

## Airport information:

Country: United States of America

City: DALLAS

Coordinates: N 32° 53.8', W 097° 02.2'

Elevation: 603

Customs: Customs

Fuel: 100LL, Jet A

RFF: Index E

hours: H24

## Runways:

Runway 13L

Takeoff length: 2743, Landing length: 2553

Runway 13R

Takeoff length: 2834, Landing length: 2834

Runway 17C

Takeoff length: 4085, Landing length: 4085

Runway 17L

Takeoff length: 2590, Landing length: 2590

Runway 17R

Takeoff length: 4085, Landing length: 4085

Runway 18L

Takeoff length: 4084, Landing length: 4084

Runway 18R

Takeoff length: 4084, Landing length: 4084

Runway 31L

Takeoff length: 2834, Landing length: 2834

Runway 31R

Takeoff length: 2552, Landing length: 2552

Runway 35C

Takeoff length: 4085, Landing length: 4085

Runway 35L

Takeoff length: 4085, Landing length: 4085

Runway 35R

Takeoff length: 2590, Landing length: 2590

Runway 36L

Takeoff length: 4084, Landing length: 4084

Runway 36R

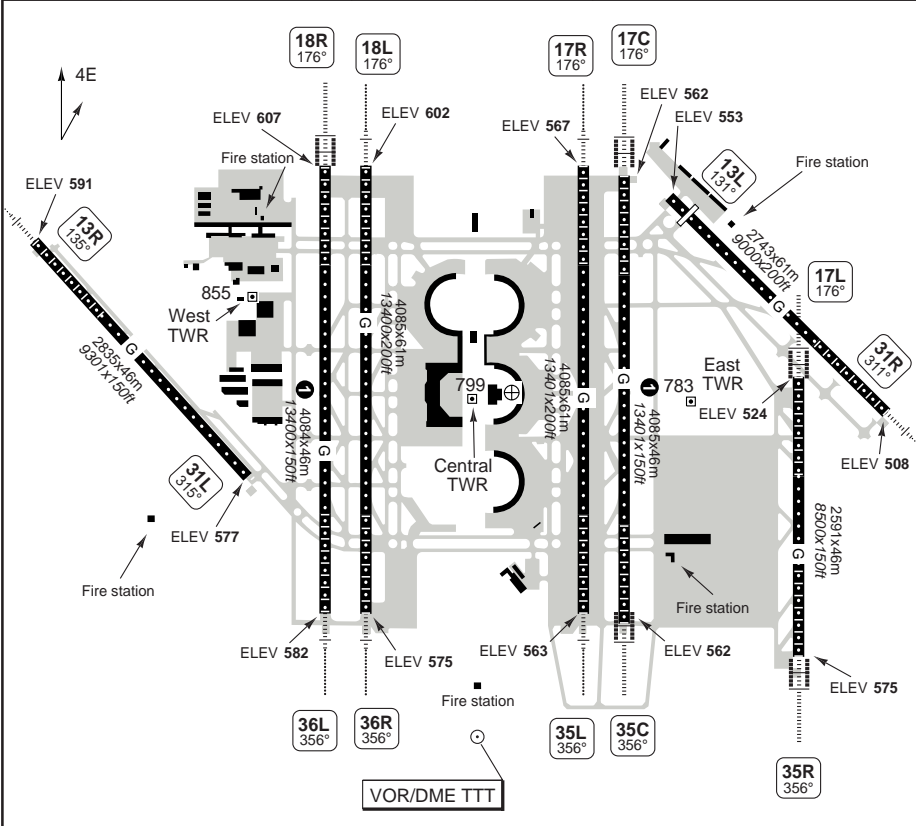
Takeoff length: 4084, Landing length: 4084

# AERODROME

## Fort Worth INTL DALLAS

10 - 1

Fort Worth CLR <b>128.25</b>	RAMP <b>129.95</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>124.825 N 118.55 E</b> <b>125.125 S 126.475 W</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
AD Elev <b>607</b>	ARP: N32 53.8 W097 02.3 RFF: Index E AD HR: H24				

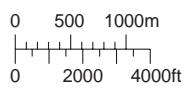


**THR Coordinates**

RWY 13L	N32 54.7	W097 01.2
RWY 31R	N32 53.7	W097 00.1
RWY 13R	N32 54.6	W097 05.0
RWY 31L	N32 53.4	W097 03.8
RWY 17C	N32 54.9	W097 01.6
RWY 35C	N32 52.7	W097 01.6
RWY 17R	N32 54.9	W097 01.8
RWY 35L	N32 52.7	W097 01.8
RWY 17L	N32 53.9	W097 00.6
RWY 35R	N32 52.5	W097 00.6
RWY 18L	N32 54.9	W097 03.0
RWY 36R	N32 52.7	W097 03.1
RWY 18R	N32 54.9	W097 03.3
RWY 36L	N32 52.7	W097 03.3

**Land And Hold Short Operations**

LDA RWY	AVBL DIST TO	RWY INT
17C	3188m/10460ft	TWY B
18R	3078m/10100ft	TWY B
35C	2758m/9050ft	TWY EJ
36L	3246m/10650ft	TWY Z



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Change: TWY, COM

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# AERODROME

10 - 2

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
13L	- 0.5	2743 / 9000	2553 / 8375	-	H	AVBL	P 3° (82), REIL
31R	+0.5	2553 / 8375	2553 / 8375	M-I	H	AVBL	P 3° (69)
13R	- 0.2	2835 / 9301	2835 / 9301	M-I	H	AVBL	P 3° (71)
31L	+0.2	2835 / 9301	2835 / 9301	-	H	AVBL	P 3.1° (72), REIL
17L	+0.6	2591 / 8500	2591 / 8500	H-G	H	AVBL	P 3° (77)
35R	- 0.6	2591 / 8500	2591 / 8500	H-G	H	AVBL	P 3°R (73)
17C	0	4085 / 13401	4085 / 13401	H-G	H	AVBL	P 3° (74)
35C	0	4085 / 13401	4085 / 13401	H-G	H	AVBL	P 3° (76)
17R	0	4085 / 13401	4085 / 13401	M-I	H	AVBL	P 3° (68)
35L	0	4085 / 13401	4085 / 13401	M-I	H	AVBL	P 3° (63)
18L	- 0.2	4084 / 13400	4084 / 13400	M-I	H	AVBL	P 3° (70)
36R	+0.2	4084 / 13400	4084 / 13400	M-I	H	AVBL	P 3° (66)
18R	- 0.2	4084 / 13400	4084 / 13400	H-G	H	AVBL	P 3° (74)
36L	+0.2	4084 / 13400	4084 / 13400	M-I	H	AVBL	P 3° (72)

TERPS		TAKE OFF MINIMA	
RWY	Facilities	RVR/VIS	
		2 ENG	3-4 ENG
All <b>a</b>	HREDL + RCLL + Multiple RVR	<b>500ft</b>	
	RCLL or HREDL + RCL + Multiple RVR	<b>1000ft</b>	
	HREDL or RCLL or RCL + Multiple RVR	<b>TDZ 1200 ft Rollout 1000ft</b>	
	HREDL or RCLL or RCL	<b>1600ft / ¼sm</b>	
	Adequate Vis Ref	<b>¼sm</b>	
	Standard minima	<b>5000ft / 1sm</b>	<b>2400ft / ½sm</b>

**a** 35R: 200ft / ¼sm with MNM climb of 221ft/nm to **800** or standard with MNM climb of 200ft/nm where take-off occurs no later than 1700ft prior to DER.

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Fort Worth CLR <b>128.25</b>	RAMP <b>129.95</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>124.825 N 118.55 E</b> <b>125.125 S 126.475 W</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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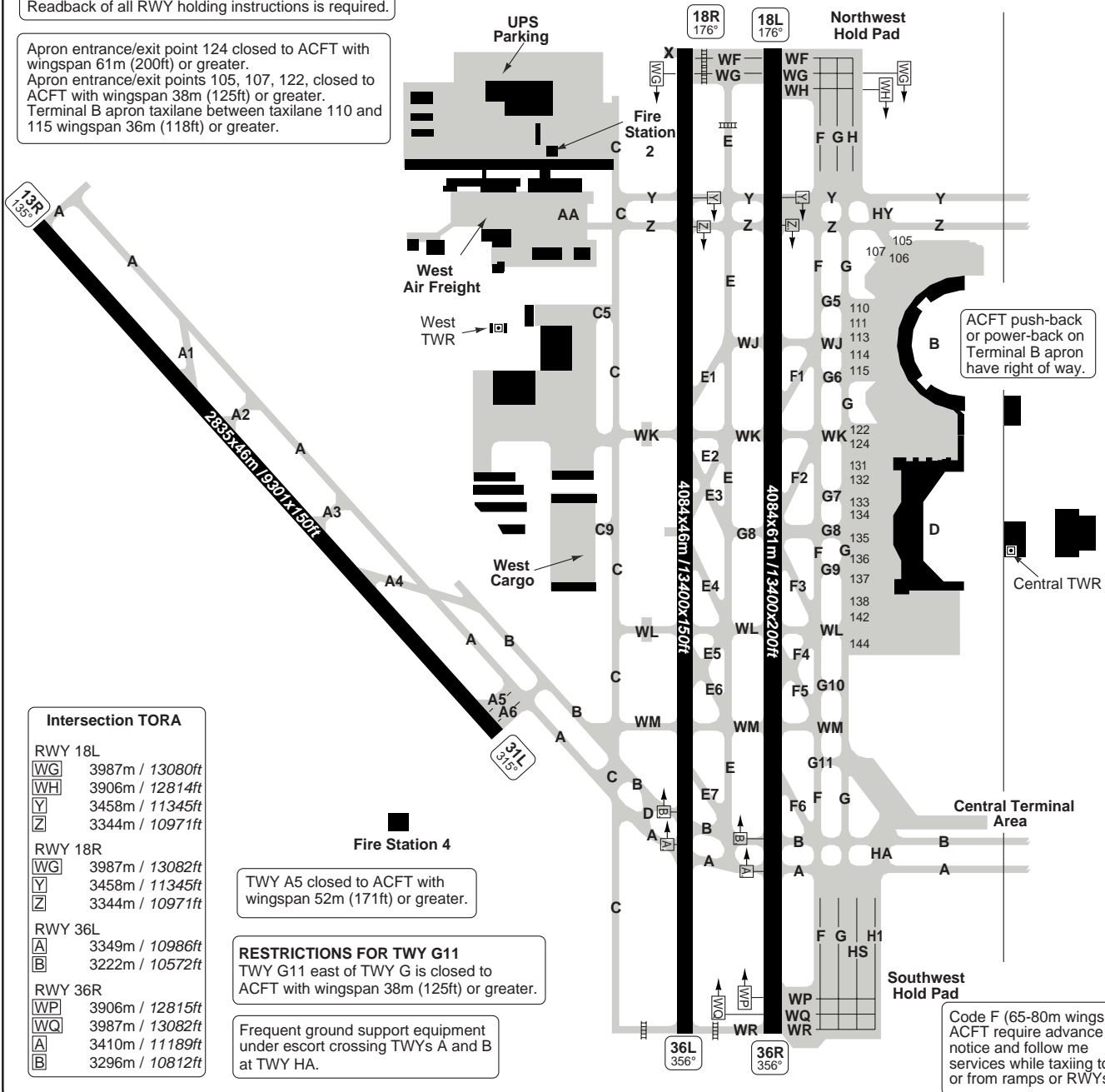
105 = Apron entrance/exit points

Be alert to RWY crossing clearances.  
Readback of all RWY holding instructions is required.

Apron entrance/exit point 124 closed to ACFT with wingspan 61m (200ft) or greater.  
Apron entrance/exit points 105, 107, 122, closed to ACFT with wingspan 38m (125ft) or greater.  
Terminal B apron taxilane between taxilane 110 and 115 wingspan 36m (118ft) or greater.

Change: COM, Intersection TORA

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ACFT push-back or power-back on Terminal B apron have right of way.

Code F (65-80m wingspan) ACFT require advance notice and follow me services while taxiing to or from ramps or RWYs.

Intersection TORA	
<b>RWY 18L</b>	
WG	3987m / 13080ft
WH	3906m / 12814ft
Y	3458m / 11345ft
Z	3344m / 10971ft
<b>RWY 18R</b>	
WG	3987m / 13082ft
Y	3458m / 11345ft
Z	3344m / 10971ft
<b>RWY 36L</b>	
A	3349m / 10986ft
B	3222m / 10572ft
<b>RWY 36R</b>	
WP	3906m / 12815ft
WQ	3987m / 13082ft
A	3410m / 11189ft
B	3296m / 10812ft

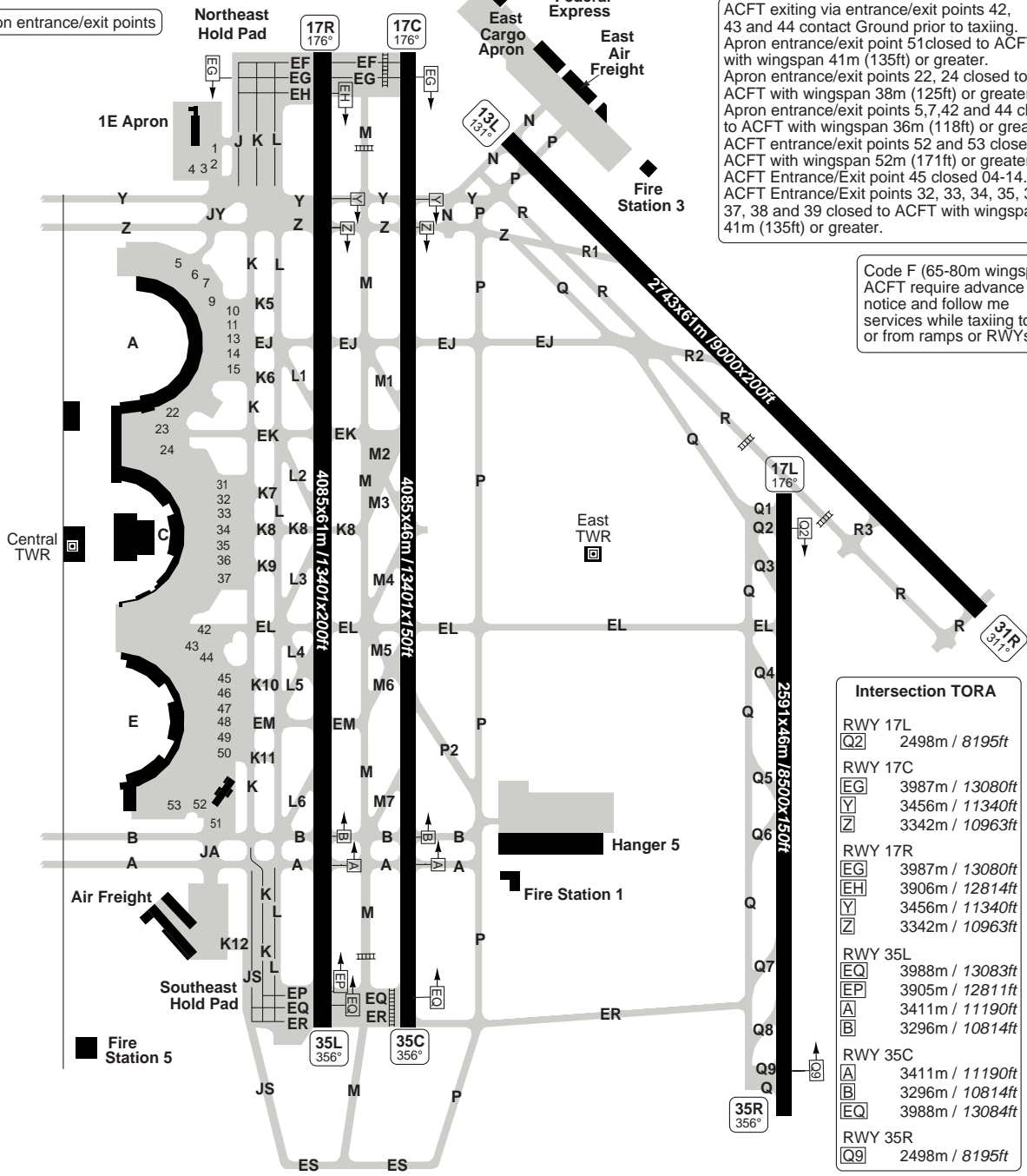
Fire Station 4  
TWY A5 closed to ACFT with wingspan 52m (171ft) or greater.

**RESTRICTIONS FOR TWY G11**  
TWY G11 east of TWY G is closed to ACFT with wingspan 38m (125ft) or greater.

Frequent ground support equipment under escort crossing TWYs A and B at TWY HA.

Fort Worth CLR 128.25	RAMP 129.95	GND 121.65 121.8 E 121.85 W	TWR 126.55 127.5 E 124.15 134.9 W	Regional DEP 124.825 N 118.55 E 125.125 S 126.475 W	Fort Worth ATIS DEP (D) 135.925
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42 = Apron entrance/exit points



Be alert to RWY crossing clearances. Readback of all RWY holding instructions is required.

ACFT exiting via entrance/exit points 42, 43 and 44 contact Ground prior to taxiing. Apron entrance/exit point 51 closed to ACFT with wingspan 41m (135ft) or greater. Apron entrance/exit points 22, 24 closed to ACFT with wingspan 38m (125ft) or greater. Apron entrance/exit points 5, 7, 42 and 44 closed to ACFT with wingspan 36m (118ft) or greater. ACFT entrance/exit points 52 and 53 closed to ACFT with wingspan 52m (171ft) or greater. ACFT Entrance/Exit point 45 closed 04-14. ACFT Entrance/Exit points 32, 33, 34, 35, 36, 37, 38 and 39 closed to ACFT with wingspan 41m (135ft) or greater.

Code F (65-80m wingspan) ACFT require advance notice and follow me services while taxiing to or from ramps or RWYs.

Intersection TORA	
RWY 17L	
Q2	2498m / 8195ft
RWY 17C	
EG	3987m / 13080ft
Y	3456m / 11340ft
Z	3342m / 10963ft
RWY 17R	
EG	3987m / 13080ft
EH	3906m / 12814ft
Y	3456m / 11340ft
Z	3342m / 10963ft
RWY 35L	
EQ	3988m / 13083ft
EP	3905m / 12811ft
A	3411m / 11190ft
B	3296m / 10814ft
RWY 35C	
A	3411m / 11190ft
B	3296m / 10814ft
EQ	3988m / 13084ft
RWY 35R	
Q9	2498m / 8195ft

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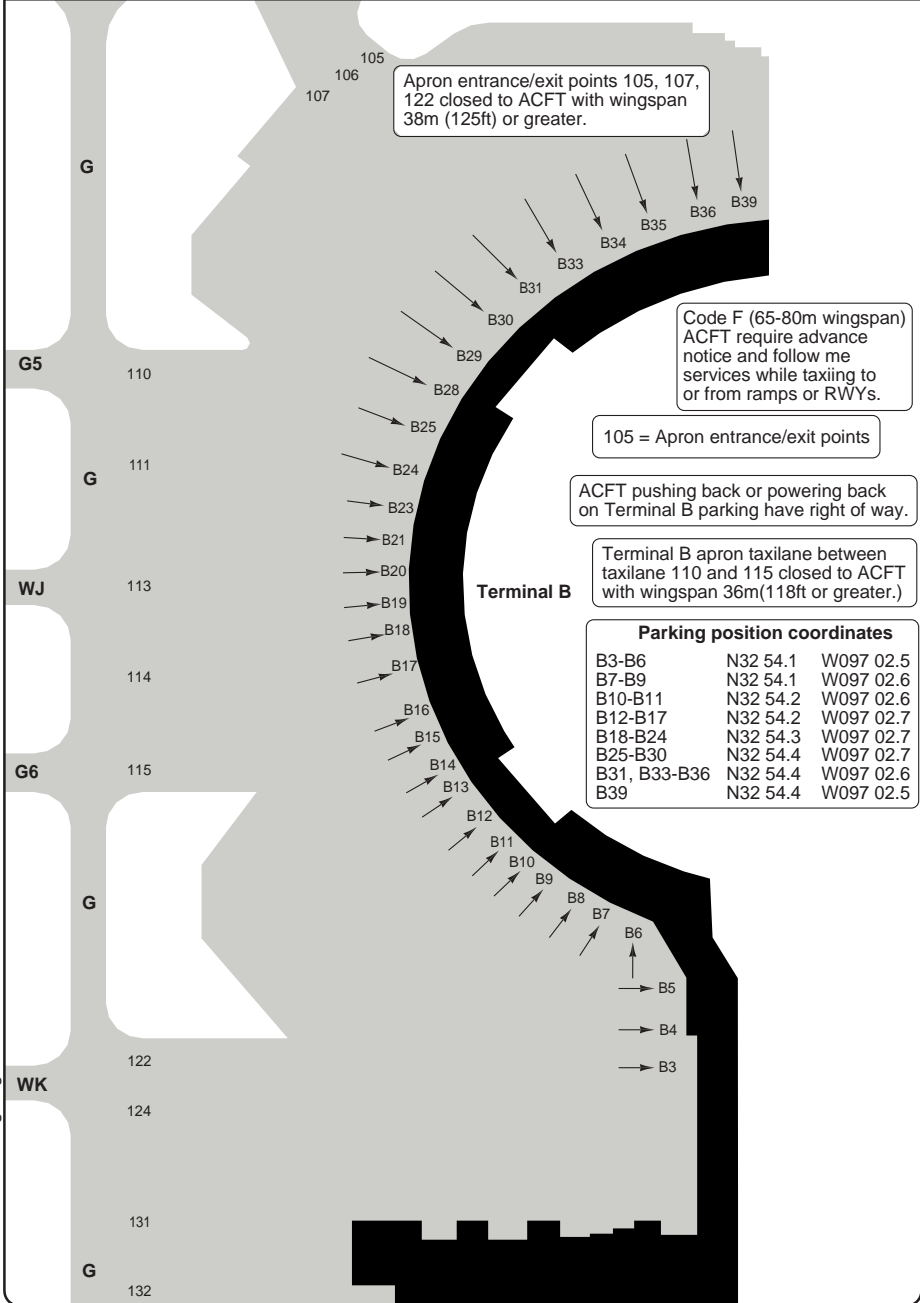
Change: TWY, COM, intersection TORA

# GROUND Parking, Terminal B

# Fort Worth INTL DALLAS

10 - 5

Fort Worth CLR <b>128.25</b>	RAMP <b>129.95</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>124.825</b> N <b>118.55</b> E <b>125.125</b> S <b>126.475</b> W	Fort Worth ATIS DEP (D) <b>135.925</b>
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Apron entrance/exit points 105, 107, 122 closed to ACFT with wingspan 38m (125ft) or greater.

Code F (65-80m wingspan) ACFT require advance notice and follow me services while taxiing to or from ramps or RWYs.

105 = Apron entrance/exit points

ACFT pushing back or powering back on Terminal B parking have right of way.

Terminal B apron taxilane between taxilane 110 and 115 closed to ACFT with wingspan 36m(118ft or greater.)

**Parking position coordinates**

B3-B6	N32 54.1	W097 02.5
B7-B9	N32 54.1	W097 02.6
B10-B11	N32 54.2	W097 02.6
B12-B17	N32 54.2	W097 02.7
B18-B24	N32 54.3	W097 02.7
B25-B30	N32 54.4	W097 02.7
B31, B33-B36	N32 54.4	W097 02.6
B39	N32 54.4	W097 02.5

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Change: COM.

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# GROUND Parking, Terminal D

# Fort Worth INTL DALLAS

10 - 6

Fort Worth CLR  
128.25

RAMP  
129.95

GND  
121.65 121.8 E  
121.85 W

TWR  
126.55 127.5 E  
124.15 134.9 W

Regional DEP  
124.825 N 118.55 E  
125.125 S 126.475 W

Fort Worth  
ATIS DEP (D)  
135.925

WK

122

Apron entrance/exit point 122 closed to ACFT with wingspan 38m (125ft) or greater.  
Apron entrance/exit point 124 closed to ACFT with wingspan 61m (200ft) or greater.

124

D33A D34A D36A D39A

D30 D31 D33 D34 D36 D37 D38 D39 D40

G

131

D29 D29A

Terminal D

Code F (65-80m wingspan)  
ACFT require advance notice and follow me services while taxiing to or from Ramps or RWYs.

G7

132

D28

133

D27A D27

### Parking position coordinates

D6,D7	N32 53.7	W097 02.5
D8,D10-D12	N32 53.7	W097 02.6
D14-D17	N32 53.7	W097 02.7
D18,D20-D23	N32 53.8	W097 02.7
D24-D28	N32 53.9	W097 02.7
D29-D31,D33	N32 54.0	W097 02.7
D34, D36-D38	N32 54.0	W097 02.6
D39,D40	N32 54.0	W097 02.5

G8

134

D25A D25

134

D24

134

D23A D23

135

D21A D22

135

D21

122 = Apron entrance/exit points

G9

136

D20

137

D18A D18

137

D17

G

138

D17A D16 D15A D15 D14A D14 D12A D12 D11 D10 D8 D7 D6  
D15A D14A D11A D6A

ACFT using Stands D6-D17 must obtain approval from DFW Ramp Tower 129.95 prior to entering or prior to pushback between 1130 - 0430. Use extreme caution at other times.

WL

142

G

144

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## GENERAL

## Fort Worth INTL DALLAS

## GENERAL

1. **WARNING**  
Bird hazard.
2. **TRANSPONDER**  
ASDE-X Surveillance system in use. Pilots should operate transponders with mode C on all TWYs and RWYs.
3. **SPEED**  
MAX 250kt below 10000ft.
4. **RWY RESTRICTIONS**  
RWYs 13L/31R, 13R/31L and 17L/35R CLSD BTN 04-12, PPR.
5. **TWY RESTRICTIONS**
  - 5.1 Apron entrance/exit points 5, 7, 42 and 44 CLSD to ACFT with wingspan 35m/118ft or greater.
  - 5.2 Apron entrance/exit point 45 CLSD 04-14.
  - 5.3 Terminal B apron taxilane BTN apron entrance/exit point taxilanes 110 and 115 CLSD to ACFT with wingspan 35m/118ft or greater.
  - 5.4 Apron entrance/exit points 22, 24, 105, 107 and 122 CLSD to ACFT with wingspan 38m/125ft and greater.
  - 5.5 Apron entrance/exit point 124 CLSD to ACFT with wingspan 60m/200ft and greater.
  - 5.6 TWY G11 east of TWY G CLSD to ACFT with wingspan 38m/125ft and greater.
  - 5.7 TWY A5 and entrance/exit points 52-53 CLSD to ACFT with wingspan 52m. 171ft or greater.
  - 5.8 Apron entrance/exit points 32-39 CLSD to ACFT with wingspan 41m/135ft or greater.
  - 5.9 PPR for ACFT with wingspan 66m/215ft or greater (ground IV).
  - 5.10 ACFT using gates D6-D17 must obtain approval from DFW ramp TWR 129.95 prior to entering ramp and prior to pushback 1130-0430.
6. **APRON**  
Apron entrance/exit point 4 CLSD to ACFT with wingspan of 30.5m/100ft and greater.
7. **TAXI**
  - 7.1 Be alert to RWY crossing CLR. Readback of all RWY holding instructions is required.
  - 7.2 ACFT pushing back or powering back on Terminal B apron have right of way.
  - 7.3 Frequent ground support equipment under escort crossing TWYs A and B at TWY HA.
  - 7.4 ACFT exiting via apron entrance/exit points 42-44 contact GND prior to taxiing.
8. **Low Level Windshear Alert System Avbl.**
9. **NAV RESTRICTION**  
ARR ACFT are requested to turn DME off until DEP due to traffic overload to Maverick DME.
10. **DEPARTURE PROCEDURE**  
RWY 35R: Climb on HDG 354° to 1200ft before turning right.
11. **INTERSECTION DEP DURING DARKNESS**  
Dallas Fort Worth TWR has been granted a waiver that will allow TWR to taxi ACFT into " position and hold" during periods of darkness at locations listed below:  
  
RWY 13L at TWY P.  
RWY 17C/R and 18L/R at TWY Z.  
RWY 17R and 18L at TWY Y.  
RWY 31L at TWY A5.  
RWY 35L/C and 36L/R at TWY A and B.

10 - 7



SID **RNAV** AKUNA 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect JACKY or TRI-GATE DEP.

For non-GPS equipped ACFT DEP: RWY 18L/R, FUZ and CVE must be OPR.  
 RWY 36R, BYP and ADM must be OPR.  
 RWY 36L, BYP, ADM and FUZ must be OPR.  
 RWY 17C/R, 35C, CVE must be OPR.  
 RWY 35L, FUZ must be OPR.

MC ALESTER TR for ACFT overflying MLC or intcp J105.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R MAX 240kt until JGIRL.  
 RWY 18L/R MAX 240kt until YAMEL.  
 RWY 35C/L MAX 240kt until CUZEN.  
 RWY 36L/R MAX 240kt until HAZKL.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000.

**ALT RESTRICTION:** Climb to **10000**.

30 - 2

SID	RWY	Routeing	Altitude
AKUNA 4	17C	Climb on HDG 174° - turn left 155° - NAVYE - JGIRL - CORTS - BIGGD - CMORE - AKUNA	JGIRL MNM <b>5000</b>
	17R	Climb on HDG 174° - turn left 153° - NAVYE - JGIRL - CORTS - BIGGD - CMORE - AKUNA	JGIRL MNM <b>5000</b>
	18L	Climb on HDG 174° - turn right 190° - BPARK - YAMEL - FIRMN - BINGM - BEMMR - AKUNA	YAMEL MNM <b>5000</b>
	18R	Climb on HDG 174° - turn right 190° - BPARK - YAMEL - FIRMN - BINGM - BEMMR - AKUNA	YAMEL MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - AKUNA	Maintain <b>5000</b>
	35C	Climb on HDG 354° - at <b>1120</b> turn direct CUZEN - AKUNA.	CUZEN MNM <b>5000</b>
	35L	Climb on HDG 354° - at <b>1120</b> turn right direct CUZEN - AKUNA	CUZEN MNM <b>5000</b>
	36L	Climb on HDG 354° - at <b>1120</b> turn direct HAZKL - RYNNE - AKUNA.	HAZKL MNM <b>5000</b>
	36R	Climb on HDG 354° - at <b>1120</b> turn left direct HAZKL - RYNNE - AKUNA.	HAZKL MNM <b>5000</b>
<b>Transition</b>	<b>Routeing</b>		
MC ALESTER	TIKYS - MLC.		

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Change: SID, ALT, RWY 31L/R route

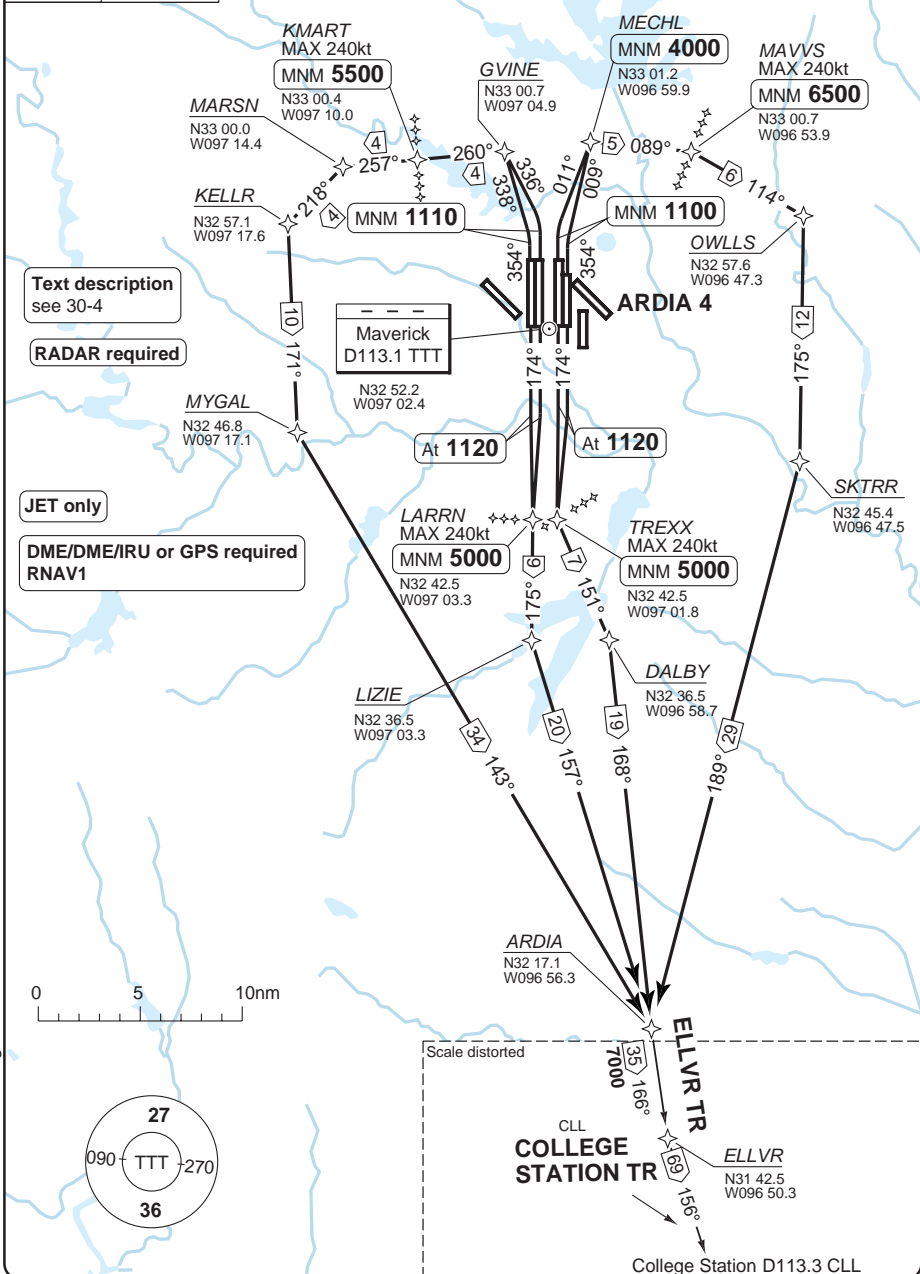
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# SID RNAV ARDIA 4

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>125.125 RWY 17R/C-18R/L</b> <b>126.475 RWY 36L/R</b> <b>118.55 RWY 35L/C</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607



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30 - 3

Change: SID, COM, ALT

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SID **RNAV** ARDIA 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect KEENE or TRI-GATE DEP.  
 COLLEGE STATION TR for turbojet ACFT inbound to West Houston terminal area airports.  
 ELLVR TR for turbojet ACFT inbound to Houston Hobby, EFD, GLS and LBX.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R: MAX 240kt until TREXX.  
 RWY 18L/R: MAX 240kt until LARRN.  
 RWY 35L/C: MAX 240kt until MAVVS.  
 RWY 36L/R: MAX 240kt until KMART.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R: 8.3% up to 5000  
 RWY 35L: 8.8% up to 6500  
 RWY 35C: 8.9% up to 6500  
 RWY 36L/R: 8.3% up to 5500

**ALT RESTRICTION:** Climb to **10000**.

30 - 4

SID	RWY	Routeing	Altitude
ARDIA 4	17C	Climb on HDG 174° - at <b>1120</b> turn right direct to TREXX - DALBY - ARDIA	TREXX MNM <b>5000</b>
	17R	Climb on HDG 174° - at <b>1120</b> turn direct to TREXX - DALBY - ARDIA	TREXX MNM <b>5000</b>
	18L	Climb on HDG 174° - at <b>1120</b> turn right direct to LARRN - LIZIE - ARDIA	LARRN MNM <b>5000</b>
	18R	Climb on HDG 174° - at <b>1120</b> turn direct to LARRN - LIZIE - ARDIA	LARRN MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - ARDIA	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 009° - MECHL - MAVVS - OWLLS - SKTRR - ARDIA	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	35L	Climb on HDG 354° - intcp 011° - MECHL - MAVVS - OWLLS - SKTRR - ARDIA	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	36L	Climb on HDG 354° - intcp 338° - GVINE - KMART- MARSN - KELLR - MYGAL- ARDIA	KMART MNM <b>5500</b>
	36R	Climb on HDG 354° - intcp 336° - GVINE - KMART- MARSN - KELLR - MYGAL- ARDIA	KMART MNM <b>5500</b>
<b>Transition</b>	<b>Routeing</b>		
<b>COLLEGE STATION</b>	ELLVR - CLL		
<b>ELLVR</b>	ELLVR		

# SID RNAV BLECO 4

# Fort Worth INTL DALLAS

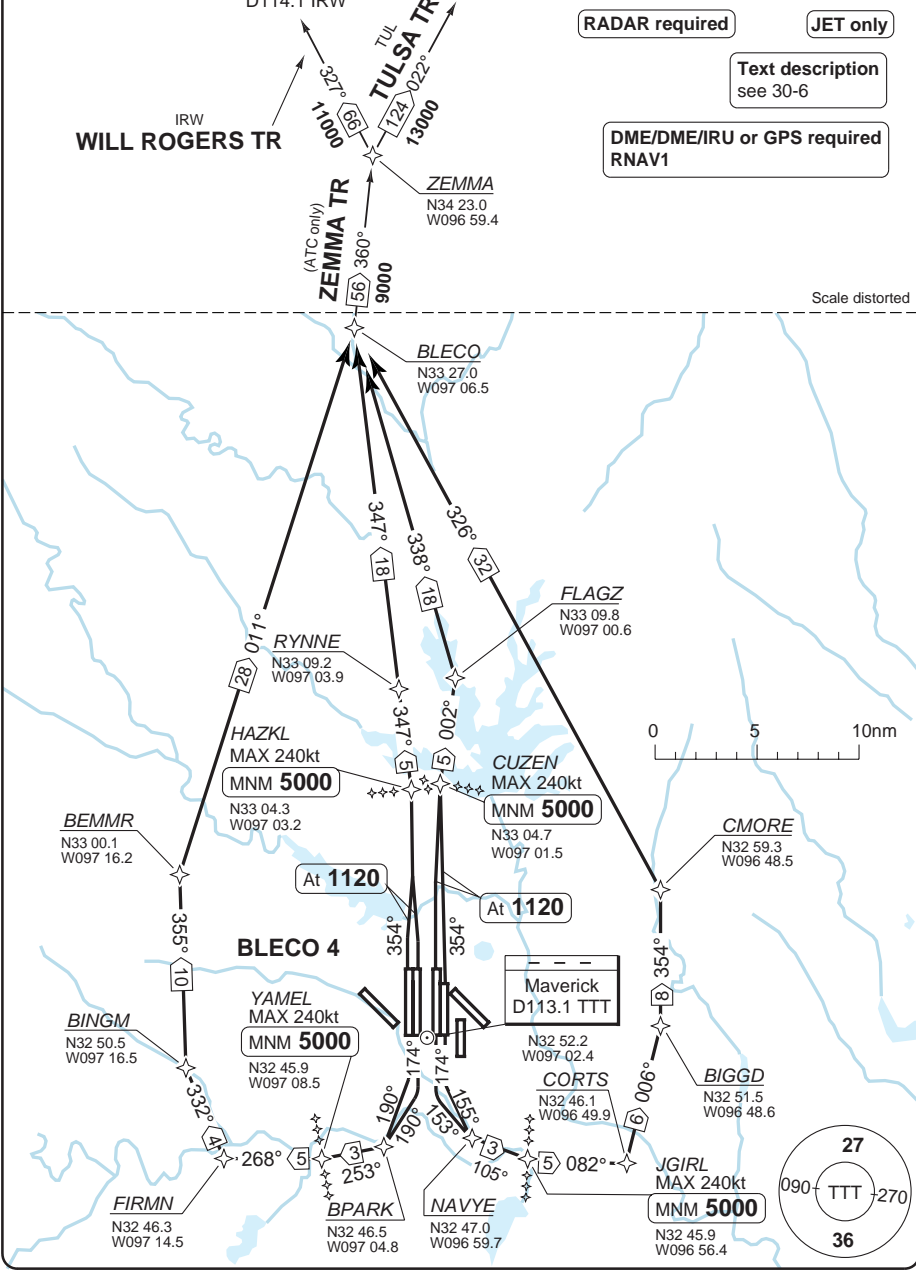
Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>118.55</b> RWY 17R/C <b>125.125</b> RWY 35L/C-36L/R <b>126.475</b> RWY 18L/R	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA **18000** | AD Elev **607** | Will Rogers D114.1 IRW | Tulsa D114.4 TUL

**RADAR required** | **JET only**

**Text description**  
see 30-6

**DME/DME/IRU or GPS required**  
**RNAV1**



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Change: SID, COM, ALT

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Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>126.475</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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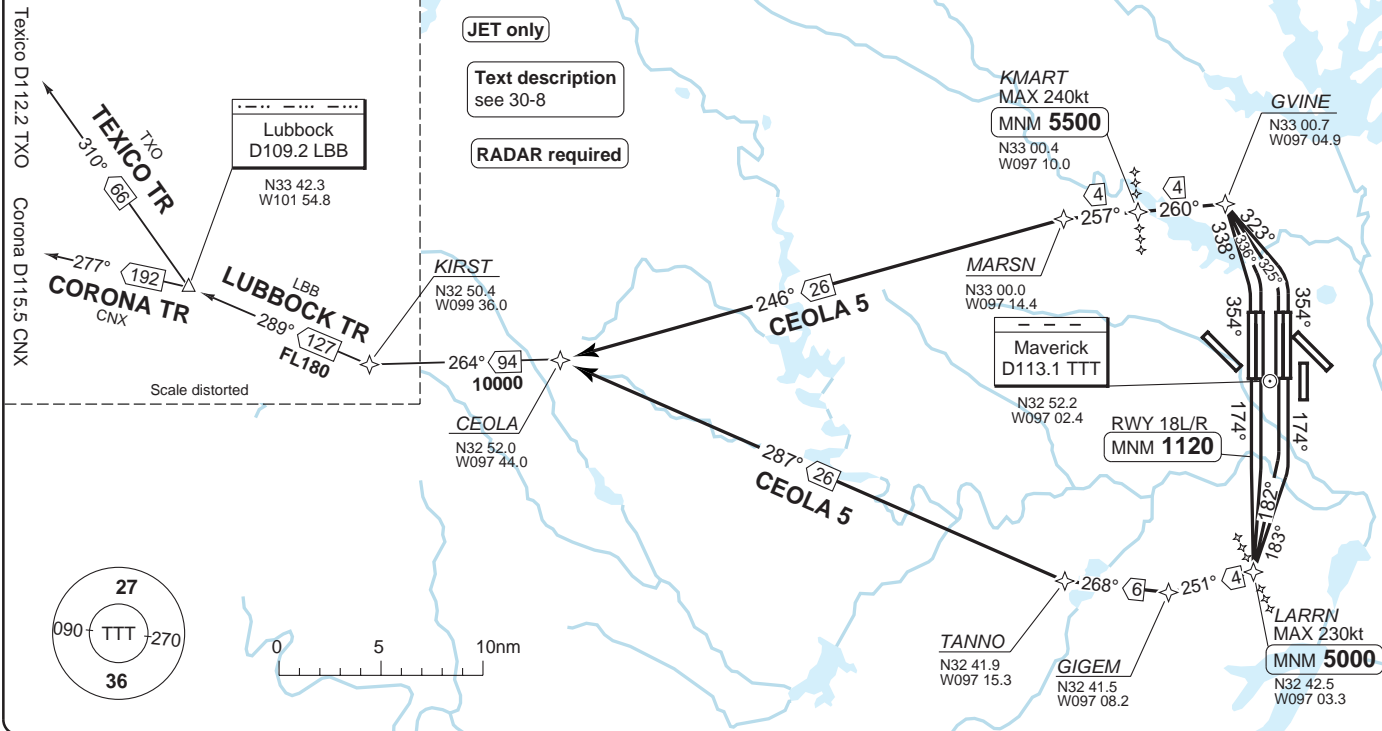
TA **18000** AD Elev **607**

**DME/DME/IRU or GPS required**  
**RNAV 1**

**JET only**

**Text description**  
see 30-8

**RADAR required**



**SID RNAV CEOLA 5**  
W/F 05 APR 12

30 - 7 07 MAR 12

USA (TX) - KDFW / DFW  
Fort Worth INTL DALLAS

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Change: SID.com

**SID**

**RNAV** CEOLA 5 Text description

Fort Worth INTL DALLAS

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect KINGDOM or COYOTE DEP.  
ACFT LDG LBB Terminal area file and/or expect SLOTT DEP.

**SPEED:** MAX 250kt below 10000ft.

RWY 17C/R, 18L/R: MAX 230kt until LARRN.

RWY 35L/C, 36L/R: MAX 230kt until KMART.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R: 8.3% to 5000  
RWY 35L/C, 36L/R: 8.3% to 5500

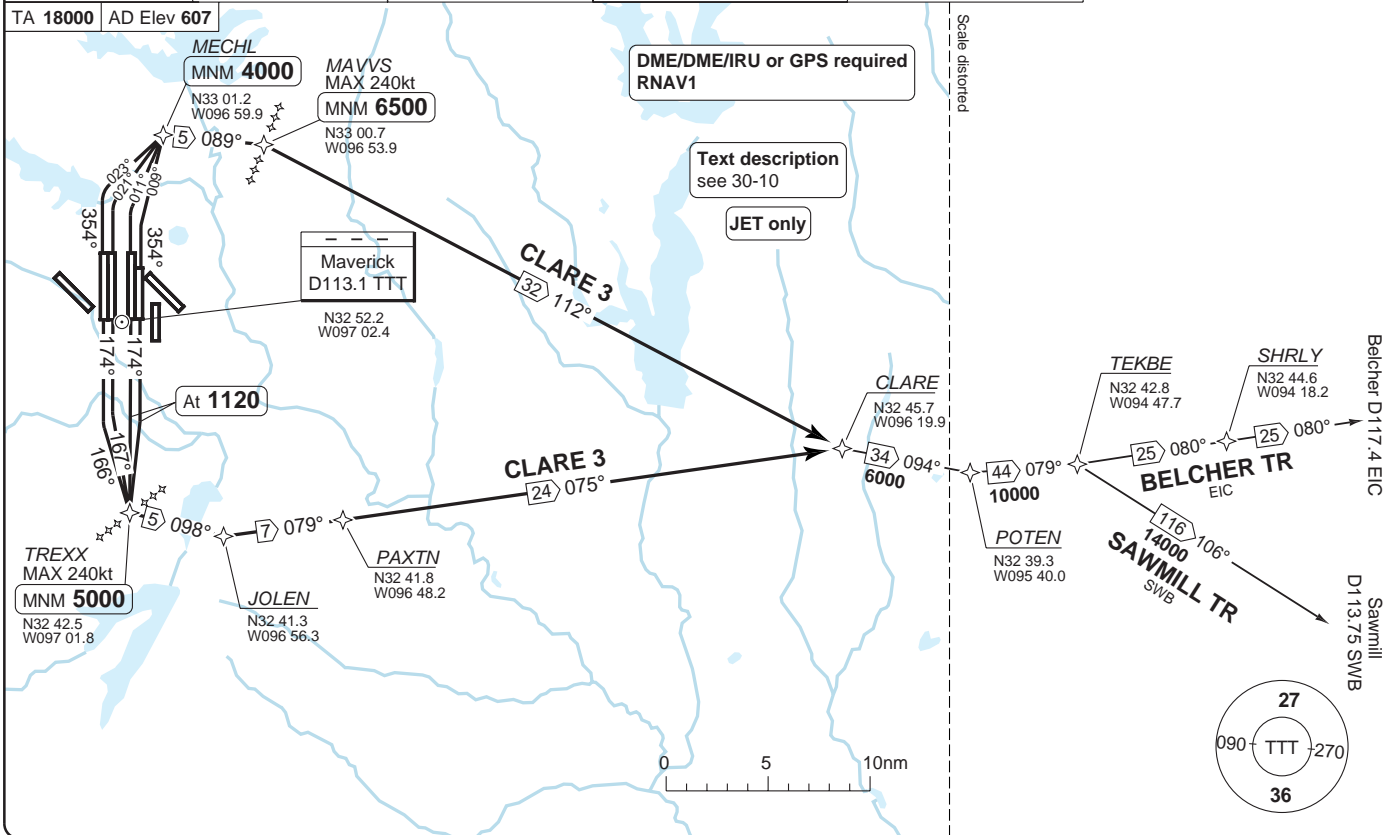
**ALT RESTRICTION:** Climb to **10000**

SID	RWY	Routeing	Altitude
CEOLA 5	17C	Climb on HDG 174° - intop 183° - LARRN - GIGEM - TANNO - CEOLA	LARRN MNM 5000
	17R	Climb on HDG 174° - intop 182° - LARRN - GIGEM - TANNO - CEOLA	LARRN MNM 5000
	18L	Climb on HDG 174° - at MNM 1120 turn right direct to LARRN - GIGEM - TANNO - CEOLA	LARRN MNM 5000
	18R	Climb on HDG 174° - at MNM 1120 turn direct to LARRN - GIGEM - TANNO - CEOLA	LARRN MNM 5000
	31L/R	Climb on assigned HDG - expect radar vectors - CEOLA	Maintain 5000
	35C	Climb on HDG 354° - intop 323° - GVINE - KMART - MARSN - CEOLA	KMART MNM 5500
	35L	Climb on HDG 354° - intop 325° - GVINE - KMART - MARSN - CEOLA	KMART MNM 5500
	36L	Climb on HDG 354° - intop 338° - GVINE - KMART - MARSN - CEOLA	KMART MNM 5500
	36R	Climb on HDG 354° - intop 336° - GVINE - KMART - MARSN - CEOLA	KMART MNM 5500
<b>Transition Routeing</b>			
CORONA	KIRST - LBB - CNX		
LUBBOCK	KIRST - LBB		
TEXICO	KIRST - LBB - TXO		

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Change: SID, COM, ALT

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> 121.8 E <b>121.85</b> W	TWR <b>126.55</b> 127.5 E <b>124.15</b> 134.9 W	Regional DEP <b>118.55</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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**SID RNAV** CLARE 3

WEF 05 APR 12

30 - 9 | 07 MAR 12

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW

SID **RNAV** CLARE 3 Text description

Fort Worth INTL **DALLAS**

**NOTE:** RADAR required. For JETS REQ MNM FL180. JETS REQ MAX 17000 expect GARLAND DEP.  
 PROPS expect WYLIE or HUBBARD DEP.  
 Expect filed ALT 10min after DEP.  
 BELCHER TR for ACFT inbound to JAN and MLU terminal areas only.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R, 18L/R MAX 240kt until TREXX.  
 RWY 35L/C, 36L/R MAX 240kt until MAVVS.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R: 8.3% to 5000  
 (ATC) RWY 35L: 8.8% to 6500  
 (ATC) RWY 35C: 8.9% to 6500  
 (ATC) RWY 36L/R: 8.3% to 6500

**ALT RESTRICTION:** Climb to **10000**

30 - 10

SID	RWY	Routeing	Altitude
CLARE 3	17C	Climb on HDG 174° - at 1120 turn right direct to TREXX - JOLEN - PAXTN - CLARE	TREXX MNM 5000
	17R	Climb on HDG 174° - at 1120 turn direct to TREXX - JOLEN - PAXTN - CLARE	TREXX MNM 5000
	18L	Climb on HDG 174° - intcp 167° - TREXX - JOLEN - PAXTN - CLARE	TREXX MNM 5000
	18R	Climb on HDG 174° - intcp 166° - TREXX - JOLEN - PAXTN - CLARE	TREXX MNM 5000
	31L/R	Climb on assigned HDG - expect radar vectors - CLARE	Maintain 5000
	35C	Climb on HDG 354° - intcp 009° - MECHL - MAVVS - CLARE	MECHL MNM 4000 MAVVS MNM 6500
	35L	Climb on HDG 354° - intcp 011° - MECHL - MAVVS - CLARE	MECHL MNM 4000 MAVVS MNM 6500
	36L	Climb on HDG 354° - intcp 023° - MECHL - MAVVS - CLARE	MECHL MNM 4000 MAVVS MNM 6500
	36R	Climb on HDG 354° - intcp 021° - MECHL - MAVVS - CLARE	MECHL MNM 4000 MAVVS MNM 6500
<b>Transition</b>	<b>Routeing</b>		
<b>BELCHER</b>	POTEN - TEKBE - SHRLY - EIC		
<b>SAWMILL</b>	POTEN - TEKBE - SWB		

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Change: SID, ALT, RWY 31L/R route

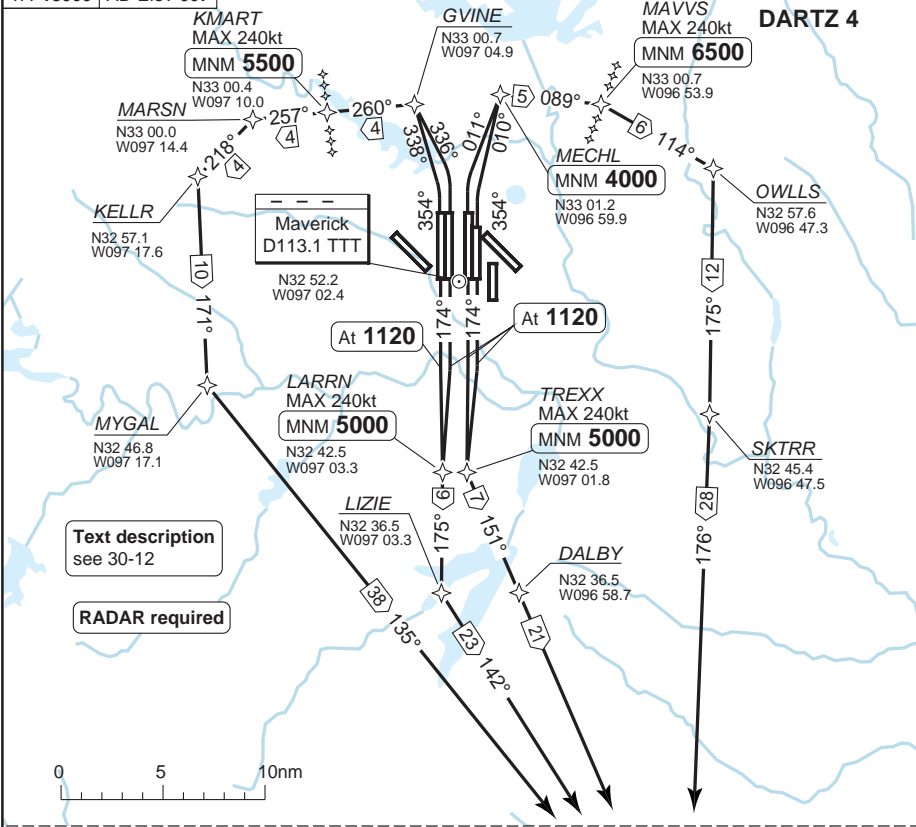
**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

# SID RNAV DARTZ 4

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>125.125 RWY 17R/C-18R/L</b> <b>126.475 RWY 36L/R</b> <b>118.55 RWY 35L/C</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607

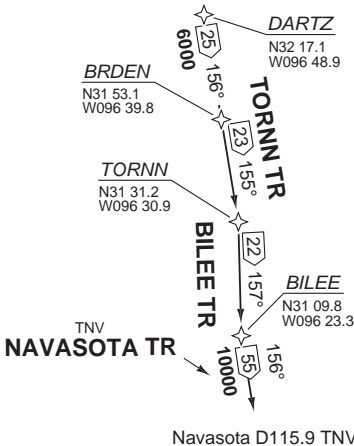
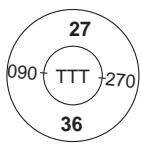


Text description see 30-12

RADAR required

DME/DME/IRU or GPS required RNAV1

JET only



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30 - 11

Change: SID, COM, ALT, note

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SID **RNAV** DARTZ 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP.

For non-GPS equipped ACFT DEP: RWY 17C/R, 18L/R CVE and FUZ must be OPR.  
 RWY 35L/C CVE, FUZ and CQY must be OPR.  
 RWY 36L/R FUZ and CQY must be OPR.

BILEE TR for ACFT overflying BILEE thence appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.

TORNN TR for ACFT landing Lafayette, Lake Charles or Beaumont/Port Arthur airports.

For non-GPS equipped ACFT using NAVASOTA TR, LOA must be OPR.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R MAX 240kt until TREXX.  
 RWY 18L/R MAX 240kt until LARRN.  
 RWY 35L/C MAX 240kt until MAVVS.  
 RWY 36L/R MAX 240kt until KMART.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R: 8.3% to 5000  
 RWY 35L: 8.8% to 6500  
 RWY 35C: 8.9% to 6500  
 RWY 36L/R: 8.3% to 5500

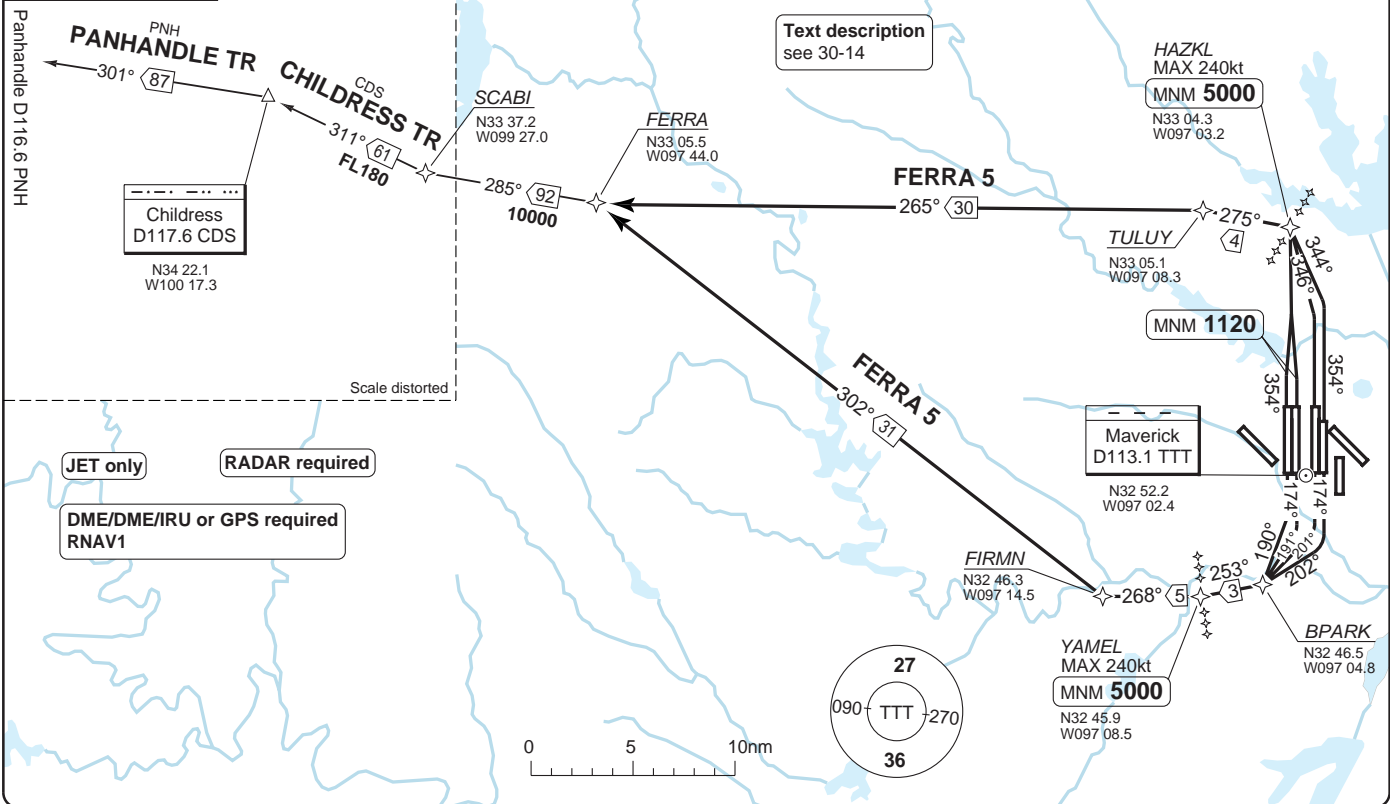
**ALT RESTRICTION:** Climb to **10000**.

30 - 12

SID	RWY	Routeing	Altitude
DARTZ 4	17C	Climb on HDG 174° - at 1120 turn right direct to TREXX - DALBY - DARTZ	TREXX MNM 5000
	17R	Climb on HDG 174° - at 1120 turn direct to TREXX - DALBY - DARTZ	TREXX MNM 5000
	18L	Climb on HDG 174° - at 1120 turn right direct to LARRN - LIZIE - DARTZ	LARRN MNM 5000
	18R	Climb on HDG 174° - at 1120 turn direct to LARRN - LIZIE - DARTZ	LARRN MNM 5000
	31L/R	Climb on assigned HDG - expect radar vector - DARTZ	Maintain 5000
	35C	Climb on HDG 354° - intcp 010° - MECHL - MAVVS - OWLLS - SKTRR - DARTZ	MECHL MNM 4000 MAVVS MNM 6500
	35L	Climb on HDG 354° - intcp 011° - MECHL - MAVVS - OWLLS - SKTRR - DARTZ	MECHL MNM 4000 MAVVS MNM 6500
	36L	Climb on HDG 354° - intcp 338° - GVINE - KMART - MARSN - KELLR - MYGAL - DARTZ	KMART MNM 5500
	36R	Climb on HDG 354° - intcp 336° - GIVINE - KMART - MARSN - KELLR - MYGAL - DARTZ	KMART MNM 5500
<b>Transition</b>	<b>Routeing</b>		
BILEE	TORNN - BILEE		
NAVASOTA	TORNN - BILEE - TNV		
TORNN	TORNN		

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>126.475</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607



JET only

RADAR required

DME/DME/IRU or GPS required  
RNAV1

SID RNAV FERRA 5  
WEEF 05 APR 12

30 - 13 07 MAR 12

Fort Worth INTL DALLAS  
USA (TX) - KDFW / DFW

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

SID **RNAV** FERRA 5 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect KINGDOM or COYOTE DEP.  
 For non-GPS equipped ACFT DEP: RWY 17C/R, 18 L/R FUZ and CVE must be OPR.  
 RWY 35L/C MQP and UKW must be OPR.  
 RWY 36L FUZ must be OPR.  
 BOOMR TR for ACFT inbound to the LBB terminal area only.  
 For non-GPS equipped ACFT using PANHANDLE TR, CDS, GTH and PNH must be OPR.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R, 18L/R MAX 240kt until YAMEL.  
 RWY 35L/C, 36L/R MAX 240kt until HAZKL.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000.

**ALT RESTRICTION:** Climb to **10000**.

30 - 14

SID	RWY	Routeing	Altitude
FERRA 5	17C	Climb on HDG 174° - intcp 203° - BPARK - YAMEL - FIRMN - FERRA	YAMEL MNM <b>5000</b>
	17R	Climb on HDG 174° - intcp 201° - BPARK - YAMEL - FIRMN - FERRA	YAMEL MNM <b>5000</b>
	18L	Climb on HDG 174° - intcp 191° - BPARK - YAMEL - FIRMN - FERRA	YAMEL MNM <b>5000</b>
	18R	Climb on HDG 174° - intcp 190° - BPARK - YAMEL - FIRMN - FERRA	YAMEL MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - FERRA	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 344° - HAZKL - TULUY - FERRA	HAZKL MNM <b>5000</b>
	35L	Climb on HDG 354° - intcp 346° - HAZKL - TULUY - FERRA	HAZKL MNM <b>5000</b>
	36L	Climb on HDG 354° - at <b>1120</b> turn direct HAZKL - TULUY - FERRA	HAZKL MNM <b>5000</b>
	36R	Climb on HDG 354° - at <b>1120</b> turn left direct HAZKL - TULUY - FERRA	HAZKL MNM <b>5000</b>
<b>Transition</b>	<b>Routeing</b>		
<b>CHILDRESS</b>	SCABI - CDS		
<b>PANHANDLE</b>	SCABI - CDS - PNH		

# SID RNAV GRABE 4

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>118.55</b> RWY 17R/C <b>126.475</b> RWY 18L/R <b>125.125</b> RWY 35L/C-36L/R	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607

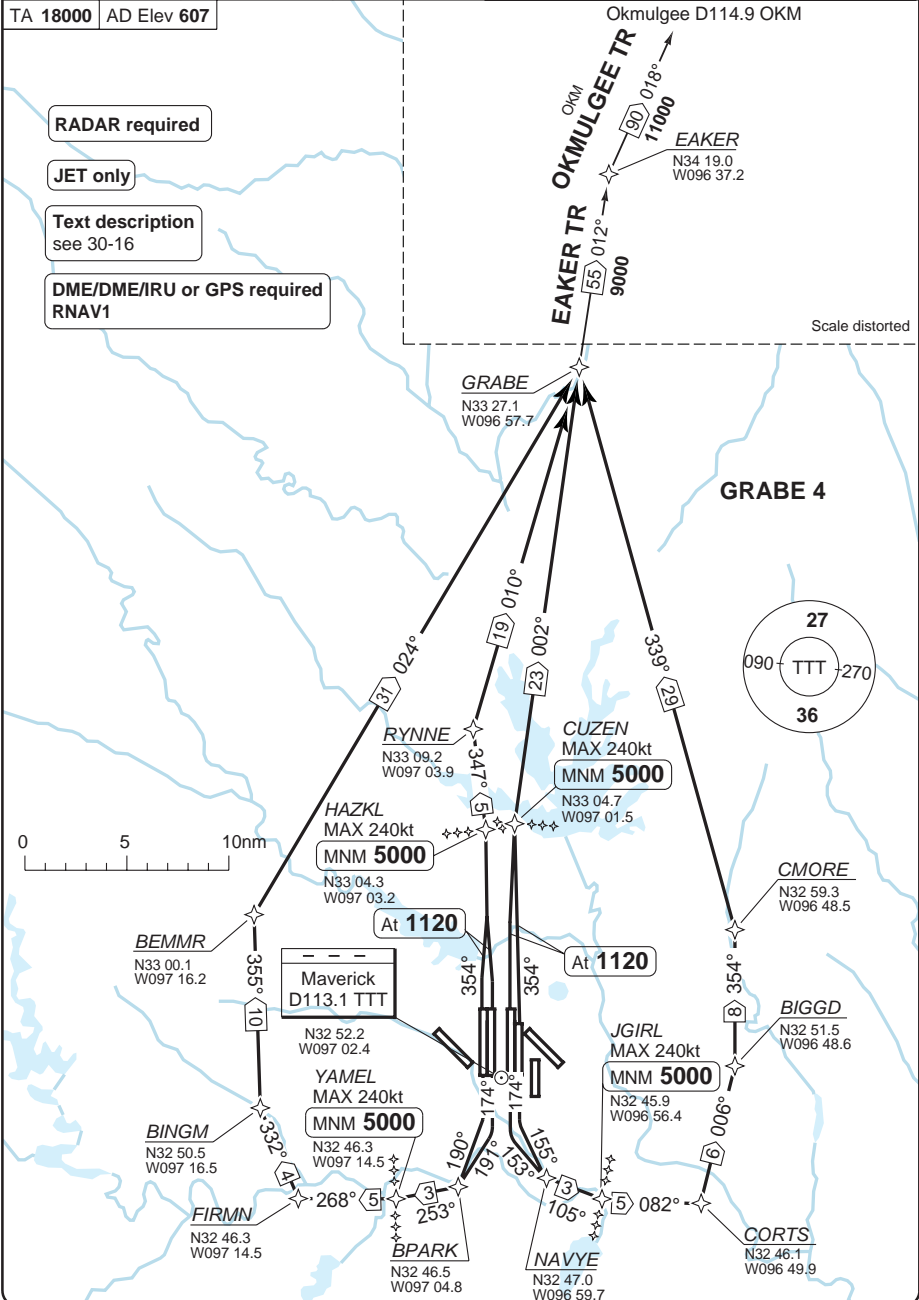
RADAR required

JET only

Text description  
see 30-16

DME/DME/IRU or GPS required  
RNAV1

Scale distorted



30 - 15

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Change: SID,COM, ALT

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

**SID** RNAV GRABE 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect JACKY or TRI-GATE DEP.  
 For non-GPS equipped ACFT DEP: RWY 17C/R, 18L/R FUZ and CVE must be OPR.  
 RWY 35C CVE must be OPR.  
 RWY 36L FUZ must be OPR.  
 EAKER TR for ACFT inbound to TUL terminal area.  
 For non-GPS equipped ACFT using EAKER TR, URH must be OPR.  
 OKMULGEE TR for all ACFT overflying OKM proceeding via J181 to BDF DEST  
 in the Chicago terminal area and North.  
 For non-GPS equipped ACFT using OKMULGEE TR, ADM, URH, OKM and MLC must be OPR.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R MAX 240kt until JGIRL.  
 RWY 18L/R MAX 240kt until YAMEL.  
 RWY 35L/C MAX 240kt until CUZEN.  
 RWY 36L/R MAX 240kt until HAZKL.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000.

**ALT RESTRICTION:** Climb to **10000**.

30 - 16

SID	RWY	Routeing	Altitude
GRABE 4	17C	Climb on HDG 174° - intcp 155° - NAVYE - JGIRL - CORTS - BIGGD - CMORE - GRABE	JGIRL MNM <b>5000</b>
	17R	Climb on HDG 174° - intcp 153° - NAVYE - JGIRL - CORTS - BIGGD - CMORE - GRABE	JGIRL MNM <b>5000</b>
	18L	Climb on HDG 174° - intcp 191° - BPARK - YAMEL - FIRMN - BINGM - BEMMR - GRABE	YAMEL MNM <b>5000</b>
	18R	Climb on HDG 174° - intcp 188° - BPARK - YAMEL - FIRMN - BINGM - BEMMR - GRABE	YAMEL MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - GRABE	Maintain <b>5000</b>
	35C	Climb on HDG 354° - at <b>1120</b> turn direct CUZEN - GRABE	CUZEN MNM <b>5000</b>
	35L	Climb on HDG 354° - at <b>1120</b> turn right direct CUZEN - GRABE	CUZEN MNM <b>5000</b>
	36L	Climb on HDG 354° - at <b>1120</b> turn direct HAZKL - RYNNE - GRABE	HAZKL MNM <b>5000</b>
	36R	Climb on HDG 354° - at <b>1120</b> turn left direct HAZKL - RYNNE - GRABE	HAZKL MNM <b>5000</b>
<b>Transition</b>	<b>Routeing</b>		
EAKER	EAKER		
OKMULGEE	EAKER - OKM		

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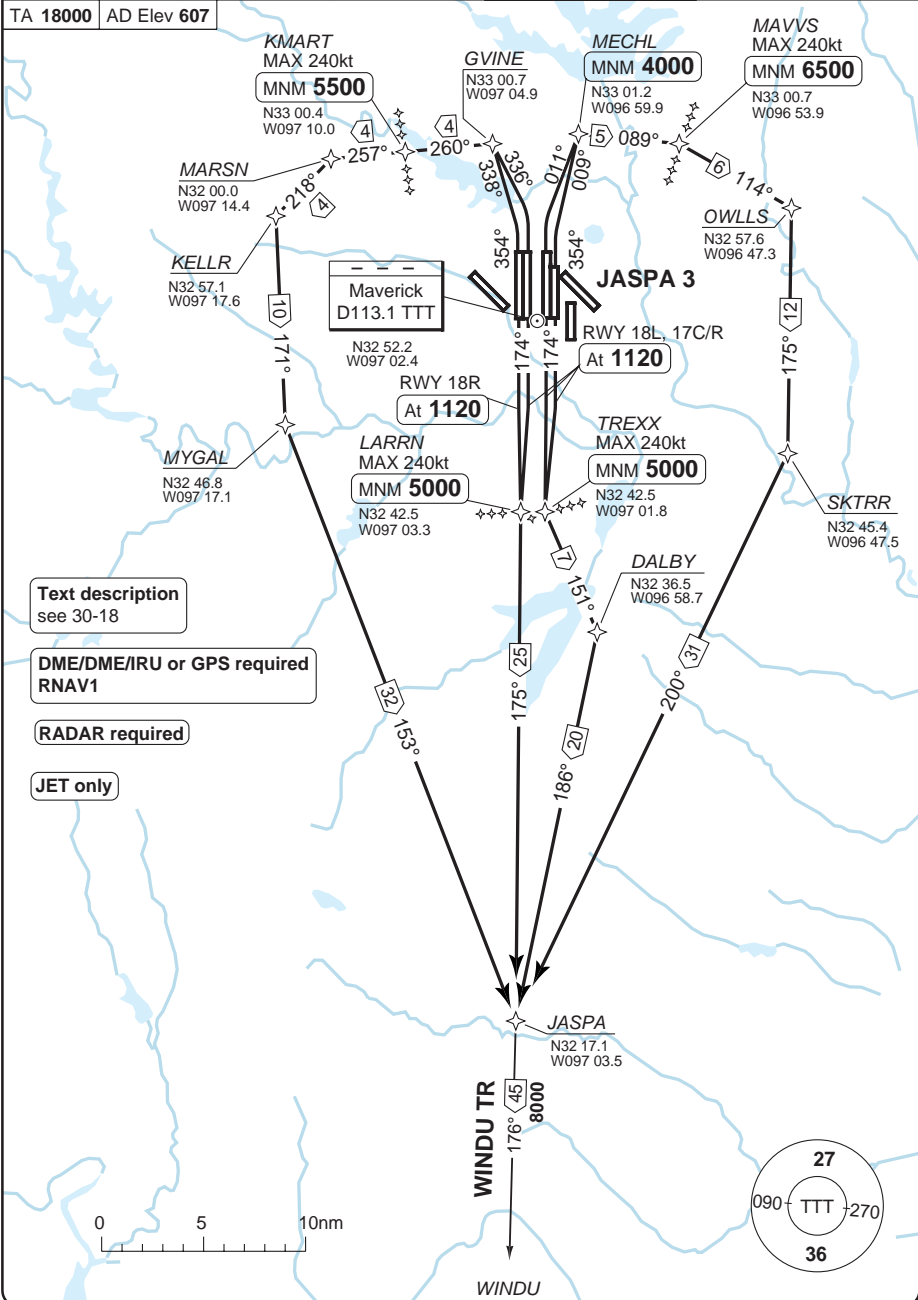
Change: SID, ALT, RWY 31L/R route

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

# SID RNAV JASPA 3

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>125.125 RWY 17R/C-18R/L</b> <b>126.475 RWY 36L/R</b> <b>118.55 RWY 35L/C</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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Text description see 30-18

DME/DME/IRU or GPS required RNAV1

RADAR required

JET only

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30 - 17

Change: SID, COM, ALT, 31L/R route

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

SID **RNAV** JASPA 3 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect KEENE or TRI-GATE DEP.  
WINDU TR for ACFT inbound to AUS or SAT terminal area airports. ACFT should file and/or expect BLEWE or MARCS STAR at WINDU.

**SPEED:** MAX 250kt below 10000ft.  
RWY 17C/R MAX 240kt until TREXX.  
RWY 18L/R MAX 240kt until LARRN.  
RWY 35L/C MAX 240kt until MAVVS.  
RWY 36L/R MAX 240kt until KMART.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R: 8.3% to 5000.  
(ATC) RWY 35L: 8.8% to 6500.  
(ATC) RWY 35C: 8.9% to 6500.  
(ATC) RWY 36L/R: 8.3% to 5500.

**ALT RESTRICTION:** Climb to **10000**

SID	RWY	Routeing	Altitude
JASPA 3	17C	Climb on HDG 174° - at <b>1120</b> turn right direct to TREXX - DALBY - JASPA	TREXX MNM <b>5000</b>
	17R	Climb on HDG 174° - at <b>1120</b> turn direct to TREXX - DALBY - JASPA	TREXX MNM <b>5000</b>
	18L	Climb on HDG 174° - at <b>1120</b> turn right direct to LARRN - JASPA	LARRN MNM <b>5000</b>
	18R	Climb on HDG 174° - at <b>1120</b> turn direct to LARRN - JASPA	LARRN MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - JASPA	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 009° - MECHL - MAVVS - OWLLS - SKTRR - JASPA	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	35L	Climb on HDG 354° - intcp 011° - MECHL - MAVVS - OWLLS - SKTRR - JASPA	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	36L	Climb on HDG 354° - intcp 338° - GVINE - KMART- MARSN - KELLR - MYGAL - JASPA	KMART MNM <b>5500</b>
	36R	Climb on HDG 354° - intcp 336° - GVINE - KMART- MARSN - KELLR - MYGAL - JASPA	KMART MNM <b>5500</b>
<b>Transition</b>	<b>Routeing</b>		
WINDU	WINDU		

30 - 18

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Change: SID, ALT, RWY 31L/R route

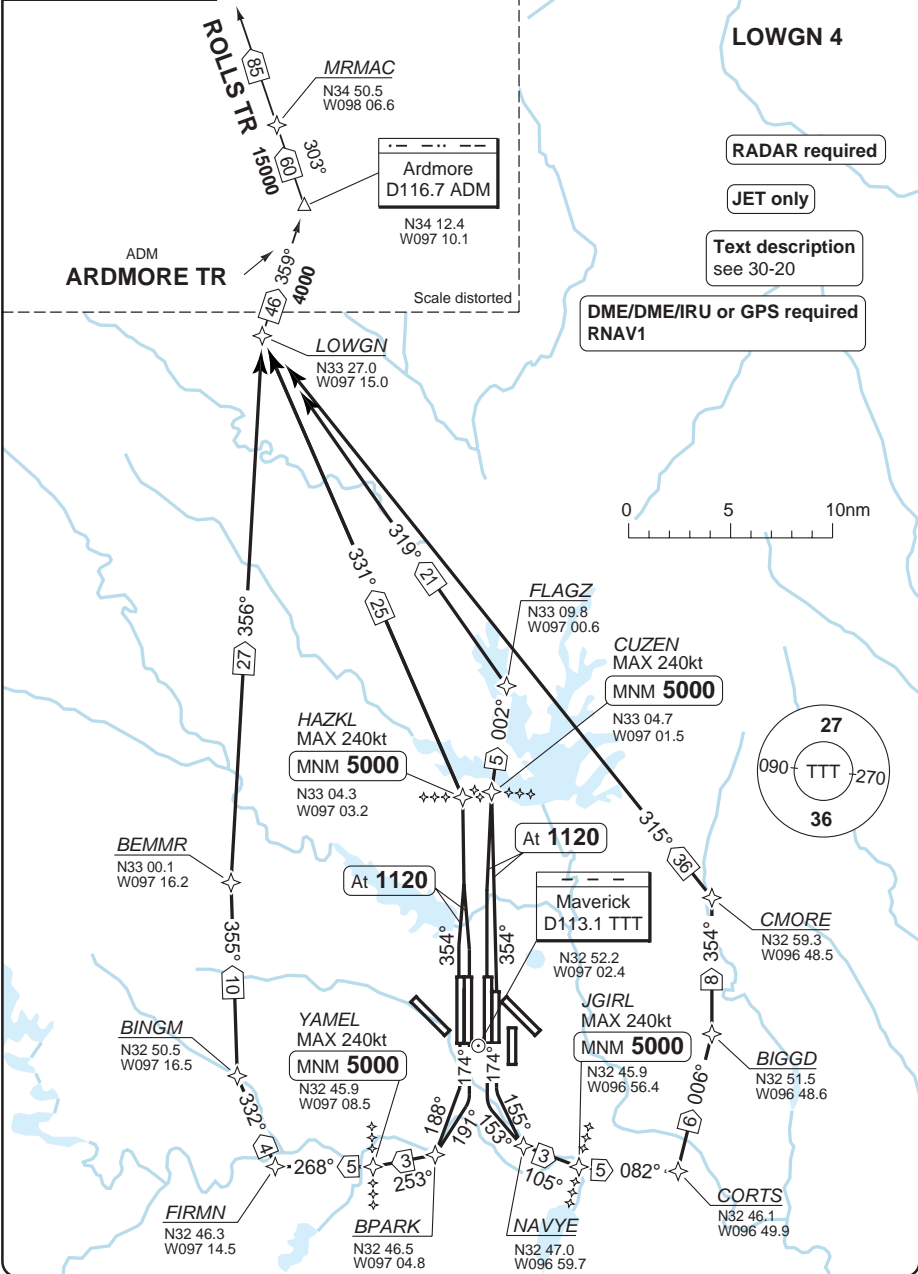
**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

# SID RNAV LOWGN 4

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>118.55 RWY 17R/C</b> <b>126.475 RWY 18L/R</b> <b>125.125 RWY 35L/C-36L/R</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607 ROLLS



RADAR required

JET only

Text description see 30-20

DME/DME/IRU or GPS required RNAV1

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Change: SID, COM, ALT

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SID **RNAV** LOWGN 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect JACKY or TRI-GATE DEP.  
 For non-GPS equipped ACFT DEP: RWY 17C/R, 18L/R, 36L FUZ and CVE must be OPR.  
 RWY 35L/C, 36R CVE must be OPR.  
 ROLLS TR for all ACFT proceeding Northwestbound via J52.  
 For non-GPS equipped ACFT using ARDMORE TR, ADM, and UKW must be OPR.  
 For non-GPS equipped ACFT using ROLLS TR, ADM, UKW, DUC and LAW must be OPR.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R MAX 240kt until JGIRL.  
 RWY 18L/R MAX 240kt until YAMEL.  
 RWY 35C/L MAX 240kt until CUZEN.  
 RWY 36L/R MAX 240kt until HAZKL.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000.

**ALT RESTRICTION:** Climb to **10000**

30 - 20

SID	RWY	Routeing	Altitude
LOWGN 4	17C	Climb on HDG 174° - intcp 155° - NAVYE - JGIRL - CORTS - BIGGD - CMORE - LOWGN	JGIRL MNM <b>5000</b>
	17R	Climb on HDG 174° - intcp 153° - NAVYE - JGIRL - CORTS - BIGGD - CMORE - LOWGN	JGIRL MNM <b>5000</b>
	18L	Climb on HDG 174° - intcp 191° - BPARK - YAMEL - FIRMN - BINGM - BEMMR - LOWGN	YAMEL MNM <b>5000</b>
	18R	Climb on HDG 174° - intcp 188° - BPARK - YAMEL - FIRMN - BINGM - BEMMR - LOWGN	YAMEL MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - LOWGN	Maintain <b>5000</b>
	35C	Climb on HDG 354° - at <b>1120</b> turn direct CUZEN - FLAGZ - LOWGN	CUZEN MNM <b>5000</b>
	35L	Climb on HDG 354° - at <b>1120</b> turn right direct CUZEN - FLAGZ - LOWGN	CUZEN MNM <b>5000</b>
	36L	Climb on HDG 354° - at <b>1120</b> turn direct HAZKL - LOWGN	HAZKL MNM <b>5000</b>
	36R	Climb on HDG 354° - at <b>1120</b> turn left direct HAZKL - LOWGN	HAZKL MNM <b>5000</b>
<b>Transition</b>	<b>Routeing</b>		
<b>ARDMORE</b>	ADM		
<b>ROLLS</b>	ADM - MRMAC - ROLLS		

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Change: SID, ALT, RWY 31L/R route

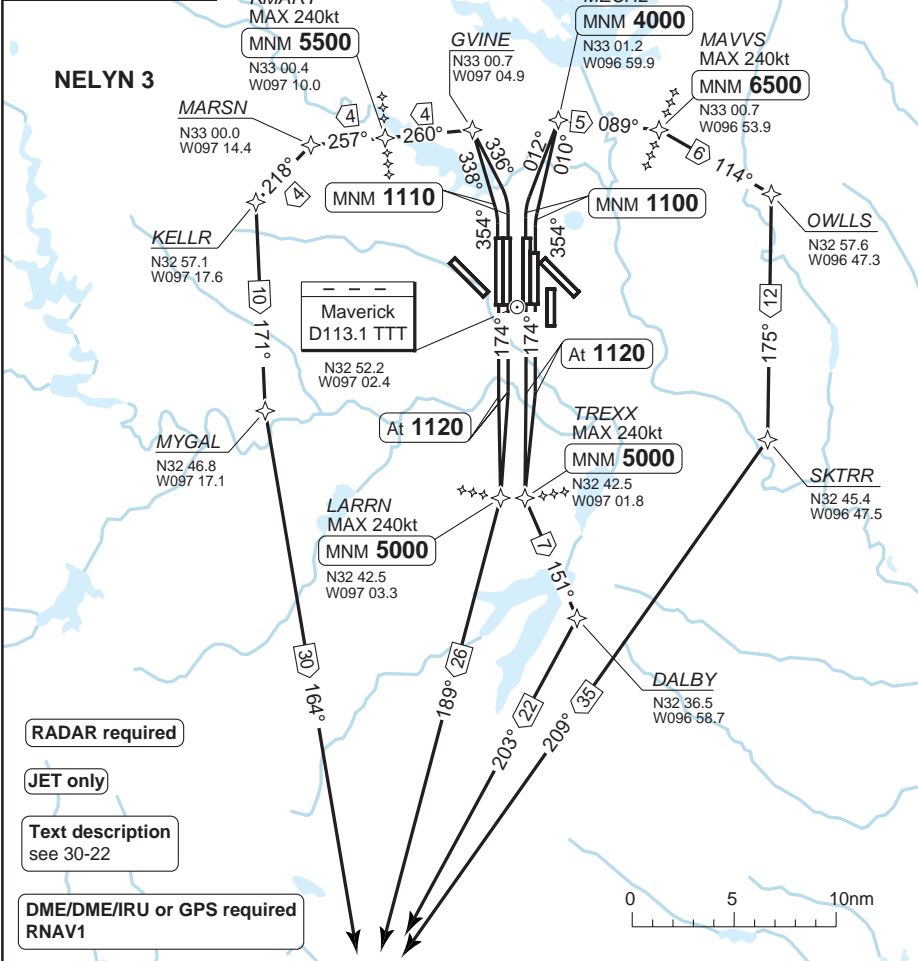
**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

# SID RNAV NELYN 3

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>125.125 RWY 17R/C-18R/L</b> <b>126.475 RWY 36L/R</b> <b>118.55 RWY 35L/C</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607



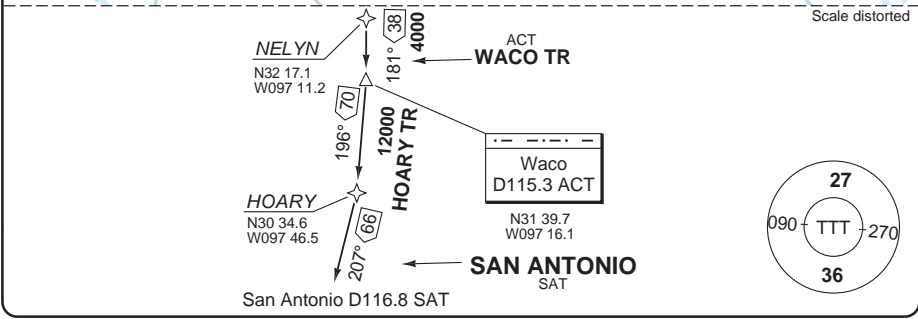
**RADAR required**

**JET only**

**Text description**  
see 30-22

**DME/DME/IRU or GPS required**  
RNAV1

30 - 21



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Change: SID, COM, ALT, note

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

SID **RNAV** NELYN 3 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. ACFT landing SAT or AUS terminal areas file and/or expect JASPA DEP. PROPS expect KEENE or TRI-GATE DEP. SAN ANTONIO TR for ACFT overflying CENTEX and SAN ANTONIO. WACO TR for ACFT inbound to WACO or GRAY terminal area airports.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17 C/R MAX 240kt until TREXX.  
 RWY 18 L/R MAX 240kt until LARRN.  
 RWY 35 C/L MAX 240kt until MAVVS.  
 RWY 36 L/R MAX 240kt until KMART.

**MNM CLIMB GRADIENT :** (ATC) RWY 17C/R, 18L/R: 8.3% to 5000  
 (ATC) RWY 35L: 8.8% to 6500  
 (ATC) RWY 35C: 8.9% to 6500  
 (ATC) RWY 36L/R: 8.3% to 5500

**ALT RESTRICTION:** Climb to **10000**.

30 - 22

SID	RWY	Routeing	Altitude
NELYN 3	17C	Climb on HDG 174° - at <b>1120</b> turn right direct to TREXX - DALBY - NELYN	TREXX MNM <b>5000</b>
	17R	Climb on HDG 174° - at <b>1120</b> turn direct to TREXX - DALBY - NELYN	TREXX MNM <b>5000</b>
	18L	Climb on HDG 174° - at <b>1120</b> turn right direct to LARRN - NELYN	LARRN MNM <b>5000</b>
	18R	Climb on HDG 174° - at <b>1120</b> turn direct to LARRN - NELYN	LARRN MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - NELYN	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 010° - MECHL - MAVVS - OWLLS - SKTRR - NELYN	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	35L	Climb on HDG 354° - intcp 012° - MECHL - MAVVS - OWLLS - SKTRR - NELYN	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	36L	Climb on HDG 354° - intcp 338° - GVINE - KMART- MARSN - KELLR - MYGAL - NELYN	KMART MNM <b>5500</b>
	36R	Climb on HDG 354° - intcp 336° - GVINE - KMART- MARSN - KELLR - MYGAL - NELYN	KMART MNM <b>5500</b>

Transition	Routeing
HOARY	ACT - HOARY
SAN ANTONIO	ACT - HOARY - SAT
WACO	ACT

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Change: SID, ALT, RWY 31L/R route

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**SID**

**RNAV** NOBLY 4 Text description

Fort Worth INTL DALLAS

**NOTE:** For JET, REQ, MNM FL180. JETS REQ, MAX 17000 expect GARLAND DEP.  
Expect filed ALT 10min after DEP. PROPS expect WYLIE or HUBBARD DEP.

**SPEED:** MAX 250kt below 10000ft.

RWY 17C/R, 18L/R MAX 240kt until JGIRL.

RWY 35C/R, 36L/R MAX 240kt until CUZEN.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000.

**ALT RESTRICTION:** Climb to **10000**.

SID	RWY	Routeing	Altitude
NOBLY 4	17C	Climb on HDG 174° - intcp 155° - NAVYE - JGIRL - CORTS - NOBLY	JGIRL MNM 5000
	17R	Climb on HDG 174° - intcp 153 - NAVYE - JGIRL - CORTS - NOBLY	JGIRL MNM 5000
	18L	Climb on HDG 174° - intcp 143° - NAVYE - JGIRL - CORTS - NOBLY	JGIRL MNM 5000
	18R	Climb on HDG 174° - intcp 141° - NAVYE - JGIRL - CORTS - NOBLY	JGIRL MNM 5000
	31L/R	Climb on assigned HDG - expect radar vectors - NOBLY	Maintain 5000
	35C	Climb on HDG 354° - to <b>1200</b> - CUZEN - HUNNT - NOBLY	CUZEN MNM 5000
35L	Climb on HDG 354° - to <b>1200</b> - CUZEN - HUNNT - NOBLY	CUZEN MNM 5000	
36L	Climb on HDG 354° - intcp 004° - CUZEN - HUNNT - NOBLY	CUZEN MNM 5000	
36R	Climb on HDG 354° - intcp 002° - CUZEN - HUNNT - NOBLY	CUZEN MNM 5000	

**Transition**

COBUG - ORTRO - LIT

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> 121.8 E <b>121.85</b> W	TWR <b>126.55</b> 127.5 E <b>124.15</b> 134.9 W	Regional DEP <b>126.475</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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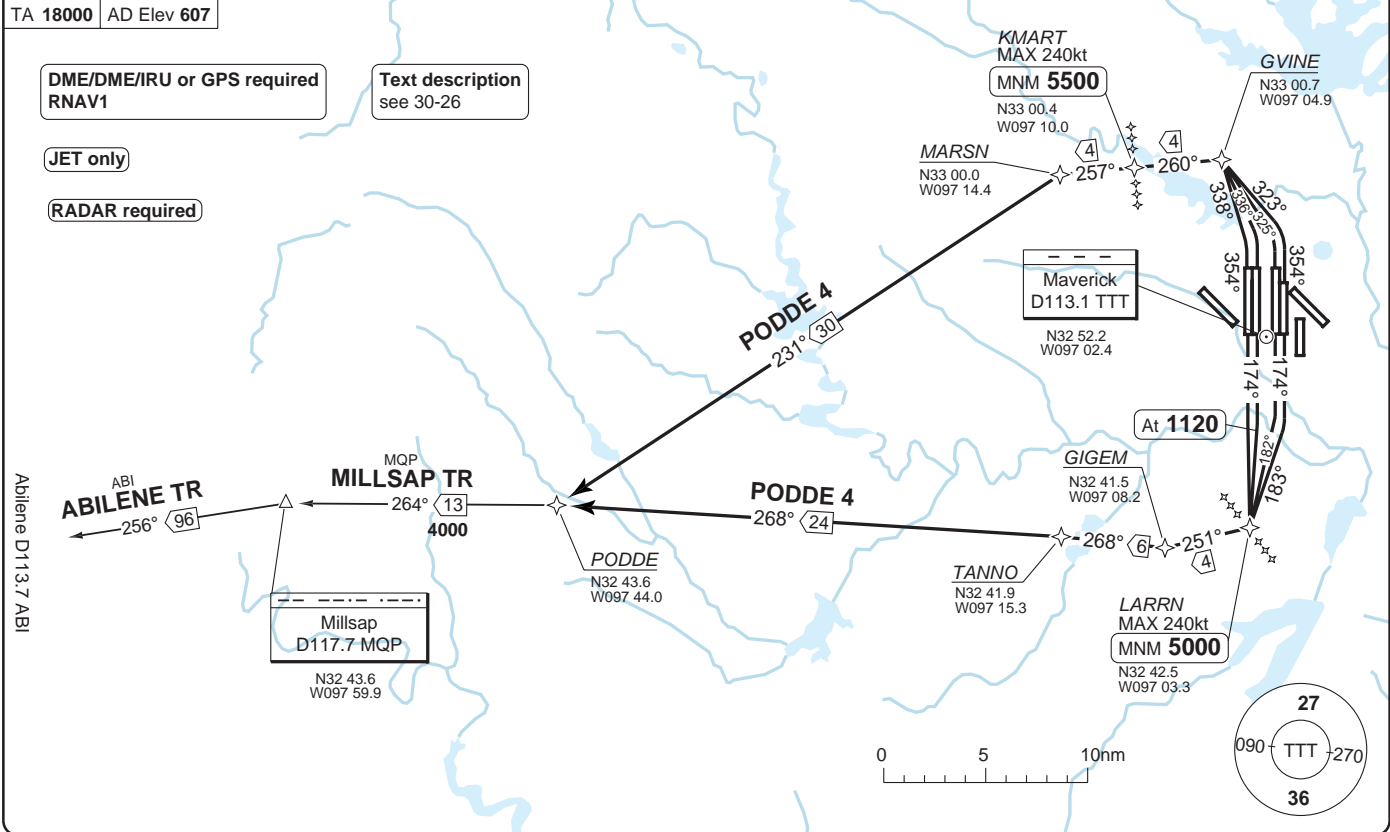
TA 18000 AD Elev 607

**DME/DME/IRU or GPS required**  
**RNAV1**

**Text description**  
see 30-26

**JET only**

**RADAR required**



**SID RNAV** PODDE 4

**W/E 05 APR 12**

**30 - 25 | 07 MAR 12**

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW

Change: SID, COM, ALT, speed  
**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

**SID** RNAV **PODDE 4** Text description

**Fort Worth INTL DALLAS**

**NOTE:** Expect filed ALT 10min after DEP. PROPS expect KINGDOM or COYOTE DEP.

**SPEED:** MAX 250kt below 10000ft.

RWY 17C/R, 18L/R MAX 240kt until LARRN.

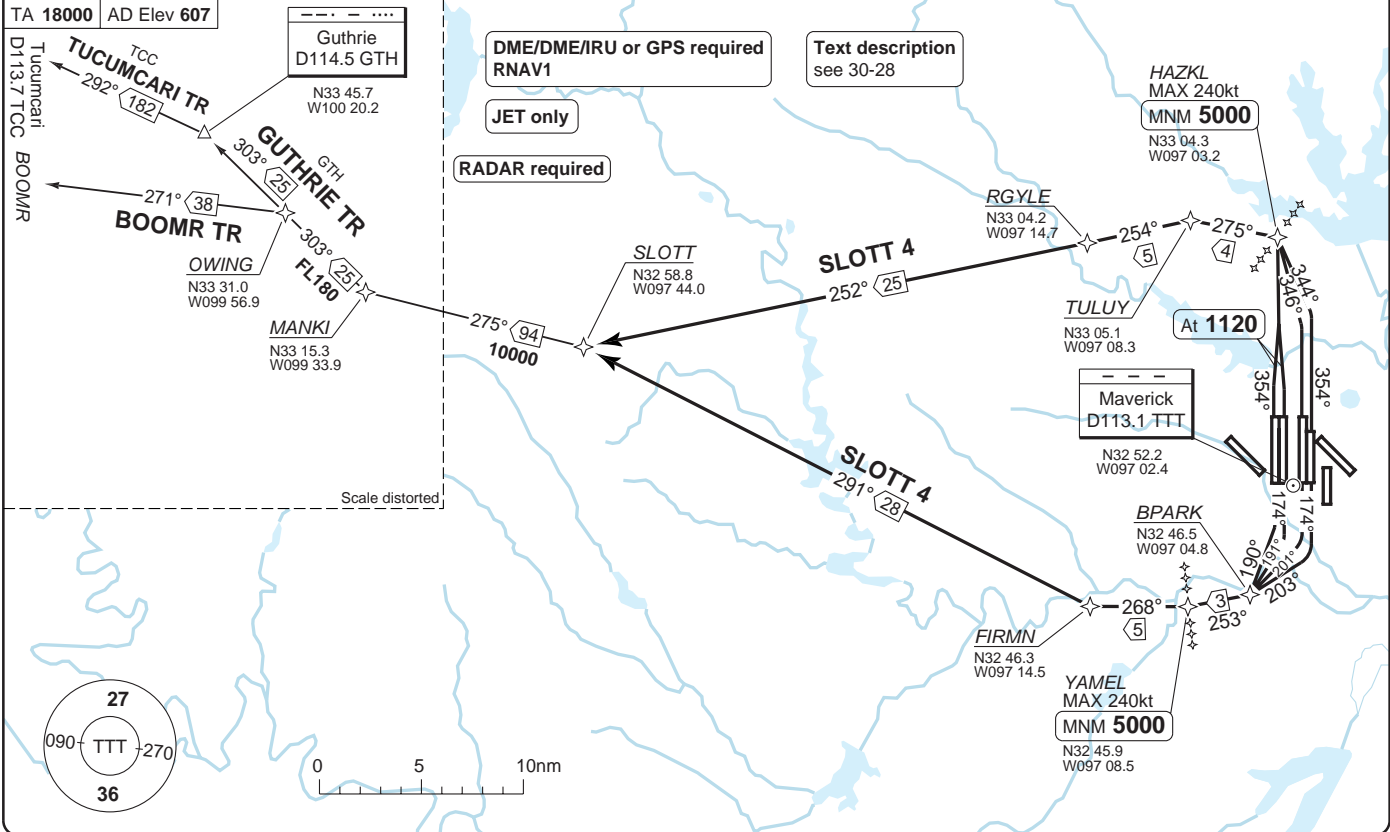
RWY 35L/C, 36L/R MAX 240kt until KMART.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R: 8.3% to 5000  
(ATC) RWY 35L/C, 36L/R: 8.3% to 5500

**ALT RESTRICTION:** Climb to **10000**

SID	RWY	Routing	Altitude
PODDE 4	17C	Climb on HDG 174° - intcp 183° - LARRN - GIGEM - TANNO - PODDE	LARRN MNM 5000
	17R	Climb on HDG 174° - intcp 182° - LARRN - GIGEM - TANNO - PODDE	LARRN MNM 5000
	18L	Climb on HDG 174° - to <b>1200</b> then direct to LARRN - GIGEM - TANNO - PODDE	LARRN MNM 5000
	18R	Climb on HDG 174° - to <b>1200</b> then direct to LARRN - GIGEM - TANNO - PODDE	LARRN MNM 5000
	31L/R	Climb on assigned HDG - expect radar vectors - PODDE	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 323° - GVINE - KMART - MARSN - PODDE	KMART MNM 5500
35L	Climb on HDG 354° - intcp 325° - GVINE - KMART - MARSN - PODDE	KMART MNM 5500	
36L	Climb on HDG 354° - intcp 338° - GVINE - KMART - MARSN - PODDE	KMART MNM 5500	
36R	Climb on HDG 354° - intcp 336° - GVINE - KMART - MARSN - PODDE	KMART MNM 5500	
<b>Transition</b>	<b>Routing</b>		
ABILENE	MQP - ABI		
MILLSAP	MQP		

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8 E</b> <b>121.85 W</b>	TWR <b>126.55</b> <b>127.5 E</b> <b>124.15</b> <b>134.9 W</b>	Regional DEP <b>126.475</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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DME/DME/IRU or GPS required  
RNAV1

Text description  
see 30-28

JET only

RADAR required

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Change: SID, COM, note

SID **RNAV** SLOTT 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** Expect filed ALT 10min after DEP.  
 For non-GPS equipped ACFT DEP RWY 17C/R, 18L/R FUZ must be OPR.  
 BOOMR TR for ACFT inbound to Lubbock terminal area only.  
 For non-GPS equipped ACFT using TUCUMCARI TR, GTH, CDS, TXO and TCC must be OPR.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R, 18L/R MAX 240kt until YAMEL.  
 RWY 35L/C, 36L/R MAX 240kt until HAZKL.

**MNM CLIMB GRADIENT:** RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000.

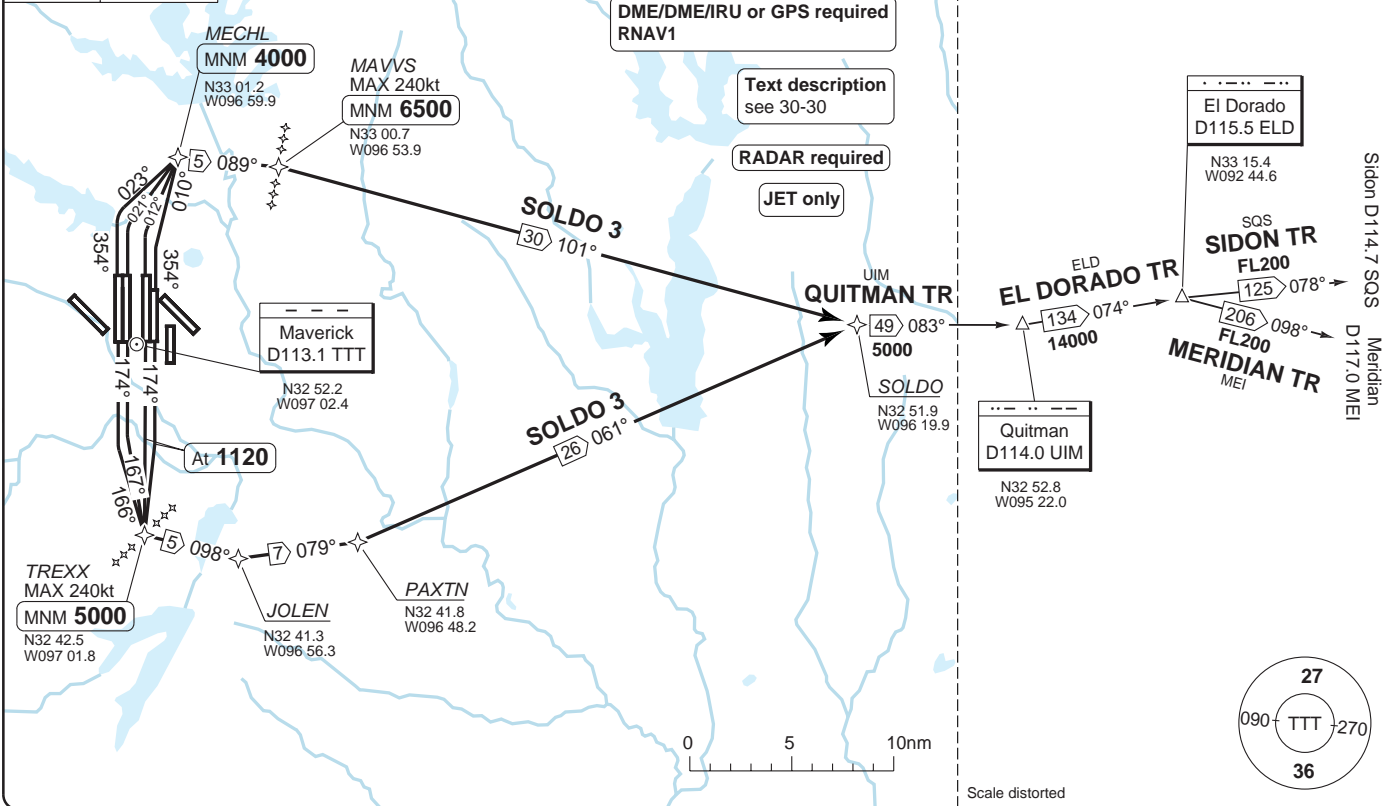
**ALT RESTRICTION:** Climb to **10000**.

30 - 28

SID	RWY	Routeing	Altitude
SLOTT 4	17C	Climb on HDG 174° - intcp 203° - BPARK - YAMEL - FIRMN - SLOTT	YAMEL MNM <b>5000</b>
	17R	Climb on HDG 174° - intcp 201° - BPARK - YAMEL - FIRMN - SLOTT	YAMEL MNM <b>5000</b>
	18L	Climb on HDG 174° - intcp 191° - BPARK - YAMEL - FIRMN - SLOTT	YAMEL MNM <b>5000</b>
	18R	Climb on HDG 174° - intcp 188° - BPARK - YAMEL - FIRMN - SLOTT	YAMEL MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - SLOTT	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 344° - HAZKL - TULUY - RGYLE - SLOTT	HAZKL MNM <b>5000</b>
	35L	Climb on HDG 354° - intcp 346° - HAZKL - TULUY - RGYLE - SLOTT	HAZKL MNM <b>5000</b>
	36L	Climb on HDG 354° - at <b>1120</b> turn direct HAZKL - TULUY - RGYLE - SLOTT	HAZKL MNM <b>5000</b>
	36R	Climb on HDG 354° - at <b>1120</b> turn left direct HAZKL - TULUY - RGYLE - SLOTT	HAZKL MNM <b>5000</b>
<b>Transition</b>	<b>Routeing</b>		
<b>BOOMR</b>	MANKI - OWING - BOOMR		
<b>GUTHRIE</b>	MANKI - OWING - GTH		
<b>TUCUMCARI</b>	MANKI - OWING - GTH - TCC		

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> 121.8 E <b>121.85</b> W	TWR <b>126.55</b> 127.5 E <b>124.15</b> 134.9 W	Regional DEP <b>118.55</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607



**W/E 05 APR 12**

**30 - 29 | 07 MAR 12**

USA (TX) - KDFW / DF  
**Fort Worth INTL DALLAS**

Change: SID, COM, ALT, speed, note  
**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY.**

SID **RNAV** SOLDO 3 Text description

Fort Worth INTL **DALLAS**

**NOTE:** For JETS REQ MNM FL180. JETS REQ MAX 17000 expect GARLAND DEP.  
 Expect filed ALT 10min after DEP. PROPS expect WYLIE or HUBBARD DEP.  
 EL DORADO TR for ACFT inbound to Memphis terminal area. ACFT should file and /or  
 expect appropriate STAR.  
 MERIDIAN TR for ACFT inbound to Atlanta terminal area.  
 QUITMAN TR for ACFT inbound to Shreveport terminal area.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R, 18L/R MAX 240kt until TREXX.  
 RWY 35C/L, 36L/R MAX 240kt until MAVVS.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R: 8.3% to 5000  
 (ATC) RWY 35L: 8.8% to 6500  
 (ATC) RWY 35C: 8.9% to 6500  
 (ATC) RWY 36L/R: 8.3% to 6500

**ALT RESTRICTION:** Climb to **10000**.

30 - 30

SID	RWY	Routeing	Altitude
SOLDO 2	17C	Climb on HDG 174° - at <b>1120</b> turn right direct TREXX - JOLEN - PAXTN - SOLDO	TREXX MNM <b>5000</b>
	17R	Climb on HDG 174° - at <b>1120</b> turn direct TREXX - JOLEN - PAXTN - SOLDO	TREXX MNM <b>5000</b>
	18L	Climb on HDG 174° - intcp 167° - TREXX - JOLEN - PAXTN - SOLDO	TREXX MNM <b>5000</b>
	18R	Climb on HDG 174° - intcp 166° - TREXX - JOLEN - PAXTN - SOLDO	TREXX MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - SOLDO	Maintain <b>5000</b>
	35C	Climb on HDG 354° - intcp 010° - MECHL - MAVVS - SOLDO	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	35L	Climb on HDG 354° - intcp 012° - MECHL - MAVVS - SOLDO	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	36L	Climb on HDG 354° - intcp 023° - MECHL - MAVVS - SOLDO	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
	36R	Climb on HDG 354° - intcp 021° - MECHL - MAVVS - SOLDO	MECHL MNM <b>4000</b> MAVVS MNM <b>6500</b>
<b>Transition</b>	<b>Routeing</b>		
<b>EL DORADO</b>	UIM - ELD		
<b>MERIDIAN</b>	UIM - ELD - MEI		
<b>QUITMAN</b>	UIM		
<b>SIDON</b>	UIM - ELD - SQS		

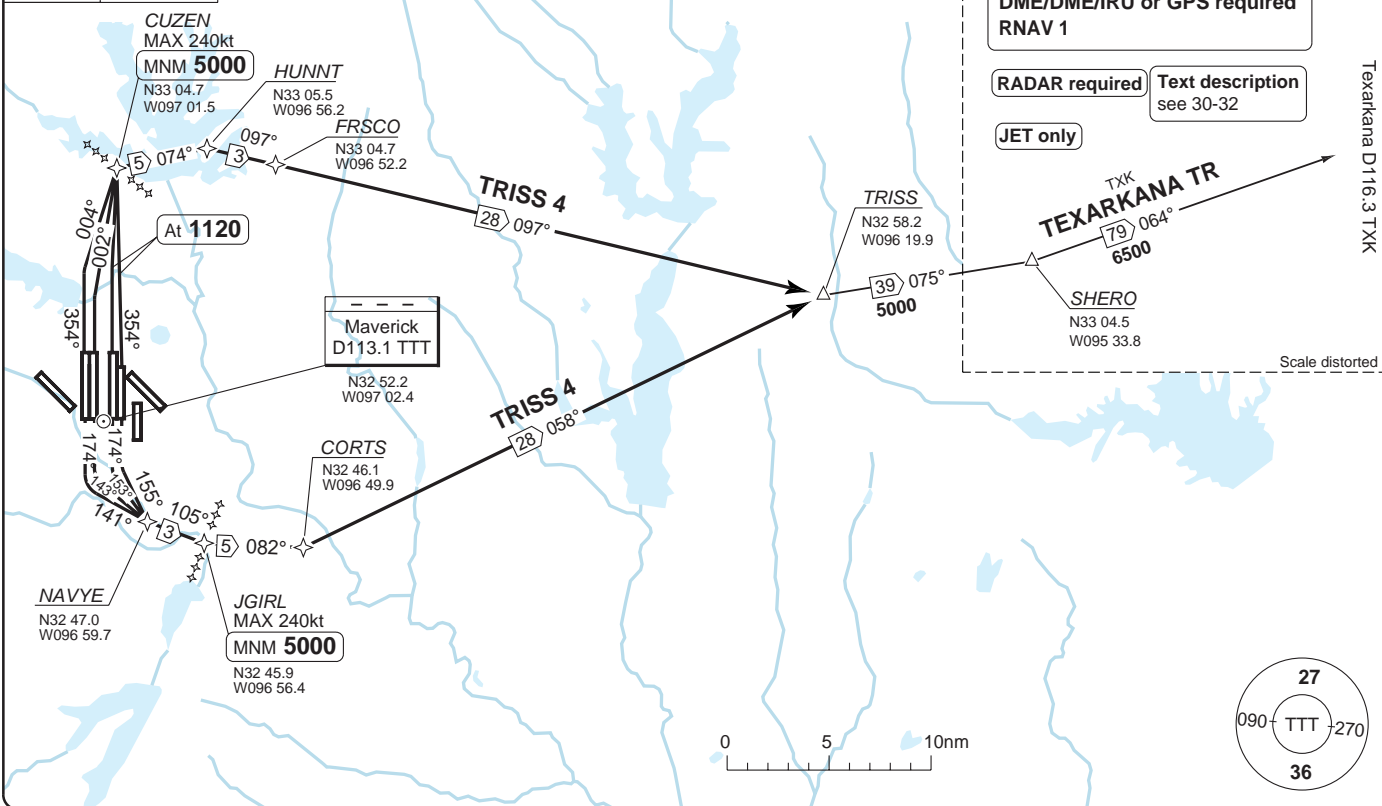
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Change: SID, ALT, speed, RWY 31L/R routes

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Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>118.55</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607



**SID**  
RNAV TRISS 4

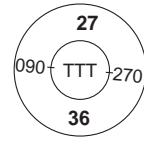
**W/E 05 APR 12**

**30 - 31** | 07 MAR 12

USA (TX) - KDFW / DFW  
Fort Worth INTL DALLAS

Texarkana D116.3 TXK

Scale distorted



**30 - 31**

Change: SID, COM, ALT  
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SID **RNAV** TRISS 4 Text description

Fort Worth INTL **DALLAS**

**NOTE:** For JETS requesting MNM FL180. Expect filed ALT 10min after DEP.  
 JETS requesting MAX 17000ft expect GARLAND DEP.

**SPEED:** MAX 250kt below 10000ft.  
 RWY 17C/R, 18L/R MAX 240kt until JGIRL.  
 RWY 35C/L, 36L/R MAX 240kt until CUZEN.

**MNM CLIMB GRADIENT:** (ATC) RWY 17C/R, 18L/R, 35L/C, 36L/R: 8.3% to 5000

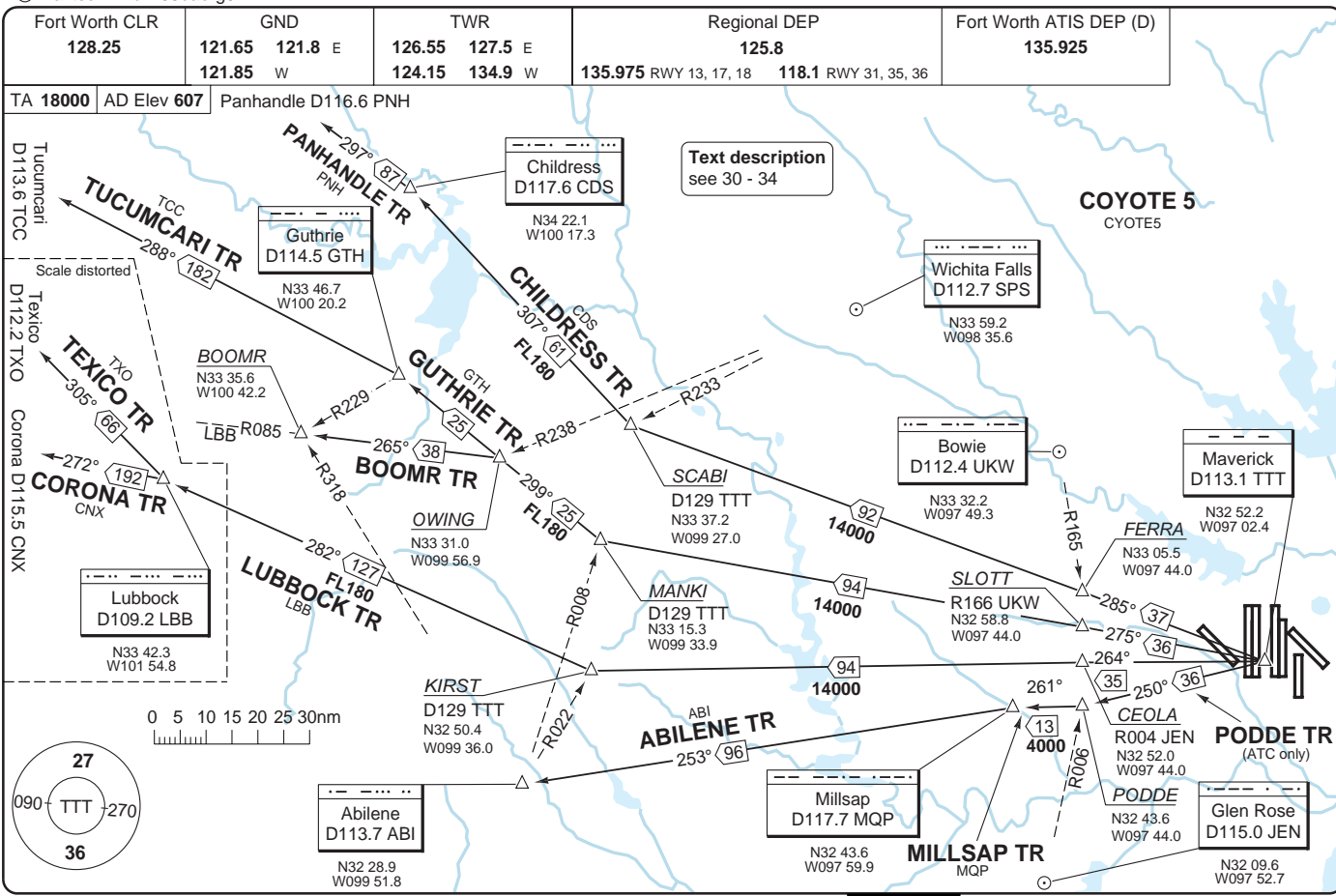
**ALT RESTRICTION:** Climb to **10000**.

30 - 32

SID	RWY	Routeing	Altitude
TRISS 4	17C	Climb on HDG 174° - intcp 155° - NAVYE - JGIRL - CORTS - TRISS	JGIRL MNM <b>5000</b>
	17R	Climb on HDG 174° - intcp 153° - NAVYE - JGIRL - CORTS - TRISS	JGIRL MNM <b>5000</b>
	18L	Climb on HDG 174° - intcp 143° - NAVYE - JGIRL - CORTS - TRISS	JGIRL MNM <b>5000</b>
	18R	Climb on HDG 174° - intcp 141° - NAVYE - JGIRL - CORTS - TRISS	JGIRL MNM <b>5000</b>
	31L/R	Climb on assigned HDG - expect radar vectors - TRISS	Maintain <b>5000</b>
	35C	Climb on HDG 354° - at <b>1120</b> turn direct CUZEN - HUNNT - FRSCO - TRISS	CUZEN MNM <b>5000</b>
	35L	Climb on HDG 354° - at <b>1120</b> turn right direct <b>1200</b> CUZEN - HUNNT - FRSCO - TRISS	CUZEN MNM <b>5000</b>
	36L	Climb on HDG 354° - intcp 004° - CUZEN - HUNNT - FRSCO - TRISS	CUZEN MNM <b>5000</b>
	36R	Climb on HDG 354° - intcp 002° - CUZEN - HUNNT - FRSCO - TRISS	CUZEN MNM <b>5000</b>

Transition	Routeing
TEXARKANA	SHERO - TXK

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SID COYOTE 5

30 - 33 | 07 MAR 12

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW

## SID COYOTE 5 Text description

## Fort Worth INTL DALLAS

**NOTE:** JETS expect WORTH DEP. Expect filed ALT 10min after DEP.

1016ft tower 2.7nm from DER 35R.

BOOMR TR for ACFE inbound to Lubbock terminal area.

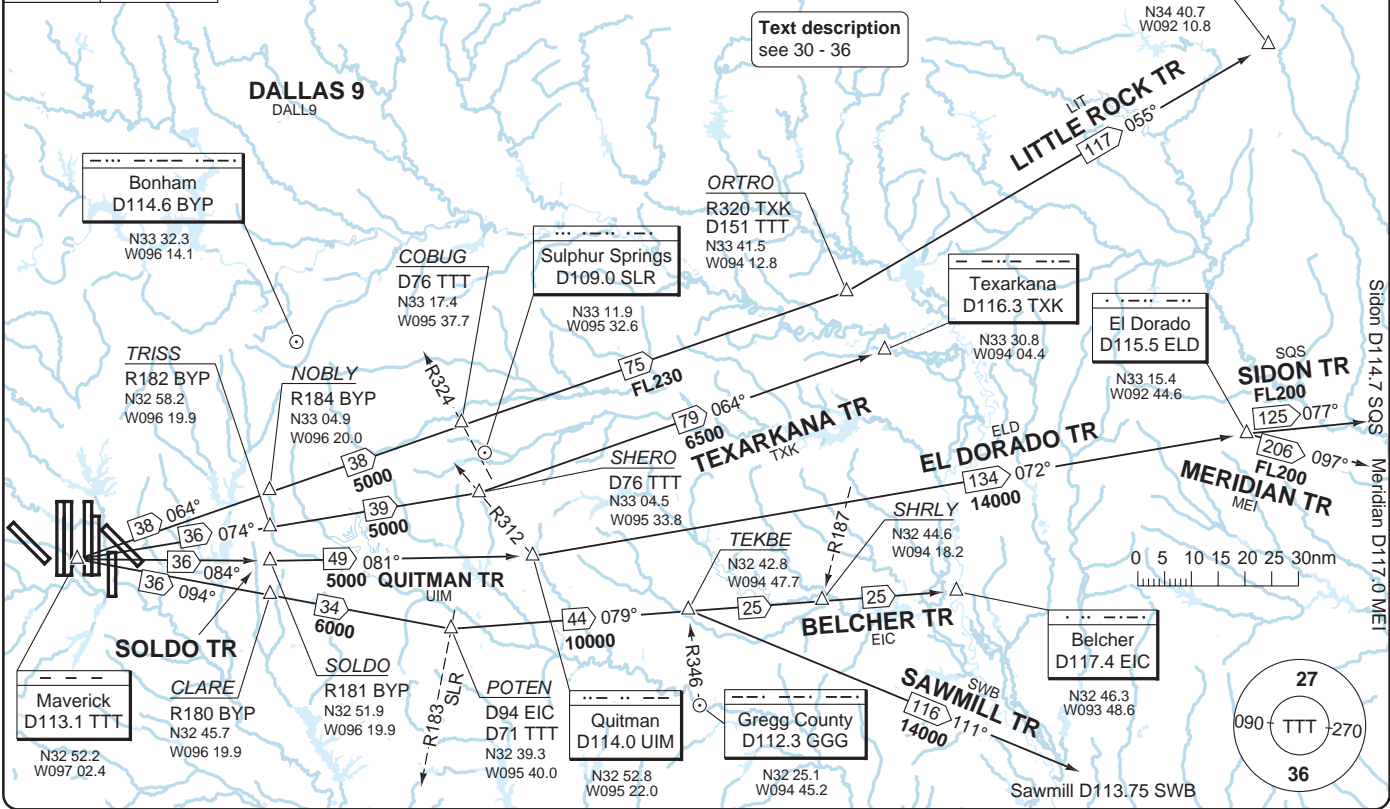
**SPEED:** MAX 250kt below 10000ft.

**ALT RESTRICTION:** Climb to **2000**.

SID	RWY	Routing
COYOTE 5	13L/R	Climb on HDG 240°. Expect RAD vectors to appropriate route
	17L/C/R	Climb on HDG 240°. Expect RAD vectors to appropriate route
	18L/R	Climb on HDG 240°. Expect RAD vectors to appropriate route
	31L/R	Climb on HDG 270°. Expect RAD vectors to appropriate route
	35L/C/R	Climb on HDG 270°. Expect RAD vectors to appropriate route
	36L/R	Climb on HDG 270°. Expect RAD vectors to appropriate route
<b>Transition</b>		<b>Routing</b>
ABILENE	TTT - PODDE - MQP - ABI	
BOOMR	TTT - SLOTT - MANKI - OWING - BOOMR	
CHILDRRESS	TTT - FERRA - SCABI - CDS	
CORONA	TTT - CEOLA - KIRST - LBB - CNX	
GUTHRIE	TTT - SLOTT - MANKI - OWING - GTH	
LUBBOCK	TTT - CEOLA - KIRST - LBB	
MILLSAP	TTT - PODDE - MQP	
PANHANDLE	TTT - FERRA - SCABI - CDS - PNH	
PODDE (ATC only)	TTT - PODDE	
TEXICO	TTT - CEOLA - KIRST - LBB - TXO	
TUCUMCARI	TTT - SLOTT - MANKI - OWING - GTH - TCC	

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>118.55</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA **18000** AD Elev **607**



SID DALLAS 9

30 - 35 | 07 MAR 12

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW

## SID DALLAS 9 Text description

## Fort Worth INTL DALLAS

**NOTES:** For JETS requesting MNM FL180, PROPS expect WYLLIE or HUBBARD DEP.  
 JETS requesting MAX 17000ft expect GARLAND. Expect filed ALT 10min after DEP.  
 BELCHER TR for ACFT inbound to JAN, MLU, SHV terminal areas only.  
 EL DORADO TR for ACFT inbound to Memphis terminal area. ACFT should file and/or  
 expect appropriate STAR.

MERIDIAN TR for ACFT inbound to Atlanta terminal area.  
 QUITMAN TR for ACFT inbound to Shreveport terminal area.

**SPEED:** MAX 250kt below 10000ft. Maintain 240kt until leaving 5000ft.

**ALT RESTRICTION:** Climb to **10000**.

SID	RWY	Routeing
DALLAS 9	13L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	17L	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	18L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	31L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	35R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	36L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	17C/R	Climb on HDG 160° expect RAD vectors to appropriate route
	35L/C	Climb on HDG 005° expect RAD vectors to appropriate route
<b>Transition</b>		
BELCHER	TTT - CLARE - POTEN - TEKBE - SHRLY - EIC	
EL DORADO	TTT - SOLD0 - UIM - ELD	
LITTLE ROCK	TTT - NOBLY - COBUG - ORTRO - LIT	
MERIDIAN	TTT - SOLD0 - UIM - ELD - MEI	
QUITMAN	TTT - SOLD0 - UIM	
SAWMILL	TTT - CLARE - POTEN - TEKBE - SWB	
SID0N	TTT - SOLD0 - UIM - ELD - SQS.	
SOLD0	TTT - SOLD0	
TEXARKANA	TTT - TRISS - SHERO - TXK	

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> 121.8 E <b>121.85</b> W	TWR <b>126.55</b> 127.5 E <b>124.15</b> 134.9 W	Regional DEP <b>118.55</b> RWY 17R/C <b>126.475</b> RWY 18L/R <b>125.125</b> RWY 35L/C-36L/R	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA 18000 AD Elev 607

**GARLAND 3**

GARL3

Text description  
see 30 - 38

**Bonham**  
D114.6 BYP  
N33 32.3  
W096 14.1

**NOBLY**  
N33 04.9  
W096 20.0

**TRISS**  
R182 BYP  
N32 58.2  
W096 19.9

**SOLDO TR**  
(ATC only)

**CLARE**  
N32 45.7  
W096 19.9

**ECKEY**  
D62 TTT  
N33 13.0  
W095 52.7

**PARIS TR**  
PRX  
29 041°

**SHERO**  
D76 TTT  
N33 04.5  
W095 33.8

**QUITMAN TR**  
49 081°

**ROCKK**  
D59 TTT  
N32 41.5  
W095 53.8

**TYLER TR**  
TYR  
32 123°

**LONGVIEW TR**  
GGG  
60 099°

**Sulphur Springs**  
D109.0 SLR  
N33 11.9  
W095 32.6

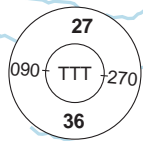
**Paris**  
D113.6 PRX  
N33 32.5  
W095 26.9

**TEXARKANA TR**  
TXK  
79 064°  
6500

**Quitman**  
D114.0 UIM  
N32 52.8  
W095 22.0

**Gregg County**  
D112.3 GGG  
N32 25.1  
W094 45.2

**Tyler**  
D114.2 TYR  
N32 21.4  
W095 24.2



Scale distorted

SID GARLAND 3

30 - 37 07 MAR 12

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Change: COM

## SID GARLAND 3 Text description

## Fort Worth INTL DALLAS

**NOTES:** For JETS requesting MAX 17000ft. PROPS expect WYLIE and HUBBARD DEP.  
Expect filed ALT 10min after DEP.

**SPEED:** MAX 250kt below 10000ft. Maintain 240kt until leaving 5000ft.

**ALT RESTRICTION:** Climb to **10000**

SID	RWY	Routing
GARLAND 3	13L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	17L	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	18L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	31L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	35R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	36L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	17C/R	Climb on HDG 160° expect RAD vectors to appropriate route
	35L/C	Climb on HDG 005° expect RAD vectors to appropriate route

## Transition

Transition	Routing
LONGVIEW	TTT - CLARE - ROCKK - GGG
PARIS	TTT - NOBLY - ECKEY - PRX
QUITMAN	TTT - SOLD0 - UIM
SOLD0 (ATC only)	TTT - SOLD0
TEXARKANA	TTT - TRISS - SHERO - TXK
TYLER	TTT - CLARE - ROCKK - TYR

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>125.2</b> Props dep S <b>124.3</b> Props dep N	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA **18000** AD Elev **607**

**HUBBARD 6**  
HUBB6

Bonham  
D114.6 BYP  
N33 32.3  
W096 14.1

Paris  
D113.6 PRX  
N33 32.5  
W095 26.9

Sulphur Springs  
D109.0 SLR  
N33 11.9  
W095 32.6

TEXARKANA TR  
79 064°  
6500

Quitman  
D114.0 UIM  
N32 52.8  
W095 22.0

Gregg County  
D112.3 GGG  
N32 25.1  
W094 45.2

Tyler  
D114.2 TYR  
N32 21.4  
W095 24.2

NOBLY  
N33 04.9  
W096 20.0

TRISS  
R182 BYP  
N32 58.2  
W096 19.9

ECKEY  
D62 TTT  
N33 13.0  
W095 52.7

SHERO  
D76 TTT  
N33 04.5  
W095 33.8

QUITMAN TR  
UIM  
49 081°

SOLDO TR  
(ATC only)

SOLDO  
N32 51.9  
W096 19.9

CLARE  
N32 45.7  
W096 19.9

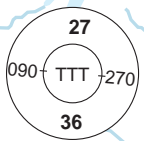
ROCKK  
D59 TTT  
N32 41.5  
W095 53.8

LONGVIEW TR  
GGG  
60 099°

TYLER TR  
TYR  
32 123°

Text description  
see 30 - 40

Maverick  
D113.1 TTT  
N32 52.2  
W097 02.4



Scale distorted  
**30 - 39**

SID HUBBARD 6

30 - 39 07 MAR 12

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Change: COM

## SID HUBBARD 6 Text description

## Fort Worth INTL DALLAS

**NOTES:** JETS expect DALLAS or GARLAND DEP. PROPS requesting MNM FL240 expect WYLIE DEP.  
Expect filed ALT 10min after DEP.

**SPEED:** MAX 250kt below 10000ft.

**ALT RESTRICTION:** Climb to **2000**.

SID	RWY	Routeing
HUBBARD 6	13L/R	Climb on HDG 130° expect RAD vectors to appropriate route
	17L/R/C	Climb on HDG 130° expect RAD vectors to appropriate route
	18L/R	Climb on HDG 130° expect RAD vectors to appropriate route
	31L/R	Climb on HDG 030° expect RAD vectors to appropriate route
	35L/C	Climb on HDG 030° expect RAD vectors to appropriate route
36L/R	Climb on HDG 030° expect RAD vectors to appropriate route	
<b>Transition</b>	<b>Routeing</b>	
LONGVIEW	TTT - CLARE - ROCKK - GGG	
PARIS	TTT - NOBLY - ECKEY - PRX	
QUITMAN	TTT - SOLD0 - UIM	
SOLD0 (ATC only)	TTT - SOLD0	
TEXARKANA	TTT - TRISS - SHERO - TXK	
TYLER	TTT - CLARE - ROCKK - TYR	

# SID JACKY 4

# Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>118.1</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA **18000** AD Elev **607** Chart not to scale

Non-Turbojet ACFT only

*ROLLS*  
N35 43.4  
W099 28.2

## JACKY 4

Will Rogers  
D114.1 IRW  
N35 21.5  
W097 36.6

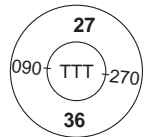
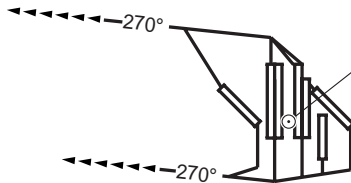
Tulsa  
D114.4 TUL  
N36 11.8  
W095 47.3

ZEMMA  
N34 23.0  
W096 59.4

Ardmore  
D116.7 ADM  
N34 12.7  
W097 10.1

*BLECO*  
N33 27.1  
W097 06.5

Maverick  
D113.1 TTT  
N32 52.2  
W097 02.4



**NOTE:** Applicable in RAD environment and Prop ACFT only. Expect filed ALT 10min after DEP.

**SPEED:** MAX 250kt below 10000ft.

**ALT RESTRICTION:** Climb to **2000**.

<b>SID</b>	<b>Routing</b>
<b>JACKY 4</b>	Climb on 270° expect RAD vectors to appropriate fix.

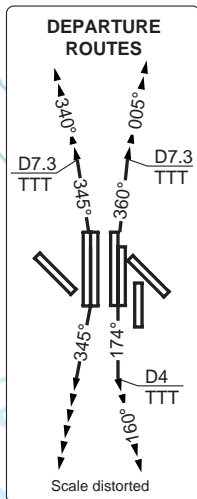
Change: COM

SID JOE POOL 4

Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>125.125 s</b> <b>126.475 N</b> via TTT R186-176 <b>118.55 N</b> via TTT R166-156	Fort Worth ATIS DEP (D) <b>135.925</b>
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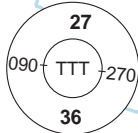
TA 18000 AD Elev 607



**JOE POOL 4**  
JPOOL4

Maverick  
D113.1 TTT  
N32 52.2  
W097 02.4

Text description  
see 30 - 44



Glen Rose  
D115.0 JEN  
N32 09.6  
W097 52.7

Waco  
D115.3 ACT  
N31 39.7  
W097 16.1

**HOARY TR**  
(For E/F suffixed type ACFT)

Scale distorted

SAN ANTONIO TR  
SAT  
D112.8  
CWK  
N30 34.6  
W097 46.5  
204°

San Antonio D116.8 SAT

WACO TR  
ACT  
4000

WINDU TR  
8000

JASPA  
N32 17.1  
W097 03.5

ELLVR  
D70 TTT  
N31 42.5  
W096 50.3

WINDU  
D80 TTT  
N31 31.8  
W097 05.0

**COLLEGE STATION TR**  
CLL

College Station D113.3 CLL

JASPA TR  
(ATC only)  
176°

ARDIA TR  
(ATC only)  
166°

DARTZ  
N32 17.1  
W096 48.9

ARDIA  
N32 17.1  
W096 56.3

ELLVR TR  
7000

BRDEN TR  
6000

BRDEN  
D62 TTT  
N31 53.1  
W096 39.8

TORN TR  
11nm  
154°

TORNIN  
D85 TTT  
N31 31.2  
W096 30.9

**BILEE TR**

BILEE  
N31 09.8  
W096 23.3

D110.8  
LOA  
R334  
D115.0

SID JOE POOL 4 Text description

Fort Worth INTL DALLAS

**NOTES:** PROPS expect KEENE or TRI-GATE DEP. Expect filed ALT 10min after DEP.  
 DME required RWY 17C/R, 18L/R, 35L/C, 36L/R.  
 BILEE TR for ACFT overflying BILEE thence via appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly TNV.  
 COLLEGE STATION TR for piston ACFT inbound to Houston Hobby and all ACFT inbound to West Houston terminal area airports.  
 ELLVR TR for turboprop and turbojet ACFT inbound to Houston Hobby and turbojet ACFT inbound to EFD, GLS and LBX.  
 HOARY TR for E/F suffixed ACFT.  
 SAN ANTONIO TR for ACFT overflying Centex and San Antonio.  
 TORNN TR for ACFT landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.  
 WACO TR for ACFT inbound to Waco or Gray terminal area airports.  
 WINDU TR for ACFT inbound to Austin or San Antonio terminal airports, ACFT should file and/or expect BLEWE or MARCS ARR at WINDU.

**SPEED:** MAX 250kt below 10000ft. Maintain 240kt until leaving 5000ft.

**ALT RESTRICTION:** Climb to **10000**.

30 - 44

SID	RWY	Routeing
JOE POOL 4	13L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	17L	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	31L/R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	35R	Climb on assigned HDG and ALT expect RAD vectors to appropriate route
	17C/R	Climb on HDG 160° expect RAD vectors to appropriate route
	18L/R	Climb on HDG 185° expect RAD vectors to appropriate route.
	35L/C	Climb on HDG 005° expect RAD vectors to appropriate route
	36L/R	Climb on HDG 345° - D7.3 TTT - turn left HDG 340° expect RAD vectors to appropriate route
Transition	Routeing	
ARDIA (ATC only)	TTT - ARDIA	
BILEE	TTT - DARTZ - BRDEN - TORNN - BILEE	
BRDEN	TTT - DARTZ - BRDEN	
COLLEGE STATION	TTT - ARDIA - ELLVR - CLL	
ELLVR	TTT - ARDIA - ELLVR	
HOARY	TTT - NELYN - ACT - HOARY	
JASPA (ATC only)	TTT - JASPA	
SAN ANTONIO	TTT - NELYN - ACT - HOARY - SAT	
TORNN	TTT - DARTZ - BRDEN - TORNN	
WACO	TTT - NELYN - ACT	
WINDU	TTT - JASPA - WINDU	

SID KEENE 6

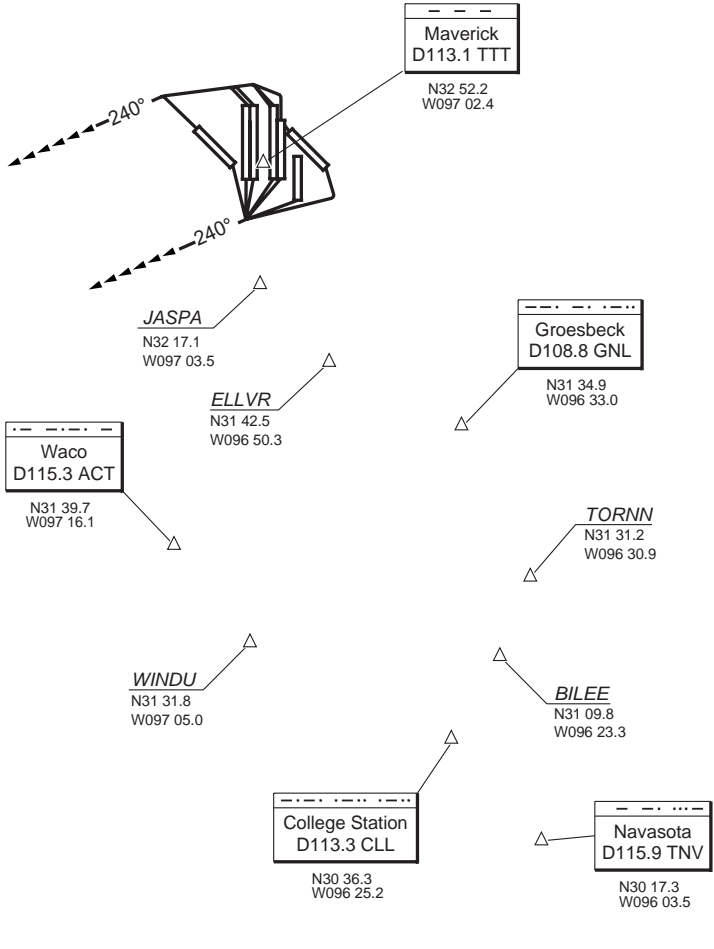
Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>135.975</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA **18000** AD Elev **607** Chart not to scale

Non-Turbojet ACFT only

KEENE 6



**NOTE:** Applicable in RAD environment and for non-Turbojet ACFT only. Expect filed ALT 10min after DEP. 1016ft tower 2.7nm from DER 35R.

**SPEED:** MAX 250kt below 10000ft.

**ALT RESTRICTION:** Climb to **2000**.

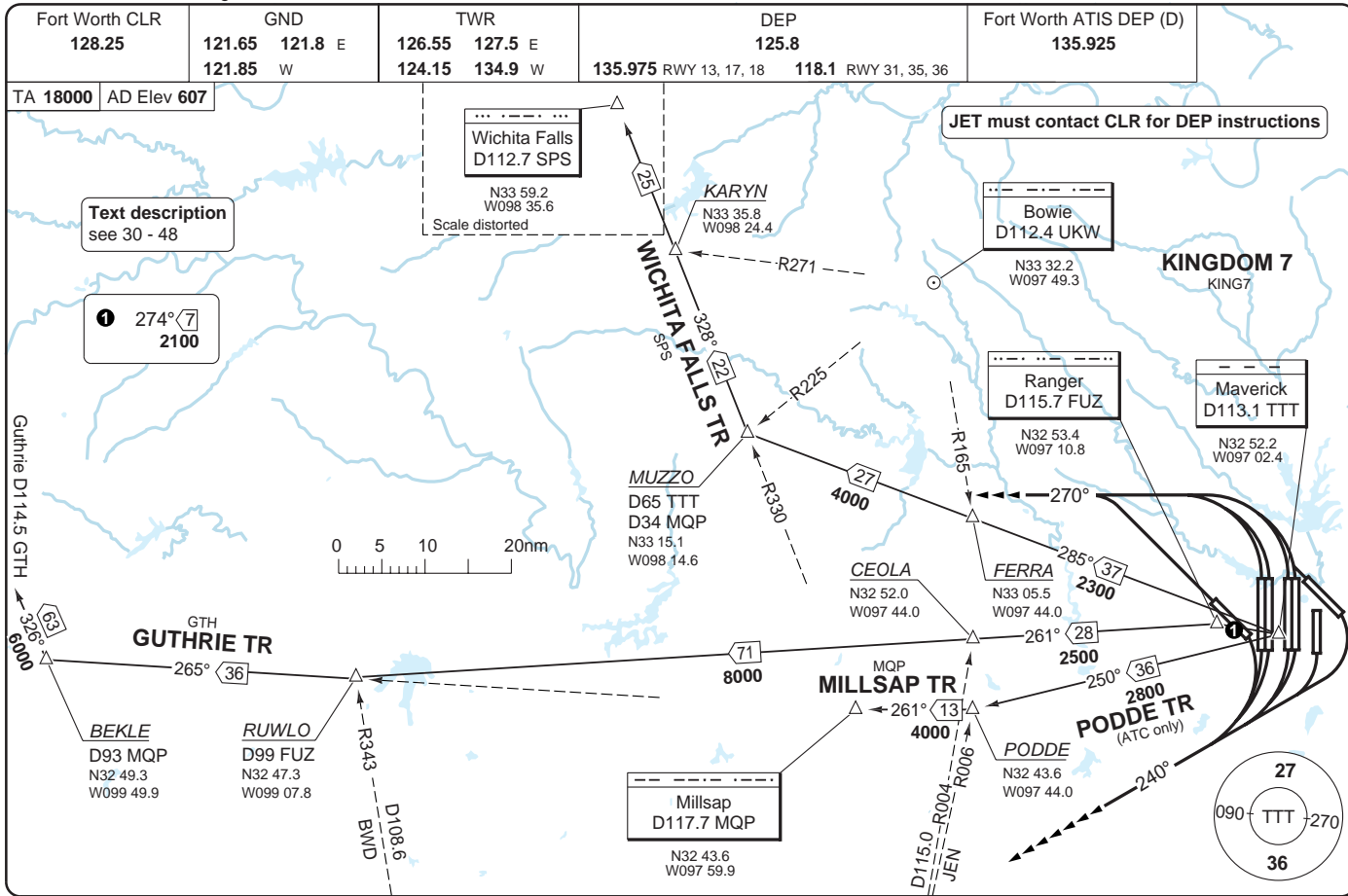
SID	Routing
KEENE 6	Climb on 240° expect RAD vectors to appropriate fix.

Change: COM

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30 - 45

Reverse side blank



## SID KINGDOM 7 Text description

## Fort Worth INTL DALLAS

**NOTE:** For ACFT requesting MAX 17000. Expect filed ALT 10min after DEP.

GUTHRIE TR for all ACFT LDG within the Lubbock Terminal area or proceeding westbound via V18 to GTH.

MILLSAP TR for all ACFT overflying MQP westbound via V18 or direct.

WICHITA FALLS TR for all ACFT LDG within the Wichita Falls Terminal area or overflying the SPS.

**SPEED:** MAX 250kt below 10000ft.

**ALT RESTRICTION:** Climb to **2000**.

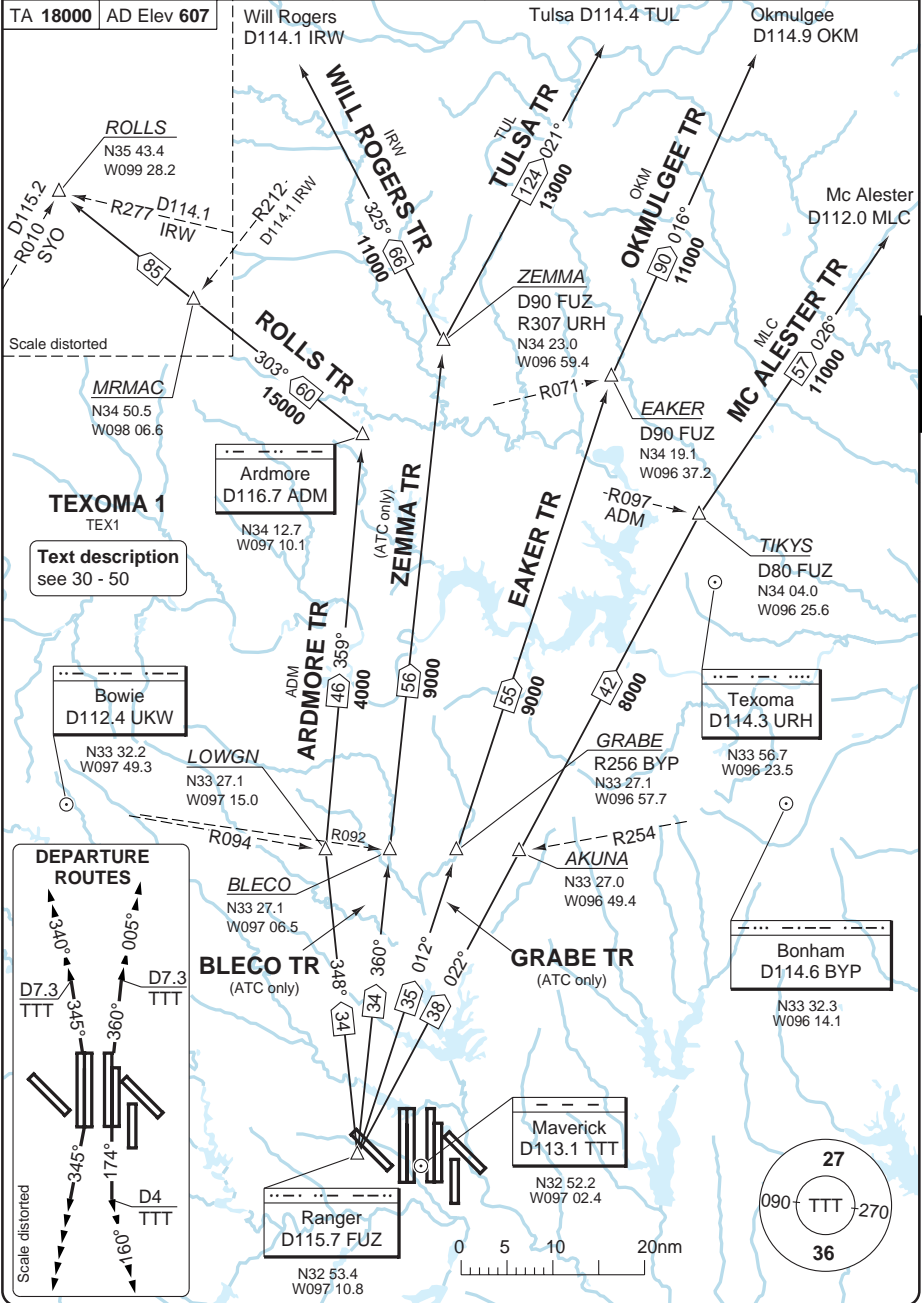
SID	RWY	Routeing
KINGDOM 7	13L/R	Climb on HDG 240°. Expect RAD vectors to appropriate route
	17L/C/R	Climb on HDG 240°. Expect RAD vectors to appropriate route
	18L/R	Climb on HDG 240°. Expect RAD vectors to appropriate route
	31L/R	Climb on HDG 270°. Expect RAD vectors to appropriate route
	35L/C/R	Climb on HDG 270°. Expect RAD vectors to appropriate route
36L/R	Climb on HDG 270°. Expect RAD vectors to appropriate route	

Transition	Routeing
GUTHRIE	TTT - FUZ - CEOLA - RUWLO - BEKLE - GTH
MILLSAP	TTT - PODDE - MQP
PODDE (ATC only)	TTT - PODDE
WICHITA FALLS	TTT - FERRA - MUZZO - KARYN - SPS

Fort Worth INTL DALLAS

SID TEXOMA 1

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	REGIONAL DEP CON <b>125.125 N</b> <b>126.475 S</b> via FUZ R248-360 <b>118.55 S</b> via FUZ R013-022	Fort Worth ATIS DEP (D) <b>135.925</b>
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Change: COM

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SID TEXOMA 1 Text description

Fort Worth INTL DALLAS

**NOTE:** PROPS expect JACKY or TRI-GATE DEP. Expect filed ALT 10min after DEP.  
 EAKER TR for ACFT inbound to Tulsa terminal area.  
 MCALESTER TR for all ACFT overflying MLC or intercepting J105.  
 OKMULGEE TR for all ACFT overflying OKM proceeding via J181 to BDF to destinations in Chicago terminal area and north.  
 ROLLS TR for all ACFT proceeding northwestbound via J52.  
 TULSA TR for all ACFT overflying TUL.  
 WILL ROGERS TR for all ACFT inbound to Oklahoma City area or overflying IRW.

**SPEED:** MAX 250kt below 10000ft. Maintain 240kt until leaving 5000ft.

**ALT RESTRICTION:** Climb to **10000**

30 - 50

SID	RWY	Routeing
TEXOMA 1	13L/R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route.
	17L	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route.
	31L/R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route.
	35R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route.
	17C/R	Climb on HDG 160°. Expect RAD vectors to appropriate route.
	18L/R	Climb on HDG 185°. Expect RAD vectors to appropriate route.
	35L/C	Climb on HDG 005°. Expect RAD vectors to appropriate route.
36L/R	Climb on HDG 345° - D7.3 TTT - turn left HDG 340°. Expect RAD vectors to appropriate route.	
Transition	Routeing	
ARDMORE	FUZ - LOWGN - ADM	
BLECO (ATC only)	FUZ - BLECO	
EAKER	FUZ - GRABE - EAKER	
GRABE (ATC only)	FUZ - GRABE	
MC ALESTER	FUZ - AKUNA - TIKYS - MLC	
OKMULGEE	FUZ - GRABE - EAKER - OKM	
ROLLS	FUZ - LOWGN - ADM - MRMAC - ROLLS	
TULSA	FUZ - BLECO - ZEMMA - TUL.	
WILL ROGERS	FUZ - BLECO - ZEMMA - IRW	
ZEMMA (ATC only)	FUZ - BLECO - ZEMMA	

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Change: New spec.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

SID TRI-GATE 6

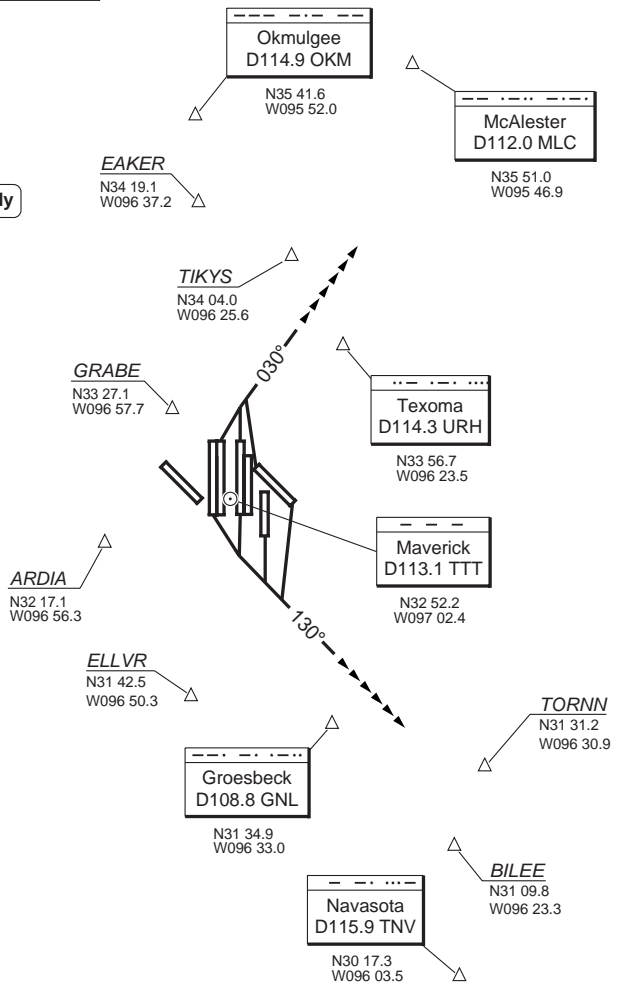
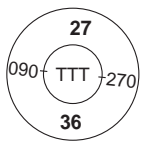
Fort Worth INTL DALLAS

Fort Worth CLR <b>128.25</b>	GND <b>121.65 121.8 E</b> <b>121.85 W</b>	TWR <b>126.55 127.5 E</b> <b>124.15 134.9 W</b>	Regional DEP <b>124.3 N</b> <b>125.2 S</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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TA **18000** | AD Elev **607** | Chart not to scale

Non-Turbojet ACFT only

**TRI-GATE 6**  
TGATE6



**NOTE:** RAD required. Non-Turbojet ACFT only. Expect filed ALT 10min after DEP.  
**SPEED:** MAX 250kt below 10000ft.  
**ALT RESTRICTION:** Climb to **2000**.

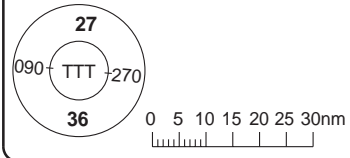
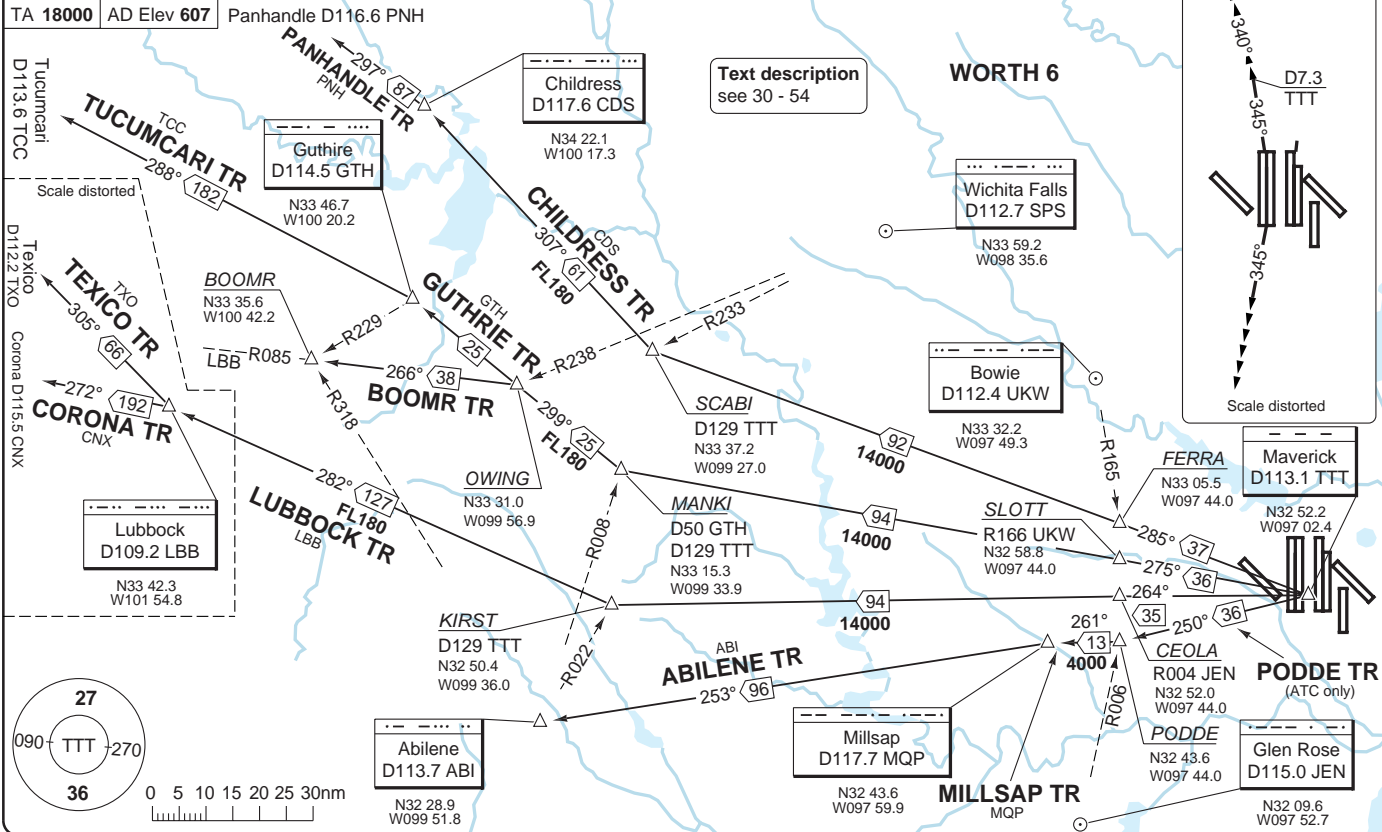
SID	RWY	Routeing
TRI-GATE 6	13L/R 17L/C/R 18L/R	Climb on 130° expect RAD vectors to appropriate fix.
	31R 35L/C 36L/R	Climb on 030° expect RAD vectors to appropriate fix.

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30 - 51

Reverse side blank

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8 E</b> <b>121.85 W</b>	TWR <b>126.55</b> <b>127.5 E</b> <b>124.15</b> <b>134.9 W</b>	Regional DEP <b>126.475</b>	Fort Worth ATIS DEP (D) <b>135.925</b>
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Change: SID, COM

**SID** WORTH 6 Text description

**Fort Worth INTL DALLAS**

**NOTE:** PROPS expect COYOTE or KINGDOM DEP. Expect filed ALT 10min after DEP.

1016ft tower 2.7nm from DER 35R.

**SPEED:** MAX 250kt below 10000ft. Maintain 230kt until leaving 5000ft.

**ALT RESTRICTION:** Climb to **10000**.

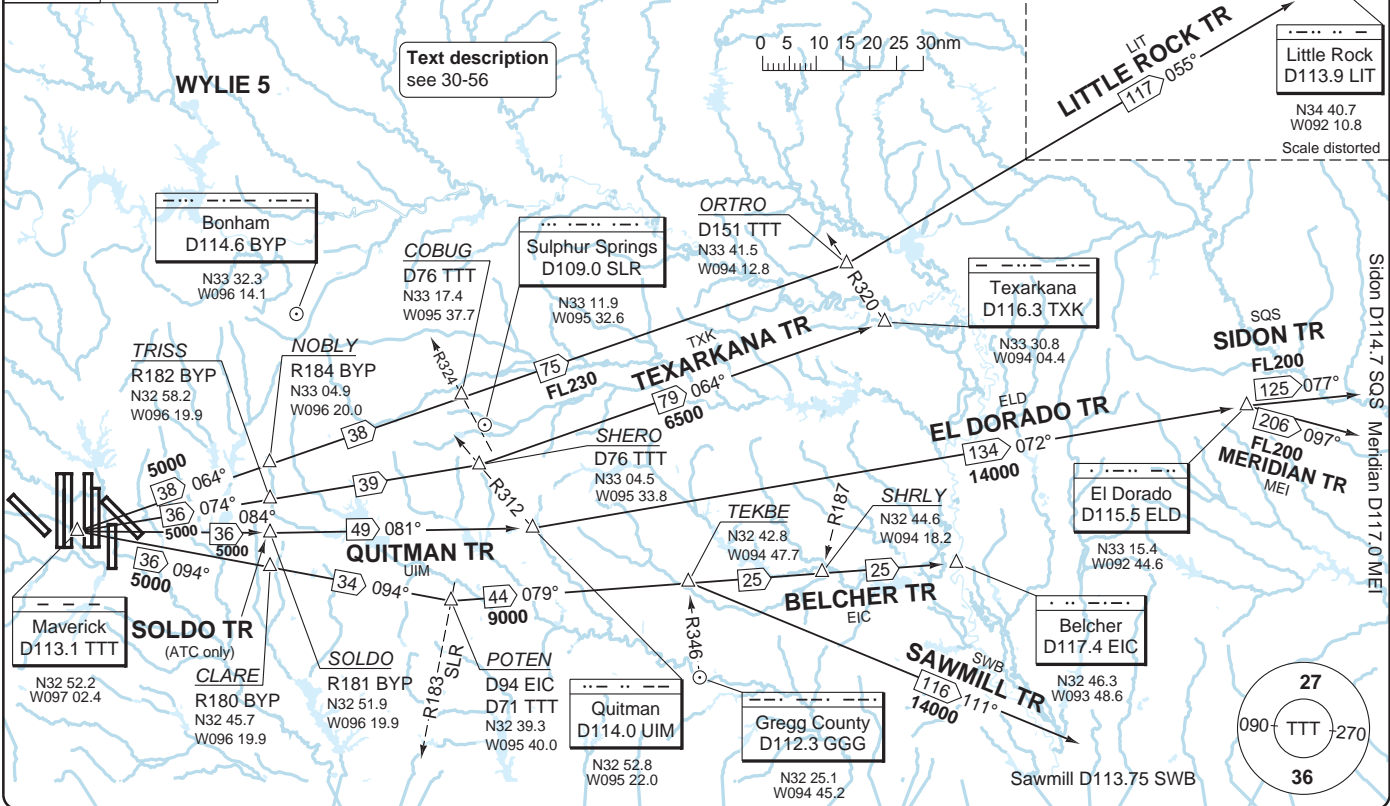
SID	RWY	Routing
WORTH 6	13L/R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route
	17L/C/R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route
	18L/R	Climb on HDG 185°. Expect RAD vectors to appropriate route
	31L/R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route
	35L/C/R	Climb on assigned HDG and ALT. Expect RAD vectors to appropriate route
	36L/R	Climb on HDG 345° to D7.3 TTT - turn left 340°. Expect RAD vectors to appropriate route

**Transition**

ABILENE	TTT - PODDE - MQP - ABI
BOOMR	TTT - SLOTT - MANKI - OWING - BOOMR
CHILDRESS	TTT - FERRA - SCABI - CDS
CORONA	TTT - CEOLA - KIRST - LBB - CNX
GUTHRIE	TTT - SLOTT - MANKI - GTH
LUBBOCK	TTT - CEOLA - KIRST - LBB
MILLSAP	TTT - PODDE - MQP
PANHANDLE	TTT - FERRA - SCABI - CDS - PNH
PODDE (ATC only)	TTT - PODDE
TEXICO	TTT - CEOLA - KIRST - LBB - TXO
TUCUMCARI	TTT - SLOTT - MANKI - GTH - TCC

Fort Worth CLR <b>128.25</b>	GND <b>121.65</b> <b>121.8</b> E <b>121.85</b> W	TWR <b>126.55</b> <b>127.5</b> E <b>124.15</b> <b>134.9</b> W	Regional DEP <b>124.3</b> N <b>125.2</b> S	Fort Worth ATIS DEP (D) <b>135.925</b>
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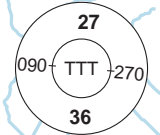
TA **18000** AD Elev **607**



30 - 55 | 07 MAR 12

Fort Worth INTL DALLAS

USA (TX) - KDFW / DFW



# SID

WYLIE 5 Text description

30 - 56 | 15 APR 10

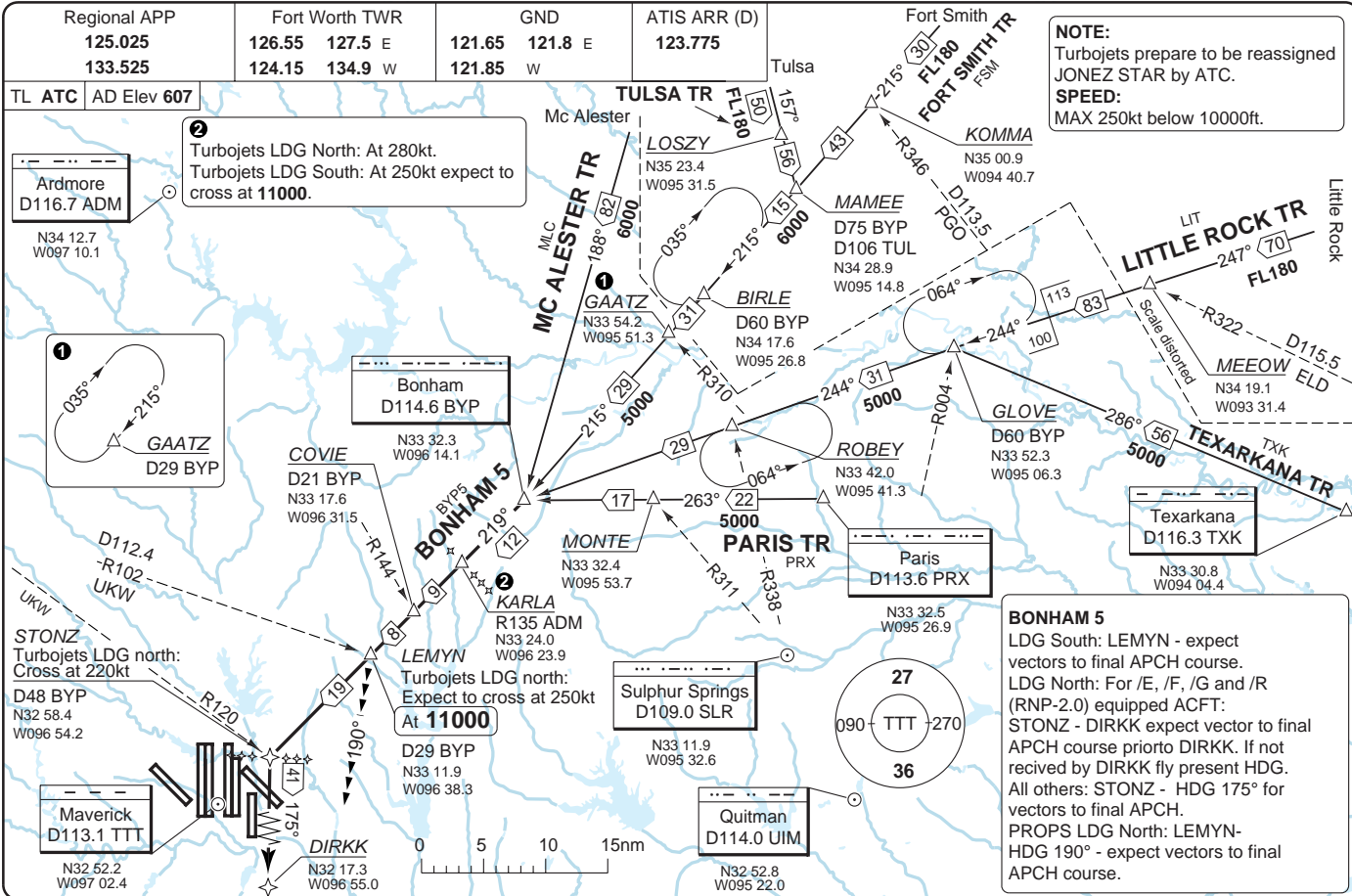
USA (TX) - KDFW / DFW  
Fort Worth INTL DALLAS

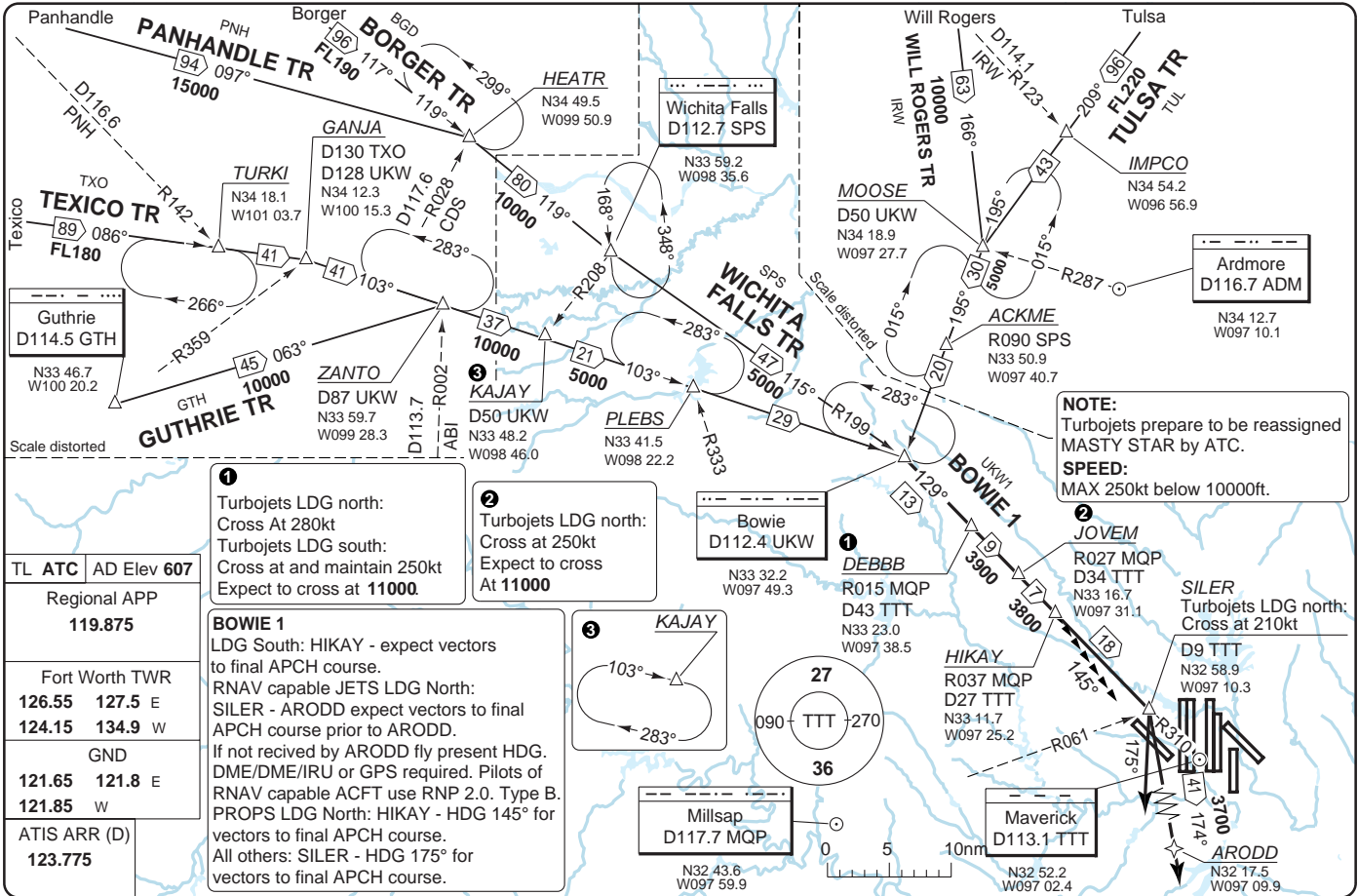
**NOTE:** For PROPS requesting MNM FL240. Props requesting MAX FL230 expect HUBBARD DEP. JETS expect DALLAS or GARLAND DEP.  
 E expect filed ALT 10min after DEP. 1016ft tower 2.7nm from DER 35R.  
 BELCHER TR for ACFT inbound to Jackson, Monroe and Shreveport terminal area.  
 EL DORADO TR for ACFT inbound to Memphis terminal area.  
 ACFT should file and/or expect appropriate STAR.  
 MERIDIAN TR for ACFT inbound to Atlanta terminal area.  
 QUITMAN TR for ACFT inbound to Shreveport terminal area.

**SPEED:** MAX 250kt below 10000ft.

**ALT RESTRICTION:** Climb to **2000**

SID	RWY	Routeing
WYLIE 5	13L/R	Climb on HDG 130°. expect RAD vectors to appropriate route.
	17L/C/R	Climb on HDG 130°. expect RAD vectors to appropriate route.
	18L/R	Climb on HDG 130°. expect RAD vectors to appropriate route.
	31L/R	Climb on HDG 030°. expect RAD vectors to appropriate route.
	35L/C	Climb on HDG 030°. expect RAD vectors to appropriate route.
	36L/R	Climb on HDG 030°. expect RAD vectors to appropriate route.
35R	Climb on HDG 354° - at <b>1200</b> turn right HDG 030°. expect RAD vectors to appropriate route.	
<b>Transition</b>	<b>Routeing</b>	
BELCHER	TTT - CLARE - POTEN - TEKBE - SHRLY - EIC	
EL DORADO	TTT - SOLD0 - UJM - ELD	
LITTLE ROCK	TTT - NOBLY - COBUG - ORTRO - LIT	
MERIDIAN	TTT - SOLD0 - UJM - ELD - MEI	
QUITMAN	TTT - SOLD0 - UJM	
SAWMILL	TTT - CLARE - POTEN - TEKBE - SWB	
SIDON	TTT - SOLD0 - UJM - ELD - SQS	
SOLD0 (ATC only)	TTT - SOLD0	
TEXARKANA	TTT - TRISS - SHERO - TXK	

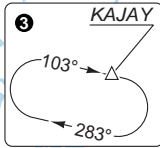




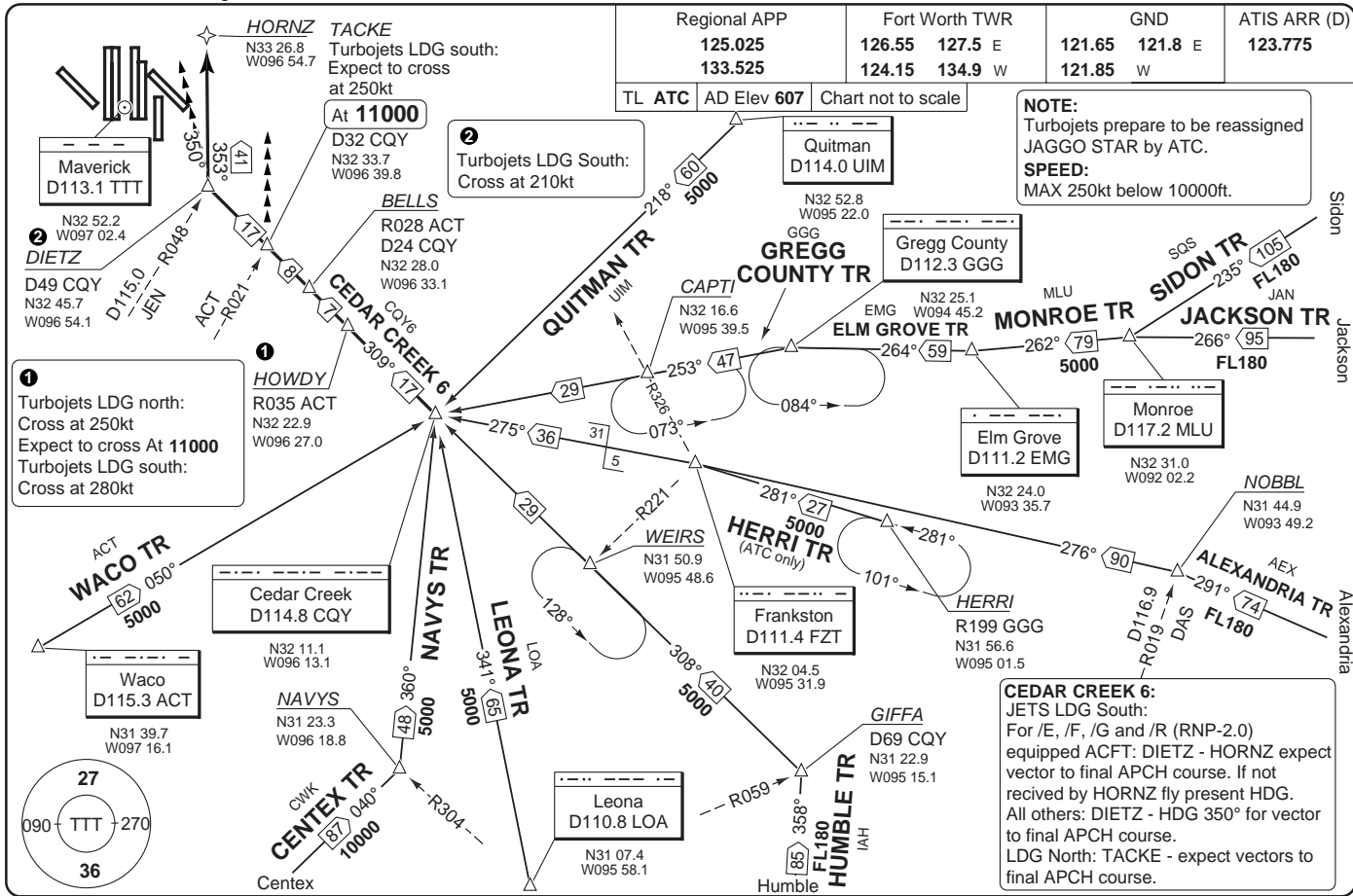
**1**  
Turbojets LDG north:  
Cross At 280kt  
Turbojets LDG south:  
Cross at and maintain 250kt  
Expect to cross at **11000**.

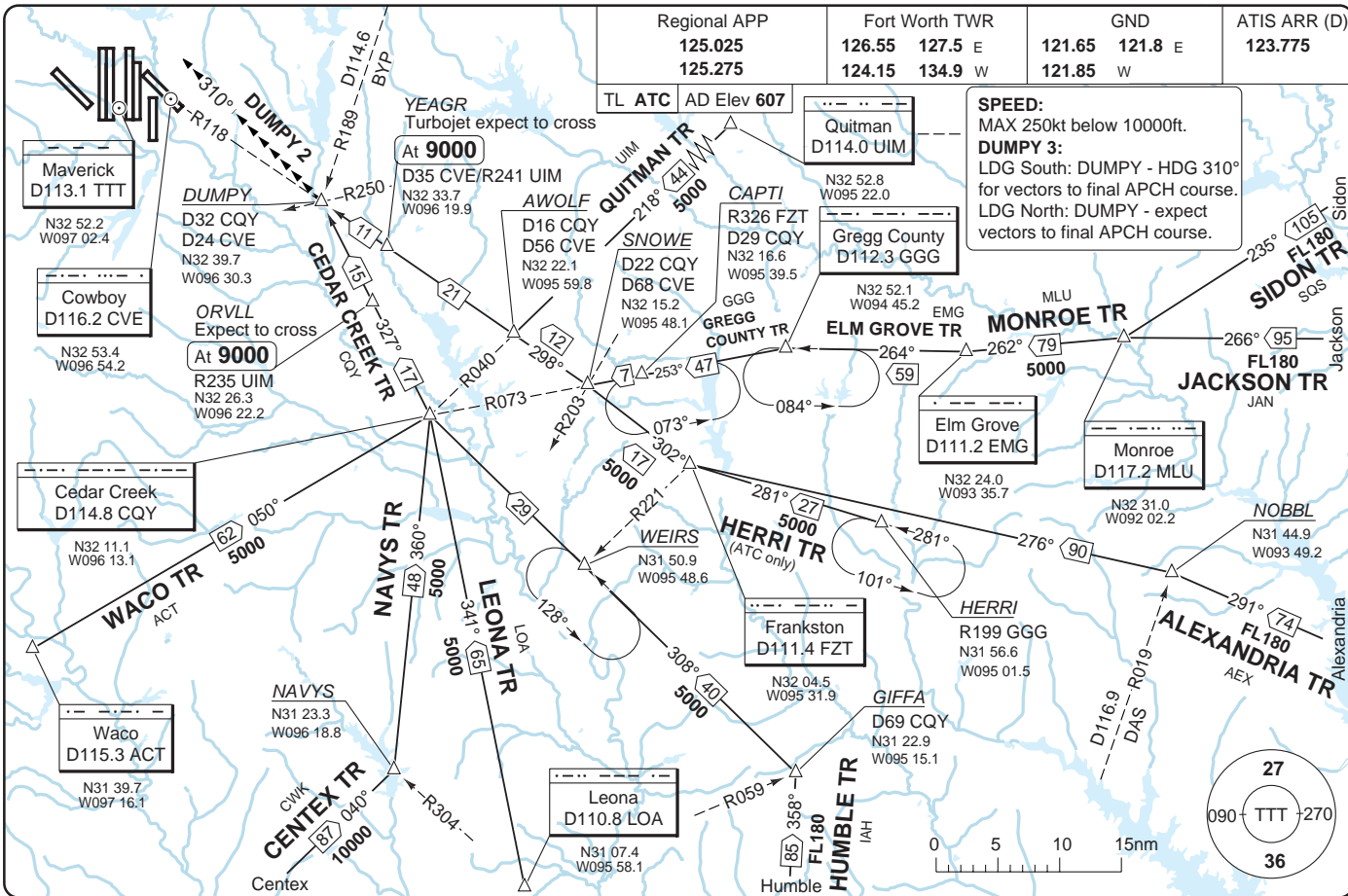
**2**  
Turbojets LDG north:  
Cross at 250kt  
Expect to cross  
At **11000**

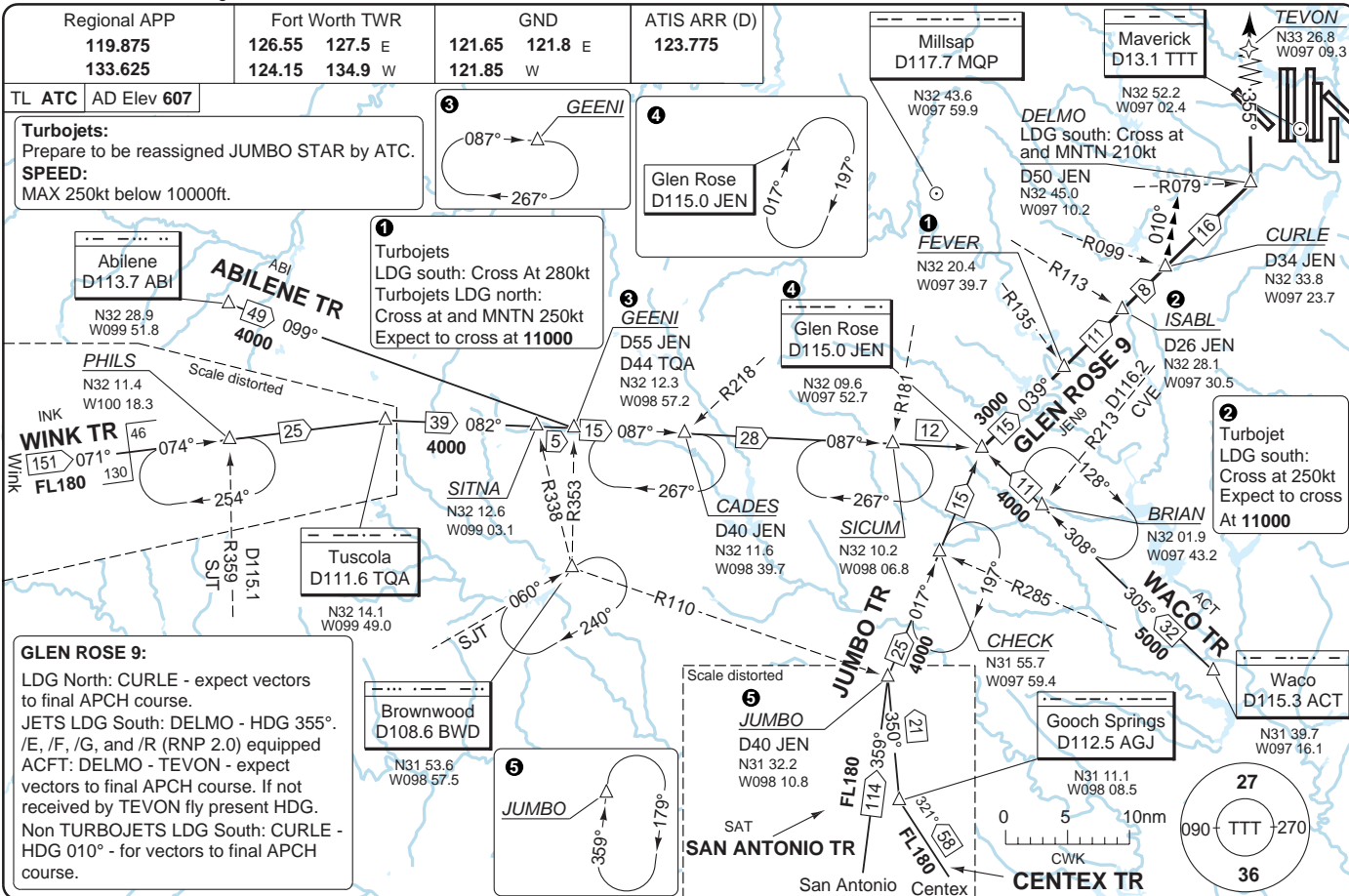
**BOWIE 1**  
LDG South: HIKAY - expect vectors to final APCH course.  
RNAV capable JETS LDG North:  
SILER - ARODD expect vectors to final APCH course prior to ARODD.  
If not rec'd by ARODD fly present HDG.  
DME/DME/IRU or GPS required. Pilots of RNAV capable ACFT use RNP 2.0. Type B.  
PROPS LDG North: HIKAY - HDG 145° for vectors to final APCH course.  
All others: SILER - HDG 175° for vectors to final APCH course.



TL ATC	AD Elev <b>607</b>
Regional APP	
<b>119.875</b>	
Fort Worth TWR	
<b>126.55</b>	<b>127.5 E</b>
<b>124.15</b>	<b>134.9 W</b>
GND	
<b>121.65</b>	<b>121.8 E</b>
<b>121.85</b>	<b>W</b>
ATIS ARR (D)	
<b>123.775</b>	



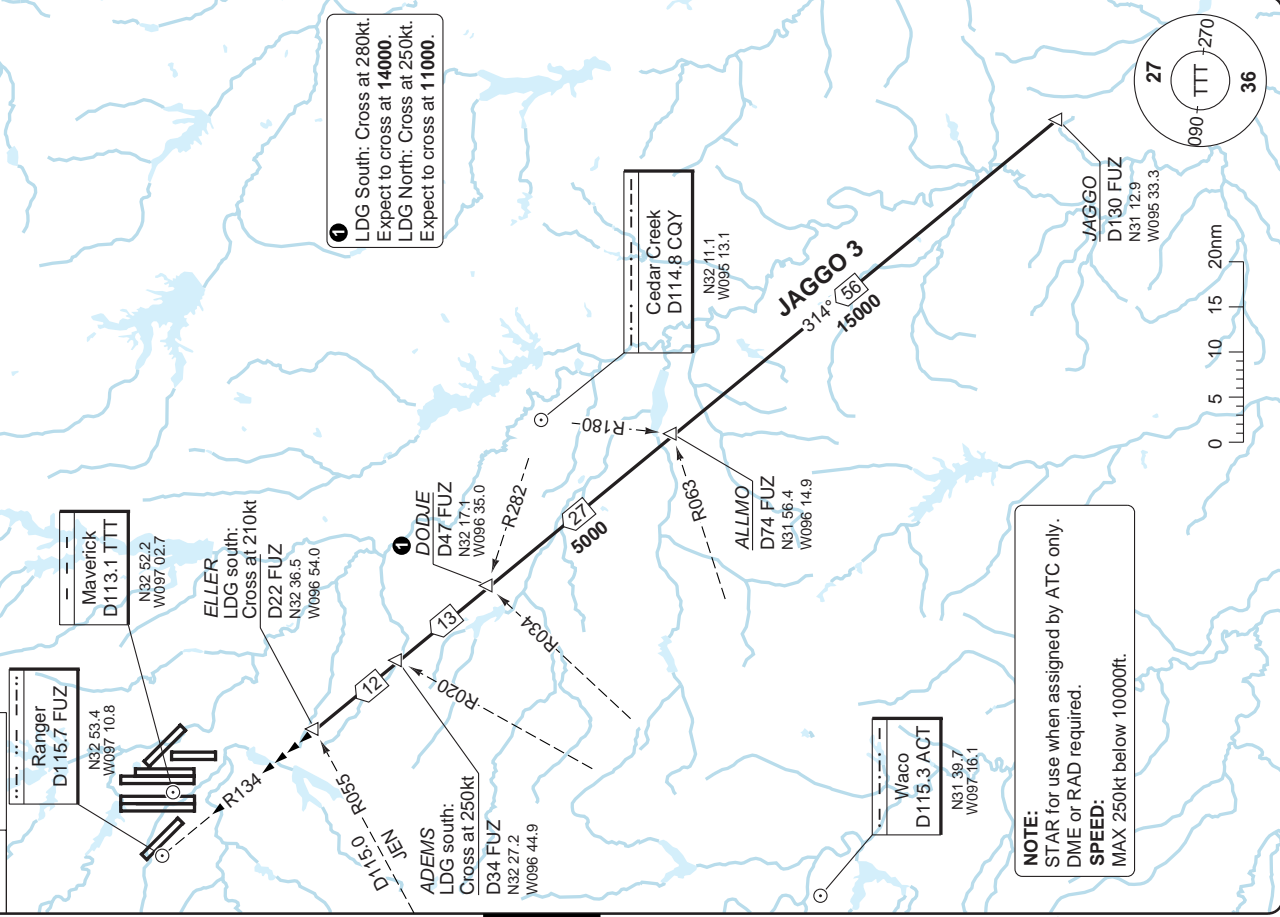




STAR JAGGO 3

Regional APP 125.025	Fort Worth TWR 126.55 127.5 E	GND 121.65 121.8 E	ATIS ARR (D) 123.775
133.525	124.15 134.9 W	121.85 W	

TL ATC AD Elev 607



# STAR JONEZ 4

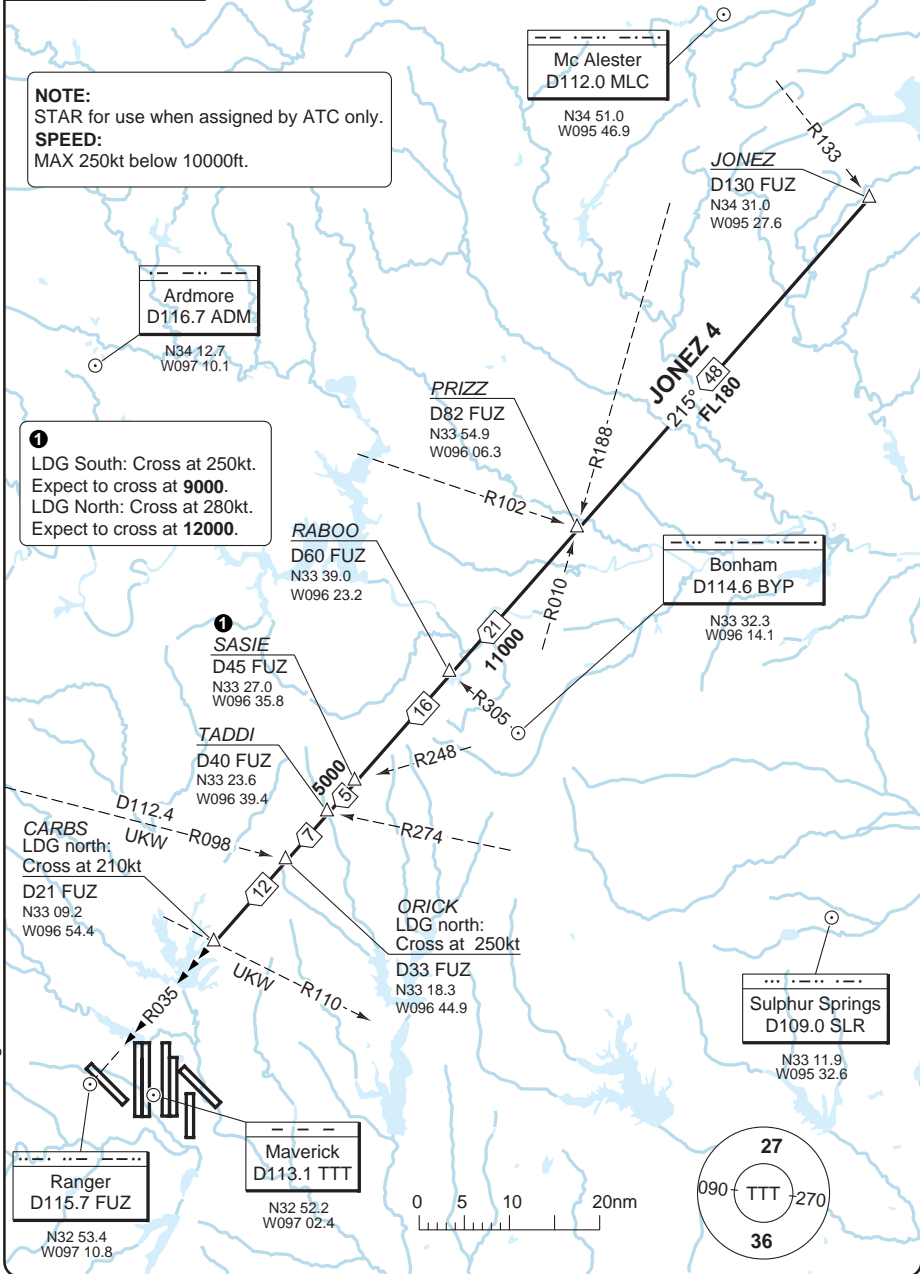
# Fort Worth INTL DALLAS

Regional APP <b>125.025</b> <b>133.525</b>	Fort Worth TWR <b>126.55</b> <b>127.5 E</b> <b>124.15</b> <b>134.9 W</b>	GND <b>121.65</b> <b>121.8 E</b> <b>121.85</b> W	ATIS ARR (D) <b>123.775</b>
--	--	--	--------------------------------

TL ATC AD Elev **607**

**NOTE:**  
STAR for use when assigned by ATC only.  
**SPEED:**  
MAX 250kt below 10000ft.

**1**  
LDG South: Cross at 250kt.  
Expect to cross at **9000**.  
LDG North: Cross at 280kt.  
Expect to cross at **12000**.

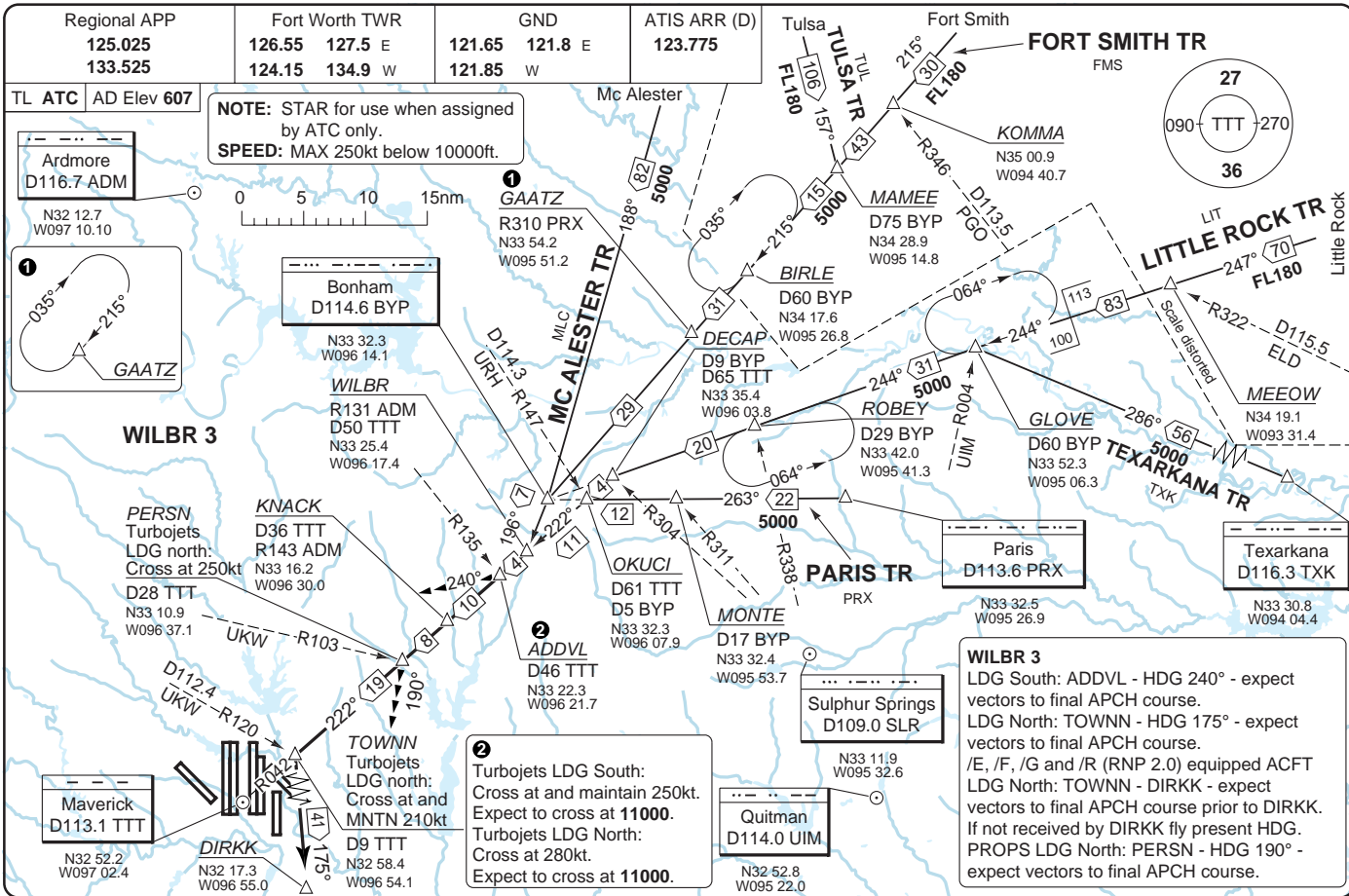


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40 - 7





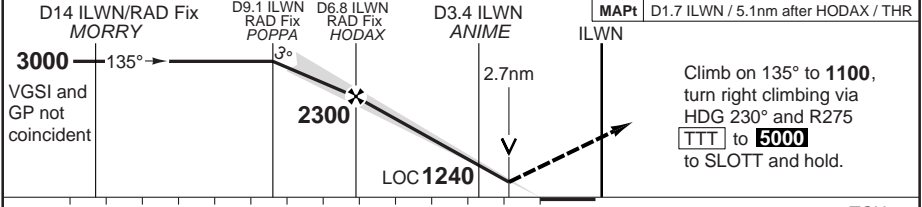
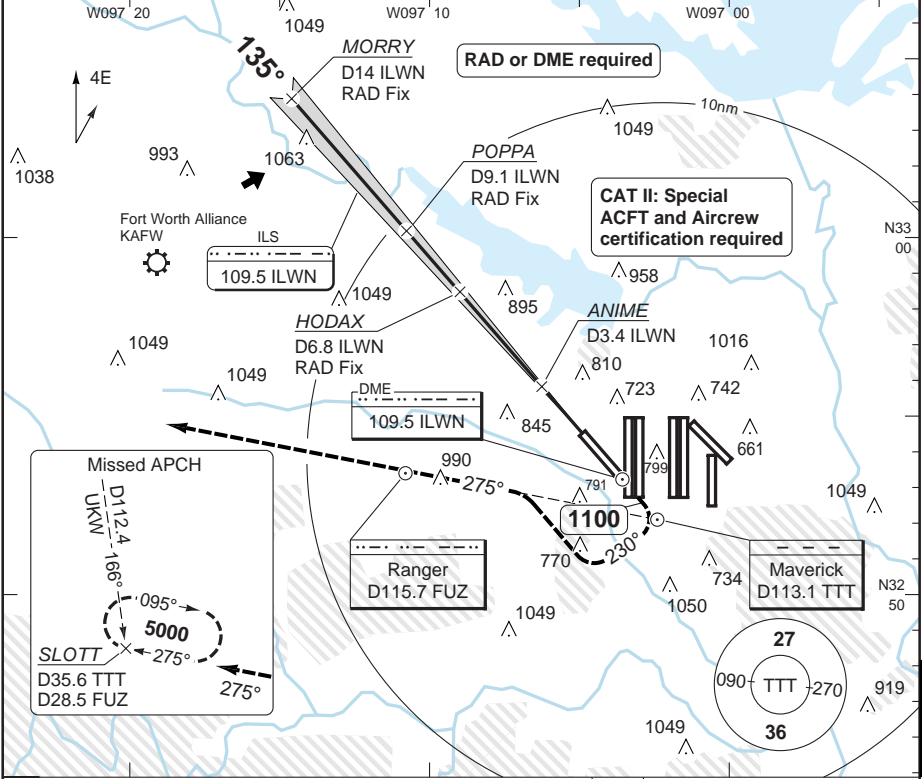


# ILS RWY 13R

# Fort Worth INTL DALLAS

Regional APP			Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E		126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W		124.15	134.9 W	121.85 W			
133.15	118.1 13R							

ILS/DME	109.5 ILWN	FAT	135°	THR Elev	591	AD Elev	607	TL ATC	TA	18000
---------	------------	-----	------	----------	-----	---------	-----	--------	----	-------



nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
----	----	----	----	----	---	---	---	---	---	---	---	---	---	---	--------

STATE	ACFT	CATII a	ILS	LOC + ANIME	LOC	Note: Circling NA	DME ILWN	3.3° ALT	LDA 2835x46 9301x150ft P 3° (71)
C	RA99 1200ft	800 (200) 1800ft	980 (389) 3500ft	1240 (649) 1%sm		a Requires specific OPSPEC, or LOA approval and use of Autoland or HUD to touchdown	8.4	3000	MALSR
							8	2870	
D							7	2510	
							6	2160	
GS	80	100	120	140	160		5	1810	
							4	1460	
ROD 3.3°	480	590	710	830	950		3.4	1240	
FAF-MAPt	3:49	3:03	2:33	2:11	1:55		2.6	960	

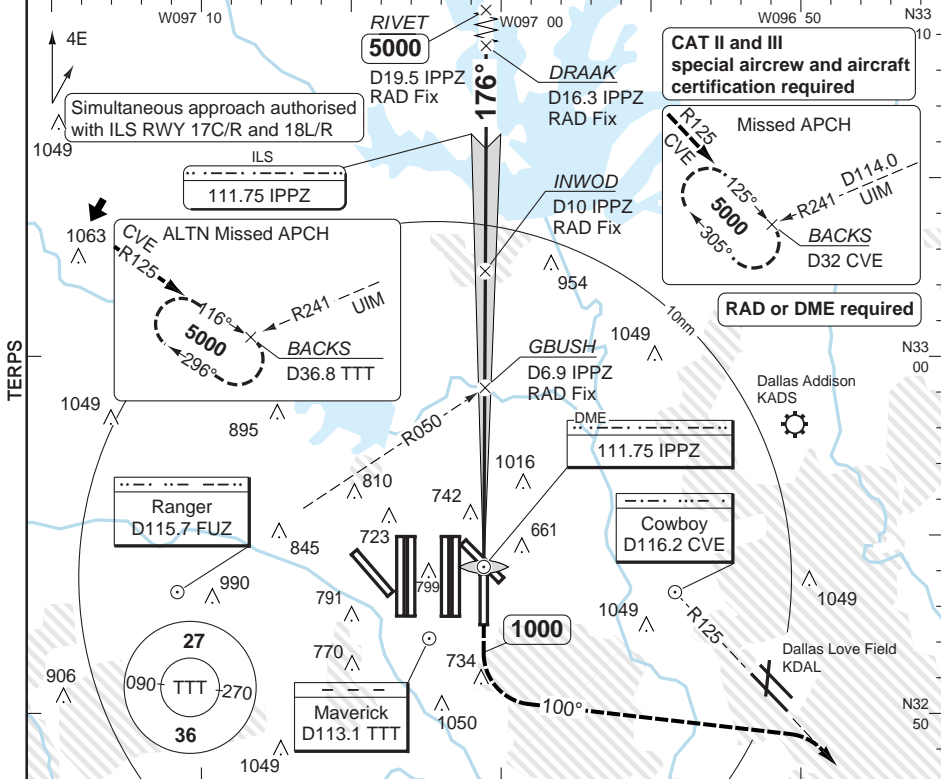
Change: Note, minima



# ILS RWY 17L

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	119.4 17L	124.15	134.9 W	121.85 W		
ILS/DME	111.75 IPPZ	FAT 176°	TDZ Elev 545	AD Elev 607	TL ATC	TA 18000	



AMD 5D		MAPt D1.6 IPPZ / 5.3nm after GBUSH / THR		D6.9 IPPZ RAD Fix GBUSH		D10 IPPZ RAD Fix INWOD		D16.3 IPPZ RAD Fix DRAAK		See Chart	
Climb on 176° to 1000, turn left climbing via HDG 100° and R125 CVE to 5000 to BACKS and hold.		CAT III: 640		3nm		3°		176°		5000	
TCH 56		V		2300		3000		5000		VGS and GP not coincident	
ACFT	CAT IIIB	ACFT	CAT II	ILS	LOC	Note: Circling NA		DME IPPZ	3.0° ALT	LDA 2591x46 8500x150ft P 3° (77)	
ALL	Available	C	RA 122 1200ft	750 (200) 1800ft	1040 (495) 5000ft			15.3	5000		
		D						14	4580		
								12	3940		
								10	3300		
								8	2660		
								6	2010		
			GS	80	100	120	140	160	4	1370	ALSF 2
			ROD 3.0°	430	540	650	760	860	3.0	1040	
			FAF-MAPt	3:58	3:10	2:39	2:16	1:59			

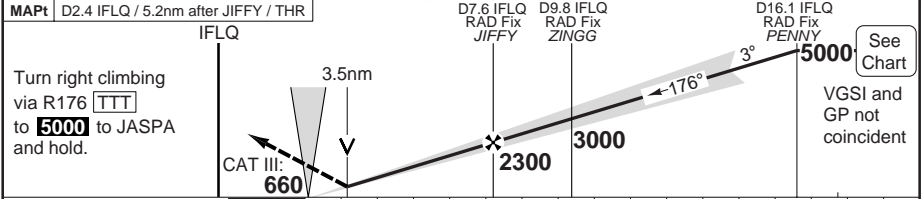
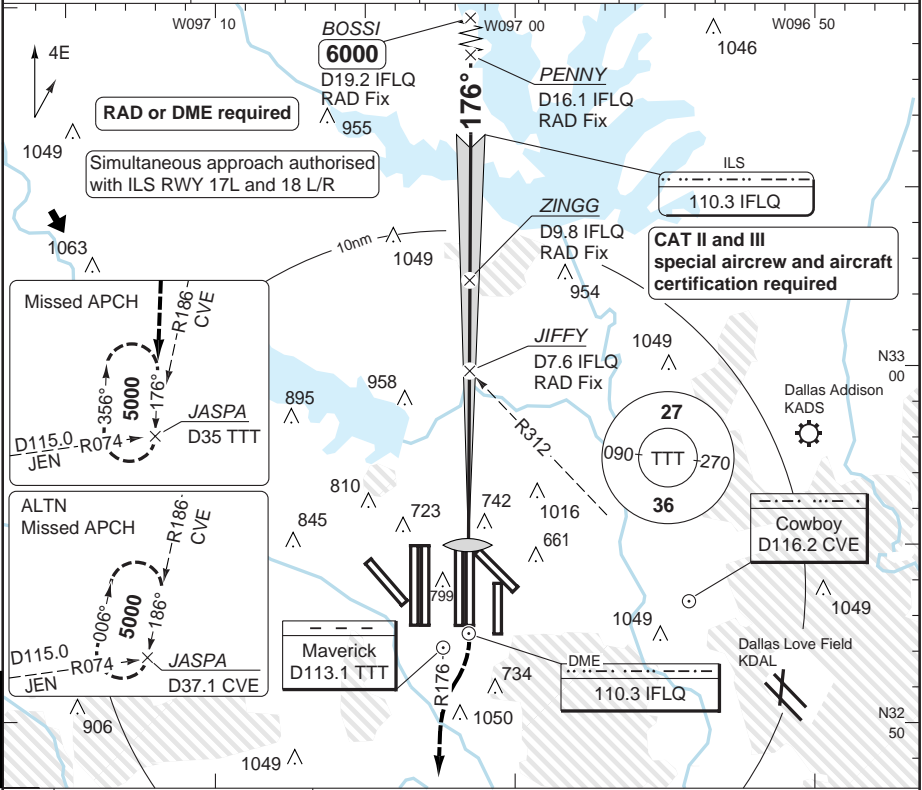
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50 - 3

# ILS RWY 17C

# Fort Worth INTL DALLAS

Regional APP <b>125.025 133.525 E</b>			Fort Worth TWR <b>126.55 127.5 E</b>		GND <b>121.65 121.8 E</b>		ATIS (D) <b>123.775</b>	
<b>119.875 133.625 W 127.075 17C</b>			<b>124.15 134.9 W</b>		<b>121.85 W</b>			
ILS/DME <b>110.3 IFLQ</b>			FAT <b>176°</b>		THR Elev <b>562</b>		AD Elev <b>607</b> TL ATC TA <b>18000</b>	



TCH 58									
ACFT	CAT IIIB	ACFT	CAT II	ILS	LOC	SIDESTEP 17R	DME IFLQ	3.1° ALT	LDA 4085x46 13401x150ft P 3° (74)
ALL	Available	C	RA102 1200ft	770 (200) 1800ft	1000 (438) 4000ft	1140 (573) 1½sm	15.9	5000	ALSF 2
		D			1000 (438) 5000ft	1140 (573) 1½sm	14	4380	
			GS	80	100	120	140	160	Note: Circling NA
			ROD 3.1°	440	550	650	760	870	
			FAF-MAPt	3:54	3:07	2:36	2:13	1:57	
							6	1780	
							4	1140	
							3.6	1000	

Change: Renumbered, note

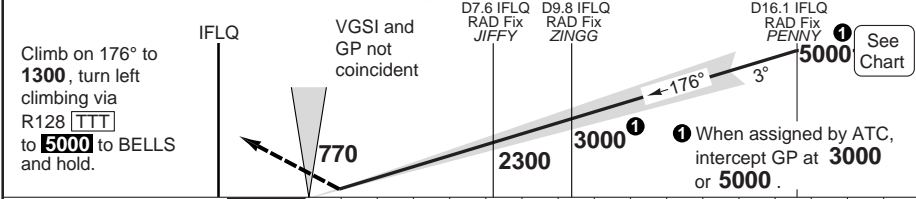
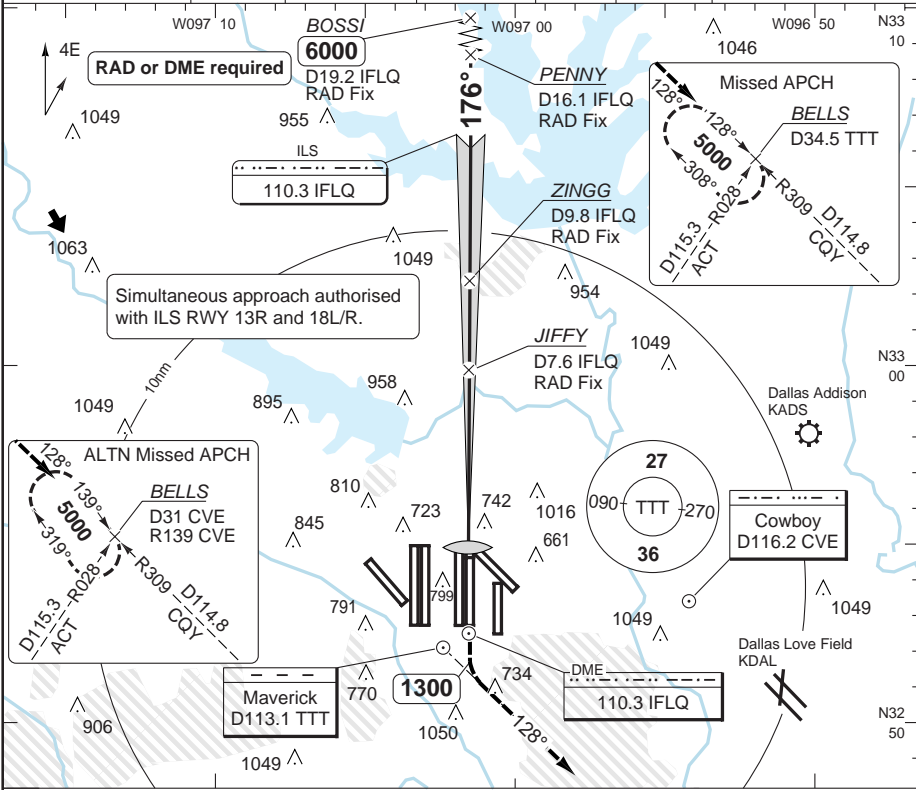
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50 - 4  
 AMD 9B  
 STATE  
 © Navtech - kdfw04iap00

# CONVERGING ILS RWY 17C

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	127.075	17C	124.15	134.9 W	121.85 W	
ILS/DME 110.3 IFLQ		FAT 176°		THR Elev 562		AD Elev 607	
				TL ATC		TA 18000	



TCH 58

ACFT	ILS
C	770 (200) 1800ft
D	

Note: Circling NA

LDA 4085x46  
13401x150ft  
P 3° (74)

50 - 5

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ALSF 2

Change: Renumbered

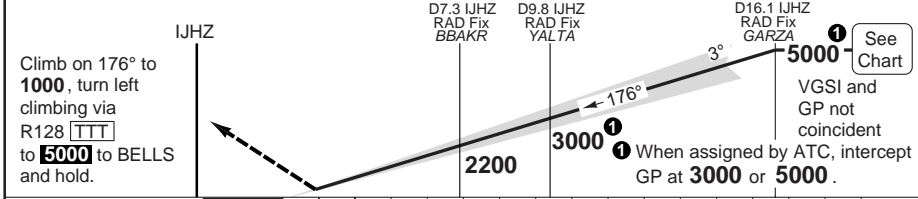
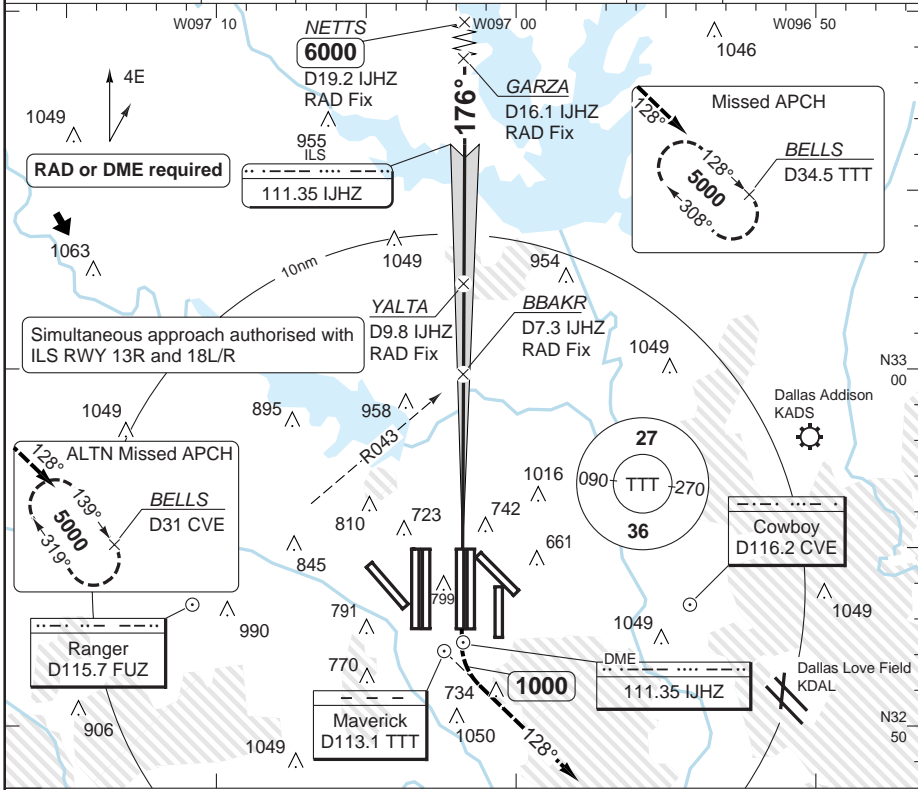
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# CONVERGING ILS RWY 17R

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875 133.625 W 127.075 17R		124.15	134.9 W	121.85 W			
ILS/DME	111.35 IJHZ	FAT 176°	THR Elev 567	AD Elev 607	TL ATC	TA 18000	



TCH 52		0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 nm													
ACFT	ILS	Note: Circling NA													
C	770 (200) 1800ft	LDA 4085x61 13401x200ft P 3° (68)													
D															

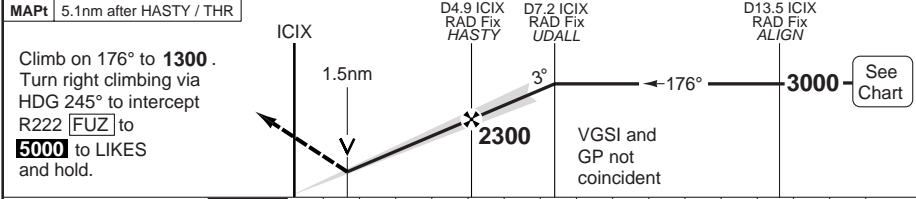
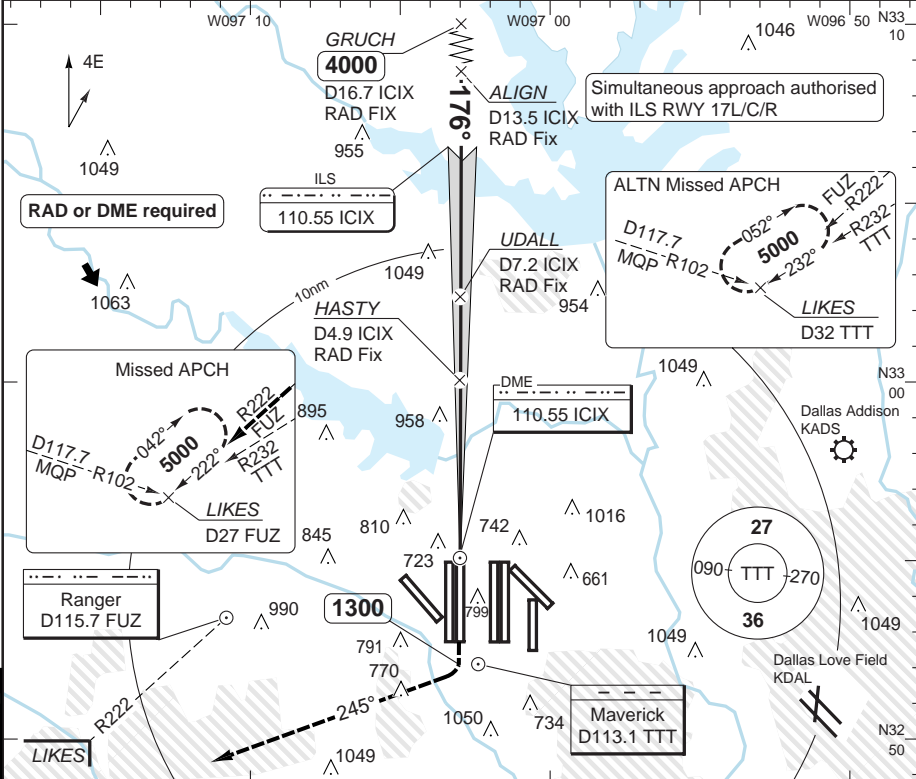
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Change: Renumbered

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ILS RWY 18L

Regional APP 125.025 133.525 E 119.875 133.625 W 118.425 18L			Fort Worth TWR 126.55 127.5 E 124.15 134.9 W		GND 121.65 121.8 E 121.85 W		ATIS (D) 123.775				
ILS/DME 110.55 ICIX		FAT 176°		THR Elev 602		AD Elev 607		TL ATC		TA 18000	



TCH 55

ACFT	ILS	LOC	SIDESTEP 18R		
C	810 (200) 1800ft	1220 (618) 1 1/2 sm	1220 (617) 1 1/2 sm		
		1220 (618) 1 1/2 sm	1220 (617) 2 sm		
D					

DME ICIX	3.0° ALT	LDA 4084x61 13400x200ft P 3" (70)
10.2	4000	
7.1	3000	
6	2660	
5	2340	
4	2010	
3	1690	
2	1370	
1.6	1220	

GS	80	100	120	140	160
ROD 3.0°	440	540	650	760	870
FAF-MAPt	3:49	3:03	2:33	2:11	1:55

Change: Renumbered

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50 - 8  
AMD 1B

TERPS

4E

W097 10

W097 00

W096 50

N33 10

N33 00

N32 50

N33 10

N33 10

N33 10

N33 10

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N33 10

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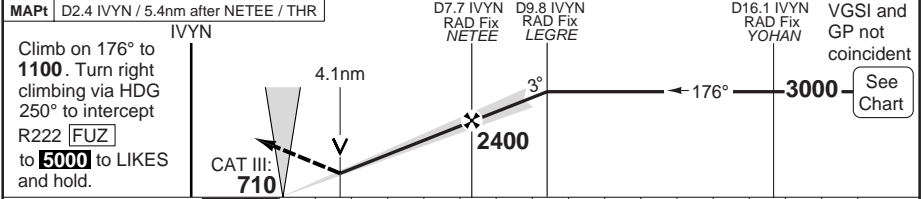
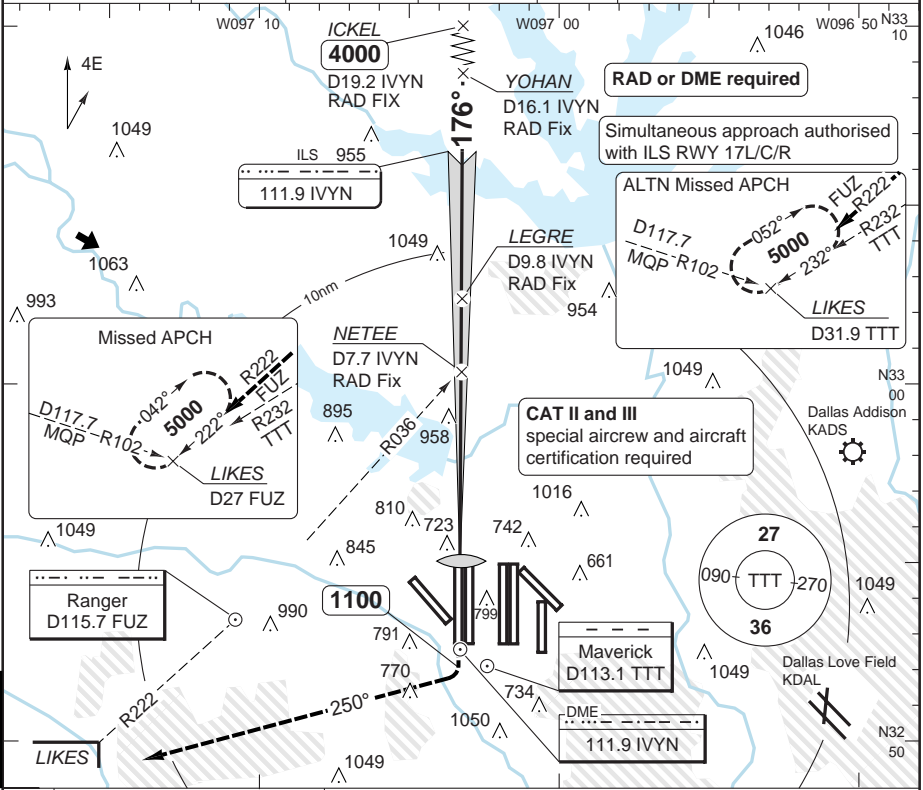
N33 10



# ILS RWY 18R

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	118.425 18R	124.15	134.9 W	121.85 W		
ILS/DME 111.9 IVYN		FAT 176°	THR Elev 607	AD Elev 607	TL ATC	TA 18000	



TCH 59		0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 nm									
ACFT	CAT IIIB	ACFT	CAT II	ILS	LOC	SIDESTEP 18L		DME IVYN	3.0° ALT	LDA 4084x46 13400x150ft P 3" (74)	
ALL	Available	C	RA 106	810 (200)	1220 (613)	1220 (618)	1220 (618)	12.8	4000		
		D	1200ft	1800ft	1 1/2sm	1 1/2sm	1 1/2sm	11	3440		
								9.7	3000		
								8	2470		
								7	2150		
		GS	80	100	120	140	160	Note:	6	1820	
		ROD 3.0°	440	540	650	760	870	Circling	5	1500	
		FAF-MAPT	4:03	3:14	2:42	2:19	2:01	NA	4.2	1220	

AMD 7B  
 50 - 10  
 STATE  
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ALSF 2

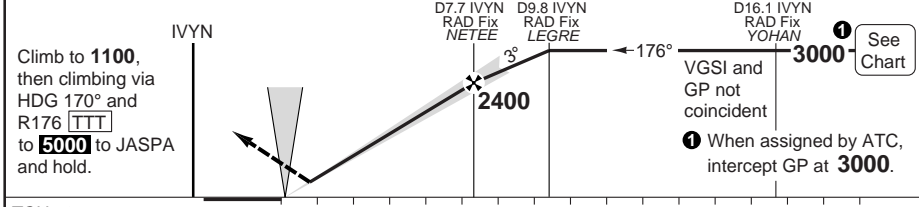
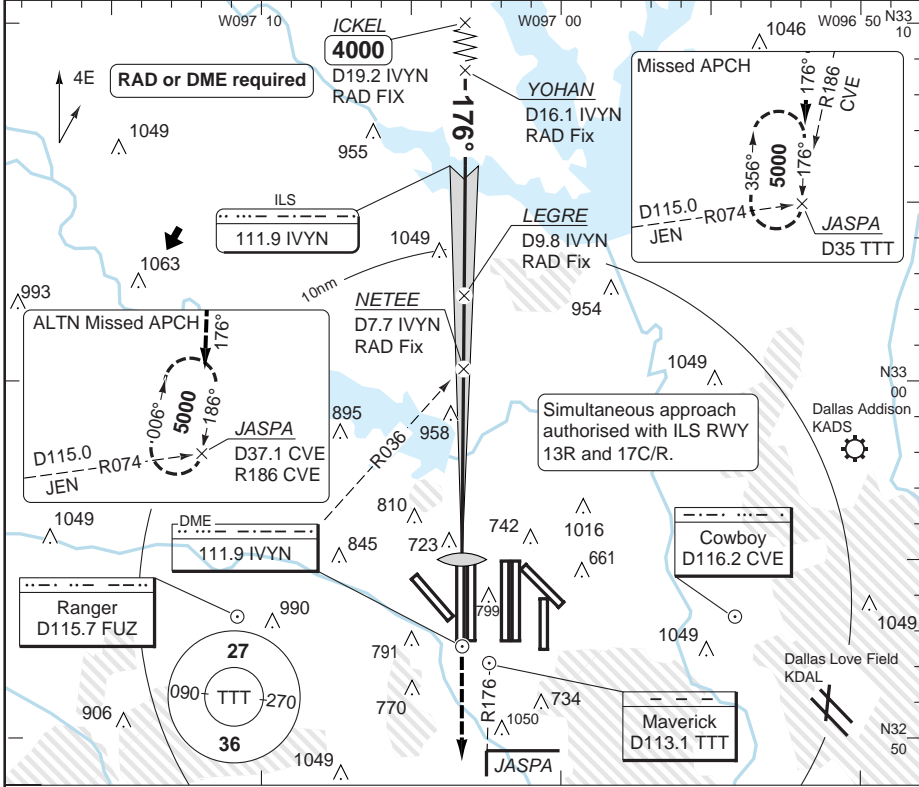
Change: Renumbered, note

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CONVERGING ILS RWY 18R

Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875 133.625 W 118.425 18R		124.15 134.9 W		121.85 W			
ILS/DME 111.9 IVYN		FAT 176°		THR Elev 607		AD Elev 607 TL ATC TA 18000	



TCH 59	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	nm
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ACFT	ILS
C	810 (200) 1800ft
D	

Note: Circling NA

LDA 4084x46  
13400x150ft  
P 3° (74)

STATE

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ALSF 2

50 - 11

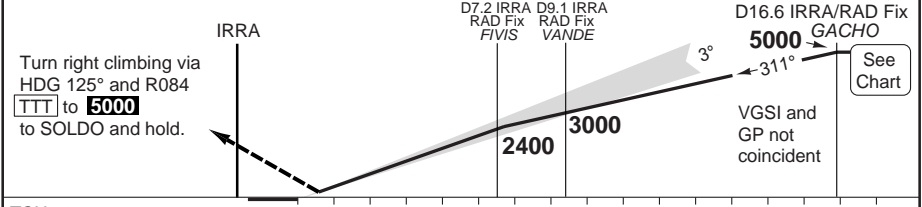
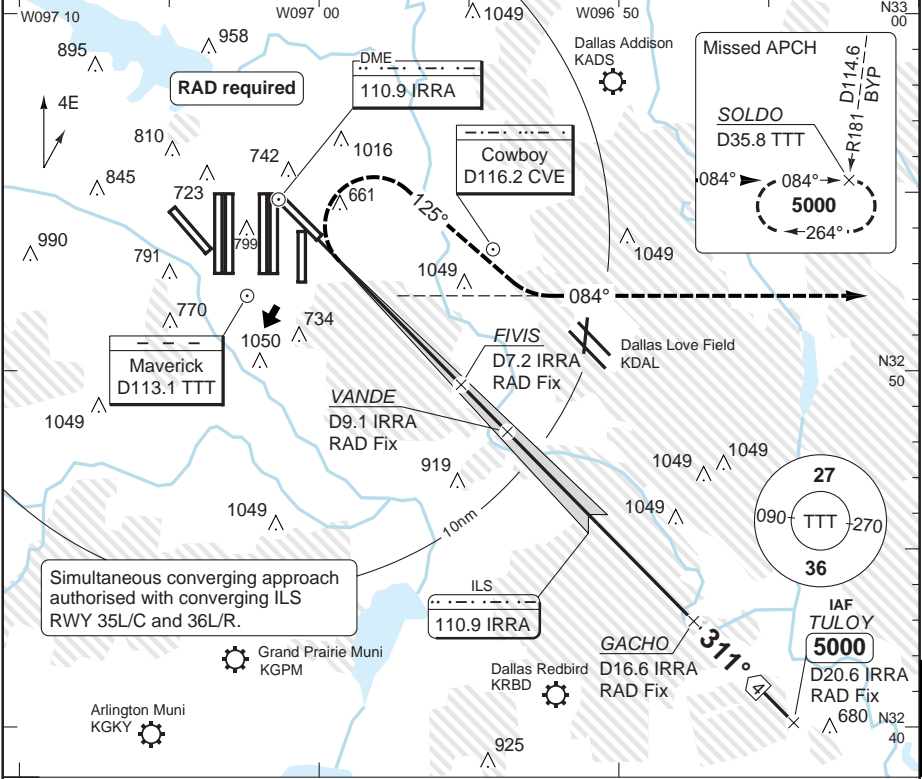


# CONVERGING ILS RWY 31R

## Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	124.15	134.9 W	121.85 W			
125.2	135.5 31R						

ILS/DME	110.9 IRRA	FAT	311°	TDZ Elev	523	AD Elev	607	TL ATC	TA	18000
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TCH 53 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 nm

ACFT	ILS
C	1500 (975) 3sm
D	NA

Note: Circling NA

LDA 2553x61  
8375x200ft  
P 3° (69)

50 - 13

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MALSR

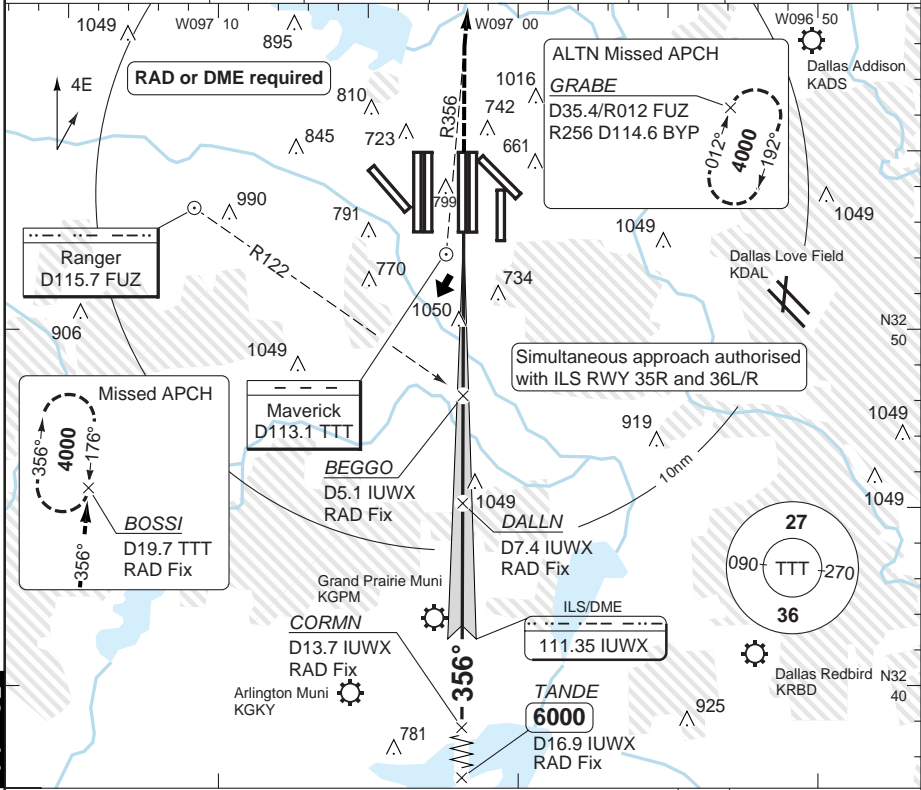
Change: Renumbered

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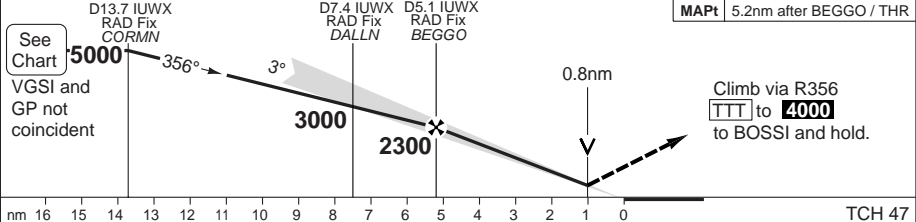
# ILS RWY 35L

# Fort Worth INTL DALLAS

Regional APP			Fort Worth TWR		GND		ATIS (D)
125.025	133.525 E		126.55	127.5 E	121.65	121.8 E	123.775
119.875	133.625 W	127.075 35L	124.15	134.9 W	121.85 W		
ILS/DME 111.35 IUWX		FAT 356°	TDZ Elev 564		AD Elev 607	TL ATC	TA 18000



50 - 14  
AMD 4B



nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0						TCH 47	
ACFT	ILS	LOC	SIDESTEP 35C			Note: Circling NA	
C	770 (200) 1800ft	940 (376) 3500ft	960 (397) 1½sm			DME IUWX	3.1° ALT
D		940 (376) 4000ft	960 (397) 2sm			13.4	5000
GS	80	100	120	140	160	12	4540
ROD 3.1°	440	550	650	760	870	10	3900
FAF-MAPt	3:54	3:07	2:36	2:13	1:57	8	3250
						6	2600
						4	1950
						2	1300
						0.9	940

Change: Renumbered

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

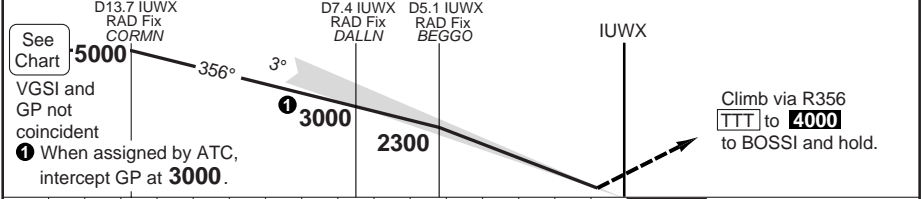
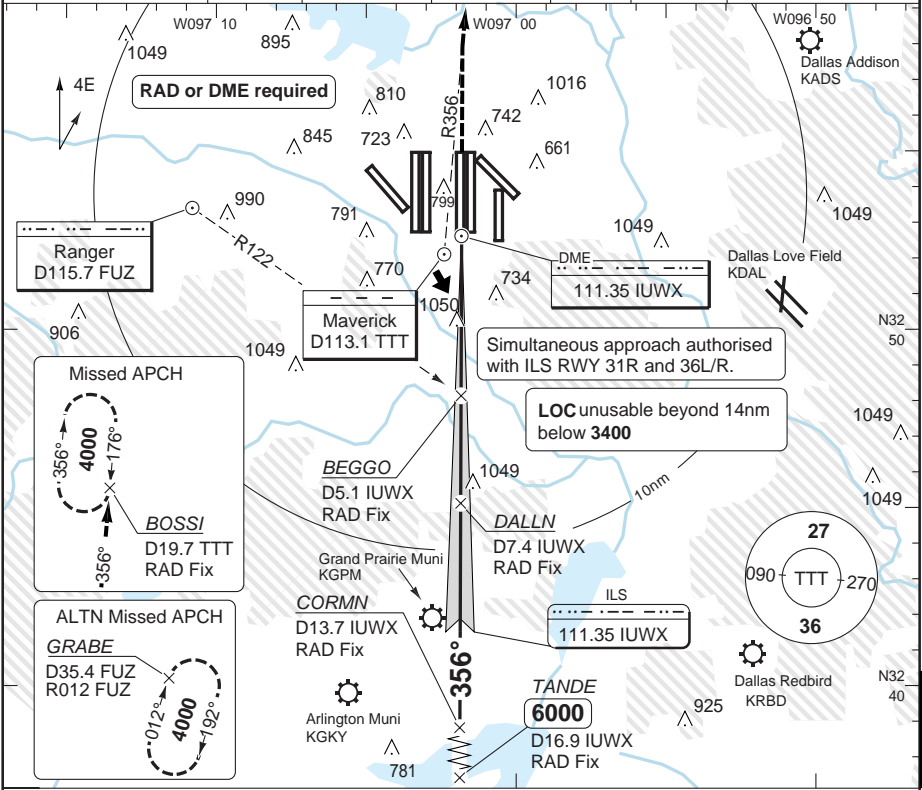
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MALSR

# CONVERGING ILS RWY 35L

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	127.075 35L	124.15	134.9 W	121.85 W		
ILS/DME 111.35 IUWX		FAT 356°	TDZ Elev 564	AD Elev 607	TL ATC	TA 18000	



nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 47
----	----	----	----	----	----	----	----	---	---	---	---	---	---	---	---	---	---	--------

ACFT	ILS
C	770 (200) 1800ft
D	

Note: Circling NA

LDA 4085x61  
13401x200ft  
P 3" (63)

Change: Renumbered

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

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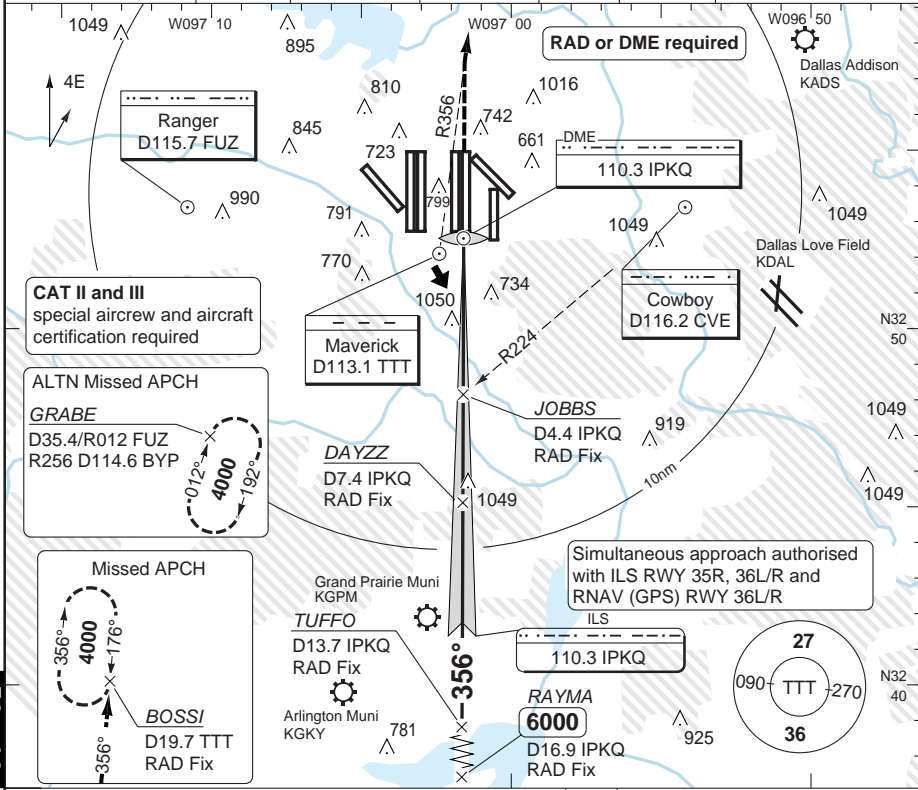
50 - 15

MALSR

# ILS RWY 35C

# Fort Worth INTL DALLAS

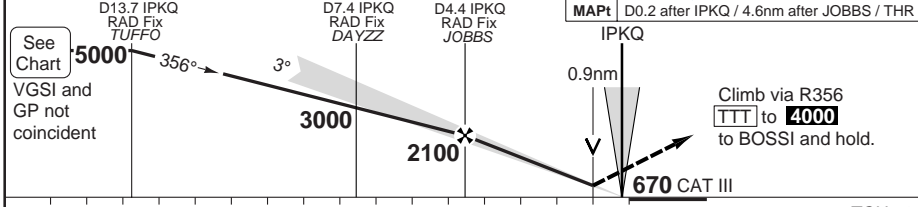
Regional APP			Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E		126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	127.075 35C	124.15	134.9 W	121.85 W			
ILS/DME 110.3 IPKQ			FAT 356°	TDZ Elev 563	AD Elev 607	TL ATC	TA 18000	



50 - 16

AMD 1B

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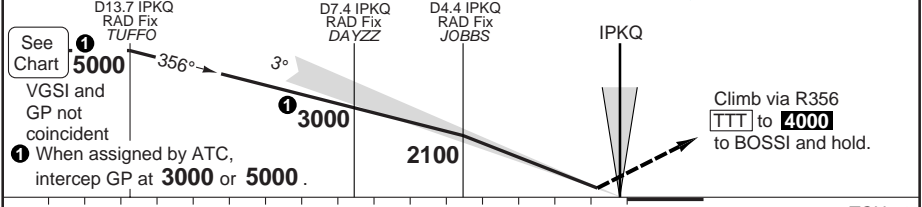
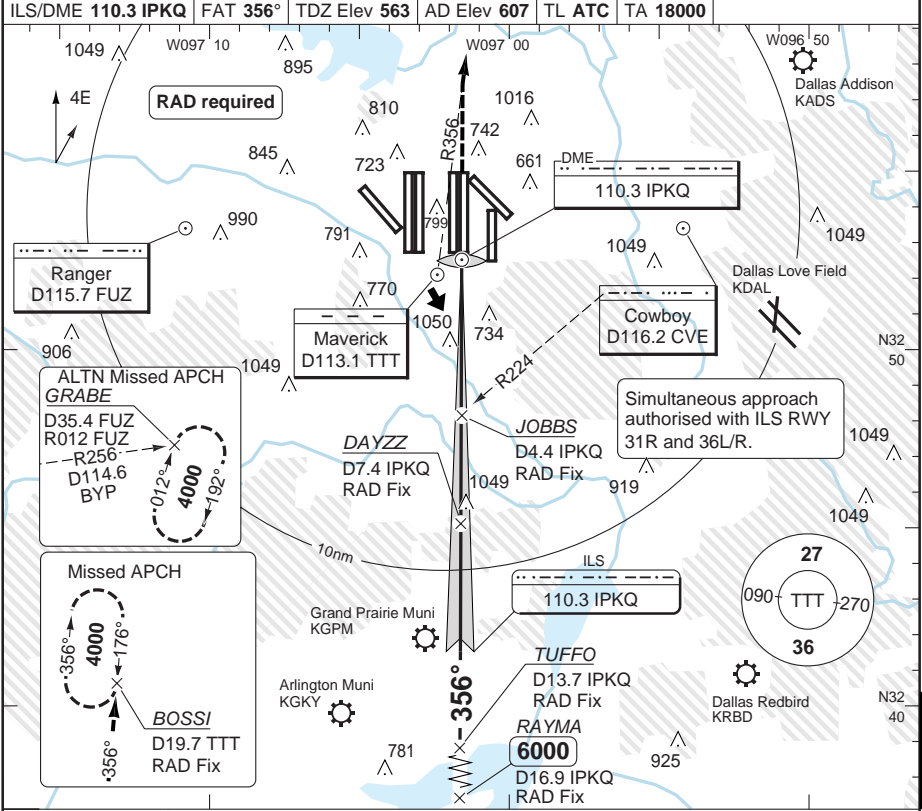
nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0										TCH 59		
ACFT	CAT III B		ACFT	CAT II	ILS	LOC	SIDESTEP 35L			DME IPKQ	3.0° ALT	LDA 4085x46 13401x150ft P 3° (76)
ALL	Available	C	RA 100	770 (200)	960 (397) 3500ft	960 (396) 1sm	13.4	12	10	8	6	1980
			1200ft	1800ft								
		D	GS	80	100	120	140	160	Note: Circling NA	4	1980	ALSF 2
			ROD 3.0°	440	540	650	760	870		2	1330	
			FAF-MAPT	3:27	2:45	2:18	1:58	1:43		0.9	960	

Change: Renumbered

# CONVERGING ILS RWY 35C

# Fort Worth INTL DALLAS

Regional APP			Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E		126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	127.075 35C	124.15	134.9 W	121.85 W			
ILS/DME 110.3 IPKQ			FAT 356°		TDZ Elev 563		AD Elev 607	
					TL ATC		TA 18000	



nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0		TCH 59	
ACFT	ILS	Note: Circling NA	
C	770 (200) 1800ft		
D			
		LDA 4085x46 13401x150ft P 3° (76)	
		ALSF 2	

AMD 1B  
STATE  
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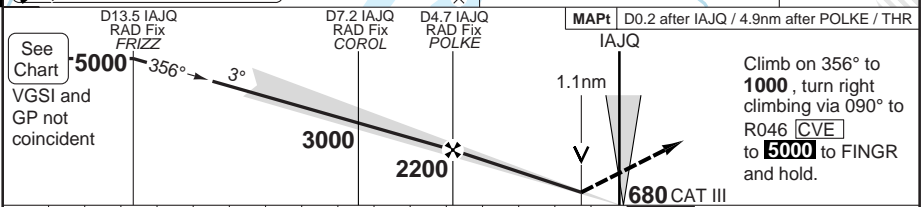
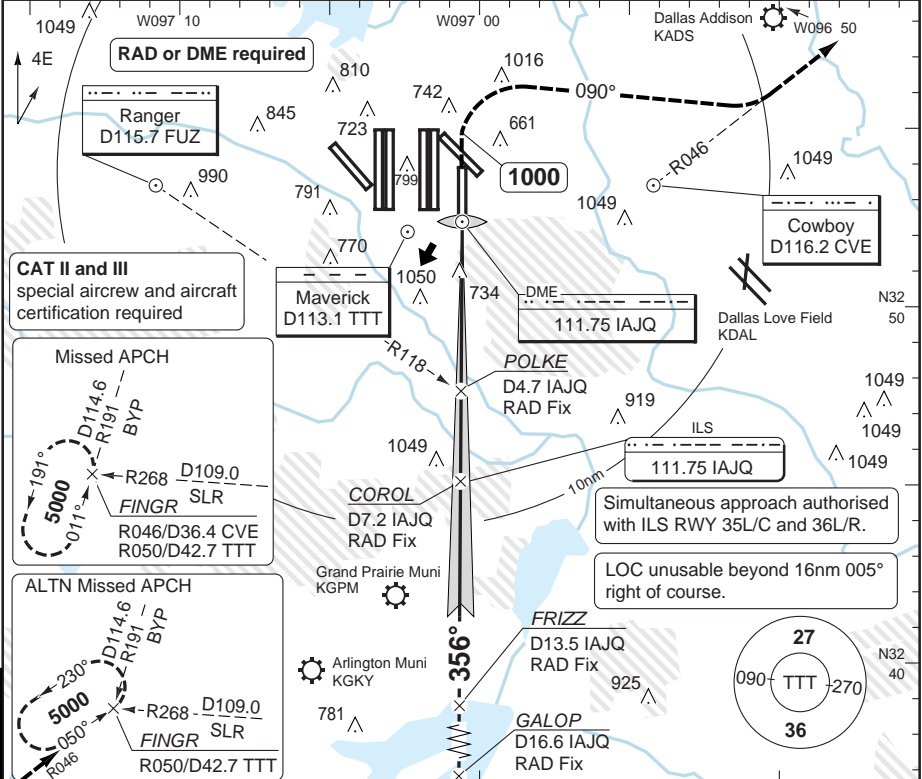
50 - 17

# ILS RWY 35R

# Fort Worth INTL DALLAS

Regional APP <b>125.025 133.525 E</b>		Fort Worth TWR <b>126.55 127.5 E</b>		GND <b>121.65 121.8 E</b>		ATIS (D) <b>123.775</b>	
<b>119.875 133.625 W 119.4 35R</b>		<b>124.15 134.9 W</b>		<b>121.85 W</b>			

ILS/DME <b>111.75 IAJQ</b>	FAT <b>356°</b>	TDZ Elev <b>575</b>	AD Elev <b>607</b>	TL <b>ATC</b>	TA <b>18000</b>
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See Chart 5000		356°		3°		1.1nm		MAPt		D0.2 after IAJQ / 4.9nm after POLKE / THR IAJQ		Climb on 356° to 1000, turn right climbing via 090° to R046 [CVE] to 5000 for FINGR and hold.						
AMD 3B		5000		3000		2200		680 CAT III		TCH 58								
nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	
ACFT	CAT III B			CAT II			ILS			LOC			Note: Circling NA			DME IAJQ	3.0° ALT	LDA 2591x46 8500x150ft P 3°R (73)
STATE	Available			RA 94 1200ft			780 (200) 1800ft			1040 (465) 5000ft						13.4	5000	ALSF 2
ALL				C												12	4550	
				D												10	3910	
																8	3260	
																6	2620	
																4	1980	
																2	1340	
																1.1	1040	
				GS			80 100 120 140 160											
				ROD 3.0°			430 540 650 760 860											
				FAF-MAPt			3:40 2:56 2:27 2:06 1:50											

Change: Renumbered

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

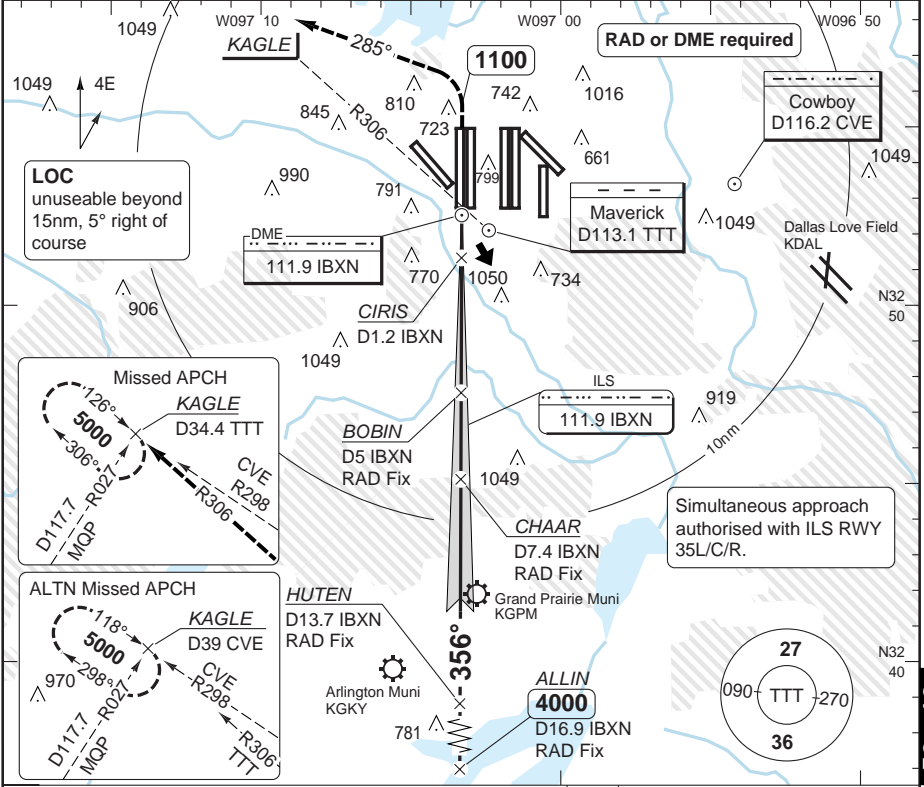
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Fort Worth INTL DALLAS

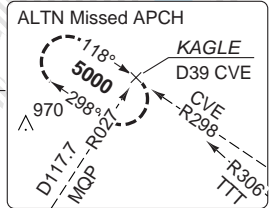
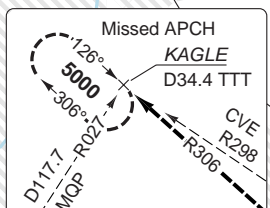
ILS RWY 36L

Regional APP			Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E		126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	118.425 36L	124.15	134.9 W	121.85 W			

ILS/DME	111.9 IBXN	FAT 356°	TDZ Elev 588	AD Elev 607	TL ATC	TA 18000
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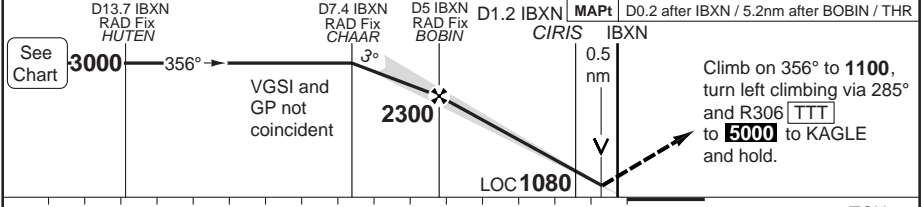
**LOC**  
unuseable beyond 15nm, 5° right of course



Simultaneous approach authorised with ILS RWY 35L/C/R.

TERPS  
AMD 1B

50 - 19



nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
----	----	----	----	----	----	----	----	---	---	---	---	---	---	---	---	---	---	--------

STATE	ACFT	ILS	LOC+ CIRIS		LOC	SIDESTEP 36R		Note: Circling NA	DME IBXN	3.0° ALT	LDA 4084x46 13400x150ft P 3° (72)
			790 (200) 1800ft	880 (292) 2400ft		1080 (492) 5000ft	1080 (499) 1sm				
			880 (292) 4000ft		1080 (499) 1½sm			4 1980	3 1670	2 1350	1.2 1080
								0.6 880			

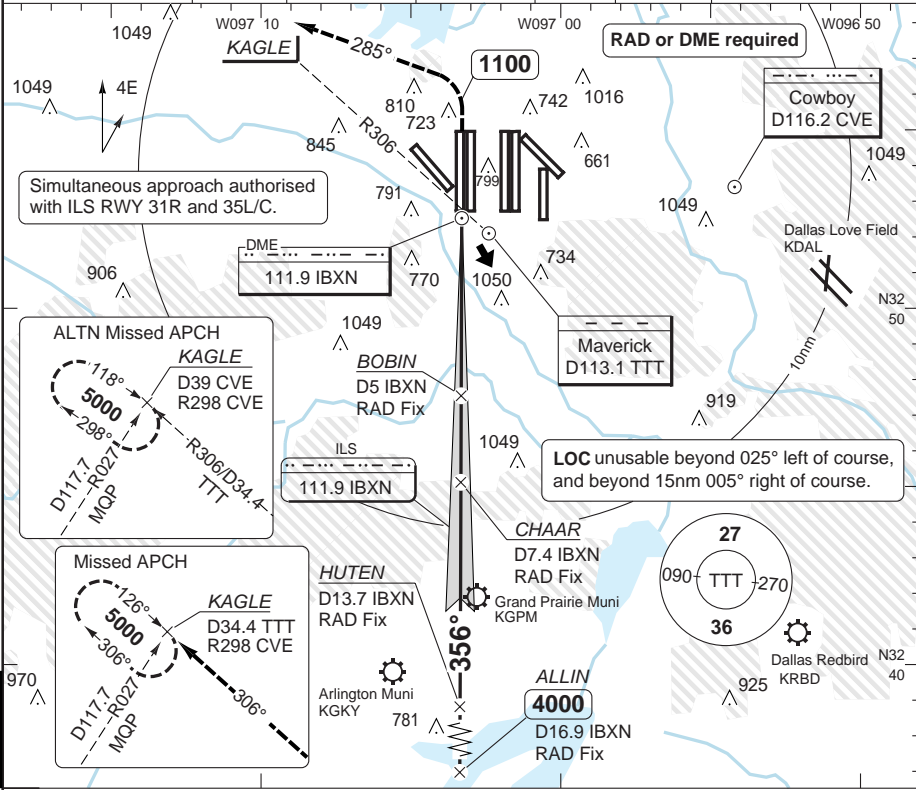
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# CONVERGING ILS RWY 36L

# Fort Worth INTL DALLAS

Regional APP			Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E		126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	118.425 36L	124.15	134.9 W	121.85 W			
ILS/DME 111.9 IBXN			FAT 356°	TDZ Elev 588	AD Elev 607	TL ATC	TA 18000	



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Change: Renumbered

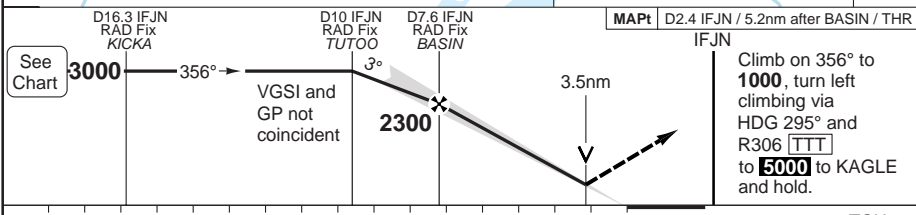
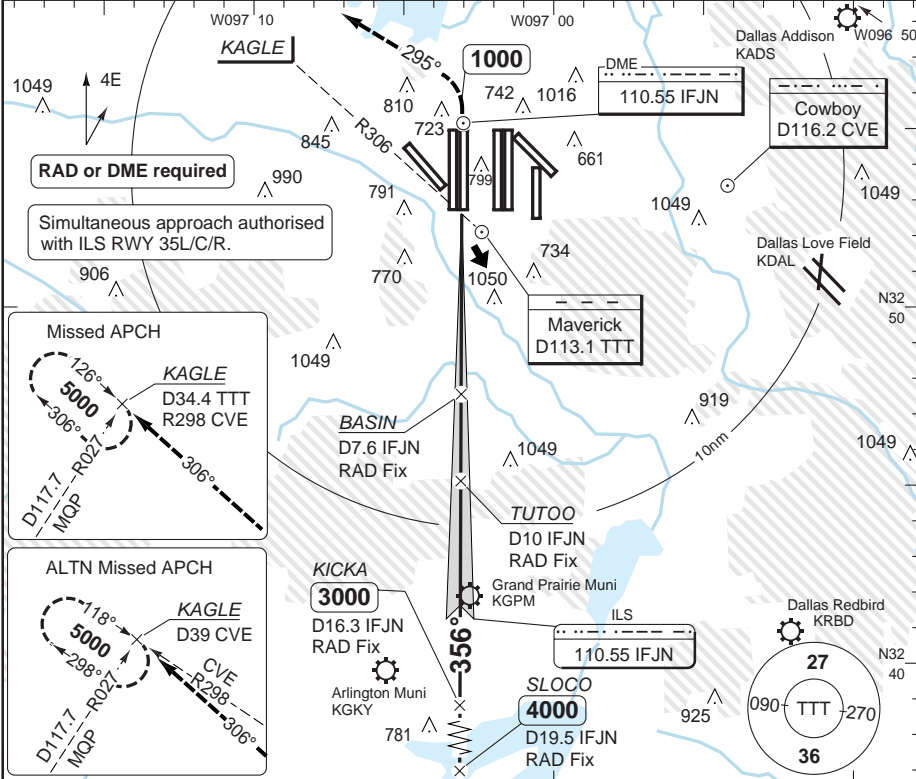
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# ILS RWY 36R

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	118.425	36R	124.15	134.9 W	121.85 W	

ILS/DME	110.55 IFJN	FAT 356°	TDZ Elev 581	AD Elev 607	TL ATC	TA 18000
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nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 50
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ACFT	ILS	LOC	SIDESTEP 36L	Note: Circling NA	DME IFJN	3.0° ALT	LDA 4085x61 13400x200ft P 3" (66)
C	790 (200) 1800ft	980 (399) 3500ft	1080 (492) 1½sm		9.8	3000	MALSR
D		980 (399) 4000ft	1080 (492) 2sm		9	2750	
					8	2430	
					7	2110	
					6	1790	
					5	1470	
					4	1150	
					3.5	980	

Change: Renumbered

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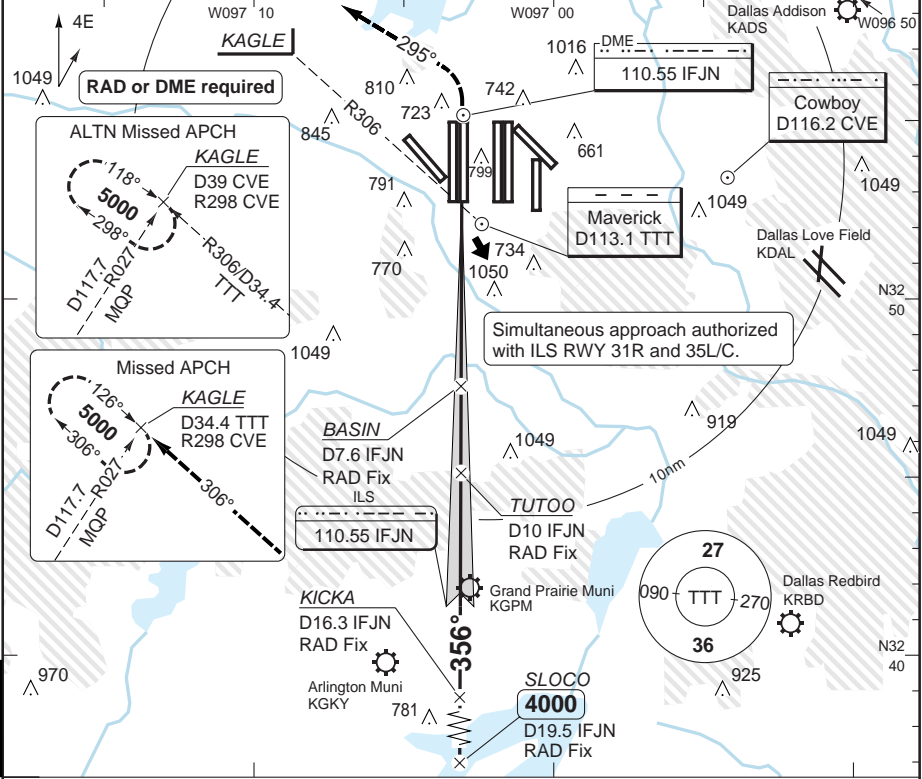
50 - 21

# CONVERGING ILS RWY 36R

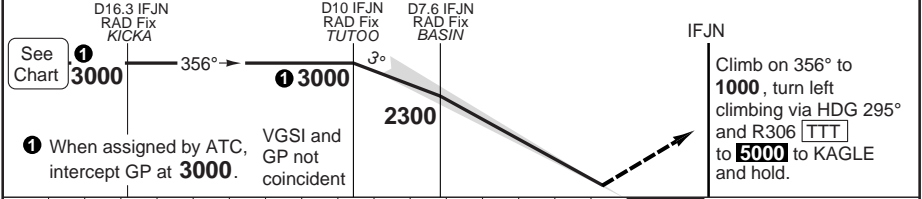
# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	118.425	36R	124.15	134.9 W	121.85 W	

ILS/DME	110.55 IFJN	FAT	356°	TDZ Elev	581	AD Elev	607	TL ATC	TA	18000
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50 - 22



nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 50
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ACFT	ILS
C	790 (200)
D	1800ft

Note: Circling NA

LDA 4084x61  
 13400x200ft  
 P 3° (66)

MALSR

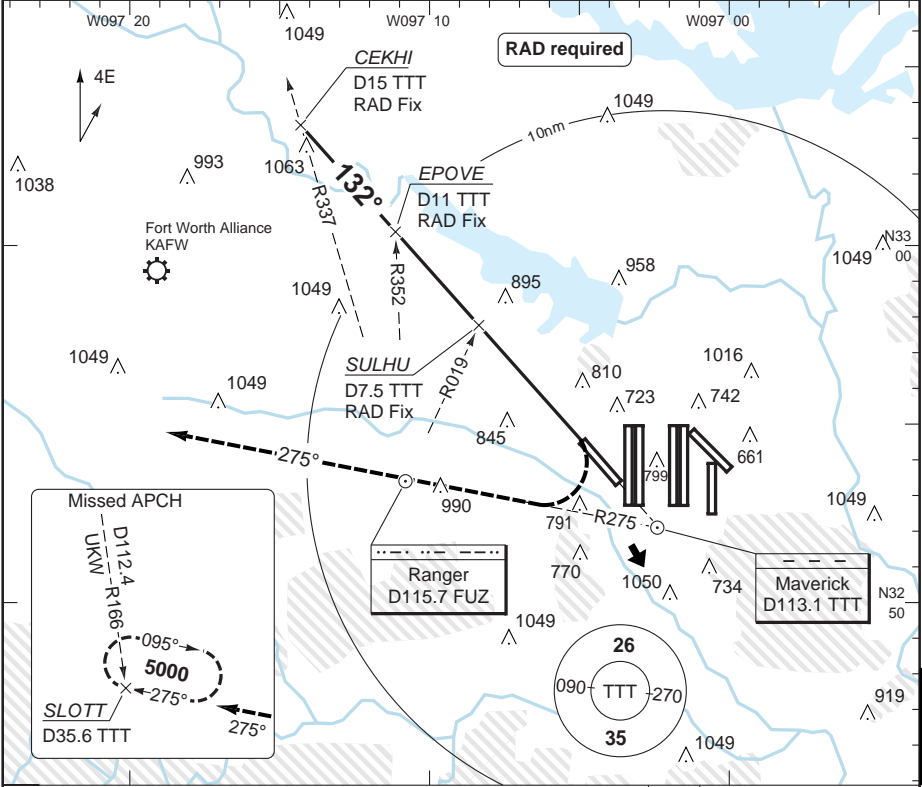
© Navtech - kdfw22aip00

Change: Var, FAT.

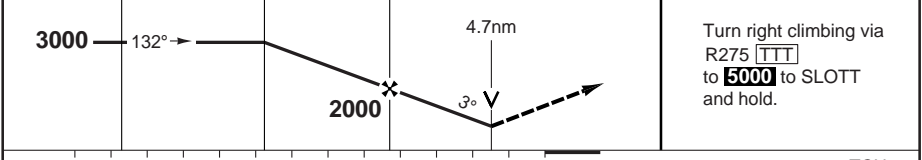
# VOR RWY 13R

Regional APP			Fort Worth TWR		GND		ATIS (D)	
125.025	133.525	E	126.55	127.5	E	121.65	121.8	E
119.875	133.625	W	124.15	134.9	W	121.85	W	123.775
118.1	133.15	13R						

VOR/DME	113.1 TTT	FAT	132°	THR Elev	591	AD Elev	607	TL ATC	TA	18000
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D15 TTT RAD Fix/CEKHI	D11 TTT RAD Fix/EPOVE	D7.5 TTT/RAD Fix SULHU	MAPt D3.3 TTT / 4.2nm after SULHU
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nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
----	----	----	----	----	---	---	---	---	---	---	---	---	---	---	--------

ACFT	VOR	Note: Circling NA					DME TTT	3.0° ALT	LDA 2835x46 9301x150ft P 3° (71)
C	1100 (509)						10.7	3000	MALSR
D	5500ft						10	2790	
		80	100	120	140	160	9	2480	
		430	530	640	740	850	8	2160	
		3:09	2:31	2:06	1:48	1:34	7	1850	
							6	1530	
							5	1210	
							4.7	1100	

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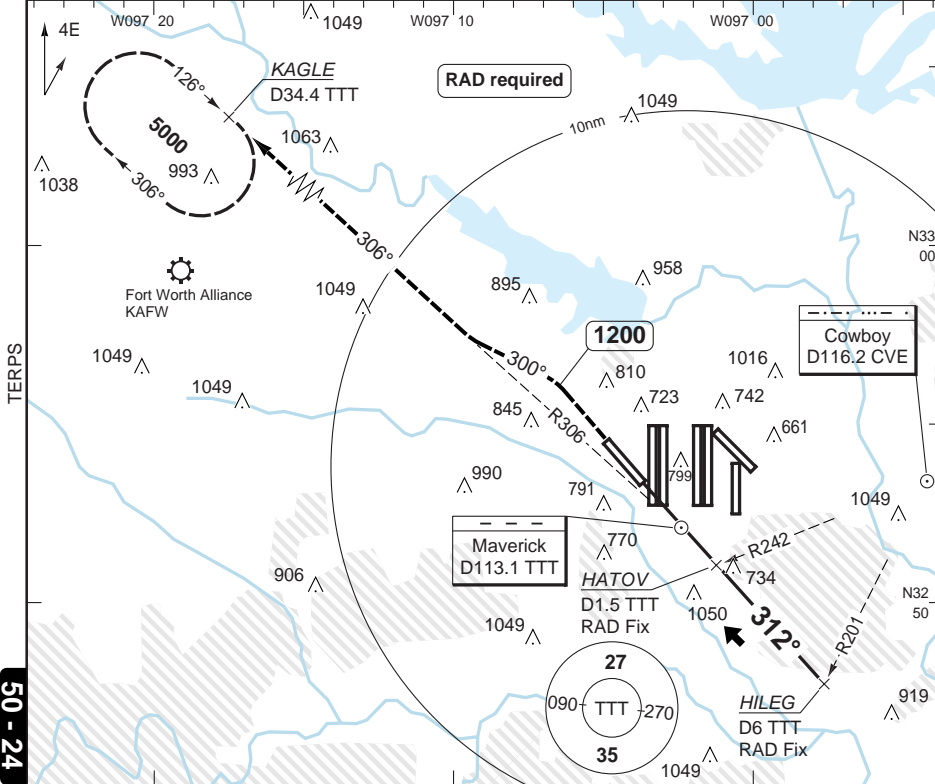
50 - 23

# VOR RWY 31L

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	124.15	134.9 W	121.85 W			
135.5	125.2 31L						

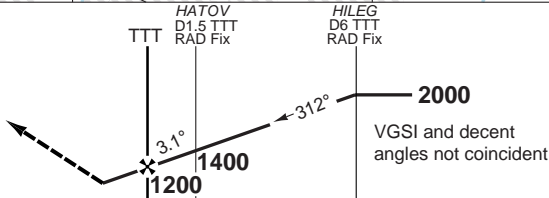
VOR/DME	113.1 TTT	FAT	312°	TDZ Elev	581	AD Elev	607	TL ATC	TA	18000
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50 - 24  
Orig

MAPt 1.7nm after TTT / THR

Climb on 312° to **1200**,  
turn left climbing to **5000** via  
HDG 300° and R306 **TTT**  
to KAGLE and hold.



TCH 54

ACFT	VOR
C	1020 (439) 1 1/4 sm
D	1020 (439) 1 1/2 sm

Note: Circling NA

DME	3.2°	LDA 2835x46
TTT	ALT	9301x150ft
2.4	2000	P 3.1° (72)
2	1870	
1	1540	
0	1200	
0.5	1020	

GS	80	100	120	140	160
ROD 3.2°	450	560	680	790	900

NALS

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Change: Var.



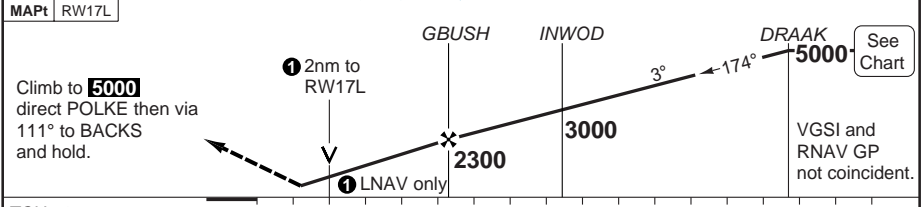
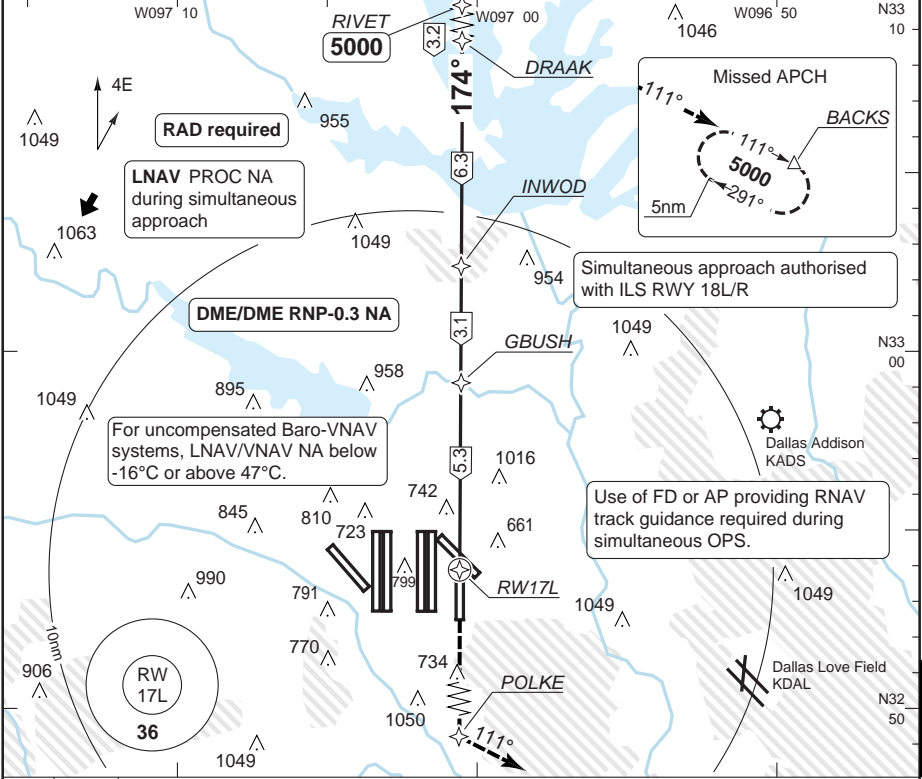


# RNAV (GPS) RWY 17L

# Fort Worth INTL DALLAS

Regional APP <b>125.025 133.525 E</b>		Fort Worth TWR <b>126.55 127.5 E</b>		GND <b>121.65 121.8 E</b>		ATIS (D) <b>123.775</b>	
<b>119.875 133.625 W 119.4 17L</b>		<b>124.15 134.9 W</b>		<b>121.85 W</b>			

RNAV WAAS	CH 40008	W17B	FAT 174°	TDZ Elev 545	AD Elev 607	TL ATC	TA 18000
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TCH 56

ACFT	LPV	LNAV/VNAV	LNAV
C	990 (439) 5000ft	1050 (497) 6000ft	1240 (695) 1½sm
D			1240 (695) 1¾sm

Note: Circling NA

THR 17L	3.0° ALT	LDA 2591x46 8500x150ft P 3° (77)
13.7	5000	
12	4460	
10	3810	
8	3170	
6	2530	
4	1890	
3	1560	
2.0	1240	

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860

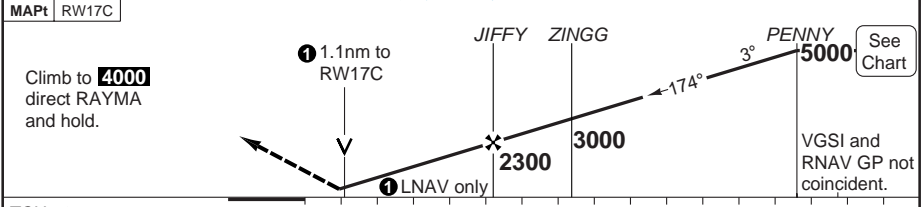
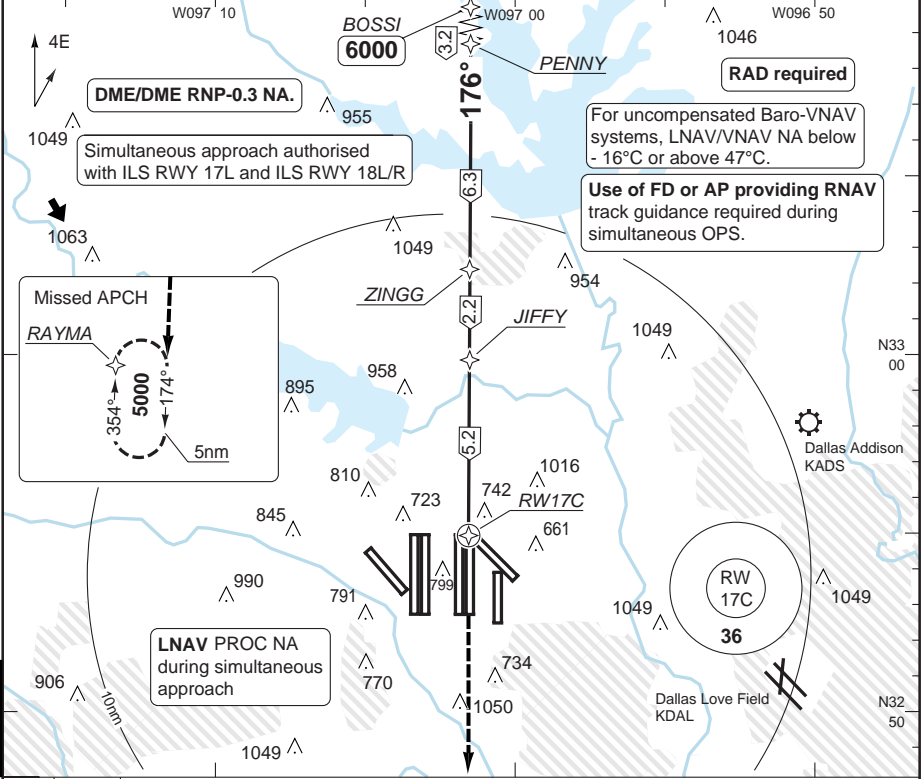
Change: Note

# RNAV (GPS) RWY 17C

## Fort Worth INTL DALLAS

Regional APP <b>125.025</b> <b>133.525 E</b>	Fort Worth TWR <b>126.55</b> <b>127.5 E</b>	GND <b>121.65</b> <b>121.8 E</b>	ATIS (D) <b>123.775</b>
<b>119.875</b> <b>133.625 W</b> <b>127.075 17C</b>	<b>124.15</b> <b>134.9 W</b>	<b>121.85 W</b>	

RNAV WAAS <b>CH 97324 W17D</b>	FAT <b>174 °</b>	TDZ Elev <b>562</b>	AD Elev <b>607</b>	TL <b>ATC</b>	TA <b>18000</b>
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TCH 58

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 nm

ACFT	LPV	LNAV/VNAV	LNAV
C	<b>820</b> (250) 2400ft	<b>1070</b> (506) 6000ft	<b>1000</b> (438) 4000ft
D			<b>1000</b> (438) 5000ft

Note: Circling NA

THR 17C	3.1° ALT	LDA 4085x46
13.5	<b>5000</b>	13401x150ft
12	<b>4510</b>	P 3°(74)
10	<b>3860</b>	
8	<b>3210</b>	
6	<b>2560</b>	
4	<b>1910</b>	
2	<b>1270</b>	
1.2	<b>1000</b>	

GS	80	100	120	140	160
ROD 3.1°	440	550	650	760	870

Change: Note

50 - 28  
AMID 1A  
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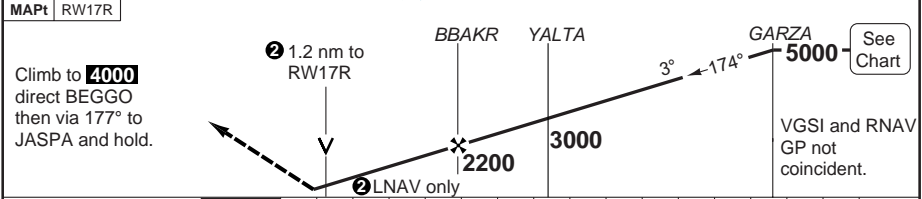
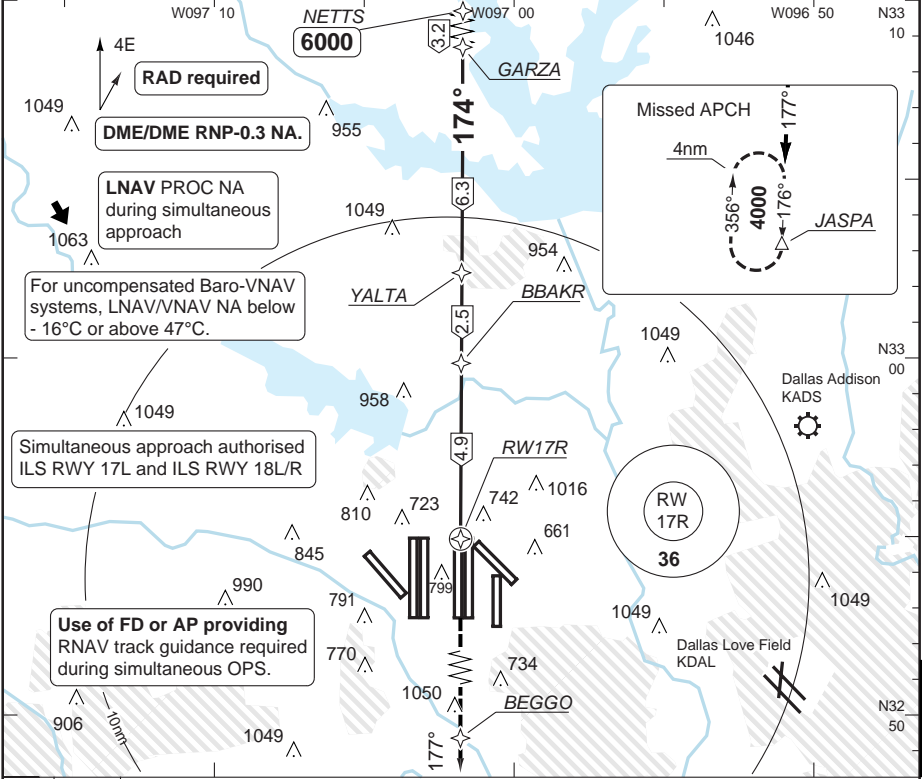
ALSF2

# RNAV (GPS) RWY 17R

# Fort Worth INTL DALLAS

Regional APP <b>125.025 133.525 E</b>			Fort Worth TWR <b>126.55 127.5 E</b>		GND <b>121.65 121.8 E</b>		ATIS (D) <b>123.775</b>	
<b>119.875 133.625 W 127.075 17R</b>			<b>124.15 134.9 W</b>		<b>121.85 W</b>			

RNAV WAAS	<b>CH 53505 W17A</b>	FAT <b>174°</b>	TDZ <b>567</b>	AD Elev <b>607</b>	TL <b>ATC</b>	TA <b>18000</b>
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TCH 52	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	nm
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ACFT	LPV	LNAV/VNAV	LNAV	Note: Circling NA	THR 17R	3.0° ALT	LDA 4085x61 13401x200ft P 3°(68)
C	820 (250) 2400ft	1070 (499) 6000ft	1000 (433) 4000ft		13.6	5000	MALSR
D			1000 (433) 5000ft		12	4500	
					10	3850	
					8	3210	
					6	2560	
					4	1910	
					2	1270	
					1.2	1000	

Change: Note

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50 - 29

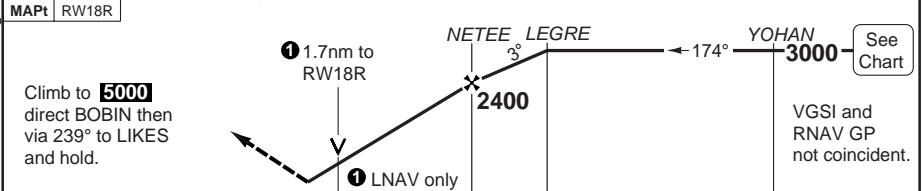
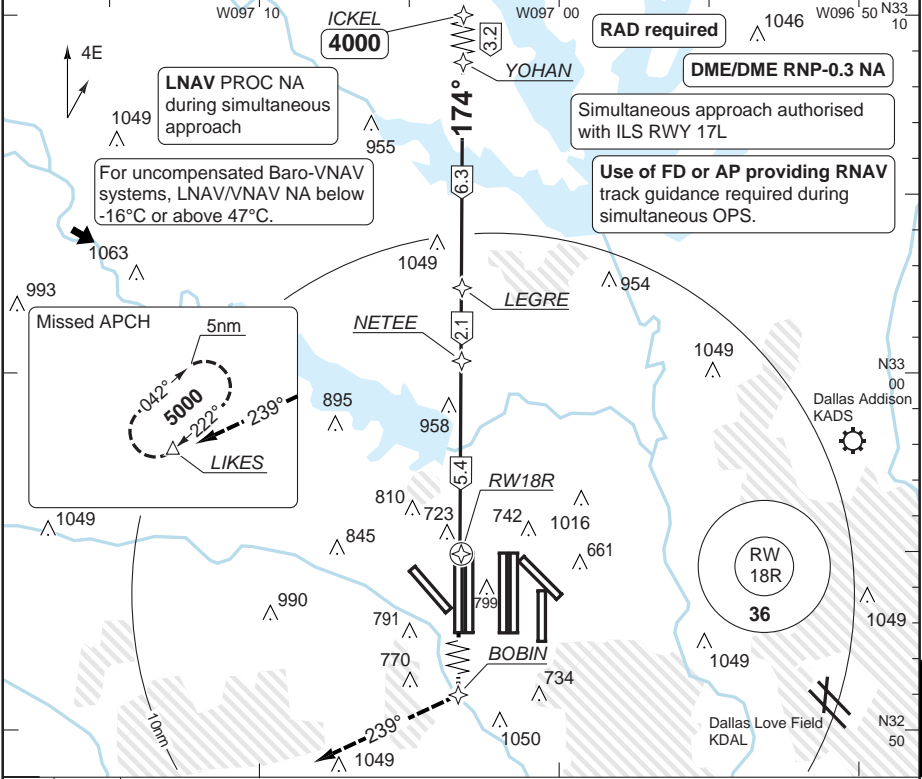


# RNAV(GPS) RWY 18R

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	119.4 18R	124.15 134.9 W	121.85 W			

RNAV WAAS	CH 99703 WS1A	FAT 174°	TDZ 607	AD Elev 607	TL ATC	TA 18000
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TCH 59	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	nm
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ACFT	LPV	LNAV/VNAV	LNAV
C	860 (250) 2400ft	980 (373) 4000ft	1220 (613) 1 3/8sm
D			1220 (613) 1 1/2sm

Note: Circling NA

THR 18R	3.0° ALT	LDA 4084x46
10.4	4000	13400x150ft
9	3570	P 3°(74)
7	2920	
5	2270	
4	1950	
3	1630	
2	1310	
1.8	1220	

GS	80	100	120	140	160
ROD 3.0°	440	540	650	760	870

Change: Note, minima

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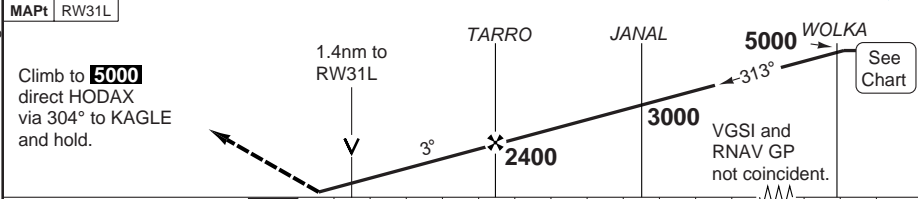
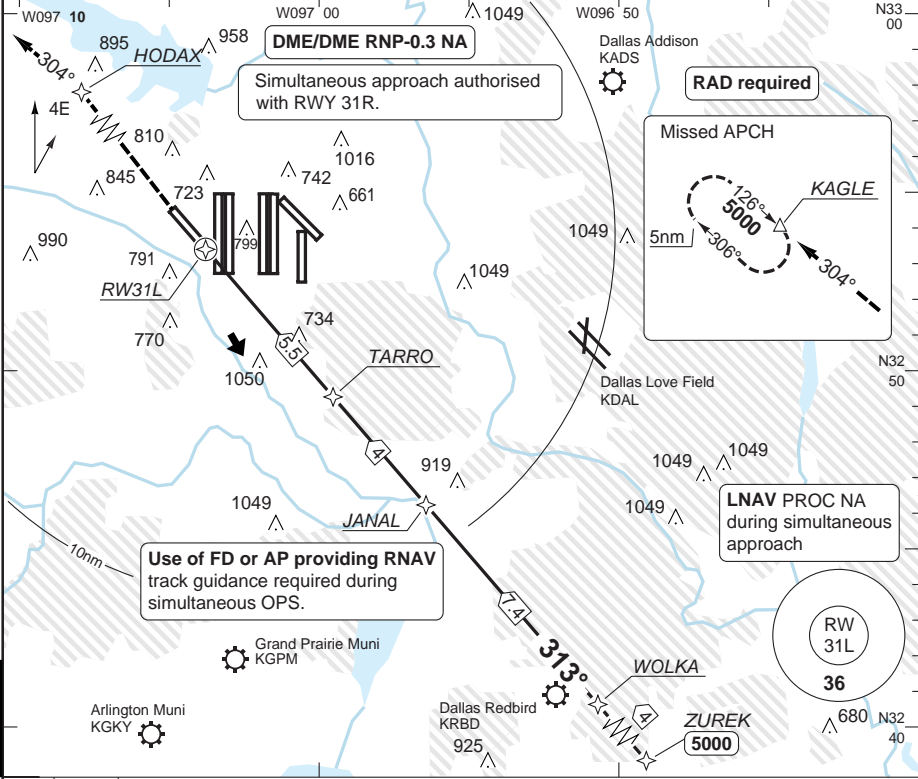
50 - 31

# RNAV (GPS) Y RWY 31L

## Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	124.15	134.9 W	121.85 W			
133.15	118.1 31L						

RNAV WAAS	CH 99703 W31A	FAT 313°	TDZ Elev 581	AD Elev 607	TL ATC	TA 18000
-----------	---------------	----------	--------------	-------------	--------	----------



TCH 54	0	1	2	3	4	5	6	7	8	9	10	11	12	16	17	18 nm
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ACFT	LPV	LNAV	Note: Circling NA						THR 31L	3.0° ALT	LDA 2553x46 8375x150ft P 3°(69)
C	840 (256) 4000ft	1060 (479) 6000ft	80	100	120	140	160	13.6	5000	MALSR	
D		1060 (479) 1 1/2sm						12	4490		
								10	3850		
								8	3210		
								6	2560		
								4	1920		
								2	1280		
								1.3	1060		

50 - 32

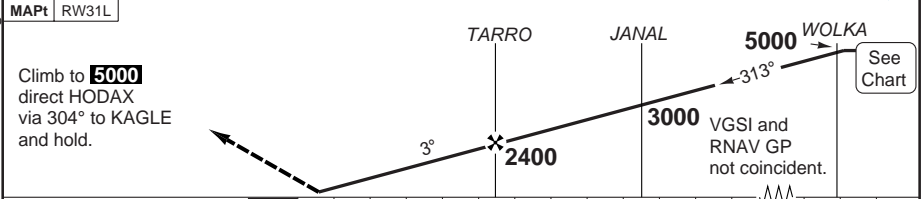
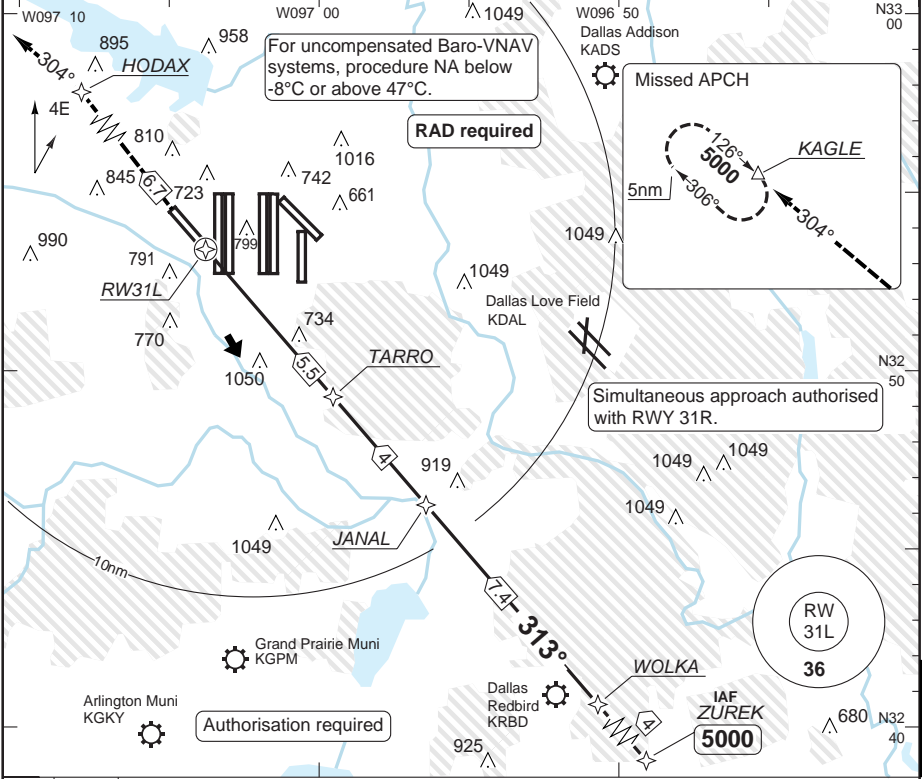
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# RNAV (RNP) Z RWY 31L

## Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775
119.875	133.625 W	124.15	134.9 W	121.85	W	
133.15	118.1 31L					

RNAV	FAT 313°	TDZ Elev 581	AD Elev 607	TL ATC	TA 18000
------	----------	--------------	-------------	--------	----------



TCH 54	0	1	2	3	4	5	6	7	8	9	10	11	12	16	17	18 nm
--------	---	---	---	---	---	---	---	---	---	---	----	----	----	----	----	-------

ACFT	RNP 0.30 4.6% <b>e</b>	RNP 0.30
C	890 (301) 5000ft	940 (359) 6000ft
D		

Note: Circling NA  
**e** MISAP MNM climb gradient

LDA 2553x46  
 8375x150ft  
 P 3°(69)

STATE

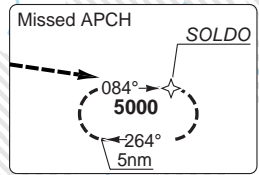
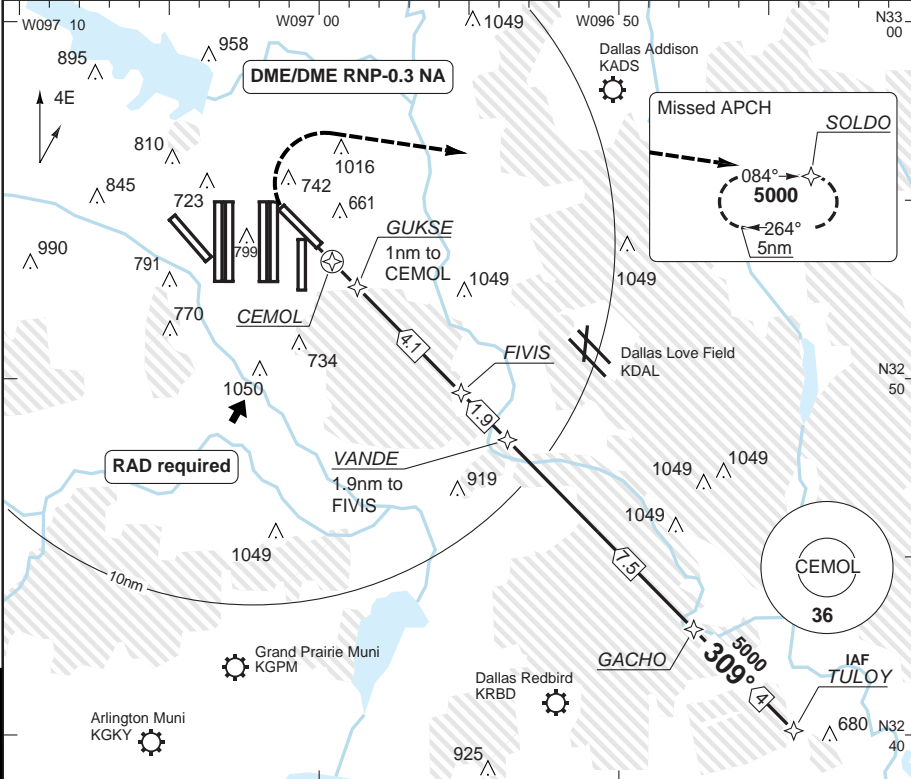
MALS

# RNAV (GPS) Y RWY 31R

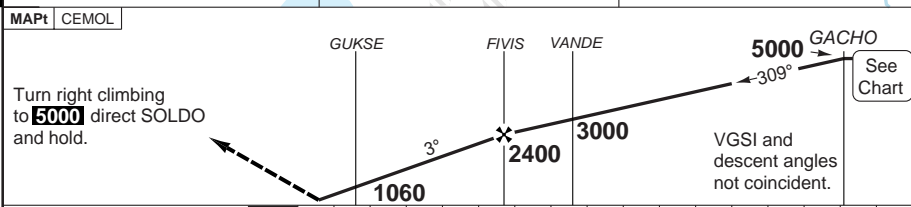
## Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775
119.875	133.625 W	124.15	134.9 W	121.85	W	
125.2	135.5 31R					

RNAV	FAT 313°	TDZ Elev 523	AD Elev 607	TL ATC	TA 18000
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50 - 34  
AMD 1A



TCH 55

ACFT	LNAV
C	940 (417) 4000ft
D	940 (417) 5000ft

Note: Circling NA

THR 31R	3.0° ALT	LDA 2553x61
13.8	5000	8375x200ft
12	4430	P 3°(69)
10	3790	
8	3140	
6	2500	
4	1860	
2	1220	
1.1	940	

GS	80	100	120	140	160
ROD 3.0°	430	540	650	750	860

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MALSR

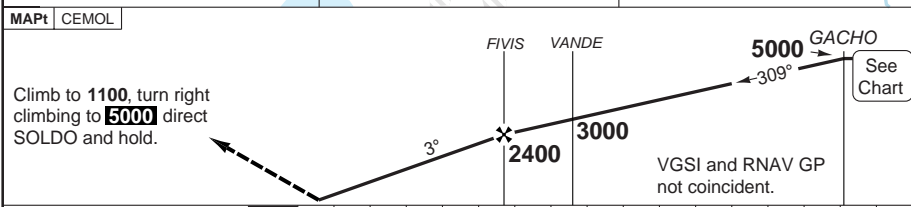
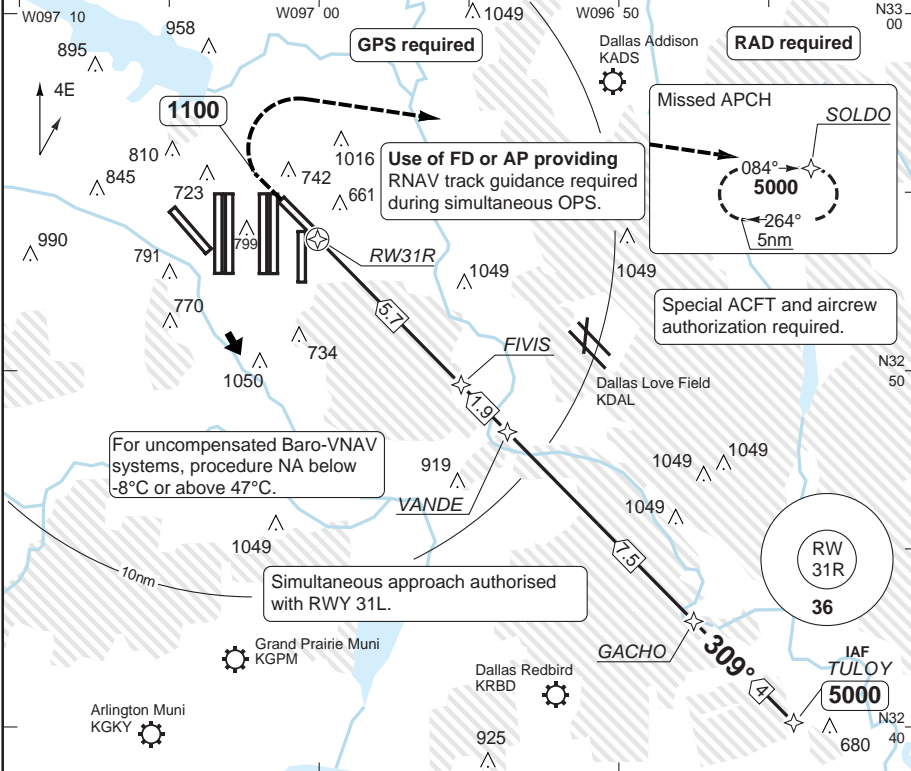
Change: ALT

# RNAV (RNP) Z RWY 31R

## Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775
119.875	133.625 W	124.15	134.9 W	121.85	W	
125.2	135.5 31R					

RNAV	FAT 309°	TDZ Elev 523	AD Elev 607	TL ATC	TA 18000
------	----------	--------------	-------------	--------	----------



TCH 53	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16 nm
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ACFT	RNP 0.16	RNP 0.28	RNP 0.30
C	830 (299) 2400ft	960 (428) 5000ft	980 (449) 6000ft
D			

Note: Circling NA

LDA 2553x61  
8375x200ft  
P 3°(69)

Change: Note

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50 - 35

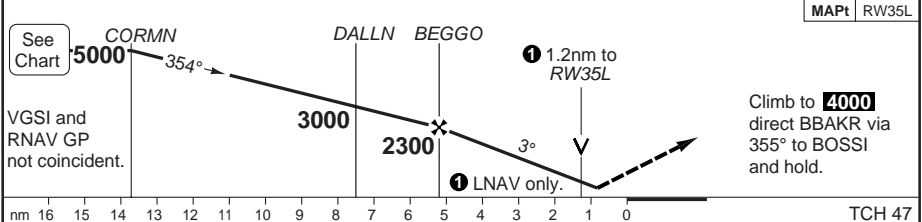
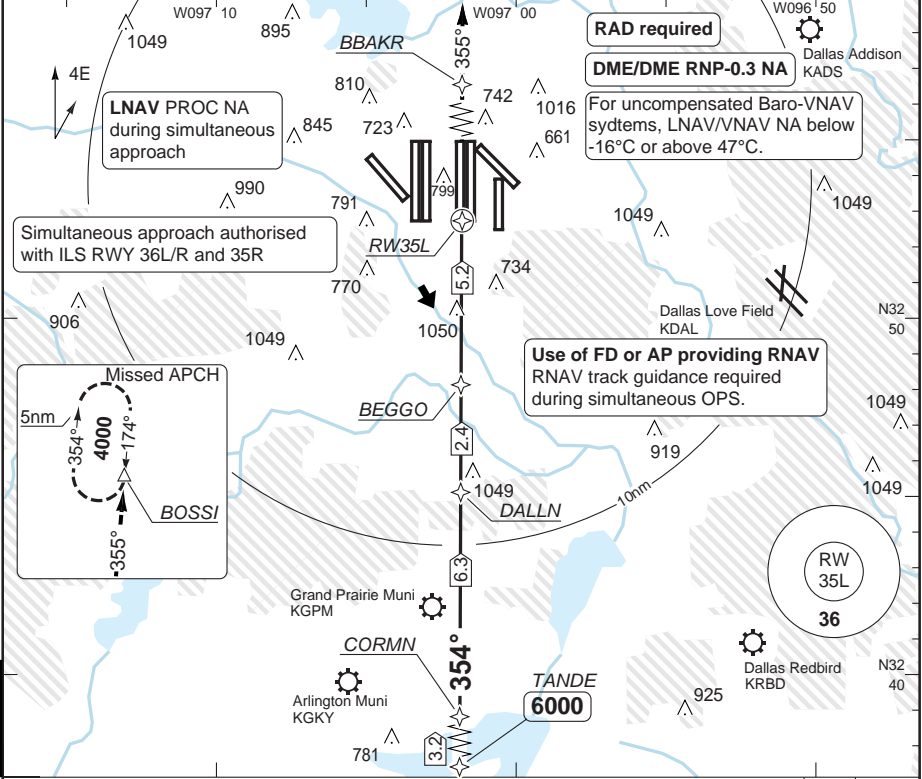
MALSR

# RNAV (GPS) RWY 35L

# Fort Worth Intl DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	127.075 35L	124.15	134.9 W	121.85 W		

RNAV WAAS	<b>CH45805 W35B</b>	FAT 354°	TDZ Elev 564	AD Elev 607	TL ATC	TA 18000
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ACFT	LPV	LNAV/VNAV	LNAV	Note: Circling NA	THR 35L	3.1° ALT	LDA 4085x61 13401x200ft P 3°(63)
C	820 (250) 2400ft	930 (363) 4000ft	1020 (456) 4500ft		13.5	5000	MALSR
D			1020 (456) 5000ft		12	4510	
					10	3860	
					8	3210	
					6	2570	
					4	1920	
					2	1270	
GS	80	100	120	140	160		
ROD 3.1°	440	550	650	760	870		
						1.3	1020

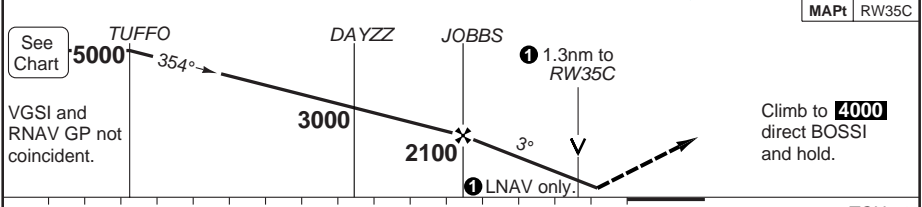
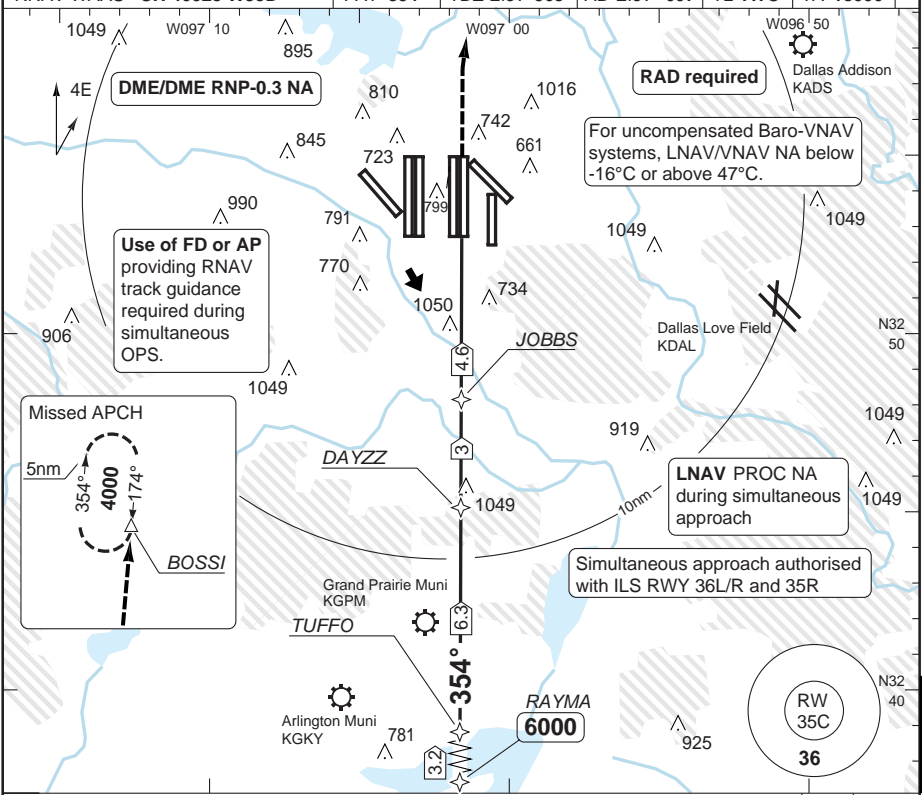
Change: Note

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# RNAV (GPS) RWY 35C

# Fort Worth INTL DALLAS

Regional APP		Fort Worth TWR		GND		ATIS (D)	
125.025	133.525 E	126.55	127.5 E	121.65	121.8 E	123.775	
119.875	133.625 W	127.075 35C	124.15	134.9 W	121.85 W		
RNAV WAAS CH 40025 W35D		FAT 354°	TDZ Elev 563		AD Elev 607	TL ATC	TA 18000



See Chart				TUFFO 5000		DAYZZ 3000		JOBBB 2100		1.3nm to RW35C		Climb to 4000 direct BOSSI and hold.	
VGSI and RNAV GP not coincident.				① LNAV only.									
nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0				TCH 59									
STATE	ACFT	LPV	LNAV/VNAV	LNAV		Note: Circling NA		THR 35C	3.0° ALT	LDA 4085x46 13401x150ft P 3°(76)			
	C	820 (250) 2400ft	940 (368) 4000ft	1040 (477) 5000ft				13.6	5000	 ALSF2			
D							12	4500					
							10	3850					
							8	3200					
							6	2560					
							4	1910					
							2	1260					
							1.3	1040					
GS		80	100	120	140	160							
ROD 3.0°		440	540	650	760	870							

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50 - 37

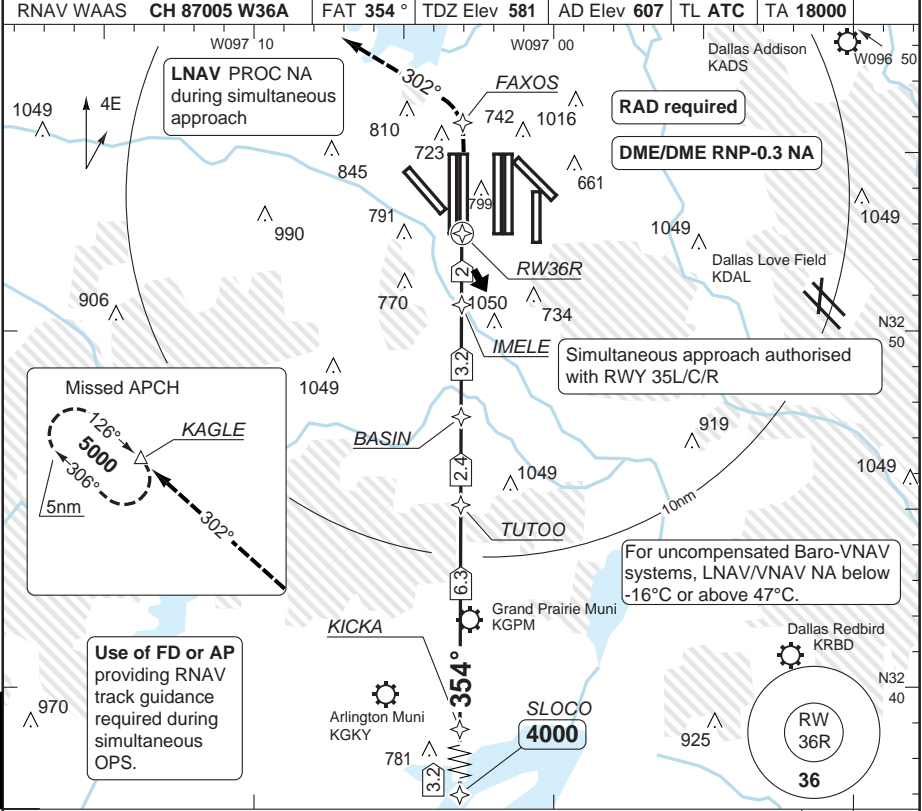




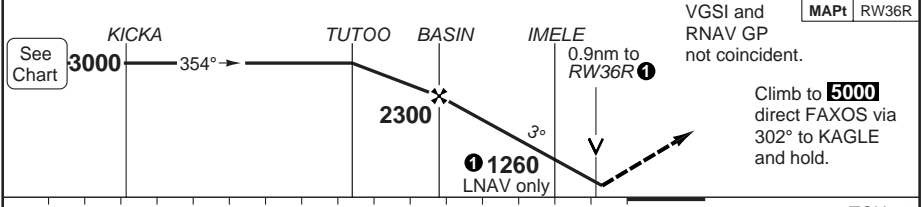
# RNAV (GPS) RWY 36R

# Fort Worth INTL DALLAS

Regional APP <b>125.025 133.525 E</b>		Fort Worth TWR <b>126.55 127.5 E</b>		GND <b>121.65 121.8 E</b>		ATIS (D) <b>123.775</b>	
<b>119.875 133.625 W 118.425 36R</b>		<b>124.15 134.9 W</b>		<b>121.85 W</b>			



50 - 40



nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0						TCH 50				
ACFT	LPV	LNAV/VNAV	LNAV		Note: Circling NA			THR 36R	3.0° ALT	LDA 4084x61 13400x200ft P 3°(66)
C	840 (250) 2400ft	950 (360) 4000ft	940 (359) 3000ft					10.5	4000	MALSR
D			940 (359) 5000ft					9	3520	
								7	2880	
								5	2240	
								4	1920	
								3	1600	
								2	1280	
								1.0	940	
GS	80	100	120	140	160					
ROD 3.0°	430	540	650	750	860					

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Change: Note, minima

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## JAR-OPS Landing Minima

Fort Worth INTL DALLAS

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
Rwy	Procedure	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM
13R	ILS (1)	<b>800</b>	200	1800	4000	<b>800</b>	200	1800	4000
13R	LOC with ANIME Fix	<b>960</b>	370	3300	6000	<b>960</b>	370	4500	1 1/4
13R	LOC	<b>1240</b>	650	6000	1 3/4	<b>1240</b>	650	1 1/2	2
13R	Converging ILS	<b>1400</b>	800	2 3/4	2 3/4	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
13R	VOR	<b>1100</b>	510	5000	1 1/2	<b>1100</b>	510	5300	1 1/2
13R	RNAV Z (RNP 0.14)(2)	<b>940</b>	340	3300	6000	<b>940</b>	340	4500	1 1/4
13R	RNAV Z (RNP 0.30)(2)(3)	<b>1040</b>	450	5000	1 1/2	<b>1040</b>	450	5000	1 1/2
13R	RNAV Z (RNP 0.30)(2)	<b>1060</b>	460	6000	1 1/2	<b>1060</b>	460	6000	1 1/2
13R	RNAV Y (LNAV)	<b>1080</b>	490	4000	1 1/4	<b>1080</b>	490	5300	1 1/2
17L	ILS (1)	<b>750</b>	200	1800	4000	<b>750</b>	200	1800	4000
17L	LOC (4)	<b>1040</b>	500	4000	1 1/4	<b>1040</b>	500	5300	1 1/2
17L	RNAV (LPV)	<b>990</b>	440	5000	4000	<b>990</b>	440	5000	4000
17L	RNAV (L/VNAV)	<b>1050</b>	500	6000	1 3/4	<b>1050</b>	500	6000	1 3/4
17L	RNAV (LNAV)	<b>1240</b>	700	1 1/2	2	<b>1240</b>	700	1 3/4	2 1/4
17C	ILS (1)	<b>770</b>	200	1800	4000	<b>770</b>	200	1800	4000
17C	LOC (4)	<b>1000</b>	440	4000	1 1/4	<b>1000</b>	440	5000	1 1/2
17C	Sidestep 17R	<b>1140</b>	580	1	1 1/2	<b>1140</b>	580	1 1/2	2
17C	Converging ILS	<b>770</b>	200	1800	4000	<b>770</b>	200	1800	4000
17C	RNAV (LPV)	<b>820</b>	250	2400	4000	<b>820</b>	250	2400	4000
17C	RNAV (L/VNAV)	<b>1070</b>	510	6000	1 3/4	<b>1070</b>	510	6000	1 3/4
17C	RNAV (LNAV)	<b>1000</b>	440	4000	1 1/4	<b>1000</b>	440	5000	1 1/2
17R	ILS (1)	<b>770</b>	200	1800	4000	<b>770</b>	200	1800	4000
17R	LOC (4)	<b>1140</b>	580	5000	1 1/2	<b>1140</b>	580	6000	1 3/4
17R	Converging ILS	<b>770</b>	200	1800	4000	<b>770</b>	200	1800	4000
17R	Sidestep 17C	<b>1140</b>	580	1 1/2	1 1/2	<b>1140</b>	580	2	2
17R	RNAV (LPV)	<b>820</b>	250	2400	4000	<b>820</b>	250	2400	4000
17R	RNAV (L/VNAV)	<b>1070</b>	500	6000	1 3/4	<b>1070</b>	500	6000	1 3/4
17R	RNAV (LNAV)	<b>1000</b>	440	4000	1 1/4	<b>1000</b>	440	5000	1 1/2

## Notes:

- (1) RVR increased to 2400ft when RTZL or RCLL are inop.
- (2) Special aircrew and aircraft authorisation required.
- (3) M/App climb gradient 390ft/nm to 1100ft.
- (4) N/A during simultaneous operations.
- (5) M/App climb gradient 280ft/nm to 1200ft.

Continued/....

## JAR-OPS Landing Minima

Fort Worth INTL **DALLAS**

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
Rwy	Procedure	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM
18L	ILS (1)	<b>810</b>	200	1800	4000	<b>810</b>	200	1800	4000
18L	LOC (4)	<b>1220</b>	620	6000	1 3/4	<b>1220</b>	620	1 1/2	2
18L	Sidestep 18R	<b>1230</b>	620	1 1/2	2	<b>1230</b>	620	2	2 1/2
18L	Converging ILS	<b>810</b>	200	1800	4000	<b>810</b>	200	1800	4000
18L	RNAV (LPV)	<b>860</b>	250	2400	4000	<b>860</b>	250	2400	4000
18L	RNAV (L/NAV)	<b>980</b>	380	4000	1 1/4	<b>980</b>	380	4500	1 1/4
18L	RNAV (LNAV)	<b>1220</b>	620	6000	1 3/4	<b>1220</b>	620	1 1/2	2
18R	ILS (1)	<b>810</b>	200	1800	4000	<b>810</b>	200	1800	4000
18R	LOC (4)	<b>1220</b>	620	6000	1 3/4	<b>1220</b>	620	1 1/2	2
18R	Sidestep 18L	<b>1220</b>	620	1 1/4	1 3/4	<b>1220</b>	620	1 1/2	2
18R	Converging ILS	<b>810</b>	200	1800	4000	<b>810</b>	200	1800	4000
18R	RNAV (LPV)	<b>860</b>	250	2400	4000	<b>860</b>	250	2400	4000
18R	RNAV (L/NAV)	<b>980</b>	380	4000	1 1/4	<b>980</b>	380	4500	1 1/4
18R	RNAV (LNAV)	<b>1220</b>	620	6000	1 3/4	<b>1220</b>	620	1 1/2	2
31L	VOR	<b>1020</b>	440	6000	N/A	<b>1020</b>	440	1 1/2	N/A
31L	RNAV Z (RNP 0.30)(2)(5)	<b>890</b>	310	6000	N/A	<b>890</b>	310	1 1/4	N/A
31L	RNAV Z (RNP 0.30)(2)	<b>940</b>	360	6000	N/A	<b>940</b>	360	1 1/4	N/A
31L	RNAV Y (LPV)	<b>840</b>	260	4000	N/A	<b>840</b>	260	4000	N/A
31L	RNAV Y (LNAV)	<b>1060</b>	480	1 1/4	N/A	<b>1060</b>	480	1 1/2	N/A
31R	ILS (1)	<b>730</b>	200	1800	4000	<b>730</b>	200	1800	4000
31R	LOC wth GUKSE Fix	<b>880</b>	360	3300	6000	<b>880</b>	360	4500	1 1/4
31R	LOC	<b>1060</b>	540	5000	1 1/2	<b>1060</b>	540	6000	1 3/4
31R	Converging ILS	<b>1500</b>	980	3	3	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
31R	RNAV Z (RNP 0.16)(2)	<b>830</b>	300	3300	6000	<b>830</b>	300	4500	1 1/4
31R	RNAV Z (RNP 0.28)(2)	<b>960</b>	430	5000	1 1/2	<b>960</b>	430	5000	1 1/2
31R	RNAV Z (RNP 0.30)(2)	<b>980</b>	450	6000	1 1/2	<b>980</b>	450	6000	1 1/2
31R	RNAV Y (LNAV)	<b>940</b>	420	4000	1 1/4	<b>940</b>	420	5000	1 1/4

## Notes:

- (1) RVR increased to 2400ft when RTZL or RCLL are inop.
- (2) Special aircraft and aircrew authorisation required.
- (3) M/App climb gradient 390ft/nm to 1100ft.
- (4) N/A during simultaneous operations.
- (5) M/App climb gradient 280ft/nm to 1200ft.

Continued/....

## JAR-OPS Landing Minima

## Fort Worth INTL DALLAS

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
Rwy	Procedure	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM	DA/ MDA QNH Ft	HAT QFE Ft	RVR / Vis Ft/SM	RVR / Vis No ALS Ft/SM
35L	ILS (1)	770	200	1800	4000	770	200	1800	4000
35L	LOC (4)	940	380	3300	6000	940	380	4500	1 1/4
35L	Sidestep 35C	960	400	1 1/2	1 1/2	960	400	2	2
35L	Converging ILS	770	200	1800	4000	770	200	1800	4000
35L	RNAV (LPV)	820	250	2400	4000	820	250	2400	4000
35L	RNAV (L/VNAV)	930	370	4000	1 1/4	930	370	4500	1 1/4
35L	RNAV (LNAV)	1020	460	4000	1 1/4	1020	460	5300	1 1/2
35C	ILS (1)	770	200	1800	4000	770	200	1800	4000
35C	LOC (4)	960	400	3300	6000	960	400	4500	1 1/4
35C	Sidestep 35L	960	400	1	1 1/2	960	400	1 1/2	2
35C	Converging ILS	770	200	1800	4000	770	200	1800	4000
35C	RNAV (LPV)	820	250	2400	4000	820	250	2400	4000
35C	RNAV (L/VNAV)	940	370	4000	6000	940	370	4500	1 1/4
35C	RNAV (LNAV)	1040	480	4000	1 1/4	1040	480	5300	1 1/2
35R	ILS (1)	780	200	1800	4000	780	200	1800	4000
35R	LOC (4)	1040	470	4000	1 1/4	1040	470	5300	1 1/2
35R	RNAV (LPV)	830	250	2400	4000	830	250	2400	4000
35R	RNAV (L/VNAV)	920	350	4000	1 1/4	920	350	4500	1 1/4
35R	RNAV (LNAV)	1040	470	4000	1 1/4	1040	470	5300	1 1/2
36L	ILS (1)	790	200	1800	4000	790	200	1800	4000
36L	LOC with CIRIS Fix	880	300	2600	5000	880	300	4000	6000
36L	LOC (4)	1080	500	4000	1 1/4	1080	500	5300	1 1/2
36L	Sidestep 36R	1080	500	1	1 1/2	1080	500	1 1/2	2
36L	Converging ILS	790	200	1800	4000	790	200	1800	4000
36L	RNAV (LPV)	840	250	2400	4000	840	250	2400	4000
36L	RNAV (L/VNAV)	990	400	5000	1 1/2	990	400	5000	1 1/2
36L	RNAV (LNAV)	940	360	3300	6000	940	360	5000	1 1/4
36R	ILS (1)	790	200	1800	4000	790	200	1800	4000
36R	LOC(4)	980	400	3300	6000	980	400	4500	1 1/4
36R	Sidestep 36L	1080	500	1 1/2	1 1/2	1080	500	2	2
36R	Converging ILS	790	200	1800	4000	790	200	1800	4000
36R	RNAV (LPV)	840	250	2400	4000	840	250	2400	4000
36R	RNAV (L/VNAV)	950	360	4000	1 1/4	950	360	4500	1 1/4
36R	RNAV (LNAV)	940	360	3300	6000	940	360	5000	1 1/4

## Notes:

- (1) RVR increased to 2400ft when RTZL or RCLL are inop.
- (2) Special aircrew and aircraft authorisation required.
- (3) M/App climb gradient 390ft/nm to 1100ft.
- (4) N/A during simultaneous operations.
- (5) M/App climb gradient 280ft/nm to 1200ft.

## JAR-OPS Landing Minima

Fort Worth INTL DALLAS

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

CIRCLING		C			D		
Rwy	Procedure	MDA QNH Ft	HAA QFE Ft	Vis Ft/SM	MDA QNH Ft	HAA QFE Ft	Vis Ft/SM

Not authorised

Notes:

TAKE-OFF					
Lower than Standard		C		D	
Rwy	Facilities	RVR (Ft)	Vis (SM)	RVR (Ft)	Vis (SM)
13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R	REDL(H) + RCLL + 2 RVRs (1)	500	-	500	-
13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R	RCLL or REDL(H) + RCLM + 2 RVRs (1)	1000	-	1000	-
13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R	REDL(H) or RCLL or RCLM + 2 RVRs (1)(2)	TDZ 1200 Rollout 1000	-	TDZ 1200 Rollout 1000	-
13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R	REDL(H) or RCLL or RCLM (3)	1600	1/4	1600	1/4
Standard		RVR (Ft)	Vis (SM)	RVR (Ft)	Vis (SM)
13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R	<b>3 and 4 engines</b>	2400	1/2	2400	1/2
	<b>1 and 2 engines</b>	5000	1	5000	1
Higher than Standard		C		D	
Rwy	Facilities	Ceil (Ft)	Vis (SM)	Ceil (Ft)	Vis (SM)
35R (4)	-	200	1 1/2	200	1 1/2

Notes:

- (1) 2 or more operative RVRs are required and all available controlling.
- (2) Night only: REDL(H) or RCLL required.
- (3) TDZ RVR controlling, if not substitute Mid point RVR. Vis 1/4sm permitted when adequate Vis. ref. available.
- (4) Or Standard with Min climb of 221ft/nm to 800ft. Alternatively, Standard with a climb of 200ft/nm but take-off must occur no later than 1700ft prior to DER.

ALTERNATE		C		D	
Rwy	Procedure	Ceil (Ft)	Vis (SM)	Ceil (Ft)	Vis (SM)
13R	Converging ILS	800	2 3/4	-	-
18L, 18R	ILS	700	2	700	2
Others (1)	Std: Precision Approach	600	2	600	2
Others (1)	Std: Non-Prec. Approach	800	2	800	2

Notes:

- (1) Rwy 31R, 35L Converging ILS, Rwy 35L ILS, LOC and RNAV Y procs NA.

## JAR-OPS Landing Minima

Fort Worth INTL **DALLAS**

The following Minima is for public transport aircraft and is based on FAA criteria and conforms to JAR-OPS1 regulations.

**CAT II**

**Special aircrew and aircraft certification required.**

Runways	C				D			
	DH QNH ft	HAT QFE ft	RA ft	RVR ft	DH QNH ft	HAT QFE ft	RA ft	RVR ft
17L	645	100	<b>122</b>	1200	645	100	<b>122</b>	1200
17C	662	100	<b>102</b>	1200	662	100	<b>102</b>	1200
18R	707	100	<b>106</b>	1200	707	100	<b>106</b>	1200
35C	663	100	<b>100</b>	1200	663	100	<b>100</b>	1200
35R	675	100	<b>94</b>	1200	675	100	<b>94</b>	1200

Notes: