Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 04/17/2025	APWS Task ID: 2118F91CD1694E439CD7B74DD2F69308	APWS Project ID: F5B23552404D469585C38455E9A42BEE
Procedure: KINGDOM FIVE DEPARTURE		Enroute: YES	Specialist: Palmer, Leo		Agreement Number:
Airport ID: KLUD			Airport City: DECATUR		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
KLUD PENDING AIRNAV DATA USED. - MAGVAR FROM 9E/2000 TO 3E/2025.

CONTACT MANAGER: DAVE DANNER (405)954-5077

02/14/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 01/27/25.
1. MILLSAP TRANSITION COMPUTER CODE ADDED "KING5.MQP".

Data as of: 02/14/2025 09:03:25 CST

FIPC BASIC FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
SID KINGDOM FIVE DECATUR TX KLUD	DECATUR MUNI	KLUD	OP-12-169-24

FAC ID: KING5	CITY: DECATUR	ST: TX	ORIG CHART DATE: 04/17/2025

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/T	☐ YES	0.4		2118F91CD1694E439CD7B74DD2F69308

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
01/22/2025	VN330	N66	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☐ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
brian harrelson @ 01/22/2025 17:46	HARRELSON, BRIAN DAVID	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:
Complete/SAT. TTT R285 flown from FERRA to TTT at 2400'T.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

(KING5.TTT) FIG

AL-6190 (FAA)

KINGDOM FIVE DEPARTURE

DECATUR MUNI (LUD)

DECATUR, TEXAS

KINGDOM FIVE DEPARTURE

(KING5.TTT) FIG

DECATUR, TEXAS

DECATUR MUNI (LUD)

AUTOMATED KINGDOM DEPARTURE.REF

AUTOMATED AL-6190 KINGDOM DEPARTURE

SC-2

11/27/24

COMPILER: SH

REVIEWER:

DBL CHKR:

EFF DATE: FIG

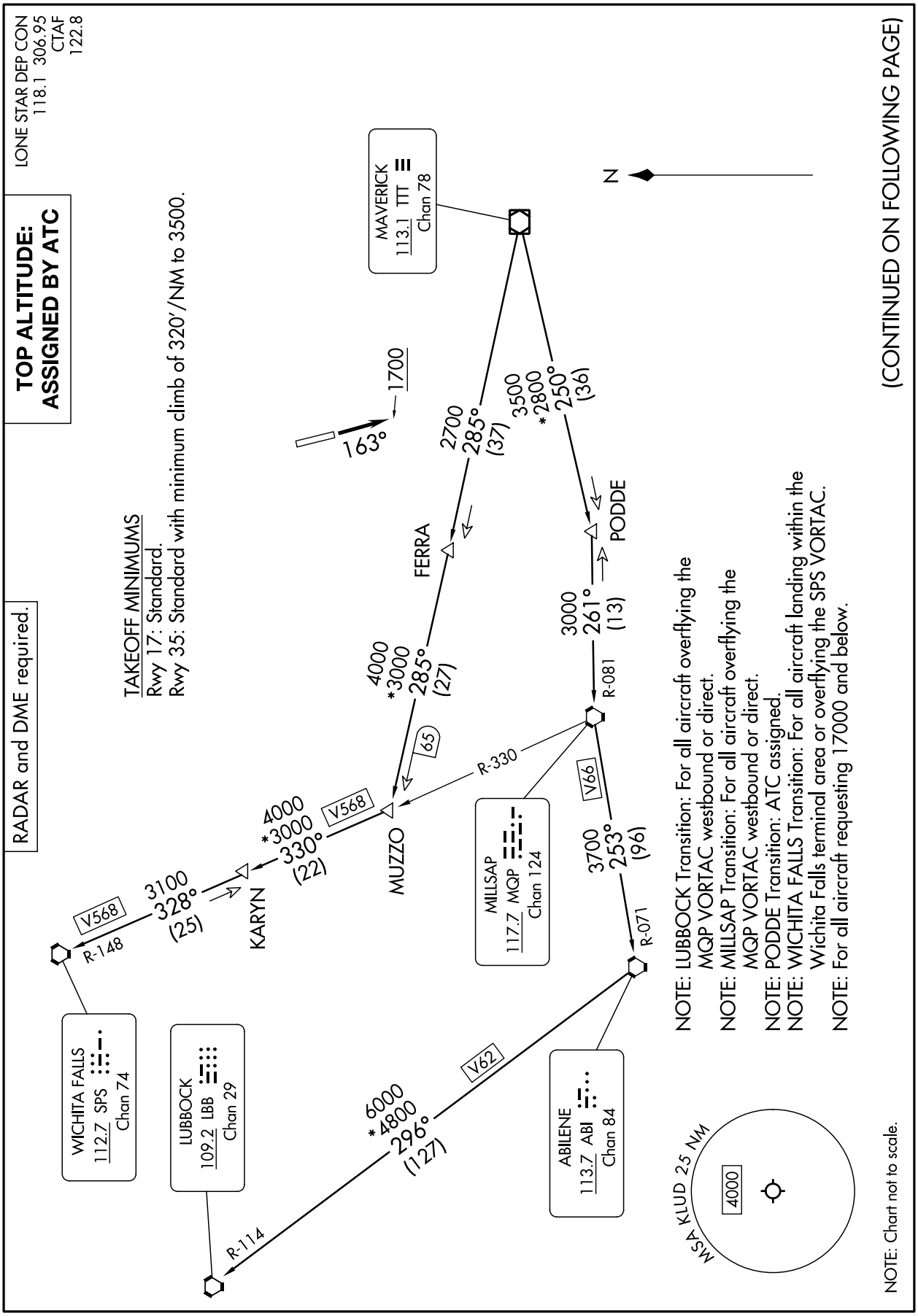
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° to 1700 before proceeding north.

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

LUBBOCK TRANSITION (KING5.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING5.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING5.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING5.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

SC-2
11/27/24
COMPILER: SH
REVIEWER:
DBL CHKR:
EFF DATE: FIG


LONE STAR DEP CON
118.1 306.95
CTAF
122.8
TOP ALTITUDE:
ASSIGNED BY ATC
RADAR and DME required.
TAKEOFF MINIMUMS
Rwy 17: Standard.
Rwy 35: Standard with minimum climb of 320'/NM to 3500.
MAVERICK
113.1 TTT
Chan 78
1700
163°
2700
285°
(37)
3500
*2800
250°
(36)
FERRA
PODDE
4000
*3000
285°
(27)
3000
261°
(13)
R-081
65
R-330
V568
4000
*3000
330°
(22)
3100
328°
(25)
V568
R-148
KARYN
MUZZO
MILLSAP
117.7 MQP
Chan 124
V66
3700
253°
(96)
R-071
WICHITA FALLS
112.7 SPS
Chan 74
LUBBOCK
109.2 LBB
Chan 29
6000
*4800
296°
(127)
V62
R-114
ABILENE
113.7 ABI
Chan 84
N
NOTE: LUBBOCK Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: MILLSAP Transition: For all aircraft overflying the MQP VORTAC westbound or direct.
NOTE: PODDE Transition: ATC assigned.
NOTE: WICHITA FALLS Transition: For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC.
NOTE: For all aircraft requesting 17000 and below.
(CONTINUED ON FOLLOWING PAGE)
MSA
KLUD 25 NM
4000
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 163° to 1700 before proceeding north.

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

LUBBOCK TRANSITION (KING4.LBB): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC, then on MQP R-253 and ABI R-071 to ABI VORTAC, then on ABI R-296 and LBB R-114 to LBB VORTAC.
MILLSAP TRANSITION (KING4.MQP): From over TTT VOR/DME on TTT R-250 to PODDE, then on MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING4.PODDE): From over TTT VOR/DME on TTT R-250 to PODDE.
WICHITA FALLS TRANSITION (KING4.SPS): From over TTT VOR/DME on TTT R-285 to MUZZO, then on MQP R-330 and SPS R-148 to KARYN, then on SPS R-148 to SPS VORTAC.

SC-2, 31 OCT 2024 to 28 NOV 2024

SC-2, 31 OCT 2024 to 28 NOV 2024

INFORMATION ONLY

Federal Aviation Administration

Memorandum

Date: June 5, 2023

To: Flight Technologies and Procedures Division

From: Johnnie Baker, Manager, Instrument Flight Procedures (IFP), AJV-A430

Digitally signed by
JASON KRETSCHMER
Sep 20, 2023

Subject: Letter of Approval Request GARLAND SID, 50F (BOURLAND FLD)

KINGDOM STANDARD INSTRUMENT DEPARTURE (SID)
BOURLAND FLD, FORT WORTH, TX (50F)

Required Climb Gradient (CG) exceeds 500 feet per NM, FAAO 8260.46J, paragraph 2-1-1d(2).

Request approval for the following CG in excess of 500 feet per NM for the GARLAND SID at Bourland Fld (50F) for Runway 17:

The Runway 17 Initial Climb Area (ICA) has a surveyed 1011 FT MSL Tree (48-089021, 323407.39N/0973524.72W, (1A)), that is 2723.34 feet from the departure end of runway and 534.08 feet right of centerline. This is causing a 512 feet per NM CG to an 1300 feet MSL climb gradient termination altitude.

The 50F Textual ODP has an Approval Letter to publish a 512 FT/NM to 1300 feet MSL. Having the SID CGTA lower than the Textual ODP CGTA may induce confusion of pilots. Keeping the CGTAs the same will standardize procedures and reduce confusion.

Request to publish the following Takeoff Minimums:
Rwy 17: 300-2 or standard with minimum climb of 512 FT/NM to 1300.

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

1. FLIGHT PROCEDURE IDENTIFICATION:

DALLAS, TX
DALLAS LOVE FLD (KDAL)
KINGDOM Departure

INFORMATION ONLY

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

To permit publishing four numeric Top Altitudes per named procedure. FAA Order 8260.46J paragraph 2-1-1.e.(2)(f) Charting constraints. Note: Even though a SID may serve more than one airport, a maximum of only two numerical values and one “assigned by ATC” per SID are authorized.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

DFW Class B airspace is congested with 20 satellite airports that can feed into it. Currently, the KINGDOM Departure has two numeric top altitudes charted for the procedure for DFW. D10 and Dallas Love FLD (DAL) ATC facilities request a third numeric top altitude be published for DAL RWY 13L, 13R departures to deconflict with DFW air traffic that are departing overhead the DAL departures.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Departures from DFW and DAL will have specific top altitudes published in the textual departure route description as well as the top altitude placard on the procedure and "maintain" will be published in the textual departure route description.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Allowing three numeric top altitudes will reduce pilot-controller workload and enhance air traffic deconfliction between DFW and DAL RWY 13L, 13R departures. With increased air traffic, only having two numeric top altitudes would cause undue risk to the NAS, in the form of increased controller to pilot communication issues (Readback/Hearback). It would also force an increase in workload and an increase in errors, introducing a higher level of safety risk to the system.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

D10 Approach Control, Dallas-Fort Worth Intl (DFW) ATCT, and Dallas Love Field (DAL) ATCT

Digitally signed by
JASON KRETSCHMER
Sep 20, 2023

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
08/02/23	AJV-A430	MANAGER	JOHNNIE BAKER

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE