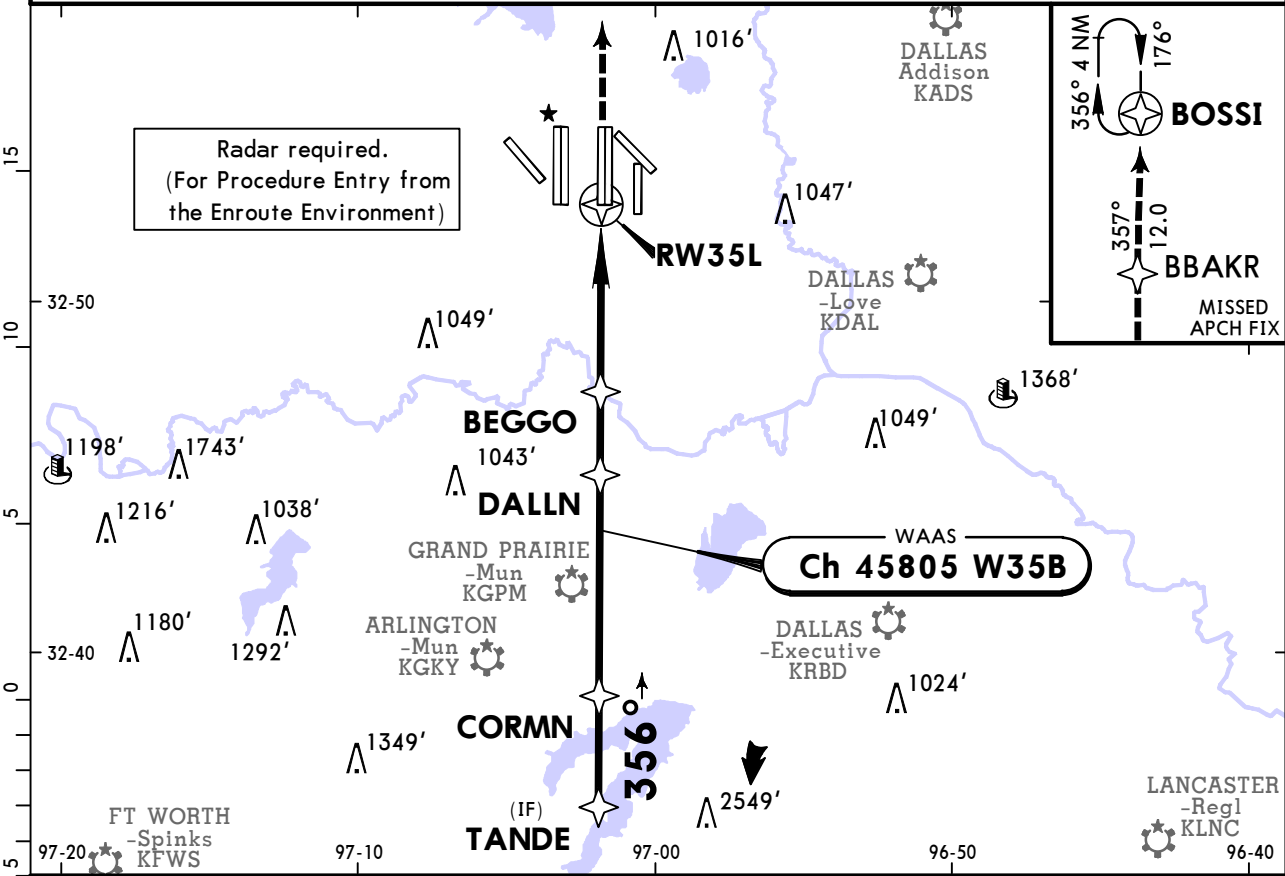
TERPS				STRAIGHT-IN LANDING RWY 31R			
LP		RNAV		LP		RNAV	
MDA(H) 880' (357')		MDA(H) 940' (417')		MDA(H) 880' (357')		MDA(H) 940' (417')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
B	RVR 30 or 5/8	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 30 or 5/8	RVR 55 or 1	RVR 60 or 1 1/4
C							
D							

TERPS AMEND 3A 5 DEC 2019

KDFW/DFW

DALLAS-FT WORTH INTL 25 OCT 24 62-9 Eff 31 Oct RNAV (GPS) Rwy 35L

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground						
	123.775	127.075	West	124.15	134.9	East	126.55	127.5	West	121.85	East	121.65	121.8
	WAAS Ch 45805 W35B	Final Apch Crs 356°	BEGGO 2300' (1736')	LPV DA(H) 764' (200')	Apt Elev 607'		TDZE 564'		<div style="border: 1px solid black; border-radius: 50%; width: 80px; height: 80px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3600 </div> <p>MSA RW35L</p>				
	MISSED APCH: Climb to 3000' direct BBAKR and on track 357° to BOSSI and hold.												
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'						
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 36L/R and Rwy 35R.													



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' ↑ BBAKR
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW35L							

TERPS STRAIGHT-IN LANDING RWY 35L							
LPV			LNAV/VNAV			LNAV	
DA(H) 764' (200')			DA(H) 928' (364')			MDA(H) 1020' (456')	
	TDZ/CL out	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A						RVR 24 or 1/2	RVR 50 or 1
B	1						
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4		
D						RVR 45 or 7/8	1 3/8

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.
 CHANGES: Approach call name, note, chart format. © JEPPESEN, 2002, 2024. ALL RIGHTS RESERVED.

TERPS AMEND 2B 17 AUG 2017

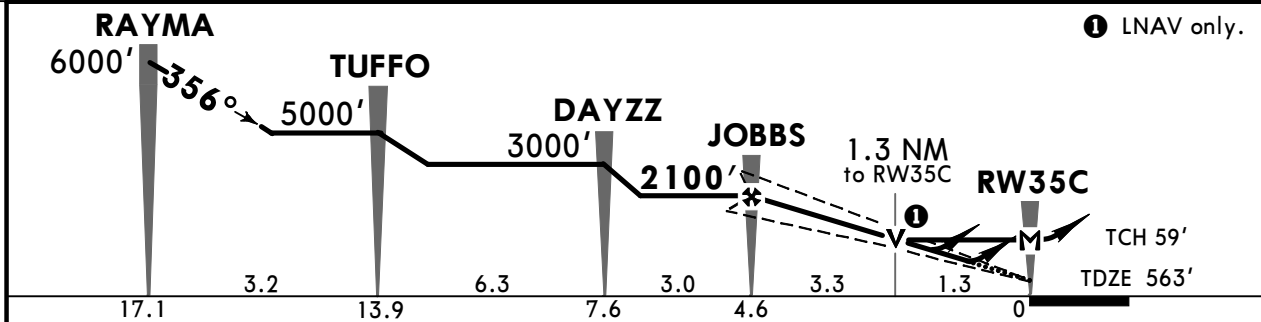
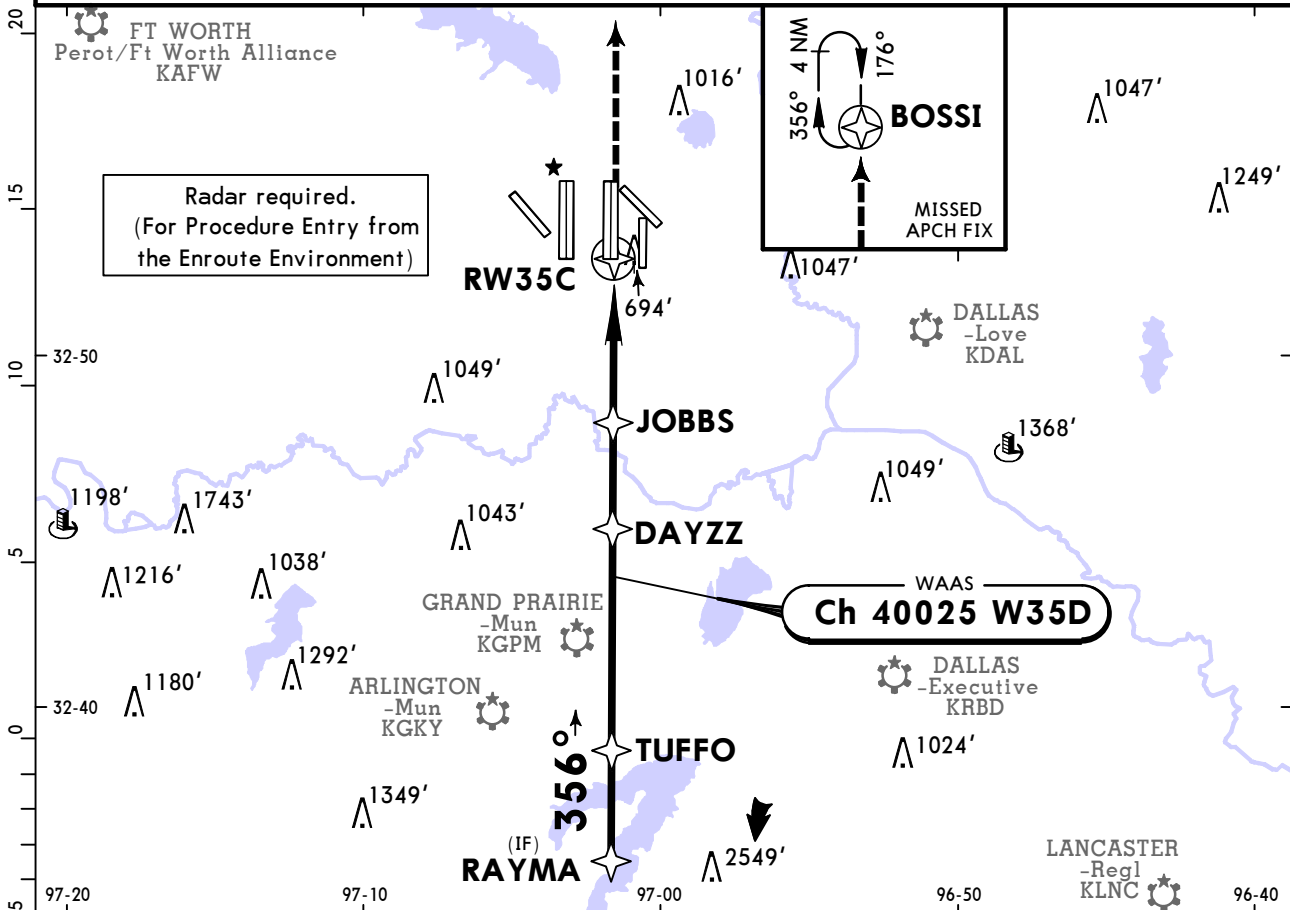
KDFW/DFW **JEPPESSEN** DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 **(62-10)** Eff 31 Oct RNAV (GPS) Rwy 35C

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground		
	123.775	127.075	West 124.15	134.9	East 126.55	127.5	West 121.85	Ground East 121.65	121.8
	WAAS Ch 40025 W35D	Final Apch Crs 356°	JOBBS 2100' (1537')		LPV DA(H) 763' (200')		Apt Elev 607' TDZE 563'		3600
MISSED APCH: Climb to 3000' direct BOSSI and hold.								MSA RW35C	

Alt Set: **INCHES** Trans level: **FL 180** Trans alt: **18000'**

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 36L/R and 35R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	D	BOSSI
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW35C										

TERPS							STRAIGHT-IN LANDING RWY 35C		
TERPS AMEND 3B 17 AUG 2017	LPV DA(H) 763' (200')		LNAV/VNAV DA(H) 932' (369')			LNAV MDA(H) 1040' (477')			
	TDZ/CL out		ALS out		ALS out		ALS out		
	A								
	B	RVR 18	RVR 24	RVR 40	RVR 40 or 3/4	RVR 60 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
C	or 1/2	or 1/2	or 3/4						
D						RVR 50 or 1	1 1/2		

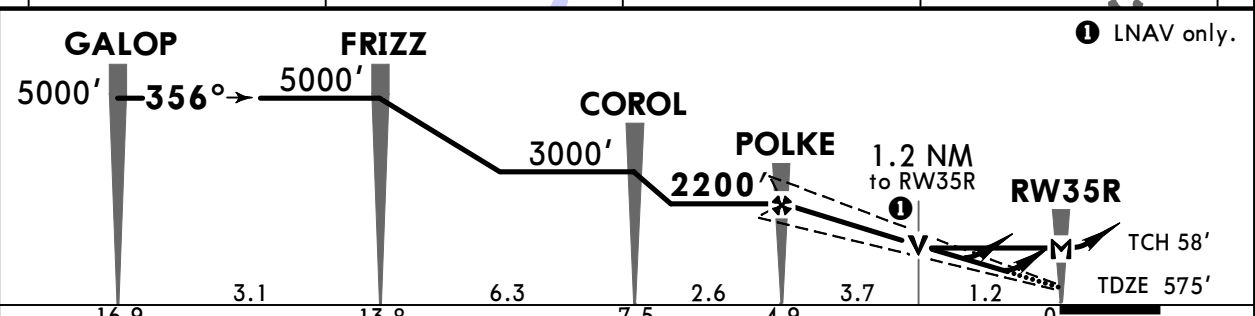
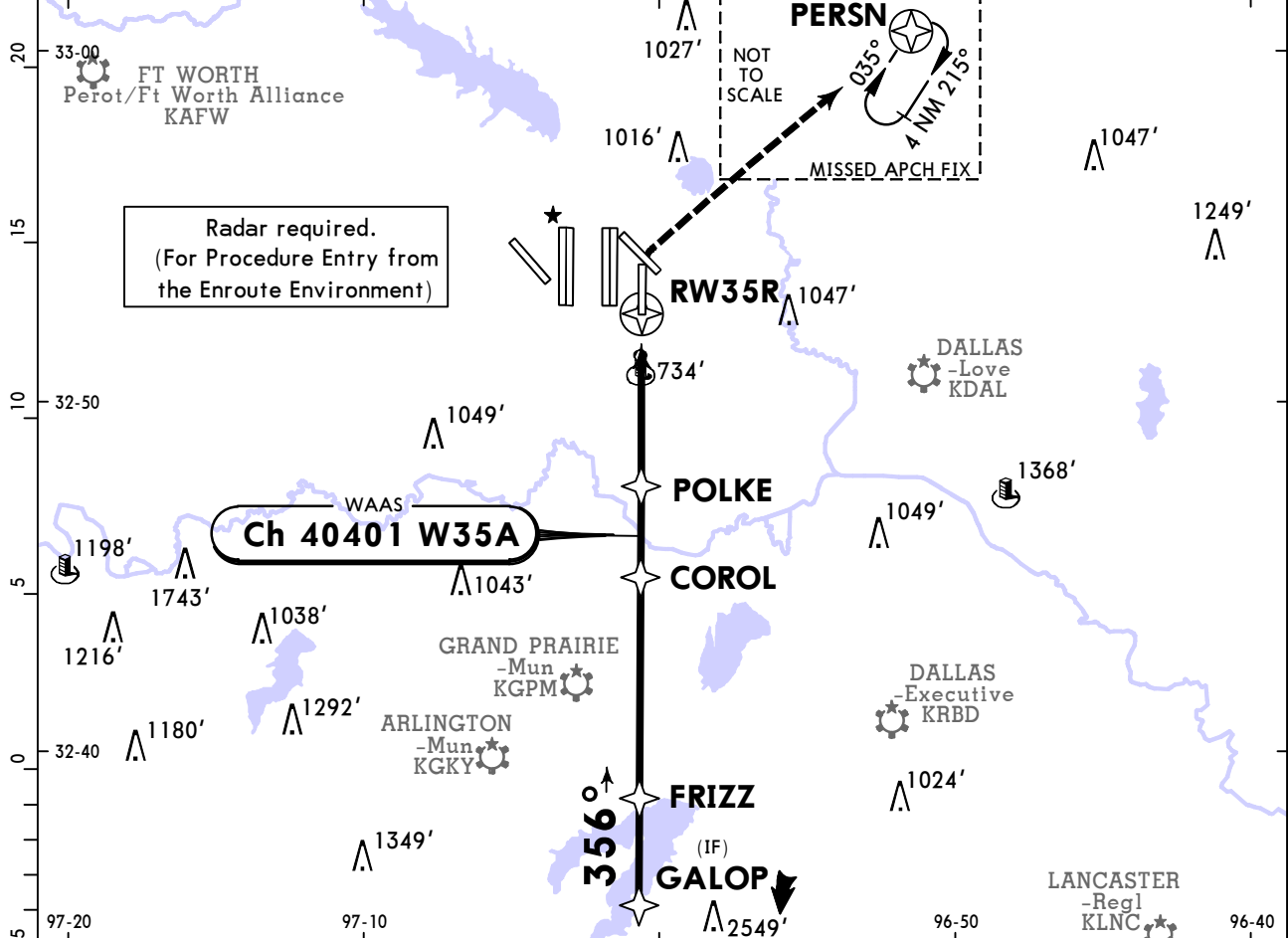
1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.

KDFW/DFW JEPPESEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 22 NOV 24 (62-11) RNAV (GPS) Rwy 35R

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground							
	123.775	119.4	West	124.15	134.9	East	126.55	127.5	West	121.85	East	121.65	121.8	
	WAAS Ch 40401 W35A	Final Apch Crs 356°	POLKE 2200' (1625')	LPV DA(H) 775' (200')	Apt Elev 607'	TDZE 575'	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3600</div>							
MISSED APCH: Climb to 1040' then climbing RIGHT turn to 3000' direct PERSN and hold.											MSA RW35R			
Alt Set: INCHES											Trans level: FL 180		Trans alt: 18000'	

1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 35L/C and Rwy 36L/R. 5. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1040'	3000'	PERSN
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	↗ RT	→
MAP at RW35R										

	LPV		LNAV/VNAV		LNAV	
	DA(H)	775' (200')	DA(H)	917' (342')	MDA(H)	1040' (465')
	TDZ/CL out	ALS out		ALS out		ALS out
A						
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1/4	RVR 24 or 1/2
C						RVR 50 or 1
D						1 3/8

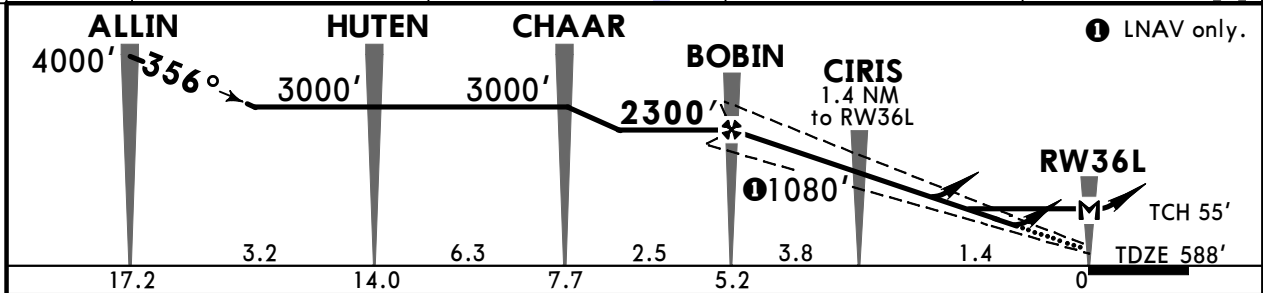
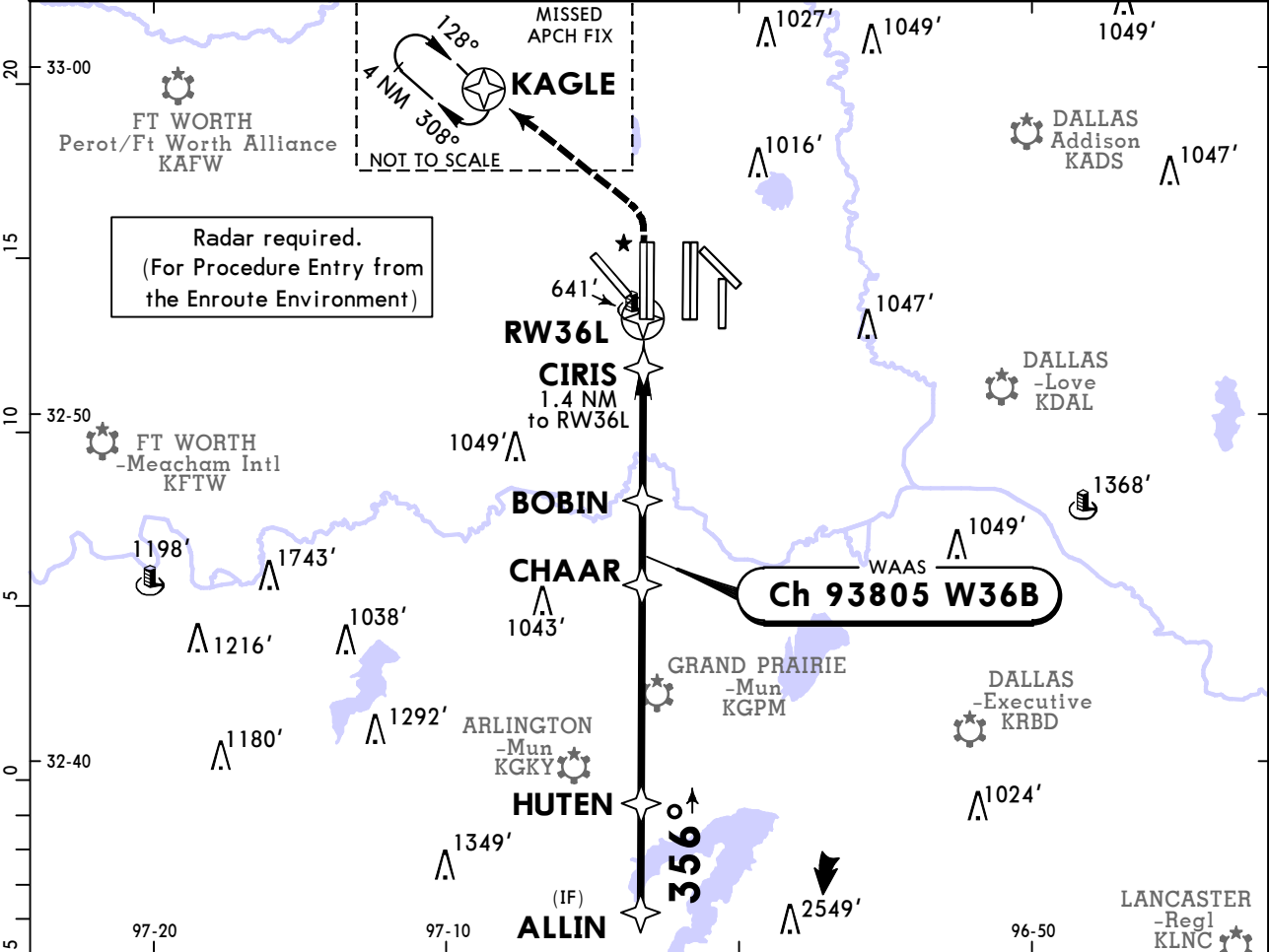
1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

TERPS AMEND 3B 17 AUG 2017

KDFW/DFW JEPPESSEN DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 22 NOV 24 (62-12) RNAV (GPS) Rwy 36L

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground		
	123.775	118.425	West 124.15 134.9	East 126.55 127.5	West 121.85	East 121.65 121.8			
	WAAS Ch 93805 W36B	Final Apch Crs 356°	BOBIN 2300' (1712')	LPV DA(H) 788' (200')	Apt Elev 607'		TDZE 588'		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct KAGLE and hold.							3600 MSA RW36L		
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 35L/C/R. 5. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	D	KAGLE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	LT ↓		
MAP at RW36L											

TERPS AMEND 3D 17 AUG 2017	TERPS		STRAIGHT-IN LANDING RWY 36L				1 LNAV		2 LNAV	
	LPV		LNAV/VNAV				LNAV/VNAV		LNAV	
	DA(H) 788' (200')		DA(H) 987' (399')				DA(H) 987' (399')		MDA(H) 960' (372')	
	TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A								RVR 24 or 1/2	RVR 50 or 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8			RVR 24 or 1/2	RVR 50 or 1	
C								RVR 35 or 5/8	RVR 55 or 1	
D										

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.

CHANGES: Minimums. © JEPPESSEN, 2002, 2024. ALL RIGHTS RESERVED.

KDFW/DFW

DALLAS-FT WORTH INTL 22 NOV 24

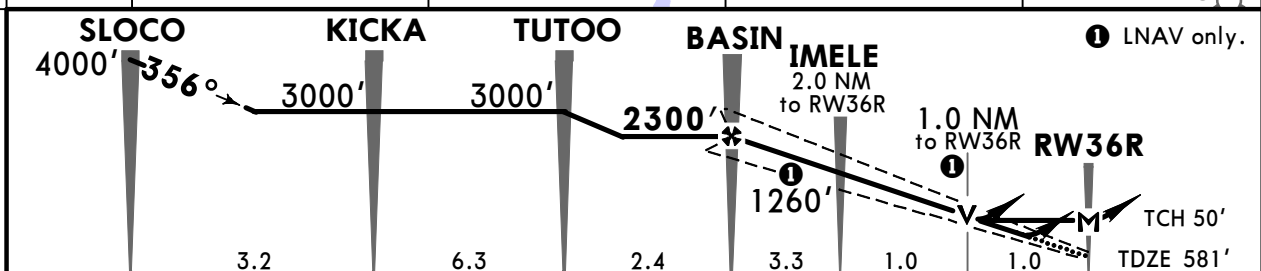
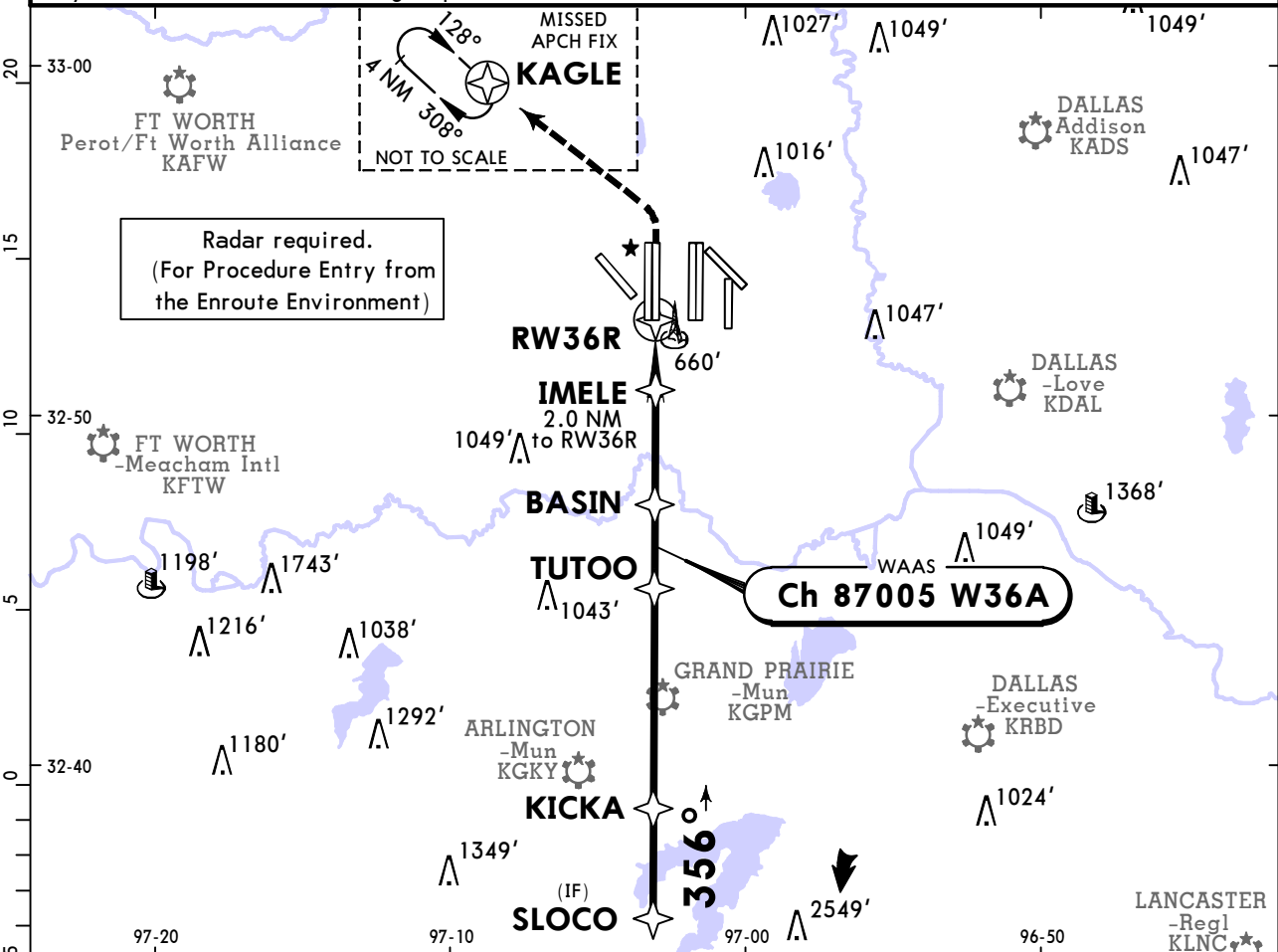
(62-13)



DALLAS-FT WORTH, TEXAS

RNAV (GPS) Rwy 36R

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower		Ground	
	123.775	118.425	West 124.15	East 134.9	West 126.55	East 127.5
	121.85	121.65	121.85	121.65	121.85	121.85
	WAAS Ch 87005 W36A	Final Apch Crs 356°	BASIN 2300' (1719')	LPV DA(H) 781' (200')	Apt Elev 607'	3600
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct KAGLE and hold.						MSA RW36R
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
1. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -4°C (25°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 35 L/C/R. 5. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALS R	1100'	3000'	D	KAGLE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	LT ↓		
MAP at RW36R											

TERPS	STRAIGHT-IN LANDING RWY 36R					
	LPV DA(H) 781' (200')		LNAV/VNAV DA(H) 941' (360')		LNAV MDA(H) 960' (379')	
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out
	A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4
B						RVR 50 or 1
C						RVR 35 or 5/8
D						RVR 55 or 1

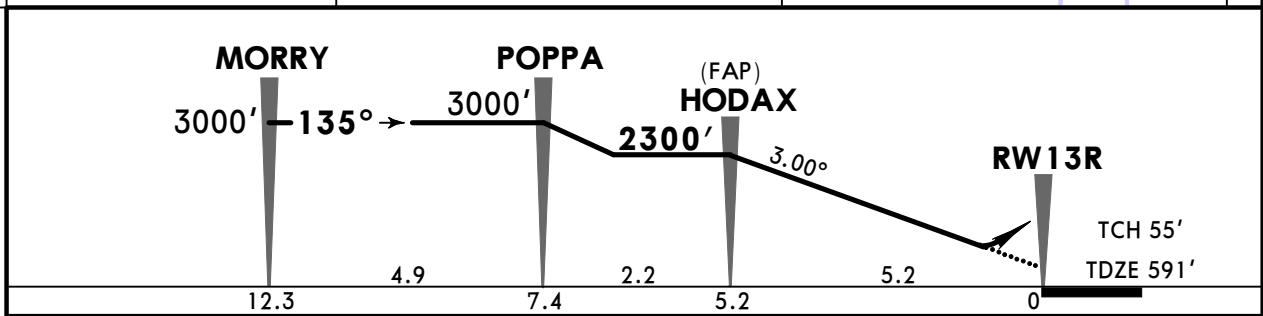
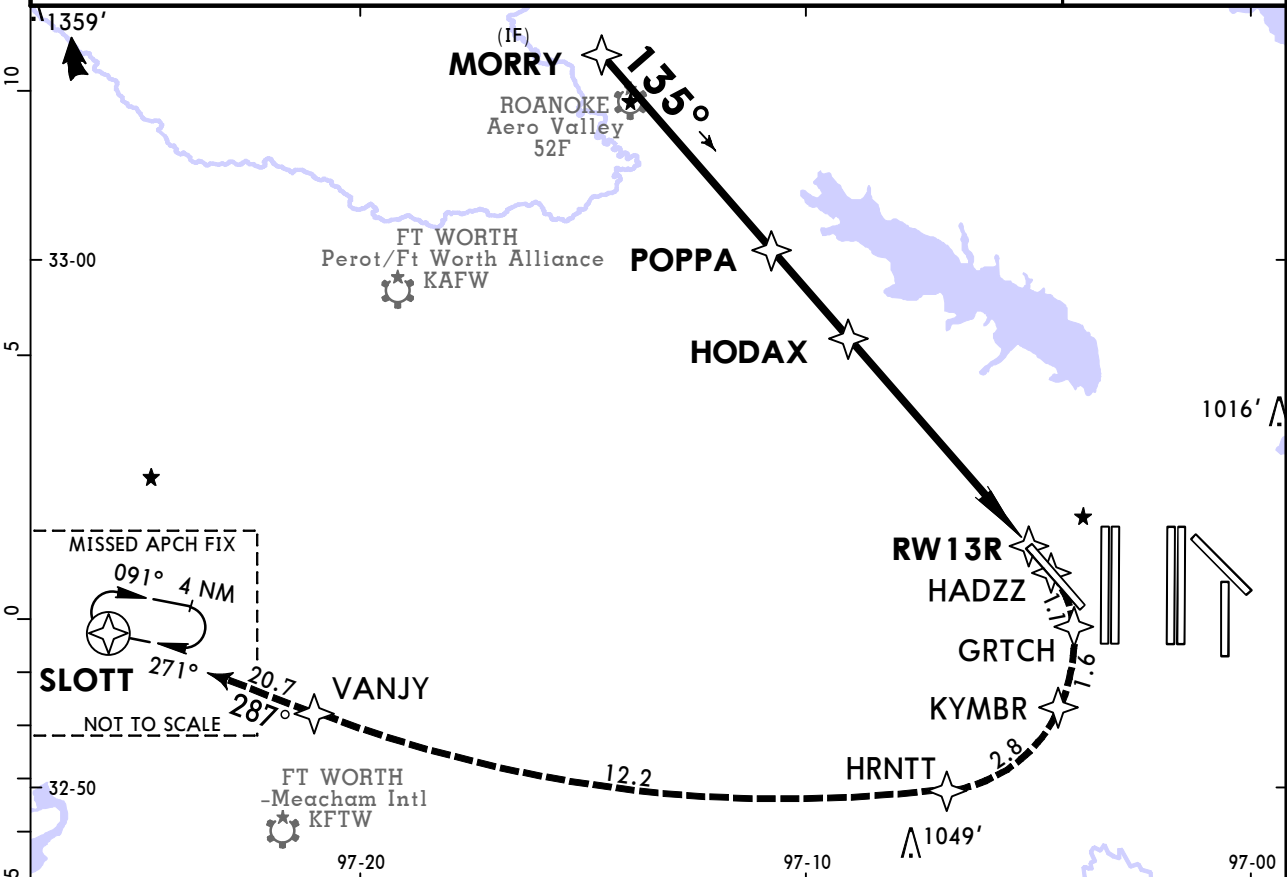
1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

TERPS AMEND 3C 17 AUG 2017

KDFW/DFW DALLAS-FT WORTH, TEXAS

DALLAS-FT WORTH INTL 25 OCT 24 62-20 RNAV (RNP) Z Rwy 13R

D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground	
123.775	133.15 118.1	West	East	West	East	121.85	121.65 121.8
RNAV	Final Apch Crs 135°	HODAX 2300' (1709')		RNP 0.30 DA(H) 1041' (450')	Apt Elev 606'	TDZE 591'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3600</p> <p>MSA RW13R</p>
MISSED APCH: Climb to 3000' on the RNAV missed approach route to SLOTT and hold. (Do not exceed 185 KT until HRNTT).							
RNP AR Apch RF required Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Authorization required. 2. Missed approach requires RNP less than 1.00. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI Refer to Missed Apch above
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at DA							

TERPS STRAIGHT-IN LANDING RWY 13R

RNP 0.30
DA(H) **1041'** (450')

		RAIL/ALS out
A		
B		
C	RVR 45 or 7/8	1 3/8
D		

TERPS AMEND 2 10 SEP 2020

JEPPesen DALLAS-FT WORTH, TEXAS

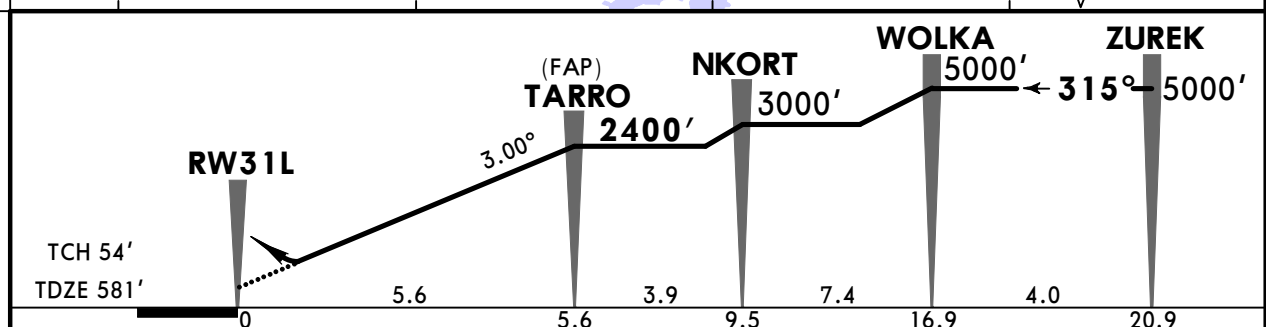
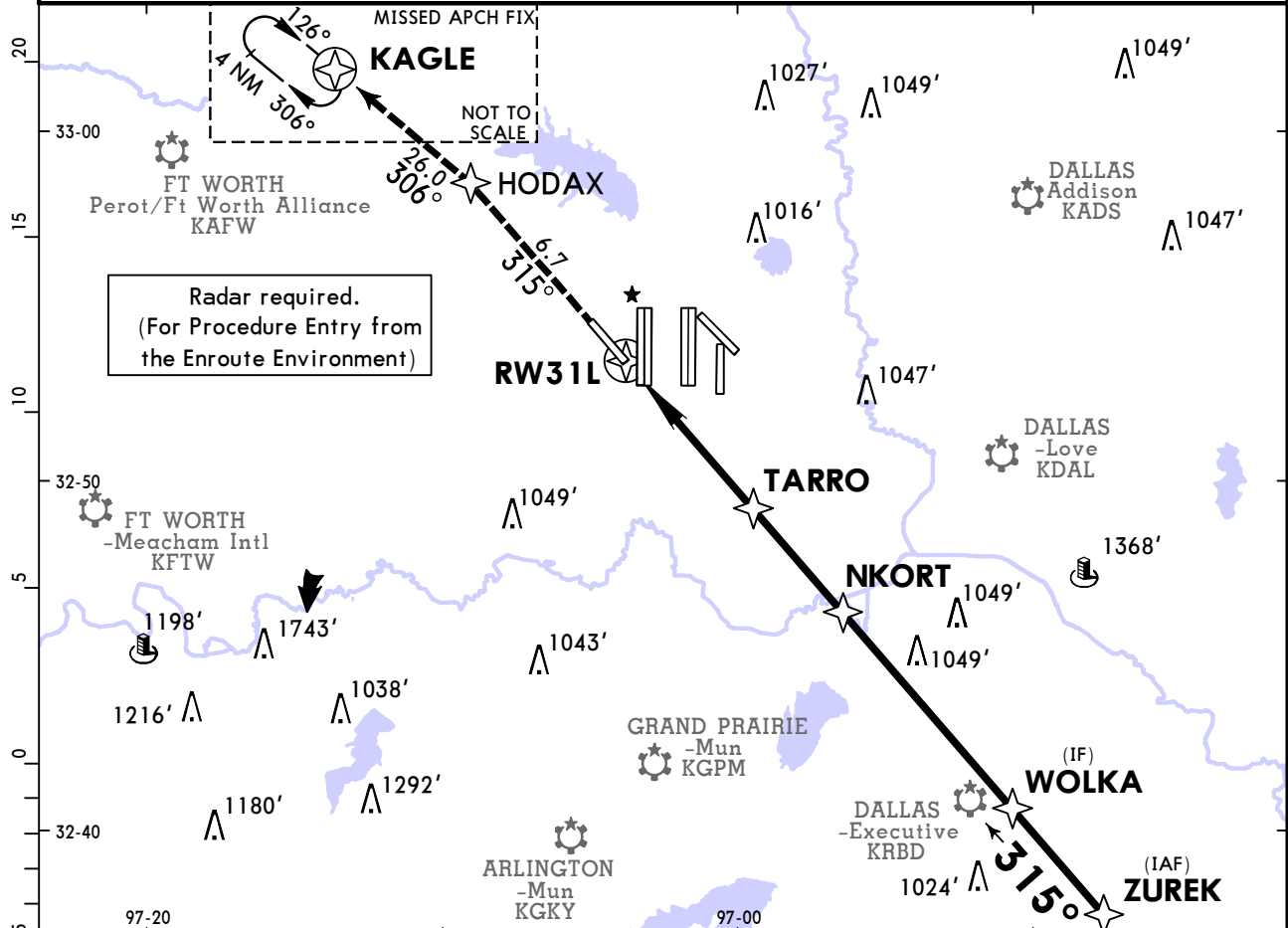
KDFW/DFW DALLAS-FT WORTH INTL 25 OCT 24 62-21 RNAV (RNP) Z Rwy 31L

D-ATIS Arrival	LONE STAR Approach (R) 118.425	DFW Tower				Ground	
123.775	127.075 119.4	West	East	West	East	121.85	121.65 121.8
RNAV	Final Apch Crs 315°	TARRO	RNP 0.30 DA(H) 951' (370')	Apt Elev 607' TDZE 581'		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3600</div>	

MISSED APCH: Climb to 3000' on track 315° to HODAX and on track 306° to KAGLE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized with Rwy 31R. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L <div style="display: flex; align-items: center; justify-content: center;"> <div style="border-left: 1px dashed black; width: 10px; height: 20px; margin-right: 5px;"></div> <div style="text-align: center;">3000'</div> <div style="margin: 0 5px;">on</div> <div style="text-align: center;">315°</div> <div style="margin-left: 10px;">HODAX</div> </div>	
Glide Path Angle	3.00°	372	478	531	637	743		849
MAP at DA								

TERPS STRAIGHT-IN LANDING RWY 31L

RNP 0.30
DA(H) **951'** (370')

A	RVR 60 or 1/4
B	
C	
D	

TERPS AMEND 1B 18 SEP 2014

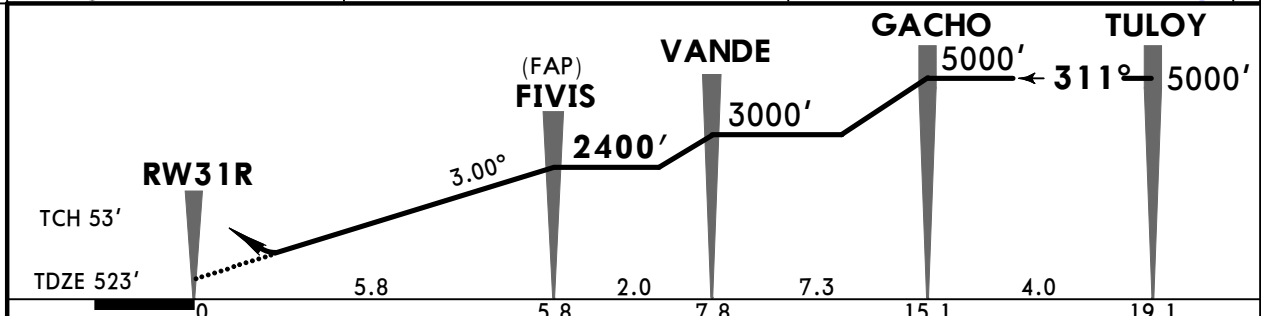
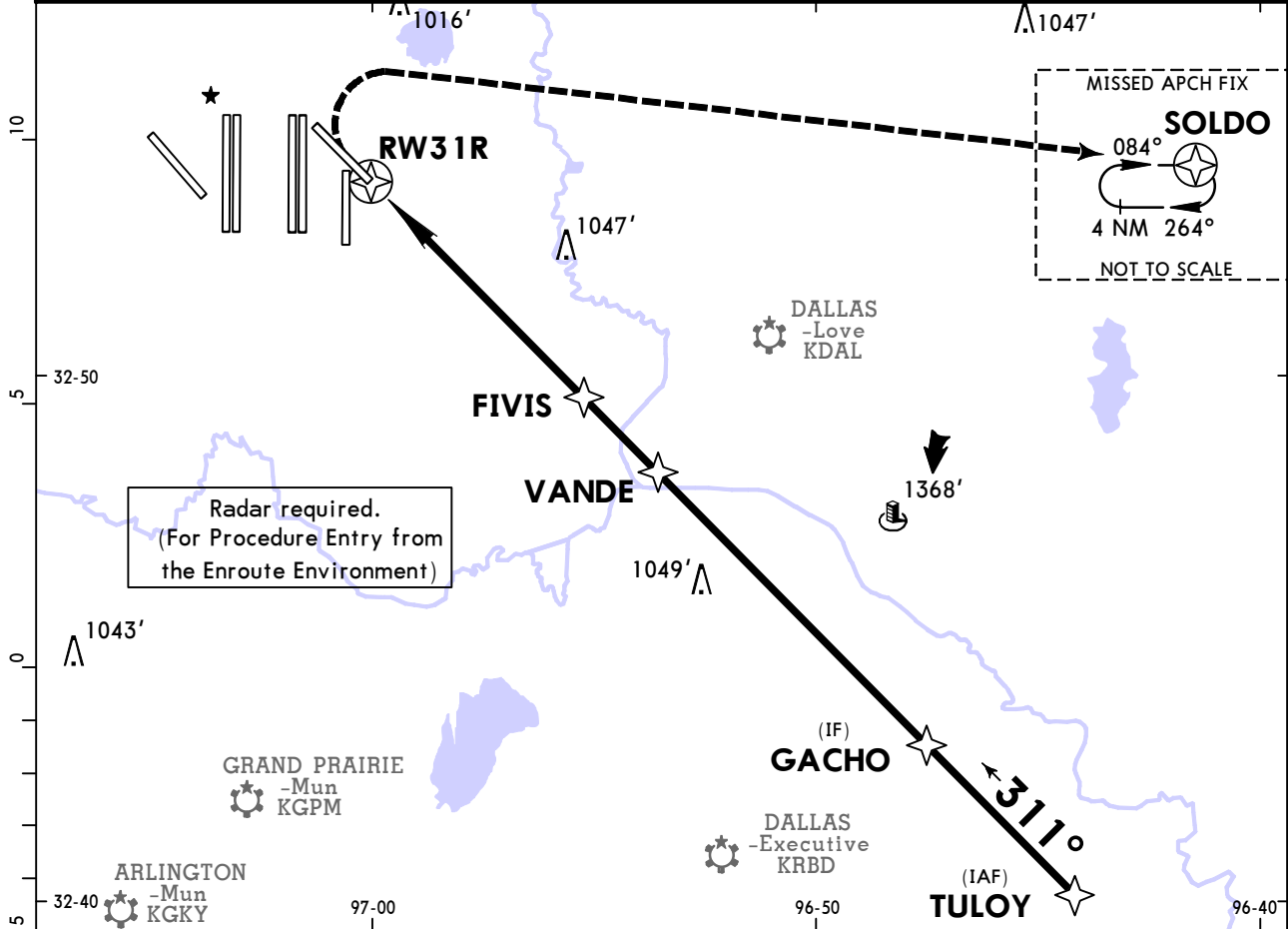
KDFW/DFW

DALLAS-FT WORTH INTL

JEPPESEN DALLAS-FT WORTH, TEXAS
RNAV (RNP) Z Rwy 31R

25 OCT 24
 Eff 31 Oct **(62-22)**

BRIEFING STRIP™	D-ATIS Arrival	LONE STAR Approach (R)	DFW Tower				Ground		
	123.775	135.5 125.2	West 124.15	134.9	East 126.55	127.5	West 121.85	Ground 121.65	East 121.8
	RNAV	Final Apch Crs 311°	FIVIS 2400' (1877')	RNP 0.14 DA(H) 838' (315')	Apt Elev 607'	TDZE 523'			
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 3000' direct SOLDO and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. Simultaneous approach authorized with Rwy 31L. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -4°C (25°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSRL	1100'	3000'	
Descent angle	3.00°	372	478	531	637	743	PAPIL	↑	RT	
MAP at DA										

TERPS	STRAIGHT-IN LANDING RWY 31R					
	RNP 0.14		RNP 0.23		RNP 0.30	
	DA(H) 838' (315')		DA(H) 928' (405')		DA(H) 987' (464')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A						
B						
C	RVR 27 or 1/2	RVR 51 or 1	RVR 44 or 7/8	1 3/8	RVR 55 or 1	1 1/2
D						

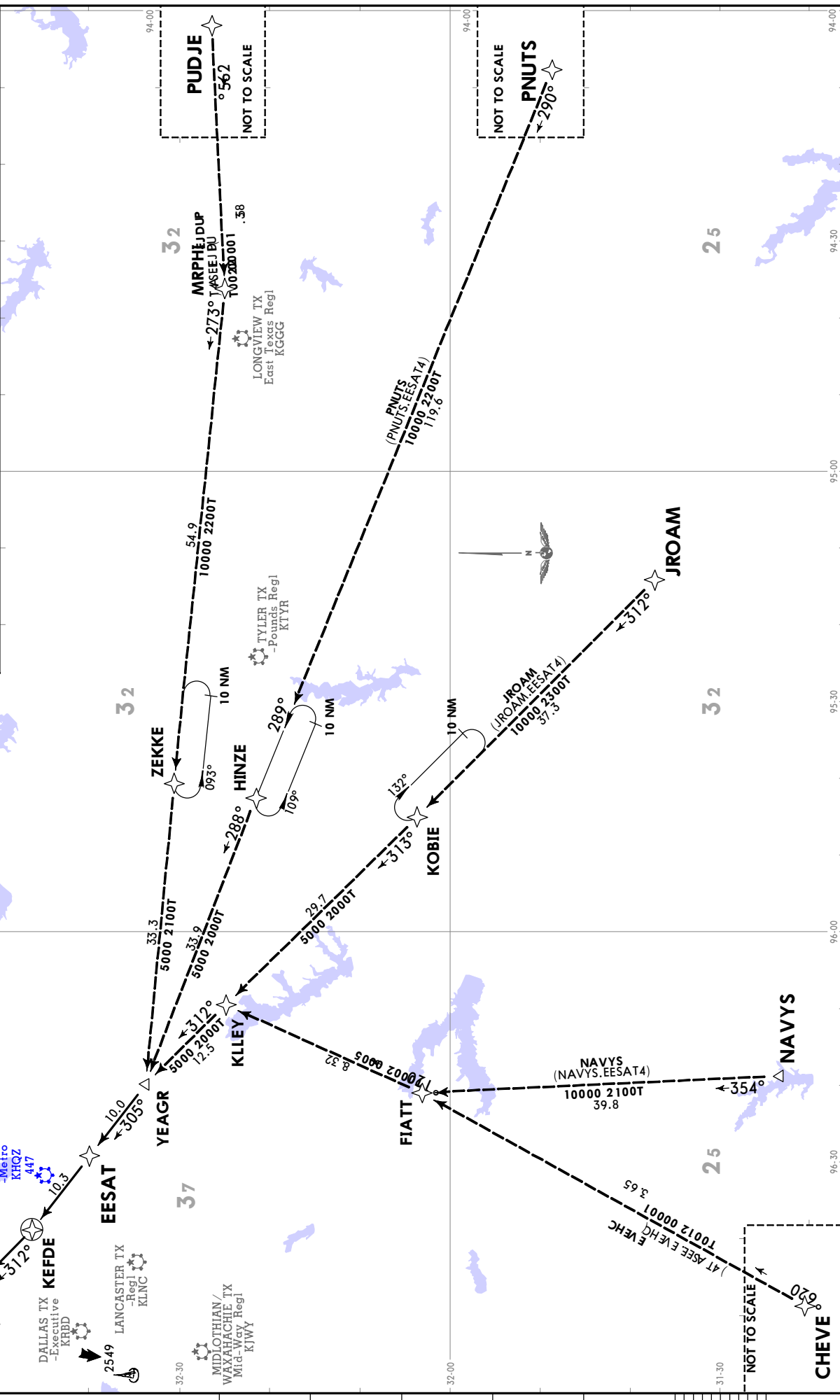
TERPS AMEND 2A 18 SEP 2014

LONE STAR Approach (R)
125.275 125.025
 Alt Set: INCHES Trans level: FL180
 Apt Elev See Graphic
 RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. For use when Dallas Love is in NORTH flow. When Dallas Love is in SOUTH flow, file and EXPECT the LOADS RNAV STAR. 3. NAVYS Transition: for KCLL departures only. 4. Airports served: F46, KADS, KHQZ, KTKI.

EESAT 4 RNAV ARRIVAL
(YEAGR.EESAT4)

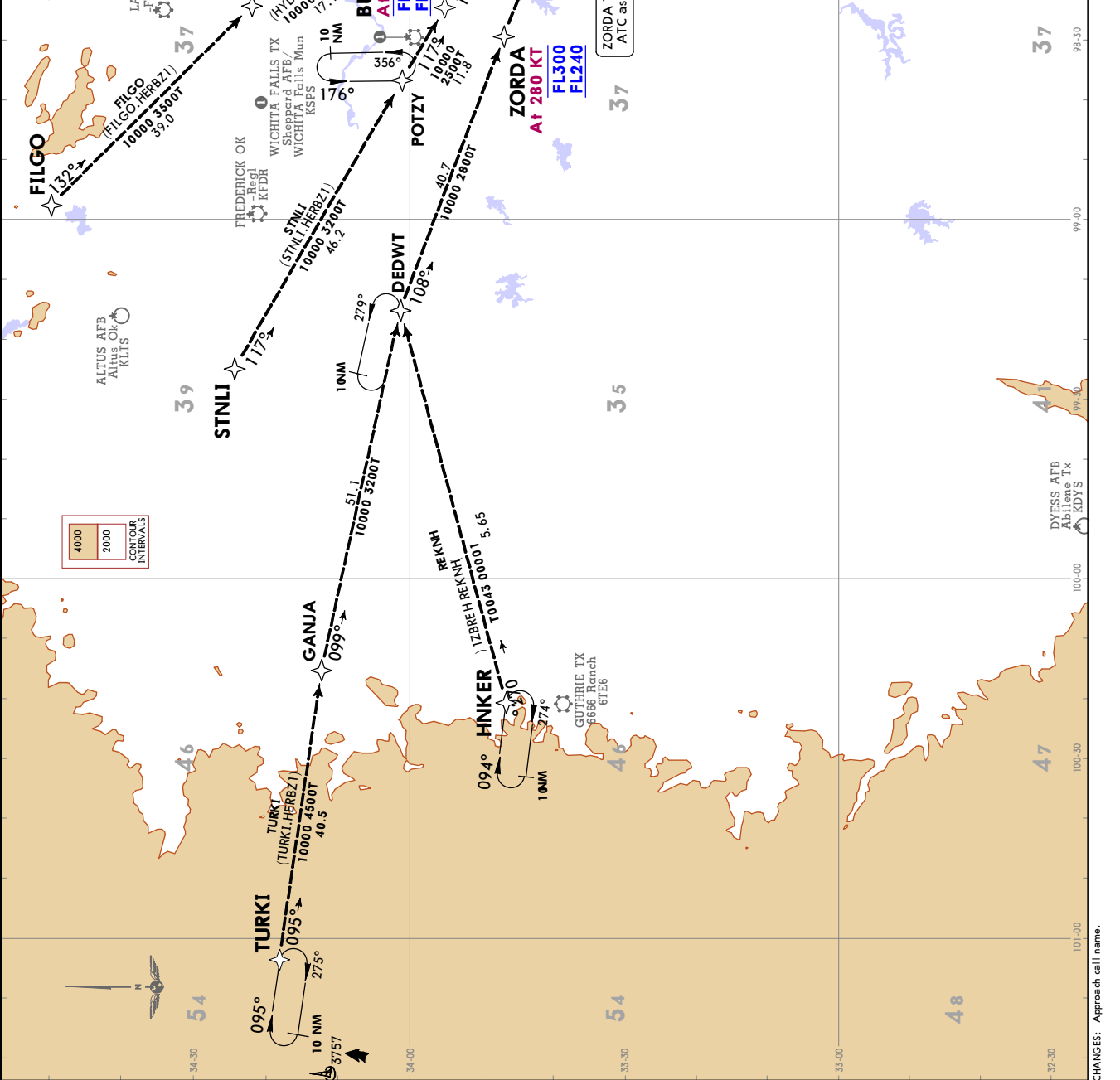
ROUTING
 From YEAGR on track 305° to EESAT, then on track 305° to KEFDE, then on track 312°. EXPECT RADAR vectors to final approach course.



JEPPESEN DALLAS METROPLEX, TEXAS
AREA STAR (80-2D) EFF 31 OCT 24
RNAV STAR

AREA STAR LONE STAR Approach (R) 118.1	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
HERBZ 1 RNAV ARRIVAL (GREGS.HERBZ1) ROUTING From GREGS on track 115° to cross GUUICH between 8000 & 6000, then on track 115° to cross HERBZ at 6000, then on track 115° to cross CROEW at 5000, then on track 113°. EXPECT RADAR vectors to final approach course.		

HOLDING OVER BELY
 10 NM
 136°
 3756



4000
2000
CONTOUR INTERVALS



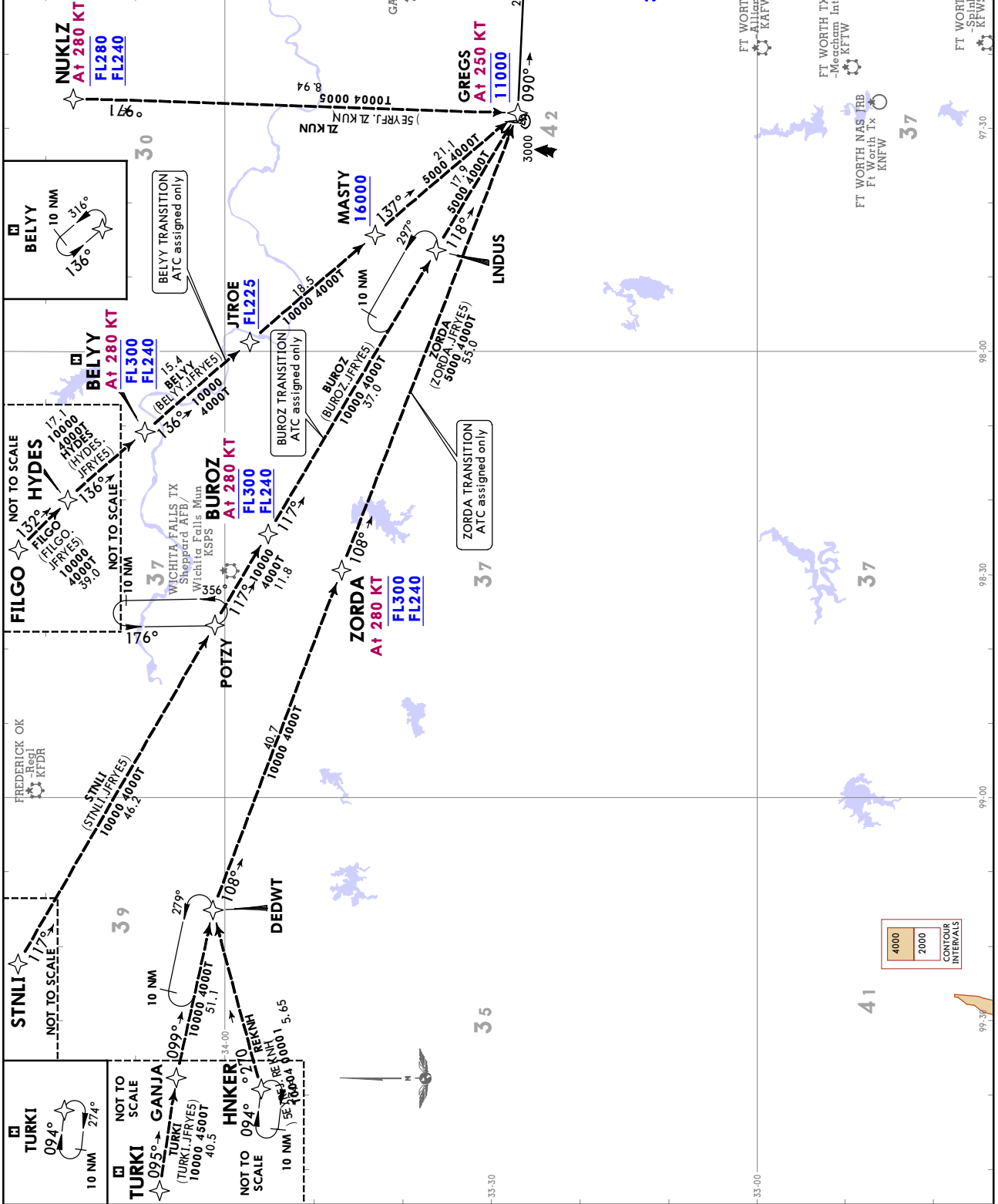
DALLAS METROPLEX, TEXAS

JEPPesen
25 OCT 24 (80-2E) Eff 31 Oct

AREA STAR

RNAV STAR

LONE STAR Approach (R) 118.1	Alt Set: INCHES RNAV 1 - DME/DME/IRU or GPS	Trans level: FL180
Apt Elev See Graphic		
1. RADAR required. 2. Jet aircraft only. 3. Also Serves: F41, F46, KADS, KDTO, KHQZ, KJWY, KLNC, KRBD, KTKI.		
JRYE 5 RNAV ARRIVAL (GREGS.JFRYES)		
ROUTING		
From GREGS on track 090° to MNKKEE, then on track 116° to JFRYE, then on track 143° - EXPECT RADAR vectors to final approach course.		

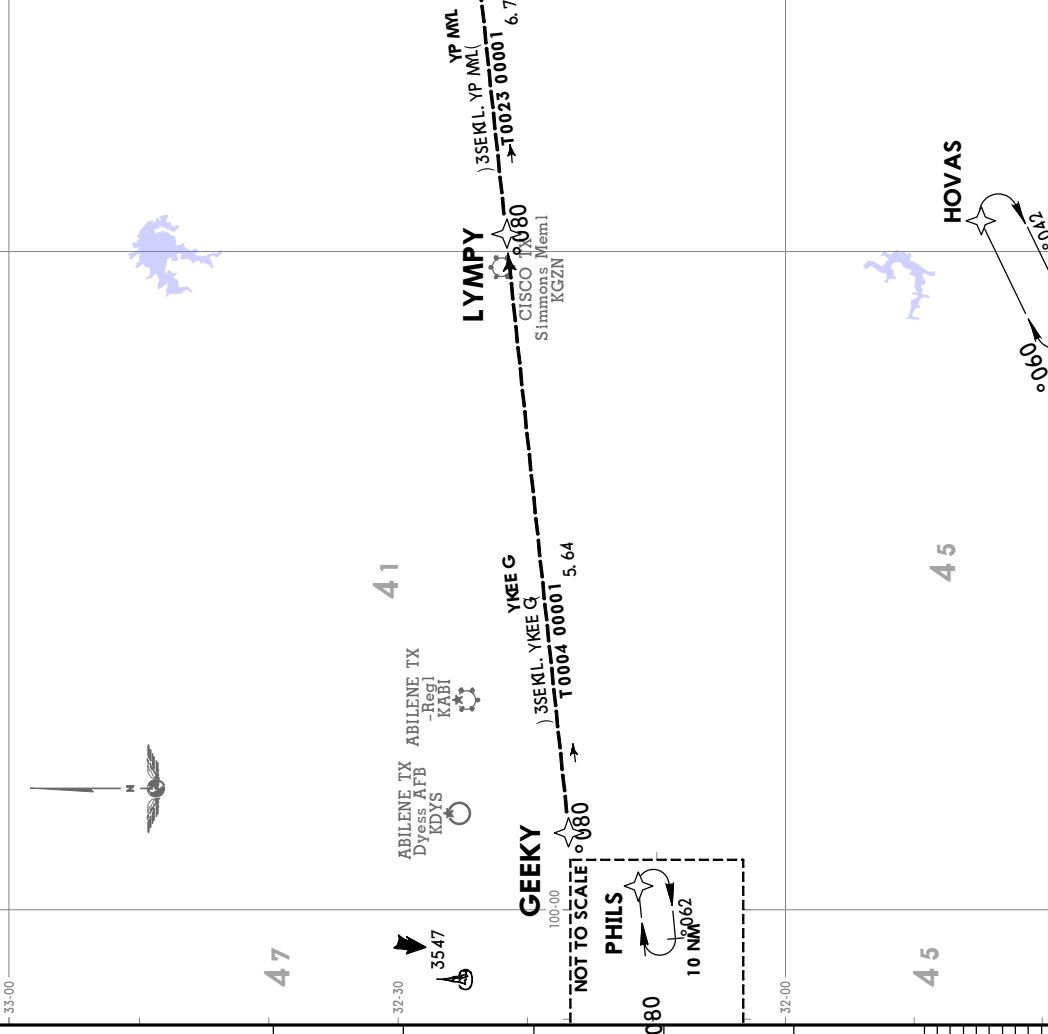


AREA STAR
 LONE STAR Approach (R) South 135.975 | 125.8
 Apt Elev See Graphic
 Alt Set: INCHES Trans level: FL180
 RNAV 1 DME/DME/IRU or GPS required

LIKES 3 RNAV ARRIVAL (SLUGG.LIKES3)
 1. RADAR required. 2. LYMPY Transition: For Abilene Regl terminal area departures only.
 3. FOSSL Transition: For Waco Regl and Gray AAF terminal area departures only.
 4. Airports served: 50F, KAFW, KDTO, KFTW, KLUD, KNFW, KWEA.

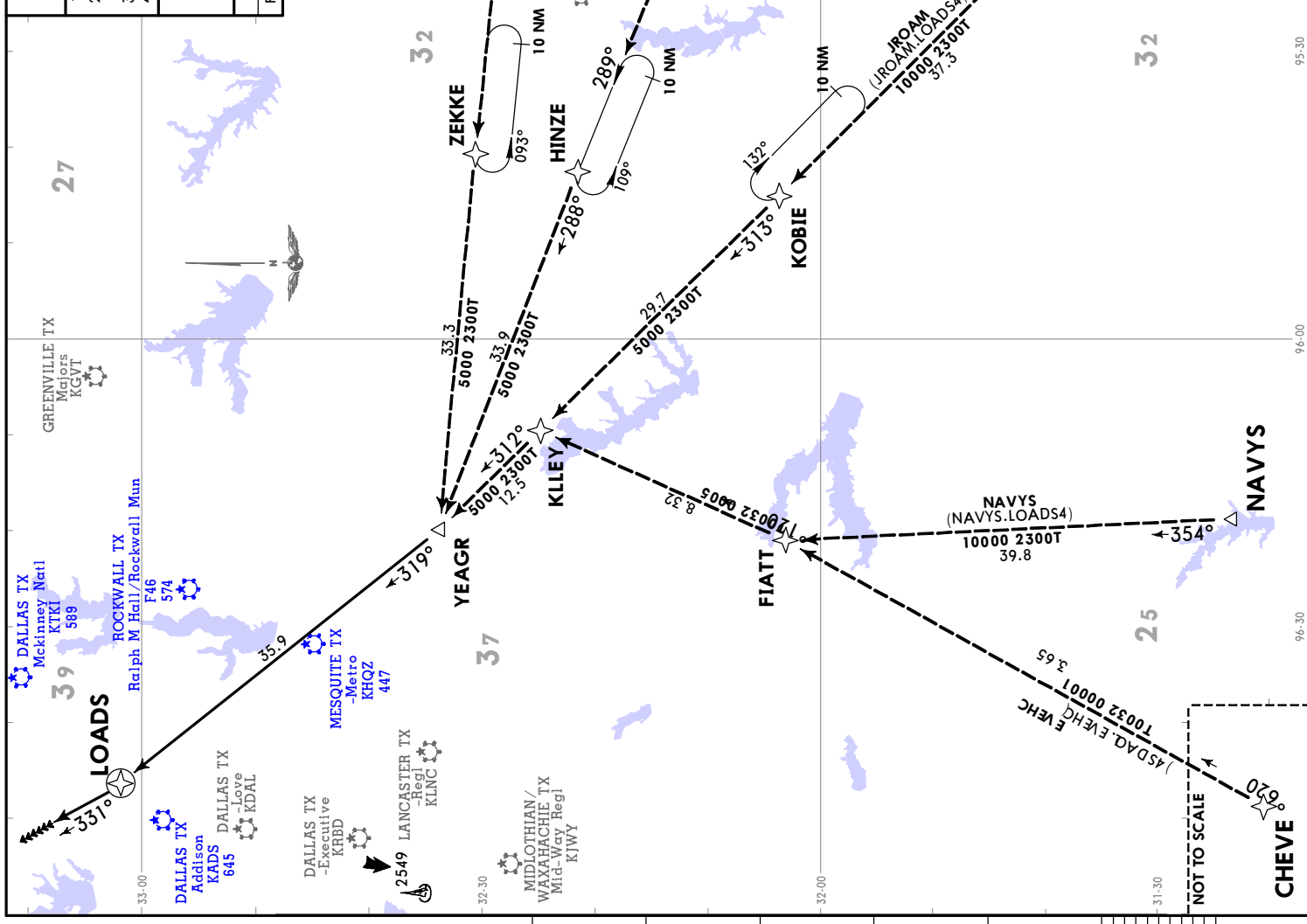
SLUGG

TURBOJETS
When Dallas Ft Worth is in SOUTH FLOW
EXPECT 8000
When Dallas Ft Worth is in NORTH FLOW
EXPECT 6000
PROPS
EXPECT 5000



ROUTING
 From SLUGG on track 044° to LIKES, then on track 044°. EXPECT RADAR vectors to final approach course.
 CHANGES: Approach call name.

LONE STAR Approach (R)	Alt Set: INCHES	Trans level: FL180
125.275 125.025	RNAV 1 - DME/DME/IRU/or GPS	
1. RADAR required. 2. For use when Dallas Love is in SOUTH flow. When Dallas Love is in NORTH flow, file and EXPECT the EESAT RNAV STAR. 3. NAVYS Transition: for KLL departures only. 4. Airports served: F46, KADS, KHQZ, KTKI.		
LOADS 4 RNAV ARRIVAL (YEAGR.LOADS4)		
ROUTING		
From YEAGR on track 319° to LOADS, then on track 331°. EXPECT RADAR vectors to final approach course.		

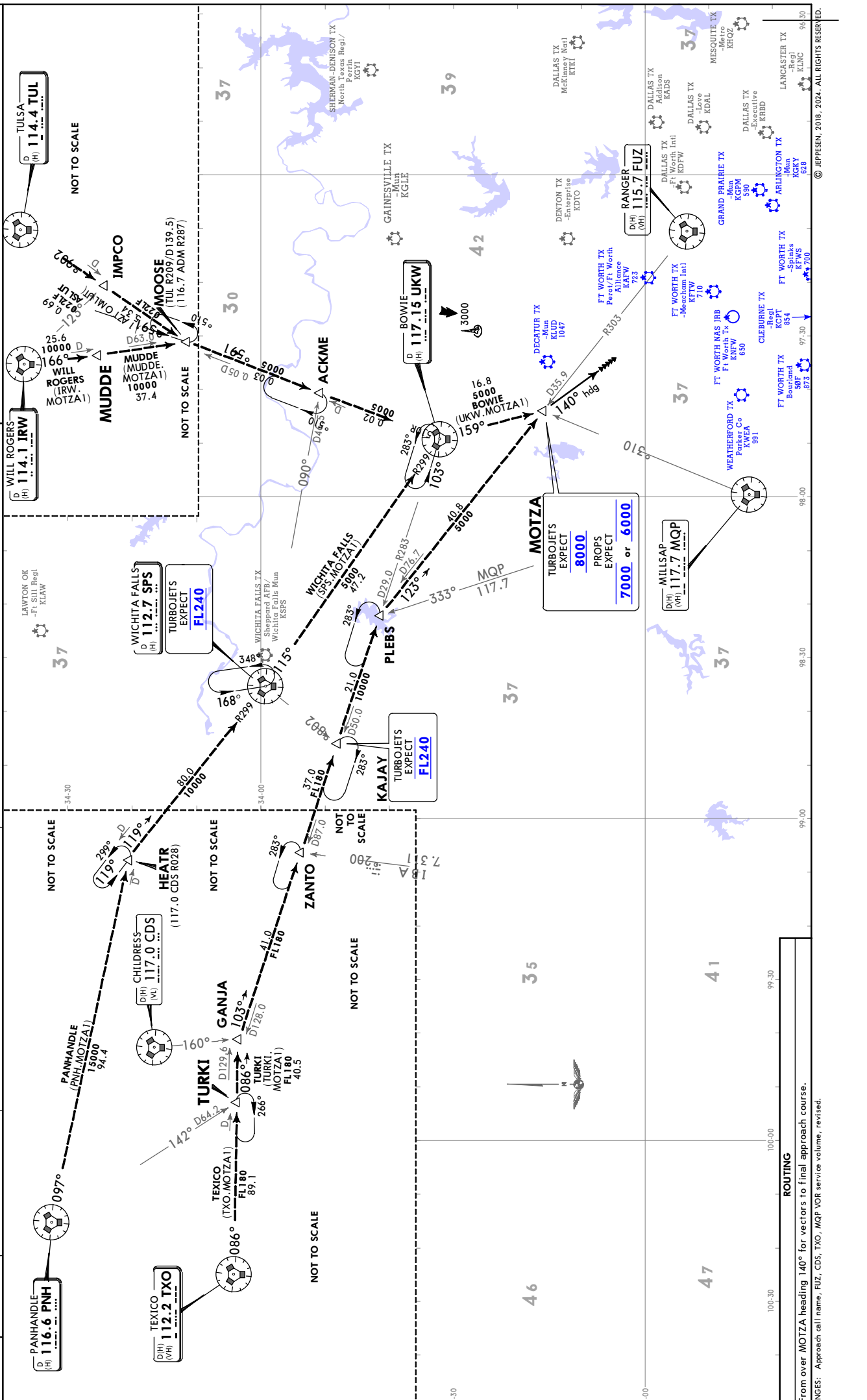


JEPPESEN DALLAS METROPLEX, TEXAS **STAR**

25 OCT 24 (80-2H) Eff 31 Oct

AREA STAR
 LONE STAR Approach (R)
 North 125.8 South 118.1
 Apt Elev See Graphic
 Alt Set: INCHES Trans level: FL180

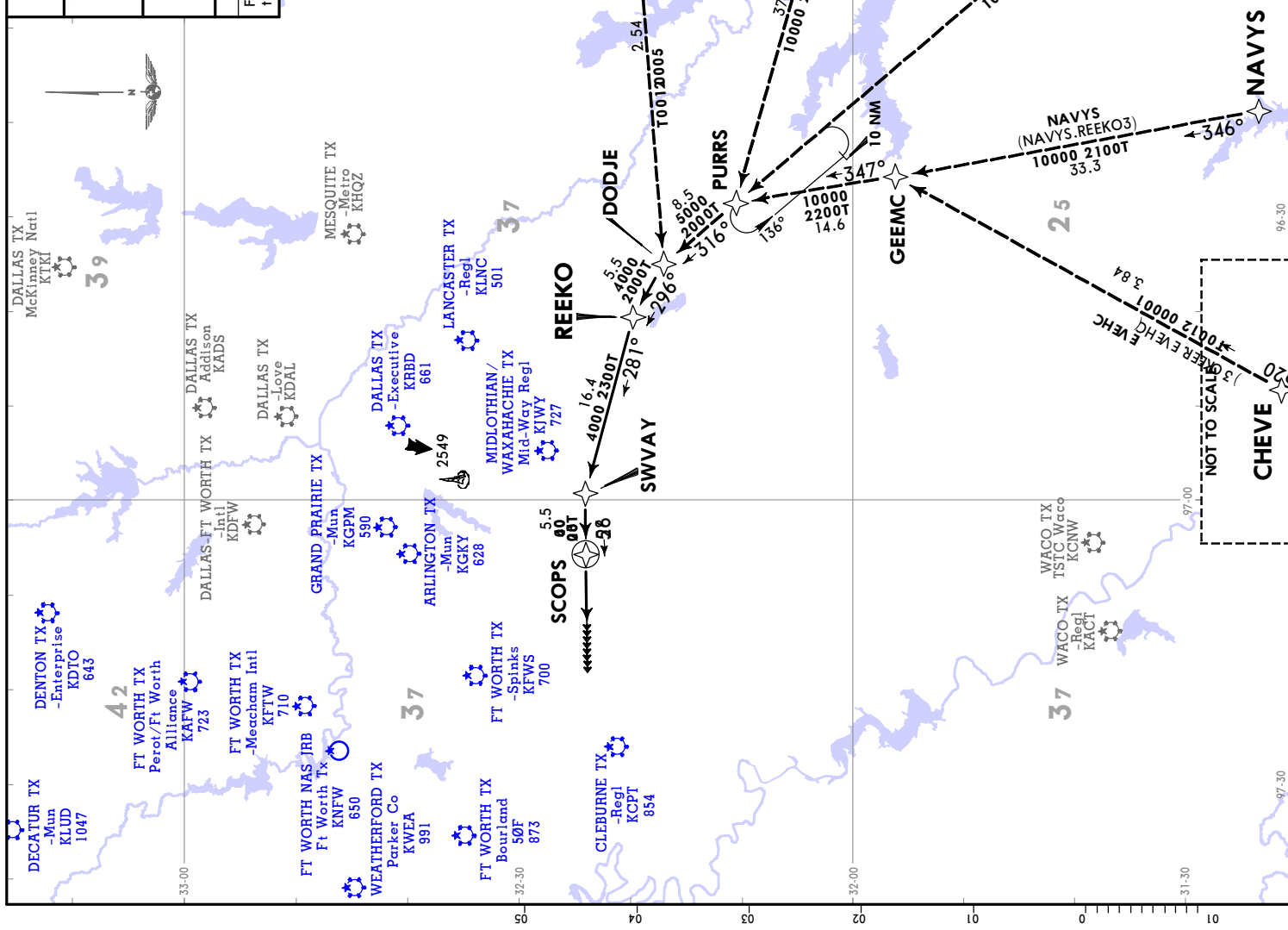
MOIZA 1 ARRIVAL (MOIZA.MOTZA1)
 1. RADAR required. 2. DME required at MUDDIE.
 3. Airports served: KGKY, 50F, KAPW, KCPT, KFTW, KFWS, KGPM, KLUD, KNFW, KWEA.



ROUTING
 From over MOIZA heading 140° for vectors to final approach course.
 CHANGES: Approach call name, FUZ, CDS, TXO, MQP VOR service volume, revised.

AREA STAR 25 OCT 24 (80-2) Eff 31 Oct RNAV STAR

LONE STAR Approach (R)	Apt Elev See Graphic	Alt Set: INCHES	Trans level: FL180
125.2			
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. NAVYS Transition: For Easterwood departures only. 5. Airports served: KGKY, 50F, KAFW, KAPW, KCPT, KDTO, KFTW, KFWWS, KGPM, KJWY, KLNC, KLVN, KNFW, KRBD, KWEA.			
REEKO 3 RNAV ARRIVAL (DODJE.REEKO3)			
ROUTING			
From DODJE on track 296° to REEKO, then on track 281° to SWVAY, then on track 265° to SCOPES, then on track 265°. EXPECT RADAR VECTORS to final approach course.			



AREA STAR

JEPPESEN DALLAS METROPLEX, TEXAS

STAR

25 OCT 24 (80-2K) EFF 31 OCT

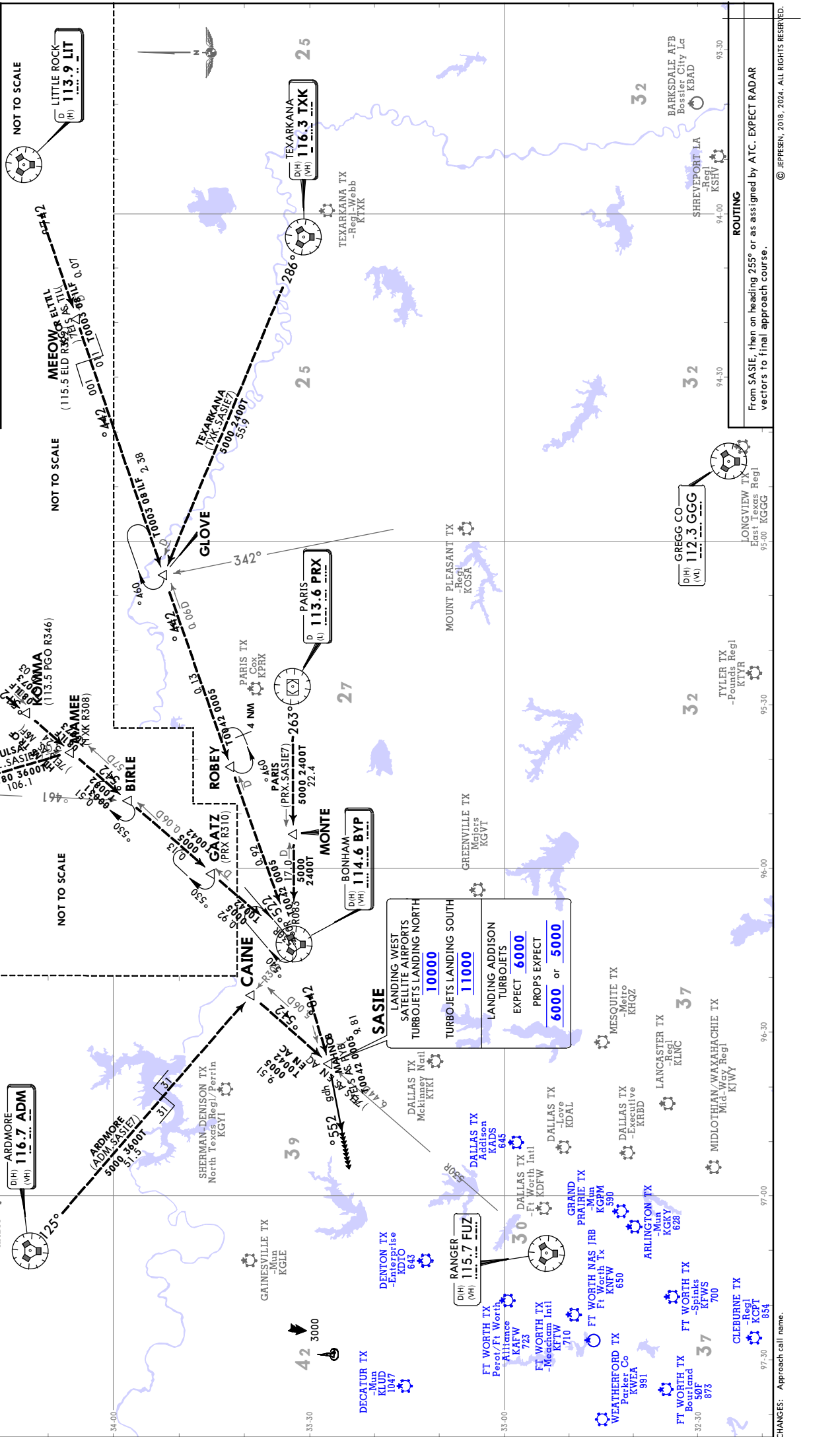
1. RADAR required. 2. DME required for fixes ROBAY and MONTE.
3. ATC assigned only for aircraft landing KADS. 4. Airports served:
KADS, KAEW, KCPW, KDTO, KFTW, KFWS, KGGY, KGPM, KLUD,
KNFW, KWEA, 50F.

LONE STAR Approach (R)
124.3

Apt Elev
See Graphic

Fort Smith
110.4 FSM

SASIE 7 ARRIVAL (SASIE.SASIE7)



ROUTING
From SASIE, then on heading 255° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

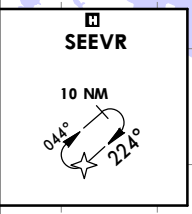
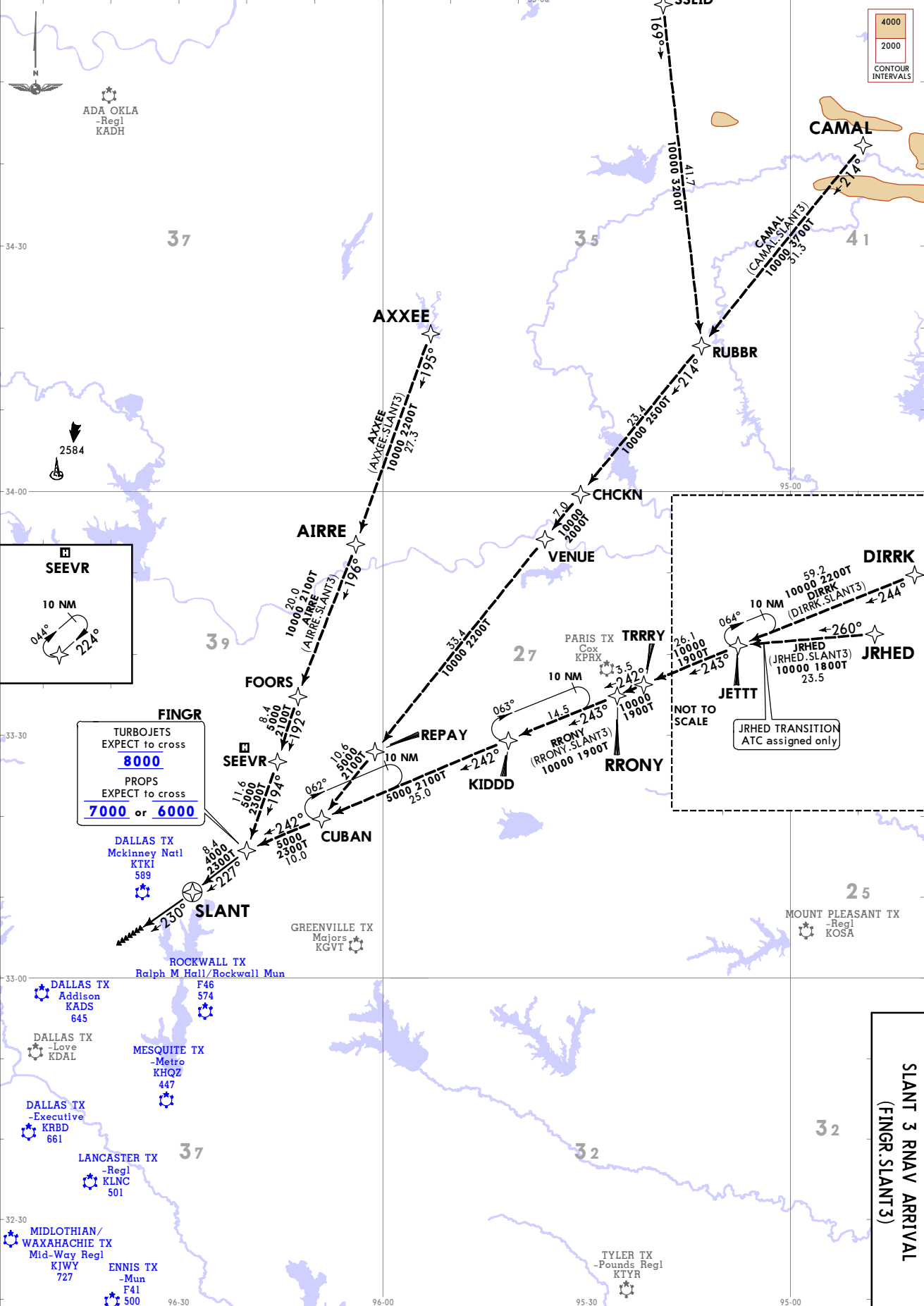
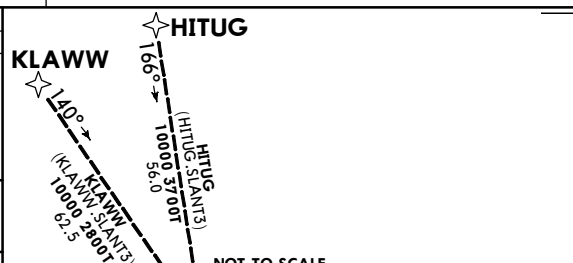
CHANGES: Approach cell name.
© JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

CHANGES: Approach call names.

LONE STAR Approach (R) 125.275	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
		RNAV 1 DME/DME/IRU or GPS required
<ol style="list-style-type: none"> 1. RADAR required. 2. Aircraft departing the Oklahoma City terminal area file and EXPECT the AIRRE Enroute Transition. 3. AXXEE and RRONY Transitions for aircraft filing FL230 and below. 4. AIRRE Transition: For traffic filing FL190 and below. 5. Airports served: KADS, F41, F46, KHQZ, KJWY, KLNC, KRBD, KTKI. 		

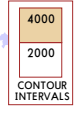
SLANT 3 RNAV ARRIVAL (FINGR.SLANT3)

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



FINGR
TURBOJETS
EXPECT to cross
8000
PROPS
EXPECT to cross
7000 or 6000

- DALLAS TX McKinney Natl KTKI 589
- ROCKWALL TX Ralph M Hall/Rockwall Mun F46 574
- DALLAS TX Addison KADS 645
- DALLAS TX -Love KDAL
- MESQUITE TX -Metro KHQZ 447
- DALLAS TX -Executive KRBD 661
- LANCASTER TX -Regl KLNC 501
- MIDLOTHIAN/WAXAHACHIE TX Mid-Way Regl KJWY 727
- ENNIS TX -Mun F41 500



AREA STAR

25 OCT 24

JEPPesen DALLAS METROPLEX, TEXAS
RNAV STAR

SLANT 3 RNAV ARRIVAL
(FINGR.SLANT3)

DALLAS METROPLEX TEXAS

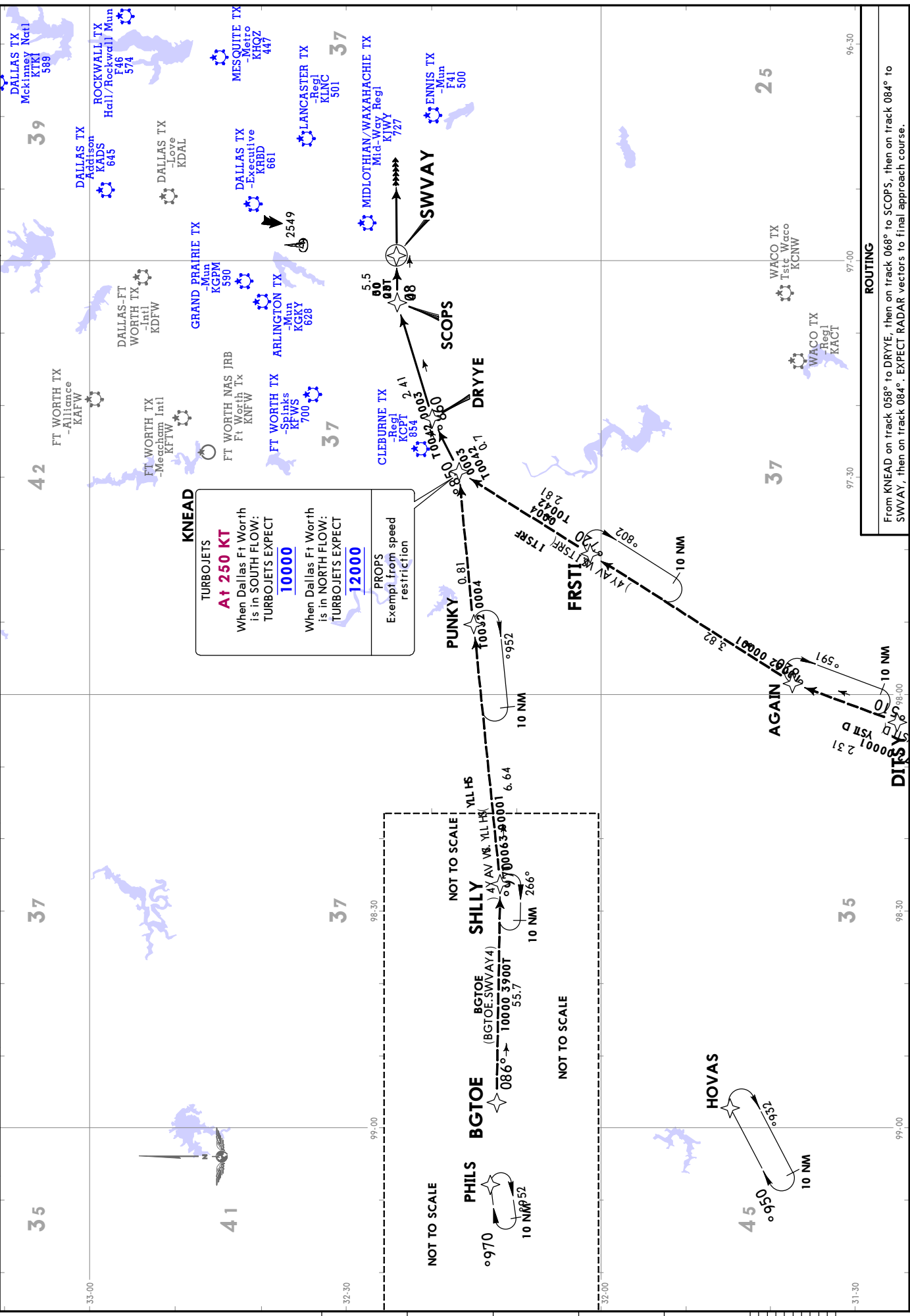


AREA STAR

25 OCT 24 (80-2M) Eff 31 Oct

RNAV STAR

LONE STAR Approach (R) 135.975
 Apt Elev See Graphic
 Alt Set: INCHES Trans level: FL180
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. SHLLY Transition: For ABI terminal area departures only.
 5. FRSTI Transition: For ACT and GRK terminal area departures only.
 6. Also serves F41, F46, KADS, KCPT, KFSY, KGGY, KGPM, KHQZ, KJWY, KLNC, KRBD, KTKI.

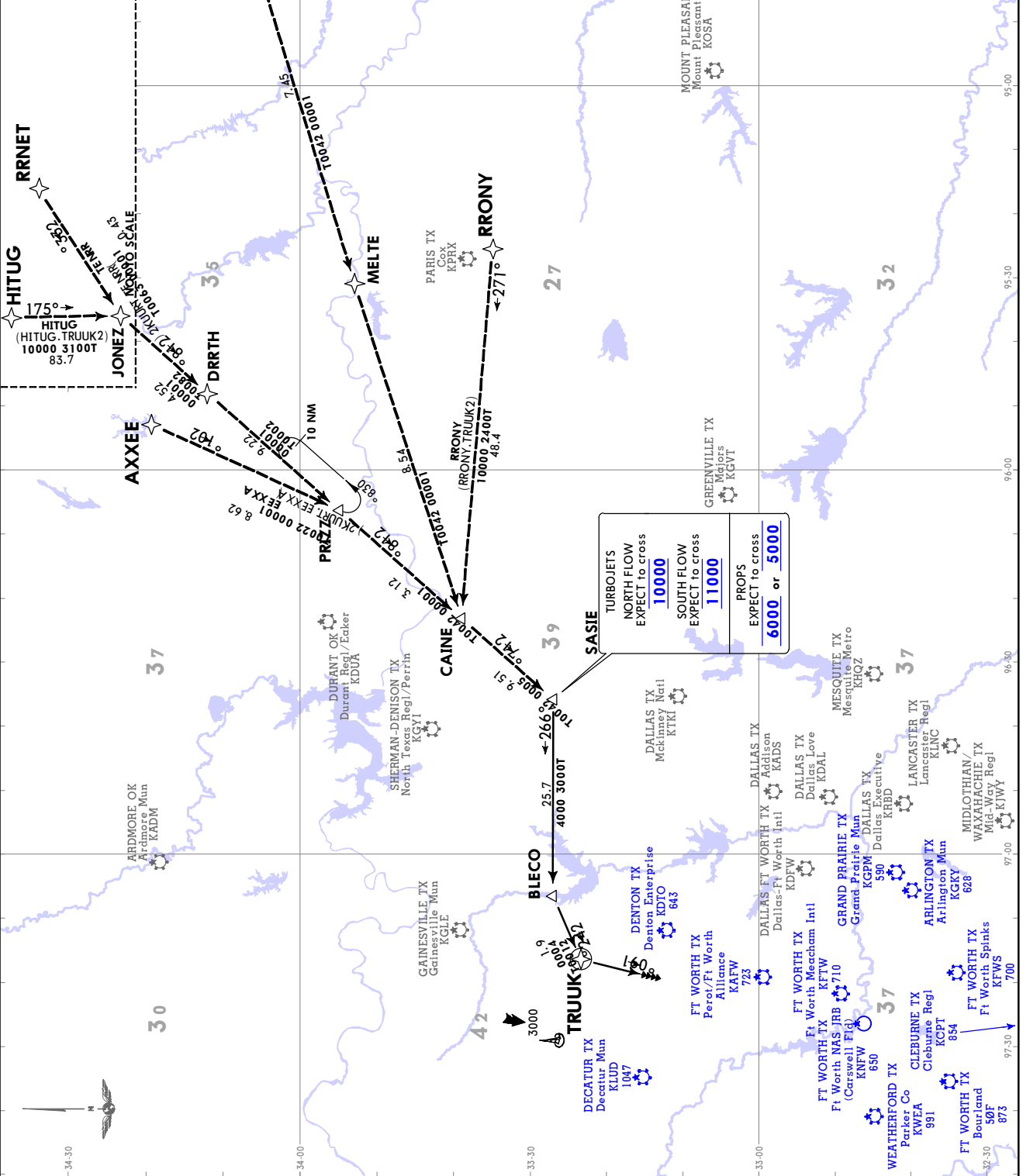


JEPPESEN DALLAS METROPLEX, TEXAS
AREA STAR (80-2P)
 14 FEB 25
 E8720 Feb

RNAV STAR

LONE STAR Approach (R)
 124.3 282.275
 Alt Set: INCHES Trans level: FL180
 RNAV 1 DME/DME/IRU or GPS required
 1. RADAR required. 2. AXXEE and RRONY Transitions for aircraft filing FL230 and below.
 3. Airports served: KGKY, 59F, KAFW, KCPT, KDTO, KFTW, KFEWS, KGPM, KLUD, KNFW, KWEA.

TRUUK 2 RNAV ARRIVAL (SASIE.TRUUK2)



ROUTING
 From SASIE on track 266° to BLECO, then on track 242° to TRUUK, then on track 190°. EXPECT RADAR vectors to final approach course.

JEPPESEN DALLAS METROPLEX, TEXAS

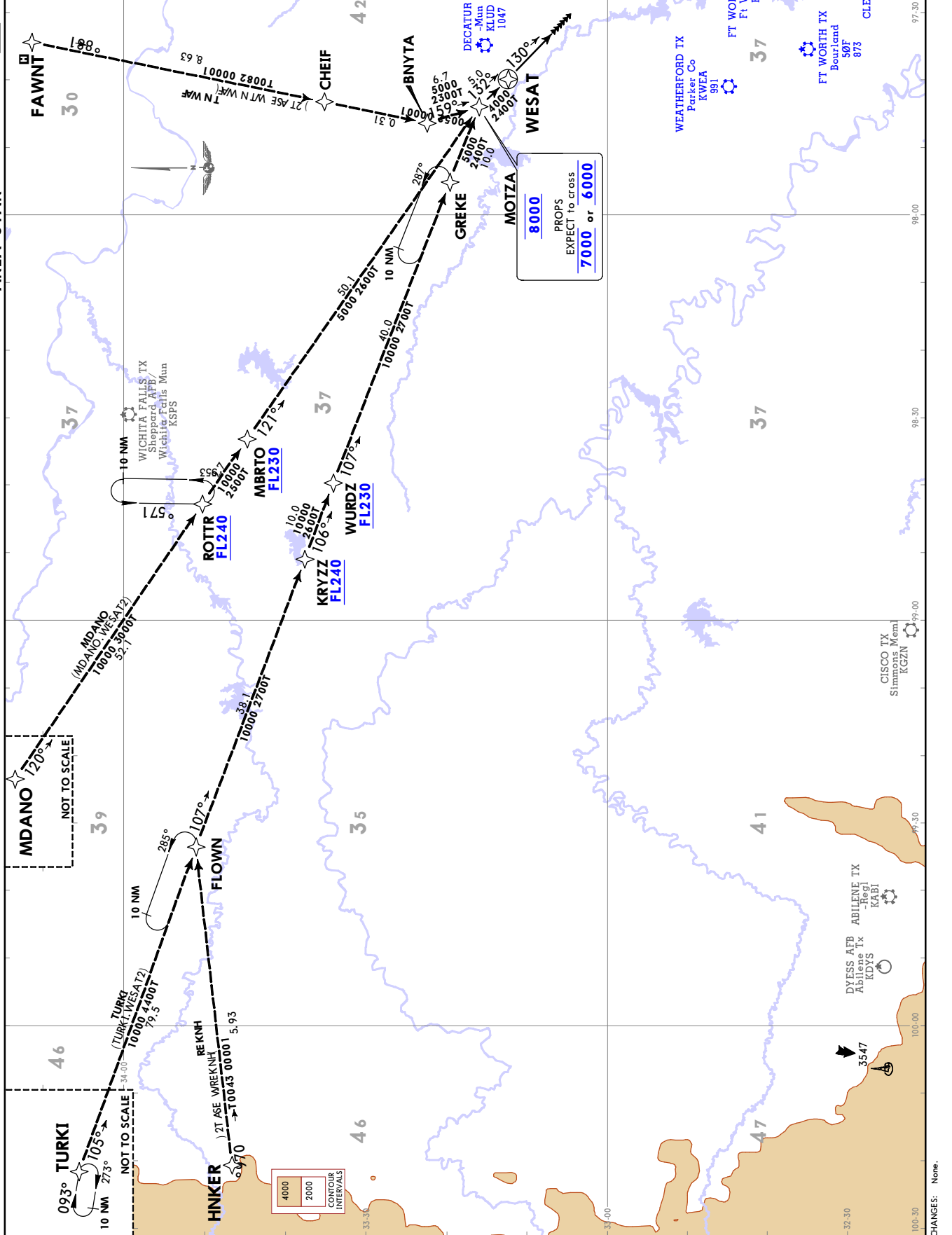
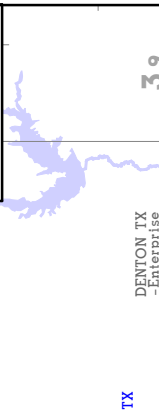
14 FEB 25 (80-2Q) Eff 20 Feb

AREA STAR

RNAV STAR

LONE STAR Approach (R)	North	South	Apt Elev
125.8	118.1		See Graphic
Alt Set: INCHES Trans level: FL180			
1. RADAR required. 2. RNAV 1.			
3. DME/DME/IRU or GPS required.			
4. Airports served: KGKY, 50F, KAFW, KCPFT, KFTW, KFWS, KGPM, KLLD, KNFW, KWEA.			

WESAT 2 RNAV ARRIVAL (MOTZA.WESAT2)
ROUTING
From MOTZA on track 132° to WESAT, then on track 130°. EXPECT RADAR vectors to final approach course.



8000
PROPS
EXPECT TO CROSS
7000 or 6000

DALLAS METROPLEX, TEXAS

AREA STAR

STAR

25 OCT 24 (80-25) EFF 31 OCT

STAR

LONE STAR Approach (R)
Apt Elev
125.275 125.2
See Graphic
Trans level: FL180

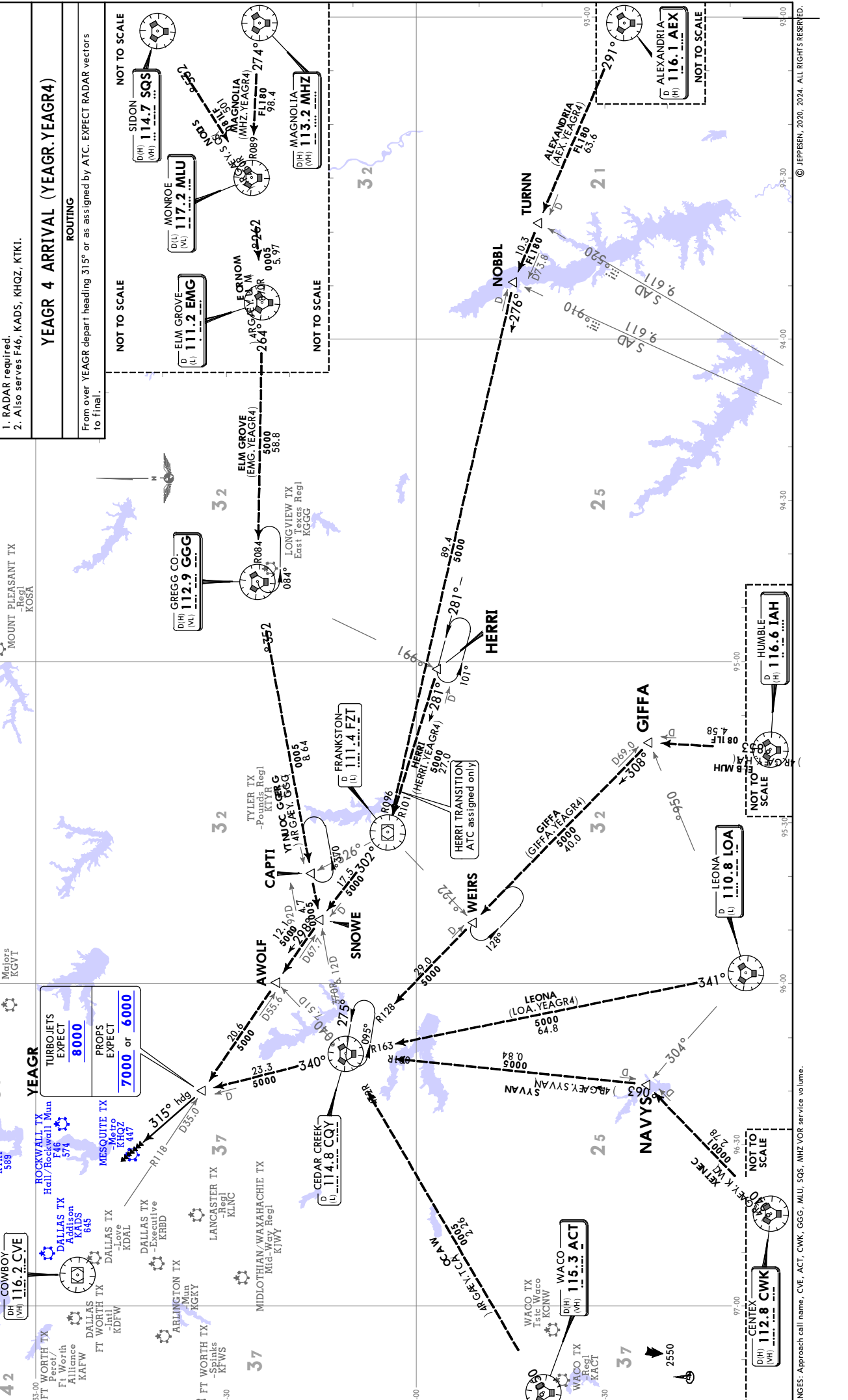
1. RADAR required.
2. A Iso serves F46, KADS, KHQZ, KTKI.

YEAGR 4 ARRIVAL (YEAGR.YEAGR4)

ROUTING

From over YEAGR depart heading 315° or as assigned by ATC. EXPECT RADAR vectors to final.

NOT TO SCALE



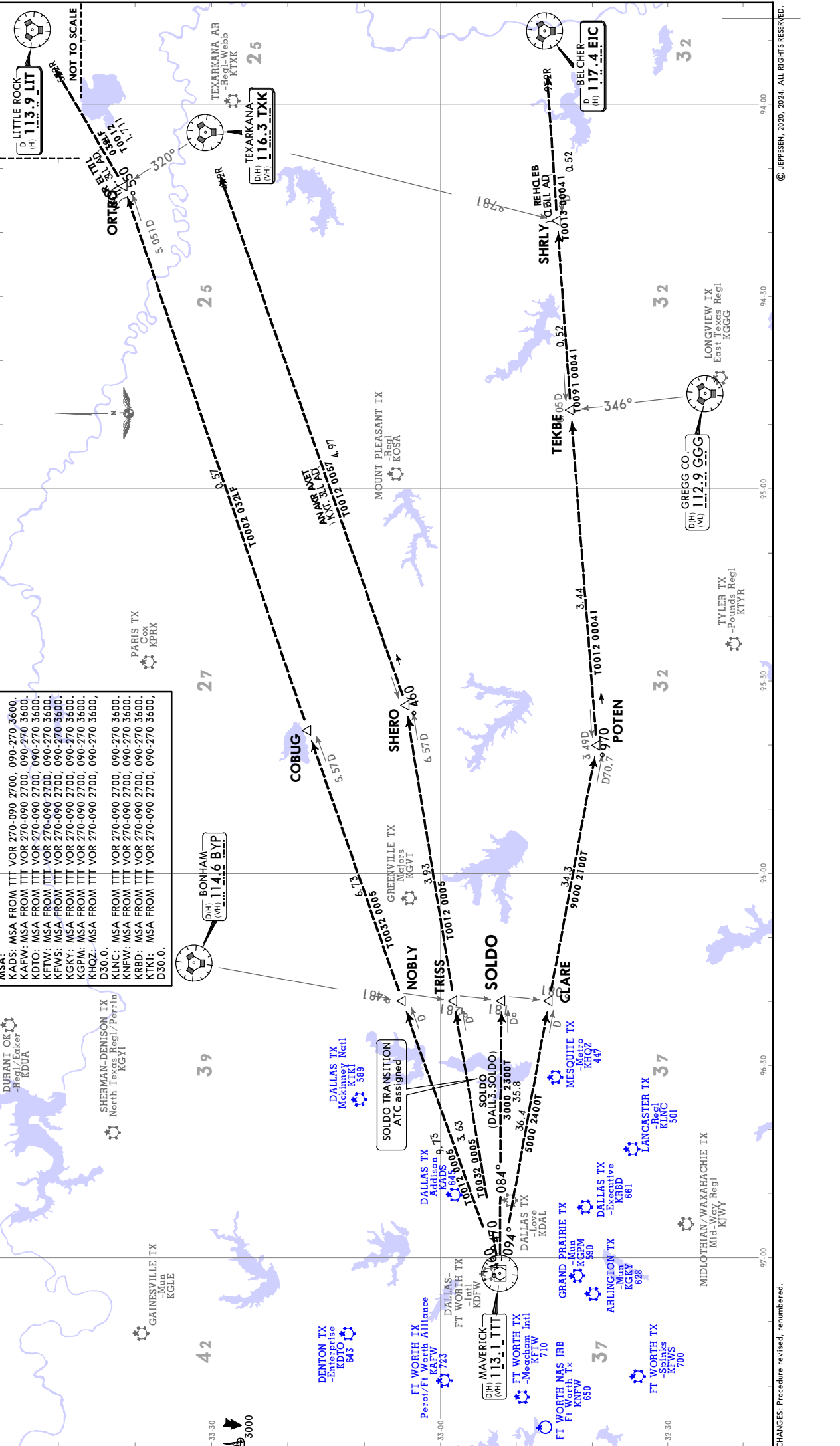
DALLAS METROPLEX, TEXAS
AREA SID
 19 JAN 24 (80-3) Eff 25 Jan

DALLAS 3 DEPARTURE (DALL3.TTT)
 For Procedure Text and Take-off Minimums see 80-3-1
 PROCEDURE GRAPHIC

Trans alt: 18000
 1. RADAR and DME required.
 2. BELCHER transition: For aircraft inbound to the JAN, MLU, and SHV terminal areas only.
 3. Airports served: KADS, KGGY, KRBD, KDTO, KAFW, KFTW, KNFW, KFWS, KGPM, KLNC, KTKI, KHGZ.

MSA:
 KADS: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KAFW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KDTO: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KFTW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KEGW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KGGY: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KGPM: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KHGZ: MSA FROM TTT VOR 270-090 2700, 090-270 3600, D30.0.
 KJNC: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KNFW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KRBD: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
 KTKI: MSA FROM TTT VOR 270-090 2700, 090-270 3600, D30.0.

Apt Elev
 See Graphic



DALLAS 3 DEPARTURE
(DALL3.TTT)
 For Procedure Graphic, see 80-3
 PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (80-30B1).

TAKE-OFF MINIMUMS:

ADDISON:
 Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.
 Rwy 34: Standard.
DALLAS EXECUTIVE:
 Rwys 13, 31, 35: Standard.
 Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.
FT WORTH MEACHAM INTL:
 Rwys 16, 17: Standard.

Rwy 34: 300-1 7/8 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
 Rwy 35: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

FT WORTH SPINKS:

Rwys 18L, 36R: Not Authorized - environmental.
 Rwys 18R, 36L: Standard.
FT WORTH NAS JRB (CARSWELL): Refer to appropriate military service directives.

GRAND PRAIRIE MUN:

Rwy 18: Standard.
 Rwy 36: Not Authorized - ATC.

LANCASTER REGL:

Rwy 13: Standard.
 Rwy 31: 300-1 1/4 or standard with a minimum climb of 210 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

PEROT/FT WORTH ALLIANCE:

Rwy 16L: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.
 Rwy 16R: 300-2 1/4 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
 Rwys 34L/R: Standard.
ALL OTHER AIRPORTS: Standard.

Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
325 FT/NM	406	542	813	1083	1354	1625

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT. Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEAST BOUND.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND. Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND. Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND. Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	
FT WORTH MEACHAM INTL	Rwy 16: Climb on heading 166° to 1600 before proceeding on course. Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	Assigned by ATC
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
LANCASTER REGL	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
PEROT/FT WORTH ALLIANCE	Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	
ROUTING		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		
ALL OTHER AIRPORTS		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		
TOP ALTITUDE Assigned by ATC		

GARLAND 5 DEPARTURE
(GARLS.TTT)
For Procedure Graphic see 80-3A
PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (80-30B1).

TAKE-OFF MINIMUMS:

- ADDISON:**
- Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.
- Rwy 34: Standard.
- BOURLAND:**
- Rwy 17: 300-2 or standard with minimum climb of 512 FT/NM to 1300.
- Rwy 35: Standard.
- CLEBURNE REGL:**
- Rwy 15: Standard.
- Rwy 33: 300-1 1/2 or standard with minimum climb of 422 FT/NM to 1200.
- DALLAS EXECUTIVE:**
- Rwys 13, 31, 35: Standard.
- Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.
- DECATUR MUN:**
- Rwy 17: Standard.
- Rwy 35: Standard with minimum climb of 320 FT/NM to 3500.
- FT WORTH MEACHAM INTL:**
- Rwys 16, 17: Standard.
- Rwy 34: 300-1 7/8 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
- Rwy 35: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.
- FT WORTH SPINKS:**
- Rwys 18L, 36R: Not Authorized - environmental.
- Rwys 18R, 36L: Standard.
- FT WORTH NAS IRB (CARSWELL):** Refer to appropriate military service directives.
- GRAND PRAIRIE MUN:**
- Rwy 18: Standard.
- Rwy 36: Not Authorized - ATC.
- LANCASTER REGL:**
- Rwy 13: Standard.
- Rwy 31: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.
- PEROT/FT WORTH ALLIANCE:**
- Rwy 16L: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.
- Rwy 16R: 300-2 1/4 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
- Rwys 34L/R: Standard.
- ALL OTHER AIRPORTS:** Standard.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT. Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEAST BOUND.	
BOURLAND	Rwy 17: Climb on heading 165° to 1400 before turning RIGHT.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND. Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND. Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND. Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	
DECATUR MUN	Rwy 17: Climb on heading 163° to 1700 before proceeding NORTH.	
FT WORTH MEACHAM INTL	Rwy 16: Climb on heading 166° to 1600 before proceeding on course. Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	Assigned by ATC
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
LANCASTER REGL	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
MID-WAY REGL	Rwy 18: Climb on heading 178° to 1700 before proceeding NORTHBOUND. Rwy 36: Climb on heading 013° to 2700 before turning LEFT.	
PARKER CO	Rwy 35: Climb on heading 355° to 1600 before turning LEFT.	
PEROT/FT WORTH ALLIANCE	Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	
ROUTING		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		
ALL OTHER AIRPORTS		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
320 FT/NM	400	533	800	1067	1333	1600
325 FT/NM	406	542	813	1083	1354	1625
422 FT/NM	528	703	1055	1407	1758	2110
512 FT/NM	640	853	1280	1707	2133	2560

- MSA:**
- KADS: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KAFW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KAPT: MSA FROM KAPT 3600.
- KDTO: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KFTW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KFEWS: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KGKY: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KGPM: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KHGZ: MSA FROM TTT VOR 270-090 2700, 090-270 3600, D30.0.
- KJWY: MSA FROM TTT VOR 270-090 2700, 090-270 3600, D30.0.
- KLUD: MSA FROM KLUD, 4000.
- KNFW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KRBD: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
- KTKI: MSA FROM TTT VOR 270-090 2700, 090-270 3600, D30.0.
- KWEA: MSA FROM MQP VOR 005-165 3000, 165-005 3600.
- F41: MSA FROM CQY VOR, 2400.
- F46: MSA FROM CVE VOR 270-090 2700, 090-270 3600.
- 50F: MSA FROM MQP VOR 005-165 3000, 165-005 3600.

JOE POOL 7 DEPARTURE
(JPOOL7.TTT)
For Procedure Graphic see 80-3C
PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (80-30B1).

TAKE-OFF MINIMUMS:

Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.

Rwy 34: Standard.

DALLAS EXECUTIVE:

Rwys 13, 31, 35: Standard.

Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.

FT WORTH MEACHAM INTL:

Rwys 16, 17: Standard.

Rwy 34: 300-1 7/8 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.

Rwy 35: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

FT WORTH SPINKS:

Rwys 18L, 36R: Not Authorized - environmental.

Rwys 18R, 36L: Standard.

FT WORTH NAS JRB (CARSWELL): Refer to appropriate military service directives.

GRAND PRAIRIE MUN:

Rwy 18: Standard.

Rwy 36: Not Authorized - ATC.

LANCASTER REGL:

Rwy 13: Standard.

Rwy 31: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

PEROT/FT WORTH ALLIANCE:

Rwy 16L: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.

Rwy 16R: 300-2 1/4 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.

Rwys 34L/R: Standard.

ALL OTHER AIRPORTS: Standard.

Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
325 FT/NM	406	542	813	1083	1354	1625

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT.	Assigned by ATC
	Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEAST BOUND.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND.	Assigned by ATC
	Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND.	
	Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND.	
	Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	
FT WORTH MEACHAM INTL	Rwy 16: Climb on heading 166° to 1600 before proceeding on course.	Assigned by ATC
	Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
LANCASTER REGL	Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	
PEROT/FT WORTH ALLIANCE		
ROUTING		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		
ALL OTHER AIRPORTS		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		

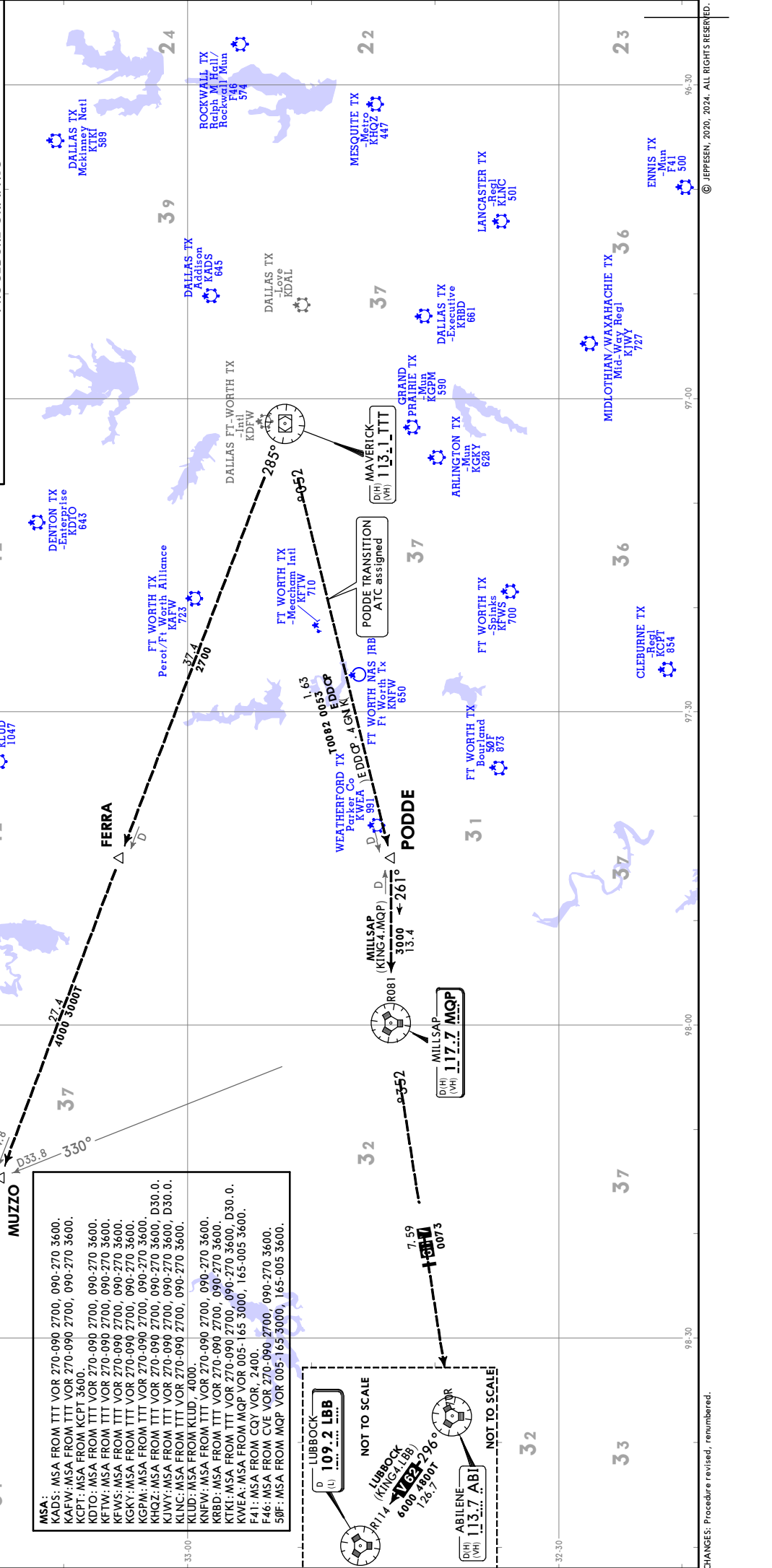
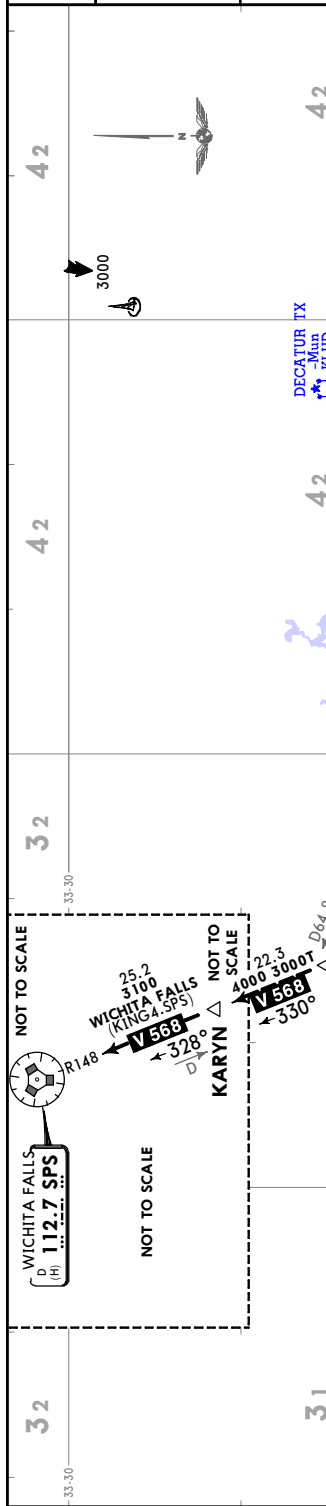
AREA SID

SID

Trans alt: 18000

1. RADAR and DME required. 2. For all aircraft requesting 17000 and below.
 3. LUBBOCK transition: For all aircraft overflying the MQP VOR WESTBOUND or direct. 4. MILLSAP transition: For all aircraft overflying the MQP VOR WESTBOUND or direct. 5. WICHITA FALLS transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VOR.
 6. Airports served: KADS, KGKY, 50F, KCPT, KRBD, KLUD, KDITO, F41, KAFW, KFTW, KNFW, KFWS, KGPM, F46, KLNC, KTKI, KHQZ, KJWY, KWEA.

KINGDOM 4 DEPARTURE (KING4.TTT)
 For Procedure Text and Take-off Minimums see 80-3D1
PROCEDURE GRAPHIC



**KINGDOM 4 DEPARTURE
 (KING4.TTT)**
 For Procedure Graphic see 80-3D
 PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (80-30B1).

TAKE-OFF MINIMUMS:

- ADDITION:**
 Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.
 Rwy 34: Standard.
BOURLAND:
 Rwy 17: 300-2 or standard with minimum climb of 512 FT/NM to 1300.
 Rwy 35: Standard.
CLEBURNE REGL:
 Rwy 15: Standard.
 Rwy 33: 300-1 1/2 or standard with minimum climb of 422 FT/NM to 1200.
DALLAS EXECUTIVE:
 Rwys 13, 31, 35: Standard.
 Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.
DECATUR MUN:
 Rwy 17: Standard.
 Rwy 35: Standard with minimum climb of 320 FT/NM to 3500.

- FT WORTH MEACHAM INTL:**
 Rwys 16, 17: Standard.
 Rwy 34: 300-1 7/8 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
 Rwy 35: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.
FT WORTH NAS JRB (CARSWELL): Refer to appropriate military service directives.

- FT WORTH SPINKS:**
 Rwys 18L, 36R: Not Authorized - environmental.
 Rwys 18R, 36L: Standard.
GRAND PRAIRIE MUN:
 Rwy 18: Standard.
 Rwy 36: Not Authorized - ATC.
LANCASTER REGL:
 Rwy 13: Standard.
 Rwy 31: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

- PEROT/FT WORTH ALLIANCE:**
 Rwy 16L: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.
 Rwy 16R: 300-2 1/4 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
ALL OTHER AIRPORTS: Standard.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT. Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEAST BOUND.	
BOURLAND	Rwy 17: Climb on heading 165° to 1400 before turning RIGHT. Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND. Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND. Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND. Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	
DALLAS EXECUTIVE	Rwy 17: Climb on heading 163° to 1700 before proceeding NORTH. Rwy 16: Climb on heading 166° to 1600 before proceeding on course. Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	Assigned by ATC
DECATUR MUN	Rwy 17: Climb on heading 177° to 1200 before turning RIGHT.	
FT WORTH MEACHAM INTL	Rwy 16: Climb on heading 166° to 1600 before proceeding on course. Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	
FT WORTH SPINKS	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 178° to 1700 before proceeding NORTHBOUND.	
LANCASTER REGL	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
MID-WAY REGL	Rwy 18: Climb on heading 178° to 1700 before proceeding NORTHBOUND. Rwy 36: Climb on heading 013° to 2700 before turning LEFT.	
PARKER CO	Rwy 35: Climb on heading 355° to 1600 before turning LEFT.	
PEROT/FT WORTH ALLIANCE	Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	

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

ALL OTHER AIRPORTS

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

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
320 FT/NM	400	533	800	1067	1333	1600
325 FT/NM	406	542	813	1083	1354	1625
422 FT/NM	528	703	1055	1407	1758	2110
512 FT/NM	640	853	1280	1707	2133	2560

KUSSO 1 RNAV DEPARTURE
(KUSSOT.KUSSO)
For Procedure Graphic see 80-3E
PROCEDURE TEXT

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (80-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
ADDISON: Rwy 16: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 325 FT/NM to 1100.
BOURLAND: Rwy 17: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 512 FT/NM to 1300.
CLEBURNE REGL: Rwy 15: Standard (or lower than standard, if authorized).
DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized).
DECATUR MUN: Rwy 17: Standard (or lower than standard, if authorized) with a minimum climb of 220 FT/NM to 1200.
DENTON ENTERPRISE: Rwy 18L, 36R: Standard (or lower than standard, if authorized).
FT WORTH MEACHAM INTL: Rwy 16, 17: Standard (or lower than standard, if authorized).
FT WORTH MEACHAM INTL: Rwy 34: 300-2 or standard (or lower than standard, if authorized) with a minimum climb of 225 FT/NM to 1100, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 2000 prior to DER.
Rwy 35: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 210 FT/NM to 900, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 prior to DER.
FT WORTH SPINKS: Rwy 18L, 36R: Not Authorized - environmental.
Rwy 18R, 36L: Standard (or lower than standard, if authorized).
FT WORTH NAS JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 18: Standard (or lower than standard, if authorized).
Rwy 36: Not Authorized - ATC.
LANCASTER REGL: Rwy 13: Standard (or lower than standard, if authorized).
Rwy 31: 300-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 205 FT/NM to 800, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 prior to DER.
PEROT/FT WORTH ALLIANCE: Rwy 16L/R: 300-2 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 220 FT/NM to 1100, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1900 prior to DER.
Rwy 34L/R: Standard (or lower than standard, if authorized).
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
320 FT/NM	400	533	800	1067	1333	1600
325 FT/NM	406	542	813	1083	1354	1625
422 FT/NM	528	703	1055	1407	1758	2110
512 FT/NM	640	853	1280	1707	2133	2560

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 165° to 2500 before turning LEFT.	
	Rwy 34: Climb on heading 345° to 1400 before turning SOUTHEASTBOUND.	
BOURLAND	Rwy 17: Climb on heading 171° to 1400 before turning RIGHT.	
	Rwy 13: Climb on heading 132° to 1800 before turning WESTBOUND.	
	Rwy 17: Climb on heading 177° to 2600 before turning WESTBOUND.	
	Rwy 31: Climb on heading 312° to 1500 before turning SOUTHWIND.	
	Rwy 35: Climb on heading 357° to 1400 before turning SOUTHWIND.	
DECATUR MUN	Rwy 17: Climb on heading 169° to 1700 before proceeding NORTH.	Assigned by ATC
FT WORTH MEACHAM INTL	Rwys 16, 17: Climb on heading 167° to 1600 before proceeding on course.	
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
LANCASTER REGL	Rwy 31: Climb on heading 320° to 1800 before turning LEFT.	
MID-WAY REGL	Rwy 18: Climb on heading 184° to 1700 before proceeding NORTHBOUND.	
PARKER CO	Rwy 36: Climb on heading 019° to 2700 before turning LEFT.	
PEROT/FT WORTH ALLIANCE	Rwy 35: Climb on heading 001° to 1600 before turning LEFT.	
	Rwy 16R: Climb on heading 169° to 1100 before turning RIGHT.	

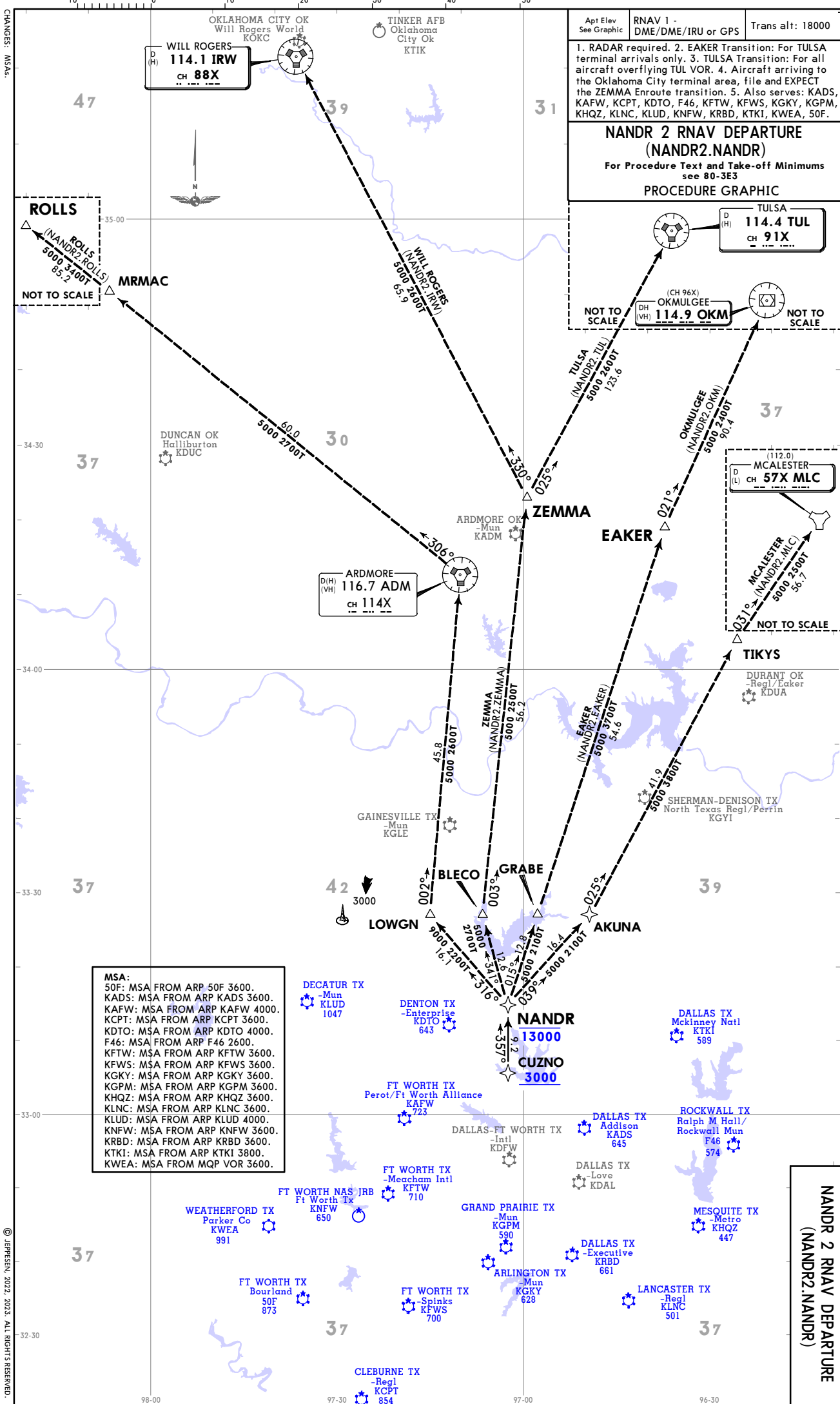
ROUTING

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

ALL OTHER AIRPORTS

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

CHANGES: Perot/FT Worth Alliance airport name.



AREA SID

23 JUN 23 (80-3E2)

RNAV SID

DALLAS METROPLEX TEXAS

NANDR 2 RNAV DEPARTURE (NANDR2.NANDR)

Apt Elev See Graphic	RNAV 1 - DME/DME/IRU or GPS	Trans alt: 18000
-------------------------	--------------------------------	------------------

1. RADAR required. 2. EAKER Transition: For TULSA terminal arrivals only. 3. TULSA Transition: For all aircraft overflying TUL VOR. 4. Aircraft arriving to the Oklahoma City terminal area, file and EXPECT the ZEMMA Enroute transition. 5. Also serves: KADS, KAFW, KCPT, KDTO, F46, KFTW, KFWS, KGKY, KGPM, KHQZ, KLNC, KLUD, KNFW, KRBD, KTKI, KWEA, 50F.

NANDR 2 RNAV DEPARTURE (NANDR2.NANDR)

For Procedure Text and Take-off Minimums see 80-3E3

PROCEDURE GRAPHIC

CHANGES: MSAs:

© JEPPESEN, 2022, 2023. ALL RIGHTS RESERVED.

AREA SID

NANDR 2 RNAV DEPARTURE
(NANDR2.NANDR)
For Procedure Graphic see 80-3E2
PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (80-3OB1).

TAKE-OFF MINIMUMS:

ADDISON: Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.
Rwy 34: Standard.
BOURLAND: Rwy 17: 300-2 or standard with minimum climb of 512 FT/NM to 1300.
CLEBURNE MUN: Rwy 15: Standard.
Rwy 33: 300-1 1/2 or standard with minimum climb of 422 FT/NM to 1200.
DALLAS EXECUTIVE: Rws 13, 31, 35: Standard.
Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.
FT WORTH MEACHAM INTL: Rws 16, 17: Standard.
Rwy 34: 300-2 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
Rwy 35: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.
FT WORTH NAS JRB: Refer to appropriate military service directives.
FT WORTH SPINKS: Rws 18L, 36R: Not Authorized - environmental.
Rws 18R, 36L: Standard.
LANCASTER REGL: Rwy 13: Standard.
Rwy 31: 300-1 1/4 or standard with minimum climb of 205 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.
PEROT/FT WORTH ALLIANCE: Rws 16L/R: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.
Rws 34L/R: Standard.
ALL OTHER AIRPORTS: Standard.

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
325 FT/NM	406	542	813	1083	1354	1625
422 FT/NM	528	703	1055	1407	1758	2110
512 FT/NM	640	853	1280	1707	2133	2560

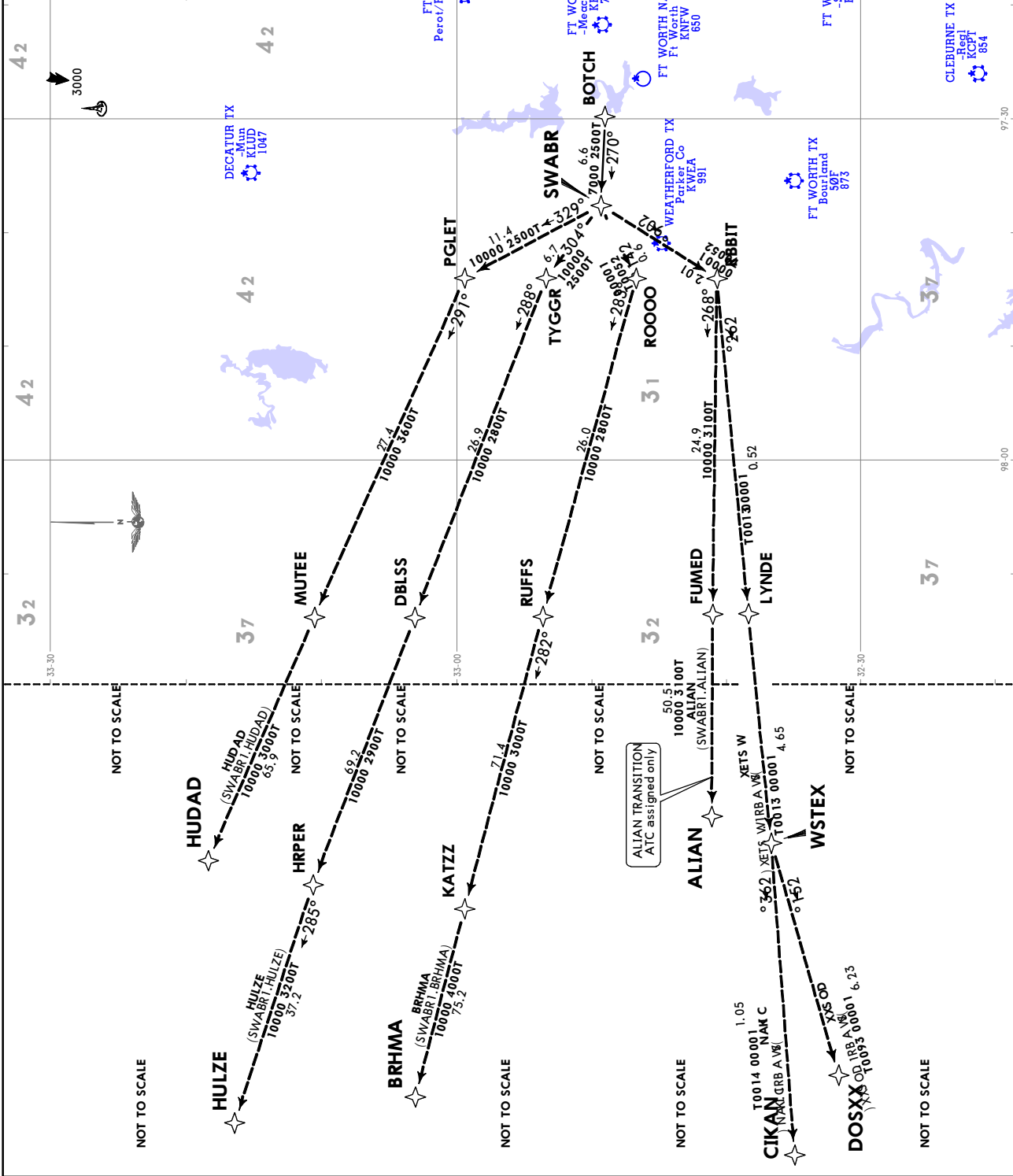
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ADDISON	Rwy 16: Climb on heading 157° or as assigned by ATC. Rwy 34: Climb on heading 337° or as assigned by ATC.	
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT or as assigned by ATC. Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEASTBOUND or as assigned by ATC.	
BOURLAND	Rwy 17: Climb on heading 165° or as assigned by ATC.	
CLEBURNE REGL	Rwy 15: Climb on heading 153° or as assigned by ATC. Rwy 33: Climb on heading 333° or as assigned by ATC.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND or as assigned by ATC. Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND or as assigned by ATC. Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND or assigned by ATC. Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND or as assigned by ATC.	
DECATUR MUN	Rwy 17: Climb on heading 163 to 1700 before proceeding NORTH.	
DENTON ENTERPRISE	Rwy 18L/R: Climb on heading 177° or as assigned by ATC. Rwy 36L/R: Climb on heading 357° or as assigned by ATC.	
FT WORTH MEACHAM INTL	Rws 16/17: Climb on heading 164° to 1600 before proceeding on course or as assigned by ATC. Rws 34/35: Climb on heading 344° or as assigned by ATC.	
FT WORTH NAS JRB	Rwy 18: Climb on heading 177° or as assigned by ATC. Rwy 36: Climb on heading 357° or as assigned by ATC.	Assigned by ATC
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT or as assigned by ATC. Rwy 36L: Climb on heading 357° or as assigned by ATC.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course or as assigned by ATC. Rwy 36: Climb on heading 357° to 1400 before turning SOUTHBOUND or as assigned by ATC.	
LANCASTER REGL	Rwy 13: Climb on heading 134° or as assigned by ATC. Rwy 31: Climb on heading 314° to 1800 before turning LEFT or as assigned by ATC.	
MCKINNEY NATL	Rwy 18: Climb on heading 179° or as assigned by ATC. Rwy 36: Climb on heading 359° or as assigned by ATC.	
MESQUITE METRO	Rwy 18: Climb on heading 178° or as assigned by ATC. Rwy 36: Climb on heading 358° or as assigned by ATC.	
PARKER CO	Rwy 17: Climb on heading 175° or as assigned by ATC. Rwy 35: Climb on heading 355° to 1600 before turning LEFT.	
PEROT/FT WORTH ALLIANCE	Rwy 16L: Climb on heading 166° or as assigned by ATC. Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT or as assigned by ATC. Rws 34L/R: Climb on heading 346° or as assigned by ATC.	
RALPH M HALL/ROCKWELL MUN	Rwy 17: Climb on heading 167° or as assigned by ATC. Rwy 35: Climb on heading 347° or as assigned by ATC.	

ROUTING
Then EXPECT RADAR vectors to cross CUZNO at or above 3000, then on track 357° to cross NANDR at or below 13000, then on assigned transition.
CHANGES: MSAs moved to procedure graphic.

AREA SID

RNAV SID

Apt Elev See Graphic
RNAV 1 DME/DME/IRU or GPS required Trans alt: 18000
1. RADAR required. 2. Airports served: KADS, KGKY, 50F, KCPT, KRBD, KLUD, KDTO, F41, KAFW, KFTW, KNFW, KFWS, KGPAM, F46, KLNC, KTKI, KHQZ, KJWY, KWEA.
SWABR 1 RNAV DEPARTURE (SWABR1.SWABR) For Procedure Text and Takeoff Minimums see 80-3F1 PROCEDURE GRAPHIC



AREA SID

SWABR 1 RNAV DEPARTURE
(SWABR1.SWABR)
For Procedure Graphic see 80-3F
PROCEDURE TEXT

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (80-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
ADDISON: Rwy 16: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 325 FT/NM to 1100.
BOURLAND: Rwy 17: 300-2 or standard (or lower than standard, if authorized) with minimum climb of 512 FT/NM to 1300.
CLEBURNE REGL: Rwy 15: Standard (or lower than standard, if authorized).
DALLAS EXECUTIVE: Rwy 13, 31, 35: Standard (or lower than standard, if authorized).
DECATUR MUN: Rwy 17: Standard (or lower than standard, if authorized).
DENTON ENTERPRISE: Rwy 18L, 36R: Standard (or lower than standard, if authorized).
FT WORTH MEACHAM INTL: Rwy 16, 17: Standard (or lower than standard, if authorized).
 minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 2000 prior to DER.
FT WORTH MEACHAM INTL: Rwy 16, 17: Standard (or lower than standard, if authorized) with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 2000 prior to DER.
FT WORTH SPINKS: Rwy 18L, 36R: Not Authorized - environmental.
FT WORTH NA3 JRB: Refer to appropriate military service directives.
GRAND PRAIRIE MUN: Rwy 18: Standard (or lower than standard, if authorized).
Rwy 36: Not Authorized - ATC.
LANCASTER REGL: Rwy 13: Standard (or lower than standard, if authorized).
Rwy 31: 300-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 205 FT/NM to 800, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1200 prior to DER.
PEROT/FT WORTH ALLIANCE: Rwy 16L/R: 300-2 1/4 or standard (or lower than standard, if authorized) with minimum climb of 220 FT/NM to 1100, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 FT/NM climb gradient, takeoff must occur no later than 1900 prior to DER.
Rwy 34L/R: Standard (or lower than standard, if authorized).
ALL OTHER AIRPORTS: Standard (or lower than standard, if authorized).

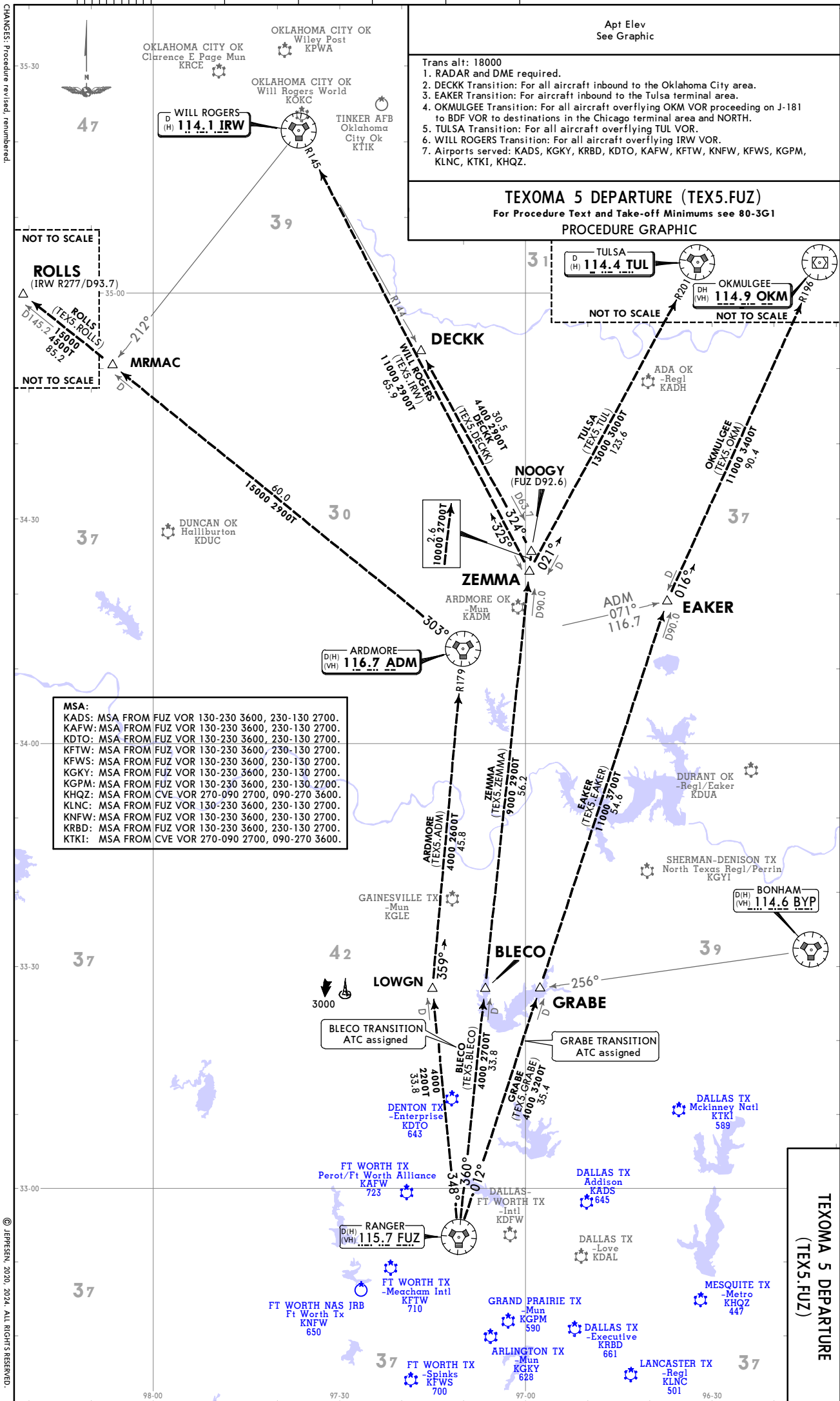
Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
320 FT/NM	400	533	800	1067	1333	1600
325 FT/NM	406	542	813	1083	1354	1625
422 FT/NM	528	703	1055	1407	1758	2110
512 FT/NM	640	853	1280	1707	2133	2560

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT.	
	Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEASTBOUND.	
	Rwy 17: Climb on heading 165° to 1400 before turning RIGHT.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND.	
	Rwy 13: Climb on heading 174° to 2600 before turning WESTBOUND.	
	Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND.	
	Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	
DECATUR MUN	Rwy 17: Climb on heading 163° to 1700 before proceeding NORTH.	Assigned by ATC
FT WORTH MEACHAM INTL	Rwys 16, 17: Climb on heading 164° to 1600 before proceeding on course.	
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
LANCASTER REGL	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
MID-WAY REGL	Rwy 18: Climb on heading 178° to 1700 before proceeding NORTHBOUND.	
PARKER CO	Rwy 36: Climb on heading 013° to 2700 before turning LEFT.	
PEROT/FT WORTH ALLIANCE	Rwy 35: Climb on heading 355° to 1600 before turning LEFT. Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	

ROUTING

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

ALL OTHER AIRPORTS
When entering controlled airspace, fly heading assigned by ATC, EXPECT vectors to BOTCH, then on track 270° to SWABR, then on assigned transition. MAINTAIN ATC assigned altitude, EXPECT filed altitude 10 minutes after departure.



Apt Elev
See Graphic

Trans alt: 18000
 1. RADAR and DME required.
 2. DECK Transition: For all aircraft inbound to the Oklahoma City area.
 3. EAKER Transition: For aircraft inbound to the Tulsa terminal area.
 4. OKMULGEE Transition: For all aircraft overflying OKM VOR proceeding on J-181 to BDF VOR to destinations in the Chicago terminal area and NORTH.
 5. TULSA Transition: For all aircraft overflying TUL VOR.
 6. WILL ROGERS Transition: For all aircraft overflying IRW VOR.
 7. Airports served: KADS, KGKY, KRBD, KDTO, KAFW, KFTW, KNFW, KFWS, KGPM, KLNC, KTKI, KHQZ.

TEXOMA 5 DEPARTURE (TEX5.FUZ)
 For Procedure Text and Take-off Minimums see 80-3G1
PROCEDURE GRAPHIC

MSA:

KADS: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KAFW: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KDTO: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KFTW: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KFWS: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KGKY: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KGPM: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KHQZ: MSA FROM CVE VOR 270-090 2700, 090-270 3600.
KLNC: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KNFW: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KRBD: MSA FROM FUZ VOR 130-230 3600, 230-130 2700.
KTKI: MSA FROM CVE VOR 270-090 2700, 090-270 3600.

AREA SID
 19 JAN 24 (80-3G) Eff 25 Jan
TEXOMA 5 DEPARTURE (TEX5.FUZ)
 DALLAS METROPLEX TEXAS
 SID

TEXOMA 5 DEPARTURE
(TEX5.FUZ)
For Procedure Graphic see 80-3G
PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (80-30B1).

TAKE-OFF MINIMUMS:

ADDISON:
Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.
Rwy 34: Standard.

DALLAS EXECUTIVE:

Rwys 13, 31, 35: Standard.
Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.

FT WORTH MEACHAM INTL:

Rwys 16, 17: Standard.
Rwy 34: 300-1 7/8 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
Rwy 35: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

FT WORTH SPINKS:

Rwys 18L, 36R: Not Authorized - Environmental.
Rwys 18R, 36L: Standard.

FT WORTH NAS JRB (CARSWELL):

Refer to appropriate military service directives.
GRAND PRAIRIE MUN:
Rwy 18: Standard.
Rwy 36: Not Authorized - ATC.

LANCASTER REGL:

Rwy 13: Standard.

Rwy 31: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.

PEROT/FT WORTH ALLIANCE:

Rwy 16L: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.
Rwy 16R: 300-2 1/4 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
Rwys 34L/R: Standard.

ALL OTHER AIRPORTS:

Standard.

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
325 FT/NM	406	542	813	1083	1354	1625

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT.	
	Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEAST BOUND.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND.	
	Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND.	
	Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND.	
FT WORTH MEACHAM INTL	Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	Assigned by ATC
	Rwy 16: Climb on heading 166° to 1600 before proceeding on course.	
FT WORTH SPINKS	Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	
GRAND PRAIRIE MUN	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
LANCASTER REGL	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	
PEROT/FT WORTH ALLIANCE	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
	Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	

ROUTING

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

ALL OTHER AIRPORTS

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

CHANGES: Procedure revised, renumbered.

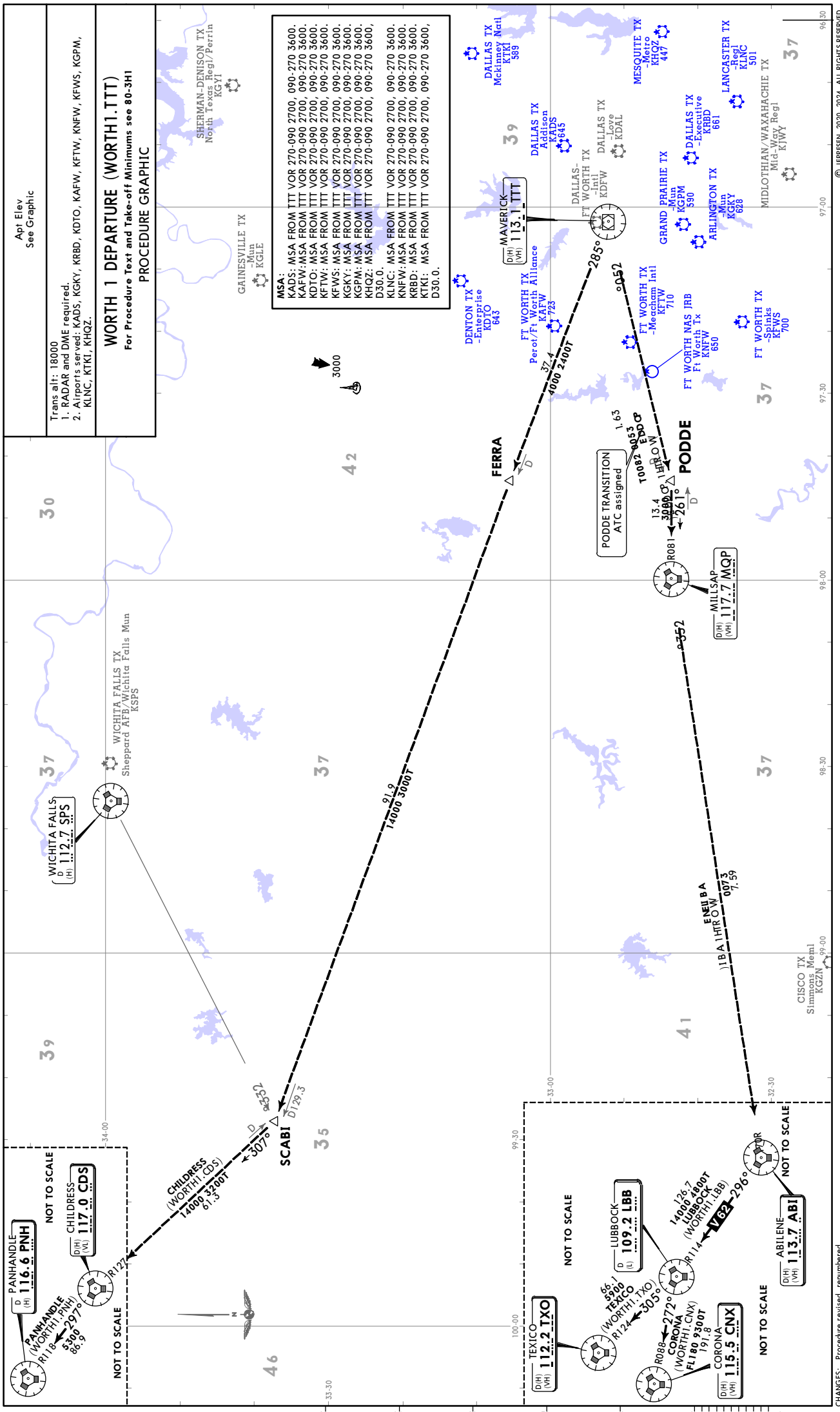
DALLAS METROPLEX, TEXAS
AREA SID
 19 JAN 24 (80-3H) Eff 25 Jan
SID

Apt Elev
 See Graphic

Trans alt: 18000
 1. RADAR and DME required.
 2. Airports served: KADS, KGKY, KRBD, KDTO, KAFW, KFTW, KNFW, KFWS, KGPM, KLNC, KTKI, KHQZ.

WORTH 1 DEPARTURE (WORTH1.TTT)
 For Procedure Text and Take-off Minimums see 80-3H1
PROCEDURE GRAPHIC

MSA: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KADS: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KAFW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KFTW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KFWS: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KGKY: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KGPM: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KGQZ: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
D30.0.
KLNC: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KNFW: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KRBD: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
KTKI: MSA FROM TTT VOR 270-090 2700, 090-270 3600.
D30.0.



WORTH 1 DEPARTURE
 (WORTH1.TTT)
 For Procedure Graphic see 80-3H
 PROCEDURE TEXT

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (80-30B1).

TAKE-OFF MINIMUMS:

ADDITION:
 Rwy 16: 400-2 1/2 or standard with minimum climb of 325 FT/NM to 1100.
 Rwy 34: Standard.
DALLAS EXECUTIVE:
 Rwys 13, 31, 35: Standard.
 Rwy 17: 400-2 3/4 or standard with minimum climb of 220 FT/NM to 1200.
FT WORTH MEACHAM INTL:
 Rwys 16, 17: Standard.
 Rwys 34, 35: Not Authorized - ATC.
FT WORTH SPINKS:
 Rwy 18L, 36R: Not Authorized - Environmental.
 Rwy 18R: Standard.
 Rwy 36L: Not Authorized - ATC.
FT WORTH NAS JRB (CARSWELL): Refer to appropriate military service directives.
GRAND PRAIRIE MUN:
 Rwy 18: Standard.
 Rwy 36: Not Authorized - ATC.
LANCASTER REGL:
 Rwy 13: Not Authorized - ATC.
 Rwy 31: 300-1 1/4 or standard with minimum climb of 210 FT/NM to 800, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.
PEROT/FT WORTH ALLIANCE:
 Rwy 16L: 300-2 1/4 or standard with minimum climb of 220 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1900 prior to DER.
 Rwy 16R: 300-2 1/4 or standard with minimum climb of 225 FT/NM to 1100, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 2000 prior to DER.
 Rwys 34L/R: Standard.
ALL OTHER AIRPORTS: Standard.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ARLINGTON MUN	Rwy 16: Climb on heading 162° to 2500 before turning LEFT.	Assigned by ATC
	Rwy 34: Climb on heading 342° to 1400 before turning SOUTHEAST BOUND.	
DALLAS EXECUTIVE	Rwy 13: Climb on heading 129° to 1800 before turning WESTBOUND.	Assigned by ATC
	Rwy 17: Climb on heading 174° to 2600 before turning WESTBOUND.	
	Rwy 31: Climb on heading 309° to 1500 before turning SOUTHBOUND.	
	Rwy 35: Climb on heading 354° to 1400 before turning SOUTHBOUND.	
FT WORTH MEACHAM INTL	Rwy 16: Climb on heading 166° to 1600 before proceeding on course.	Assigned by ATC
	Rwy 17: Climb on heading 164° to 1600 before proceeding on course.	
FT WORTH SPINKS	Rwy 18R: Climb on heading 177° to 1200 before turning RIGHT.	
GRAND PRAIRIE MUN	Rwy 18: Climb on heading 192° to 2500 before proceeding on course.	Assigned by ATC
	Rwy 31: Climb on heading 314° to 1800 before turning LEFT.	
LANCASTER REGL	Rwy 16R: Climb on heading 166° to 1100 before turning RIGHT.	
PEROT/FT WORTH ALLIANCE		
ROUTING		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		
ALL OTHER AIRPORTS		
When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. MAINTAIN ATC assigned altitude.		

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
220 FT/NM	275	367	550	733	917	1100
225 FT/NM	281	375	563	750	938	1125
325 FT/NM	406	542	813	1083	1354	1625

AREA SID


JEPPESSEN DALLAS METROPLEX, TEXAS

18 MAR 22

80-30B1

Eff 24 Mar

SID

TAKEOFF OBSTACLE NOTES - DEPs

ADDISON

| ° Rwy 16:

Vehicles on road and in parking lots, railroads, and poles beginning 168 from DER, 118 right of centerline, up to 36 AGL/ 665 MSL. Navaid, sign, vehicles in parking lots, railroads, poles, trees, and buildings beginning 316 from DER, 1 left of centerline, up to 50 AGL/683 MSL. Pole and trees beginning 1705 from DER, 46 right of centerline, up to 59 AGL/690 MSL. Buildings beginning 3191 from DER, left and right of centerline, up to 149 AGL/787 MSL. Building 1.1 NM from DER, 279 left of centerline, 229 AGL/850 MSL. Building 1.9 NM from DER, 970 right of centerline, 345 AGL/975 MSL. Building 2.1 NM from DER, 58 right of centerline, 362 AGL/973 MSL.

| ° Rwy 34:

Service road and buildings beginning 45 from DER, 458 right of centerline, up to 10 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.

ARLINGTON MUN

° 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.

BOURLAND

° 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.

AREA SID


JEPPESSEN DALLAS METROPLEX, TEXAS

18 MAR 22

80-30B2

Eff 24 Mar

SID

TAKEOFF OBSTACLE NOTES - DEPs (CONTD)
--

CLEBURNE REGL

◦ 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.

McKINNEY NATL

◦ 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 EXECUTIVE

◦ RWY 13:

LIGHTING 19' FROM DER, 116' LEFT OF CENTERLINE, 7' AGL/653' MSL. LIGHTING 20' FROM DER, 115' RIGHT OF CENTERLINE, 6' AGL/651' MSL. FENCE 108' FROM DER, 347' LEFT OF CENTERLINE, 10' AGL/658' MSL.

◦ RWY 17:

LIGHTING 39' FROM DER, 116' RIGHT OF CENTERLINE, 663' MSL. LIGHTING 40' FROM DER, 160' LEFT OF CENTERLINE, 5' AGL/664' MSL. TREE 62' FROM DER, 436' LEFT OF CENTERLINE, 688' MSL. TREES BEGINNING 119' FROM DER, 301' RIGHT OF CENTERLINE, UP TO 684' MSL. TREES BEGINNING 122' FROM DER, 404' LEFT OF CENTERLINE, UP TO 41' AGL/692' MSL. TREES BEGINNING 365' FROM DER, 340' LEFT OF CENTERLINE, UP TO 702' MSL. TOWER 2.2 NM FROM DER, 598' LEFT OF CENTERLINE, 310' AGL/1024' MSL. ANTENNA 2.2 NM FROM DER, 583' LEFT OF CENTERLINE, 312' AGL/1026' MSL.

◦ RWY 31:

TREE 46' FROM DER, 256' LEFT OF CENTERLINE, 681' MSL. TREES BEGINNING 81' FROM DER, 267' LEFT OF CENTERLINE, UP TO 683' MSL. TREE 159' FROM DER, 296' RIGHT OF CENTERLINE, 672' MSL. TREES BEGINNING 186' FROM DER, 304' LEFT OF CENTERLINE, UP TO 33' AGL/699' MSL. TREES BEGINNING 347' FROM DER, 297' LEFT OF CENTERLINE, UP TO 700' MSL. TREES BEGINNING 583' FROM DER, 72' RIGHT OF CENTERLINE, UP TO 703' MSL. TREE 1818' FROM DER, 745' LEFT OF CENTERLINE, 722' MSL. TREE 2326' FROM DER, 802' LEFT OF CENTERLINE, 738' MSL. TREE 2535' FROM DER, 829' LEFT OF CENTERLINE, 740' MSL.

◦ RWY 35:

TERRAIN 4' FROM DER, 10' RIGHT OF CENTERLINE, 651' MSL. TREES, LIGHTING BEGINNING 9' FROM DER, 118' LEFT OF CENTERLINE, UP TO 37' AGL/675' MSL. LIGHTING 41' FROM DER, 159' RIGHT OF CENTERLINE, 656' MSL. BUILDING, TREES BEGINNING 82' FROM DER, 309' RIGHT OF CENTERLINE, UP TO 671' MSL. TREES BEGINNING 231' FROM DER, 521' LEFT OF CENTERLINE, UP TO 679' MSL. TREES BEGINNING 402' FROM DER, 370' LEFT OF CENTERLINE, UP TO 680' MSL. TREES BEGINNING 980' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 682' MSL. TREE 1288' FROM DER, 779' RIGHT OF CENTERLINE, 685' MSL. TREES BEGINNING 1386' FROM DER, 704' RIGHT OF CENTERLINE, UP TO 691' MSL.

DECATUR MUN

◦ 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

AREA SID


JEPPesen DALLAS METROPLEX, TEXAS

2 SEP 22

80-30B3

Eff 8 Sep

SID

TAKEOFF OBSTACLE NOTES - DEPs (CONTD 1)
--

DECATUR MUN (CONTD)

- Rwy 17 (Contd):
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 ENTERPRISE

- Rwy 18L:
Tree 303 from DER, 525 right of centerline, 636 MSL. Trees beginning 372 from DER, 571 right of centerline, up to 54 AGL/654 MSL.
- Rwy 18R:
Vegetation 81 from DER, 489 left of centerline, 634 MSL. Tree 85 from DER, 447 left of centerline, 637 MSL. Tree 151 from DER, 415 right of centerline, 15 AGL/636 MSL. Tree 225 from DER, 475 right of centerline, 638 MSL. Tree 290 from DER, 562 right of centerline, 642 MSL. Tree 374 from DER, 458 right of centerline, 643 MSL. Trees beginning 432 from DER, 128 right of centerline, up to 41 AGL/651 MSL. Trees beginning 595 from DER, 8 left of centerline, up to 652 MSL. Tree 790 from DER, 323 right of centerline, 62 AGL/660 MSL. Trees beginning 913 from DER, 1 right of centerline, up to 68 AGL/663 MSL. Tree 1070 from DER, 90 left of centerline, 49 AGL/654 MSL. Trees beginning 1098 from DER, 3 left of centerline, up to 67 AGL/664 MSL.
- Rwy 36L:
Terrain 13 from DER, 193 left of centerline, 646 MSL. Navaid, vegetation beginning 123 from DER, 220 right of centerline, up to 48 AGL/684 MSL. Fence 141 from DER, 436 left of centerline, 648 MSL. Pole, tree beginning 184 from DER, 331 left of centerline, up to 672 MSL. Tree 2314 from DER, 700 left of centerline, 68 AGL/704 MSL.
- Rwy 36R:
Tree 574 from DER, 541 right of centerline, 659 MSL. Trees beginning 716 from DER, 519 right of centerline, up to 682 MSL. Tree 864 from DER, 496 left of centerline, 663 MSL. Tree 1278 from DER, 554 left of centerline, 672 MSL.

ENNIS MUN

- Rwy 16:
Vehicle on road 362 from DER, 561 right of centerline, 15 AGL/494 MSL. Trees beginning 870 from DER, left and right of centerline, up to 100 AGL/579 MSL.
- Rwy 34:
Vehicles on road beginning 423 from DER, left and right of centerline, up to 15 AGL/534 MSL. Trees beginning 40 from DER, 300 left of centerline, up to 100 AGL/609 MSL.

PEROT/FT WORTH ALLIANCE

- Rwy 16L:
Vehicles on road beginning 59 from DER, 481 left of centerline, up to 677 MSL. Multiple poles beginning 1069 from DER, 689 left of centerline, up to 43 AGL/700 MSL. Water tower 1.7 NM from DER, 3109 right of centerline, 154 AGL/961 MSL.

AREA SID


JEPPESSEN DALLAS METROPLEX, TEXAS
 2 SEP 22 (80-30B4) Eff 8 Sep **SID**

TAKEOFF OBSTACLE NOTES - DEPs (CONTD 2)
--

PEROT/FT WORTH ALLIANCE (CONTD)

◦Rwy 16R:

Fence 3 from DER, 249 right of centerline, 8 AGL/669 MSL. Vehicles on road beginning 5 from DER, 10 right of centerline, up to 677 MSL. Pole 1303 from DER, 518 right of centerline, 36 AGL/698 MSL. Pole 1579 from DER, 876 right of centerline, 37 AGL/709 MSL. Water tower 1.7 NM from DER, 2509 right of centerline, 154 AGL/961 MSL.

FT WORTH MEACHAM INTL

◦Rwy 16:

Traverse way 587 from DER, 644 left of centerline, 689 MSL.

◦Rwy 17:

Vegetation 16 from DER, 159 right of centerline, 674 MSL. Pole 140 from DER, 454 left of centerline, 34 AGL/677 MSL. Trees and building beginning 506 from DER, 464 left of centerline, up to 69 AGL/718 MSL. Tower, antennas, pole, and buildings 956 from DER, 374 left of centerline, up to 59 AGL/722 MSL.

◦Rwy 34:

Traverse ways beginning 5 from DER, 236 left of centerline, up to 722 MSL. Tree and poles beginning 974 from DER, 681 right of centerline, up to 746 MSL. Pole 2351 from DER, 986 right of centerline, 39 AGL/770 MSL. Pole 2469 from DER, 1138 right of centerline, 35 AGL/774 MSL. Pole 2628 from DER, 1167 right of centerline, 47 AGL/787 MSL. Elevator and building beginning 1.5 NM from DER, 2768 right of centerline, 254 AGL/970 MSL.

◦Rwy 35:

Trees and traverse way beginning 0 from DER, 248 left of centerline, up to 690 MSL. Terrain beginning 19 from DER, 342 right of centerline, up to 687 MSL. Trees beginning 302 from DER, 479 left of centerline, up to 51 AGL/691 MSL. Traverse way, terrain, poles, and fence beginning 328 from DER, 229 right of centerline, up to 697 MSL. Terrain 978 from DER, 695 right of centerline, 701 MSL. Traverse way, terrain, and fence beginning 990 from DER, 661 right of centerline, up to 713 MSL. Traverse way, fence, and terrain beginning 1008 from DER, 118 right of centerline, up to 714 MSL. Tree 1342 from DER, 838 left of centerline, 29 AGL/705 MSL. Traverse way and dam beginning 1343 from DER, 1 right of centerline, up to 715 MSL. Sign 1531 from DER, 282 left of centerline, 6 AGL/707 MSL. Traverse way beginning 1584 from DER, 718 right of centerline, 720 MSL. Pole 3020 from DER, 1209 left of centerline, 62 AGL/755 MSL. Transmission line beginning 6006 from DER, 1288 left of centerline, up to 99 AGL/821 MSL. Transmission line 1 NM from DER, 1957 left of centerline, 98 AGL/826 MSL.

FT WORTH NAS JRB

◦Rwy 18:

Antenna 1 from DER, 249 right of centerline, 13 AGL/652 MSL. Terrain 0 from DER, 500 left of centerline, 653 MSL. Terrain 1014 from DER, 772 right of centerline, 677 MSL. Terrain 380 from DER, 602 right of centerline, 667 MSL.

FT WORTH SPINKS

◦Rwy 18R:

Transmission line 2482 from DER, 1003 right of centerline, 64 AGL/752 MSL. Tree 4909 from DER, 1556 left of centerline, 830 MSL.

◦Rwy 36L:

Transmission line 2942 from DER, 1189 left of centerline, 95 AGL/795 MSL.

AREA SID


JEPPESSEN DALLAS METROPLEX, TEXAS

18 FEB 22

80-30B5

Eff 24 Feb

SID

TAKEOFF OBSTACLE NOTES - DEPs (CONTD 3)
--

GRAND PRAIRIE MUN

◦ Rwy 18:

Antenna, tower, vehicles on road, sign, pole, and trees beginning 190 from DER, 410 right of centerline, up to 37 AGL/620 MSL.

◦ Rwy 36:

Pole 2686 from DER, 121 left of centerline, 75 AGL/653 MSL.

HALL/ROCKWALL MUN

◦ 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.

LANCASTER REGL

◦ 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.

MESQUITE METRO

◦ 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.

MID-WAY REGL

◦ 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.

PARKER CO

◦ 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.

AREA SID

 **JEPPESEN** DALLAS METROPLEX, TEXAS
18 FEB 22 (80-30B6) Eff 24 Feb **SID**

TAKEOFF OBSTACLE NOTES - DEPs (CONTD 4)

PARKER CO (CONTD)

◦ 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.

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DALLAS-FT WORTH, TX (DALLAS-FT WORTH INTL - KDFW)				
REV	CONSTRUCTION (TEMP)	60-8	28 Feb 2025	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KDFW

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.