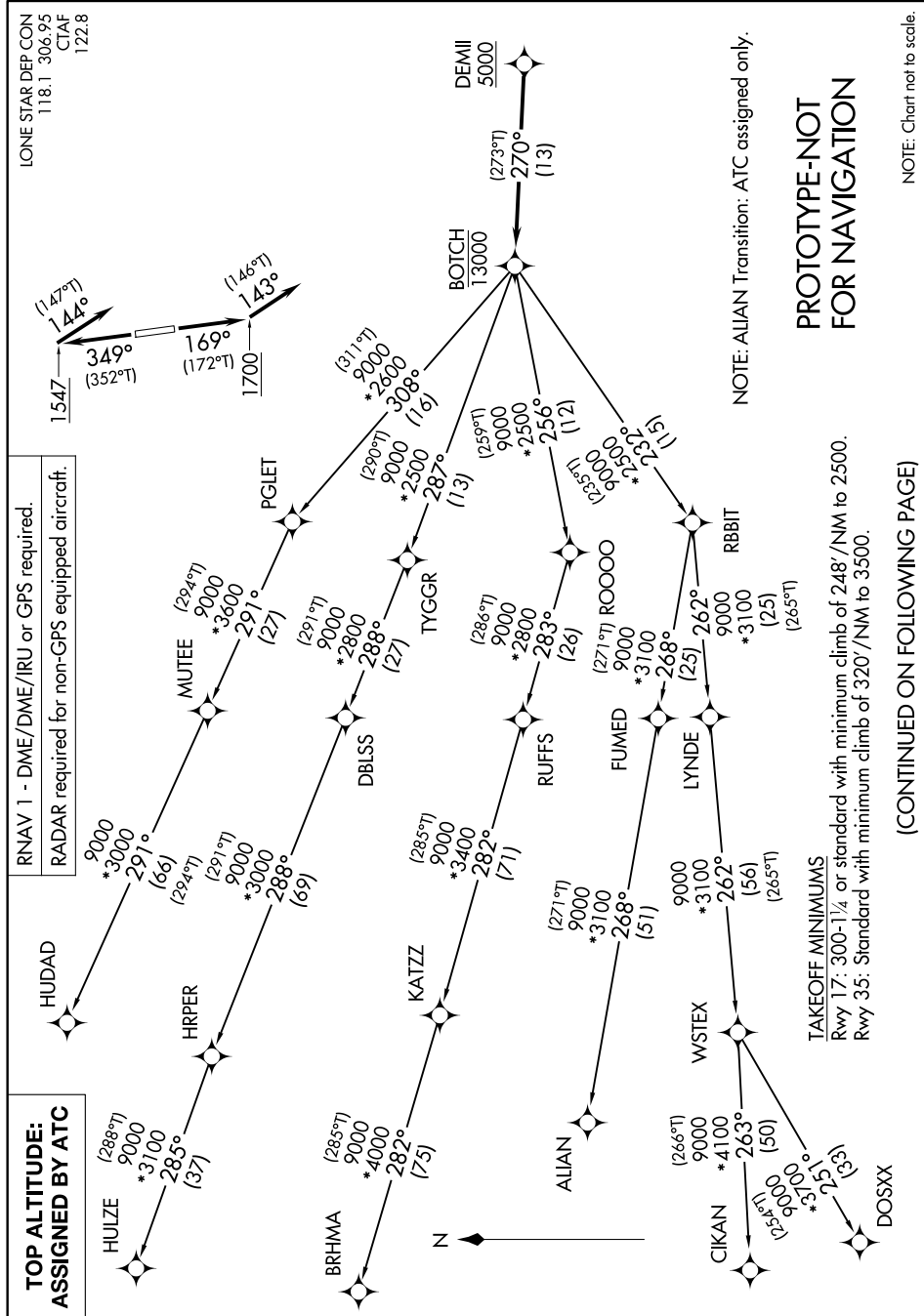


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 04/17/2025	APWS Task ID: 68D497076D974B4C90F6308811F9138E	APWS Project ID: F5B23552404D469585C38455E9A42BEE
Procedure: BOTCH ONE DEPARTURE (RNAV)		Enroute: YES	Specialist: Palmer, Leo		Agreement Number:
Airport ID: KLUD			Airport City: DECATUR		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ORIGINAL PROCEDURE. - REPLACES SWABR ONE (RNAV). - CHANGING IF FIX FROM BOTCH TO DEMII</div> <div>WAIVER REQUIRED: DIVERSE DEPARTURE ASSESSMENT WAS APPLIED TO ASSESS OBSTACLES TO ENSURE OBSTACLE CLEARANCE TO THE REQUESTED ALTITUDE FOR EACH RUNWAY. PUBLISHED CLIMB GRADIENTS AND TERMINATION ALTITUDES WILL BE APPLIED</div> <div>KLUD PENDING AIRNAV DATA USED. - MAGVAR FROM 9E/2000 TO 3E/2025.</div> <div>CONTACT MANAGER DAVE DANNER (405)954-5077</div> <div>02/14/25: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 1/27/2025.</div> <div>1. DOSXX TRANSITION MEA FROM BOTCH TO RBBIT MEA CHANGED FROM 8000 TO 9000.</div> <div>QUALITY 20 CHECKED</div> <div>QUALITY 41 CHECKED</div>					

FIPC DME/DME FORM						
PROCEDURE: SID BOTCH ONE (RNAV) DECATUR TX KLUD			AIRPORT NAME: DECATUR MUNI		AIRPORT ID: KLUD	SPECIAL CONTROL NO: OG-12-172-24
FAC ID: BOTCH1		CITY: DECATUR			ST: TX	ORIG CHART DATE: 04/17/2025
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 68D497076D974B4C90F6308811F9138E		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: flex-end; align-items: center; gap: 10px;"> <div style="border: 1px solid black; width: 150px; height: 20px;"></div> <div style="border: 1px solid black; padding: 2px 5px;">YES</div> <div style="border: 1px solid black; padding: 2px 5px;">NO</div> </div>	
					<div style="display: flex; justify-content: flex-end; align-items: center; gap: 10px;"> <div style="border: 1px solid black; width: 150px; height: 20px;"></div> <div style="border: 1px solid black; padding: 2px 5px;">X</div> <div style="border: 1px solid black; width: 30px; height: 20px;"></div> </div>	
PROCEDURE RESULTS						
INSPECTION DATE: 01/24/2025	CREW #: VN330	N #: N66	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: brian harrelson @ 01/24/2025 16:47			PRINTED NAME: HARRELSON, BRIAN DAVID			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Complete/SAT.						
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: lisa a-ctr thrysoe @ 01/29/2025 12:57				PRINTED NAME: Lisa Thrysoe	
SPECIALIST REMARKS: Post Flight DME/DME Analysis has been performed on the KDFW BOTCH SID with satisfactory results. All modeled DME's and ESV's were recorded by Flight Inspection or certified by TARGETS and suitable for DME/DME/IRU operations.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM						
PROCEDURE: SID BOTCH ONE (RNAV) DECATUR TX KLUD			AIRPORT NAME: DECATUR MUNI		AIRPORT ID: KLUD	SPECIAL CONTROL NO: OG-12-172-24
FAC ID: BOTCH1		CITY: DECATUR			ST: TX	ORIG CHART DATE: 04/17/2025
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 68D497076D974B4C90F6308811F9138E		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					YES	NO
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>	
PROCEDURE RESULTS						
INSPECTION DATE: 01/24/2025	CREW #: VN330	N #: N66	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: brian harrelson @ 01/24/2025 16:47			PRINTED NAME: HARRELSON, BRIAN DAVID			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Complete/SAT.						
DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:	
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

BOTCH ONE DEPARTURE (RNAV)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 169° to 1700, then on heading 143° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
TAKEOFF RUNWAY 35: Climb on heading 349° to 1547, then on heading 144° or as assigned by ATC, for vectors to cross DEMII at or above 5000, thence. . .
. . .on track 270° to cross BOTCH at or below 13000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

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

PROTOTYPE-NOT FOR NAVIGATION

1. FLIGHT PROCEDURE IDENTIFICATION:

Decatur, TX

Addison (ADS), Dallas-Fort Worth Intl (DFW), Dallas Love Fld (DAL), Dallas Executive (RBD), McKinney Ntl (TKI), Perot Fld/Fort Worth Alliance (AFW), Fort Worth Meacham Intl (FTW), Fort Worth Spinks (FWS), Fort Worth NAS JRB (NFW), Arlington Muni (GKY), Denton Enterprise (DTO), Grand Prairie Muni (GPM), Lancaster Rgnl (LNC), Mesquite Metro (HQZ), Cleburne Rgnl (CPT), Decatur Muni (LUD), Ennis Muni (F41), Bourland Field (50F), Mid-way Rgnl (JWY), Ralph M. Hall/Rockwall Muni (HMY), and Parker County (WEA).

BOTCH Departure (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.3 does not describe how to assess obstacles for a RADAR SID supporting a range of initial headings. In accordance with Flight Standards memo dated May 23, 2023, Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), a diverse departure assessment can be used to evaluate obstacle clearance for this type of operation, but a waiver is required.

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

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject "clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID)", which states a waiver is required to apply 8260.3,13-2 in this case.

Following airports have other than STANDARD climb restrictions:

DALLAS-FORT WORTH INTL

TAKEOFF RWY 31L/R: CLIMB ON ASSIGNED HEADING, MAINTAIN 5000, THENCE...

TAKEOFF RWY 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: CLIMB ON ASSIGNED HEADING, MAINTAIN 10000, THENCE...

...FOR RADAR VECTORS TO APPROPRIATE ROUTE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

DALLAS LOVE FLD

TAKEOFF RWYS 31L/R, CLIMB ON HEADING 313.00 TO 1300 BEFORE TURNING LEFT.

DALLAS EXEC

TAKEOFF RWY 13: CLIMB ON HEADING 129.08 TO 1800 BEFORE TURNING WESTBOUND.

TAKEOFF RWY 17: CLIMB ON HEADING 174.13 TO 2600 BEFORE TURNING WESTBOUND.

TAKEOFF RWY 31: CLIMB ON HEADING 309.09 TO 1500 BEFORE TURNING SOUTHBOUND.

TAKEOFF RWY 35: CLIMB ON HEADING 354.13 TO 1400 BEFORE TURNING SOUTHBOUND.

PEROT FLD/FORT WORTH ALLIANCE

TAKEOFF RWY 16R: CLIMB ON HEADING 166.21 TO 1100 BEFORE TURNING RIGHT.

FORT WORTH MEACHAM INTL

TAKEOFF RWY 16: CLIMB ON HEADING 165.90 TO 1600 BEFORE PROCEEDING ON COURSE.

TAKEOFF RWY 17: CLIMB ON HEADING 163.90 TO 1600 BEFORE PROCEEDING ON COURSE.

FORT WORTH SPINKS

TAKEOFF RWY 18R, CLIMB ON HEADING 177 TO 1200 BEFORE TURNING RIGHT.

LANCASTER RGNL

TAKEOFF RWY 31: CLIMB ON HEADING 314.31 TO 1800 BEFORE TURNING LEFT.

ARLINGTON MUNI

TAKEOFF RWY 16, CLIMB ON HEADING 162 TO 2500 BEFORE TURNING LEFT.

TAKEOFF RWY 34, CLIMB ON HEADING 342 TO 1400 BEFORE TURNING SOUTHEAST BOUND.

GRAND PRAIRIE MUNI

TAKEOFF RWY 18, CLIMB ON HEADING 192 TO 2500 BEFORE PROCEEDING ON COURSE.

TAKEOFF RWY 36, CLIMB ON HEADING 357 TO 1400 BEFORE TURNING SOUTHBOUND.

DECATUR MUNI

TAKEOFF RWY 17, CLIMB ON HEADING 169 TO 1700 BEFORE PROCEEDING NORTH

BOURLAND FLD

TAKEOFF RWY 17, CLIMB ON HEADING 165 TO 1400 BEFORE TURNING RIGHT.

MID-WAY RGNL

TAKEOFF RWY 18, CLIMB ON HEADING 178 TO 1700 BEFORE PROCEEDING NORTHBOUND.

TAKEOFF RWY 36, CLIMB ON HEADING 013 TO 2700 BEFORE TURNING LEFT.

PARKER COUNTY

TAKEOFF RWY 35: CLIMB ON HEADING 355 TO 1600 BEFORE TURNING LEFT.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Methodology from FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude for each runway. Climb gradients and termination altitudes will be applied as follows:

DALLAS-FORT WORTH INTL (DFW)

RWY 13L, 13R, 17L, 17C, 17R, 18L, 18R, 31L, 31R, 35L, 35C, 36L, 36R: STANDARD.

RWY 35R: STANDARD WITH MINIMUM CLIMB OF 245 FT/NM TO 1200.

DALLAS EXEC (RBD)

RWY 13, 31, 35: STANDARD.

RWY 17: 400 - 2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 220 FT/NM TO 1200.

DALLAS LOVE FLD (DAL)

RWY 13L: STANDARD WITH MINIMUM CLIMB OF 290 FT/NM TO 1700.

RWY 13R: STANDARD WITH MINIMUM CLIMB OF 315 FT/NM TO 1700.

PEROT FLD/FORT WORTH ALLIANCE (AFW)

RWY 34L, 34R: STANDARD.

RWY 16L: 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 220 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FEET PRIOR TO DER.

RWY 16R: 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 225 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2000 FEET PRIOR TO DER.

FORT WORTH MEACHAM INTL (FTW):

RWY 17: STANDARD.

RWY 16: TAKEOFF MINIMUMS RWY 16: STANDARD WITH MINIMUM CLIMB OF 204 FEET PER NM TO 1400, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FEET PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FEET PRIOR TO DER.

RWY 34: 300 - 1 7/8 OR STANDARD WITH MINIMUM CLIMB OF 225 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2000 FT PRIOR TO DER.

RWY 35: 300 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 900, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FT PRIOR TO DER.

FORT WORTH SPINKS (FWS)

RWY 18L, 36R, NA-ENVIRONMENTAL

RWY 18R, 36L: STANDARD.

ARLINGTON MUNI (GKY)
RWY 16, 34: STANDARD

ADDISON: (ADS)
RWY 34: STANDARD
RWY 16: 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 325 FT PER NM TO 1100.

DENTON ENTERPRISE: (DTO)
RWY 18L, 18R, 36L, 36R: STANDARD

GRAND PRAIRIE MUNI (GPM)
RWY 18, 36: STANDARD

LANCASTER RGNL (LNC)
RWY 13: STANDARD.
RWY 31: 300 - 1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 210 FT/NM TO 800, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FT PRIOR TO DER.

DECATUR MUNI (LUD)
RWY 35, STANDARD W/MIN CLIMB OF 320' PER NM TO 3500, OR 1600-3 FOR CLIMB IN VISUAL CONDITIONS.

BOURLAND FLD (F50)
RWY 17, 300-2 OR STD. W/MIN CLIMB OF 512' PER NM TO 1300
RWY 35, STANDARD.

MID-WAY RGNL (JWY)
RWY 18, 36: STANDARD

PARKER COUNTY (WEA)
RWY 17,35: STANDARD

COLLIN COUNTY RGNL AT MN KINNEY (TIKI)
RWY 18, 36: STANDARD

CLEBURNE RGNL (CPT)
RWY 15: STANDARD
RWY 33: 300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 422 FT PER NM TO 1200.

ENNIS MUNI (F41):
RWY 16, 34: STANDARD

RALPH M. HALL/ROCKWALL MUNI: (F46)
RWY 17,35: STANDARD

MESQUITE METRO (HQZ)
RWY 18, 36: STANDARD

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

D10 rarely vectors below the MVA at DFW because their noise procedures keep aircraft from turning prior to 5 NM from the departure end, so few aircraft use the DALLAS SID since there are RNAV SIDs available off the ground.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Dallas-Fort Worth TRACON (D10), DFW air traffic control tower

7. SUBMITTED BY:

DATE **OFFICE IDENTIFICATION** **TITLE**

SIGNATURE

8. AFS ACTIONS:

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

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



Federal Aviation Administration

Memorandum

Date: July 16, 2023

To: Flight Technologies and Procedures Division

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

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

GARLAND 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 1100 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.

BOTCH ONE (RNAV) SID
ADS RWY 16/34 ICA 100K

KADS:RW16 CG/CGTA BUILDING (850)
48-012890

NM
FT

2

4

6

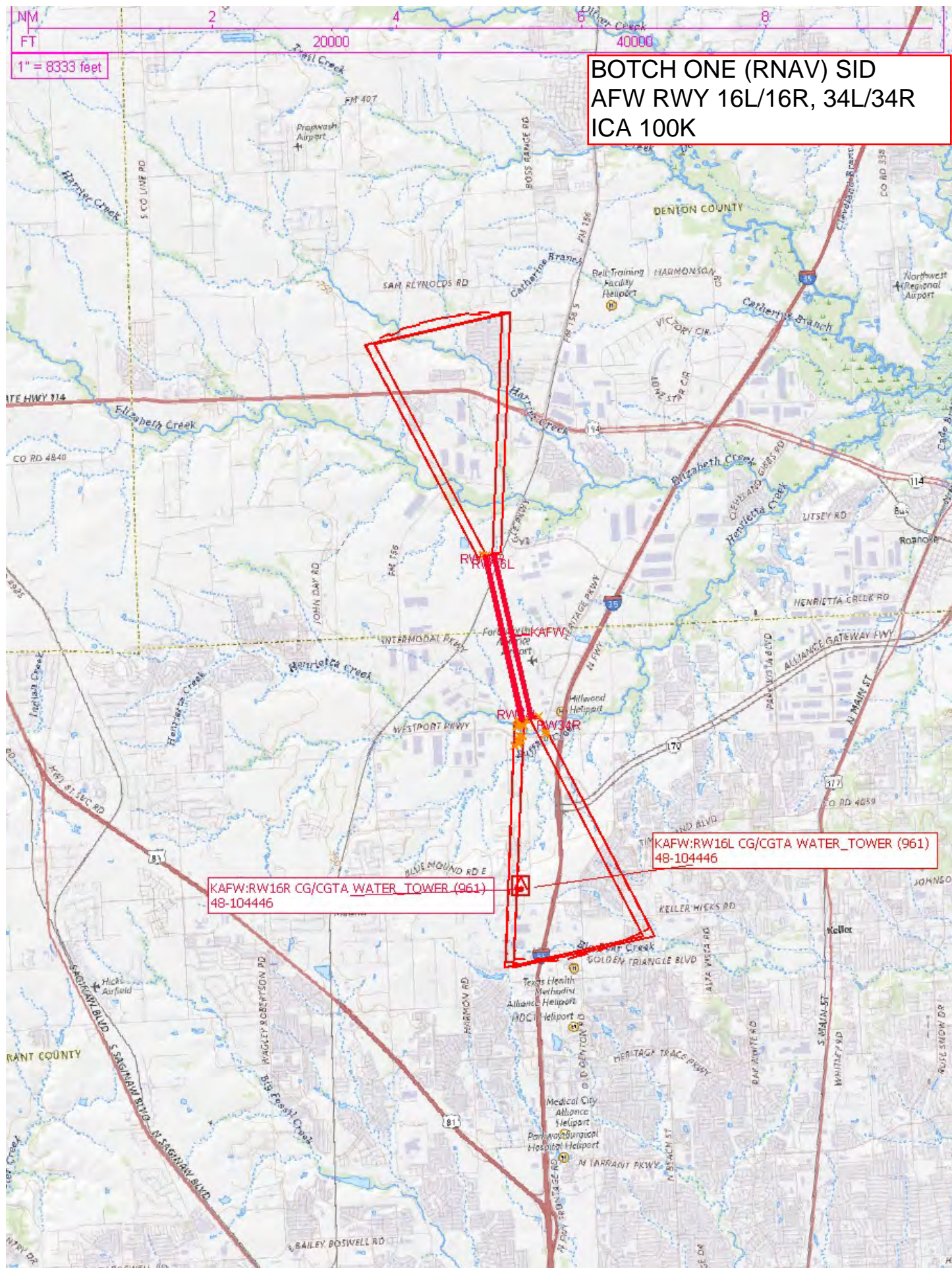
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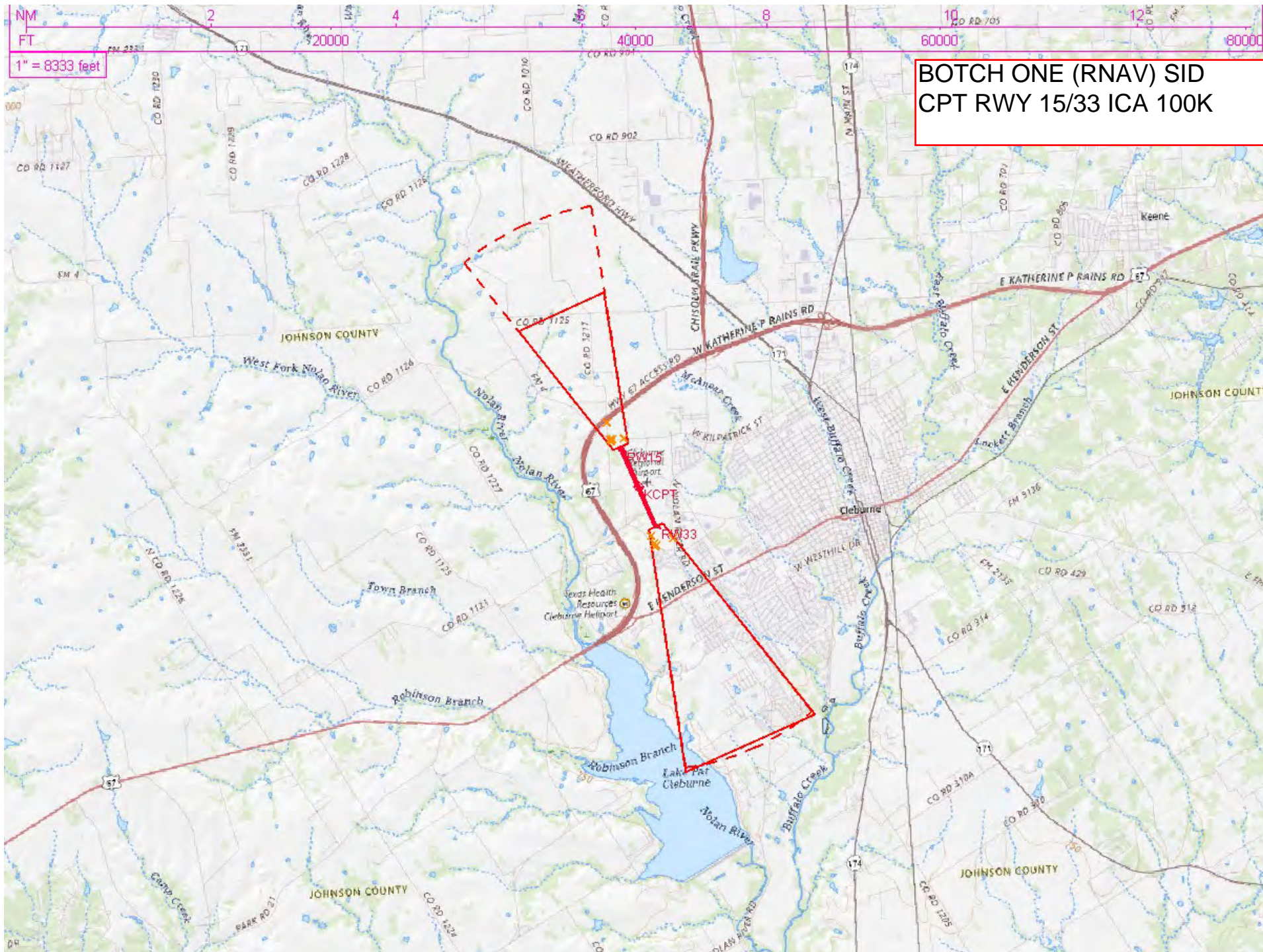
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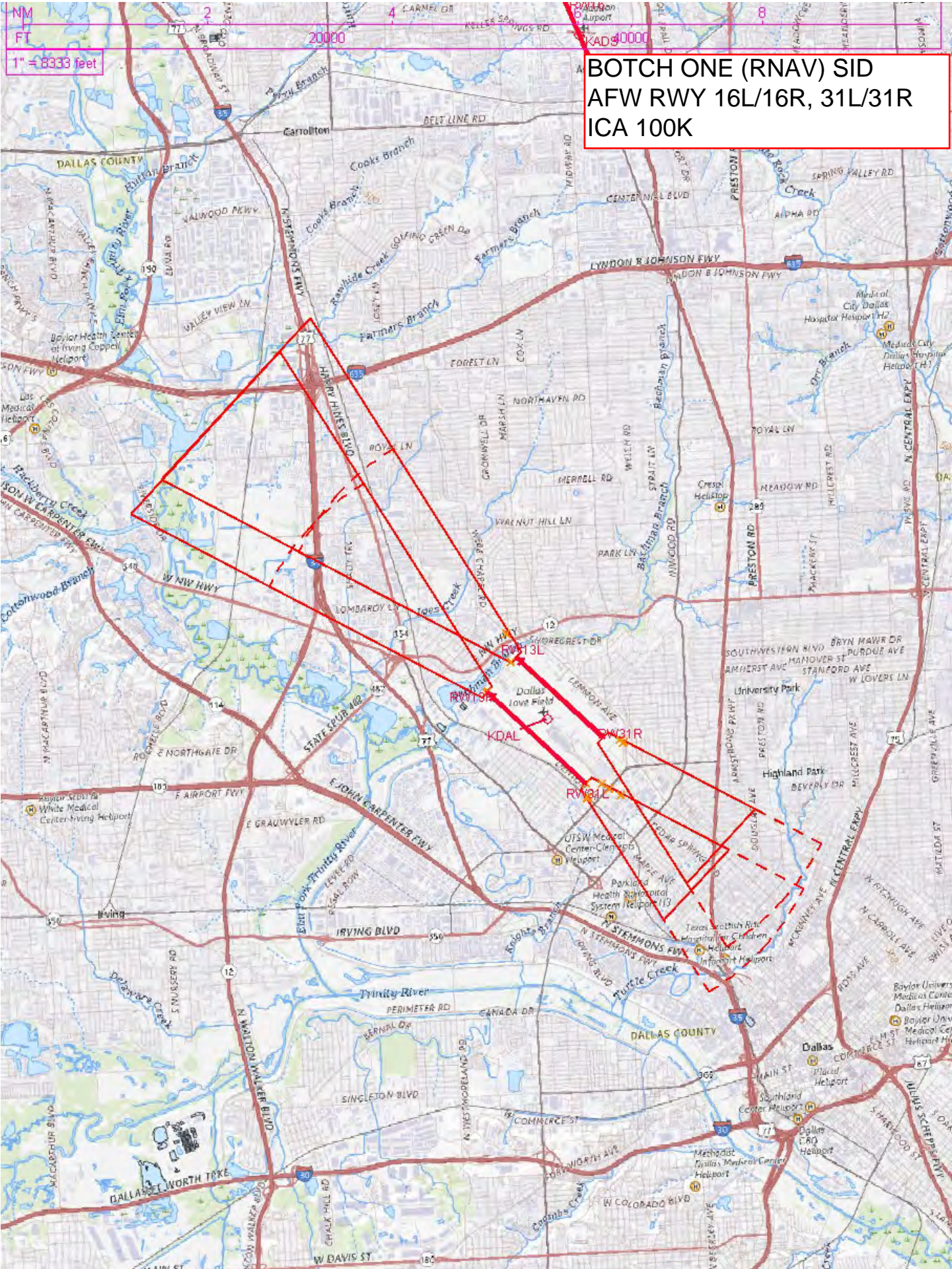
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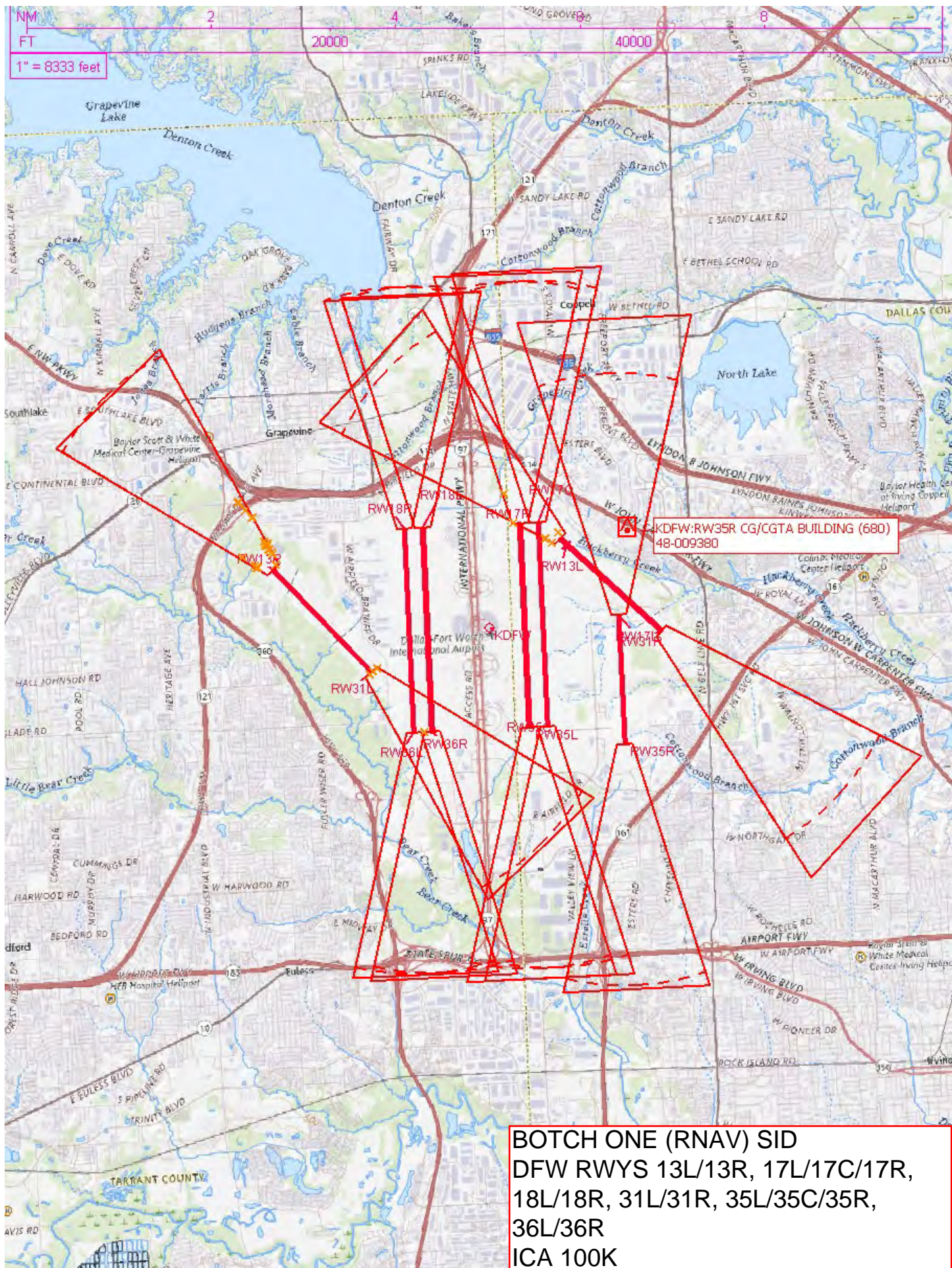
1" = 8333 feet

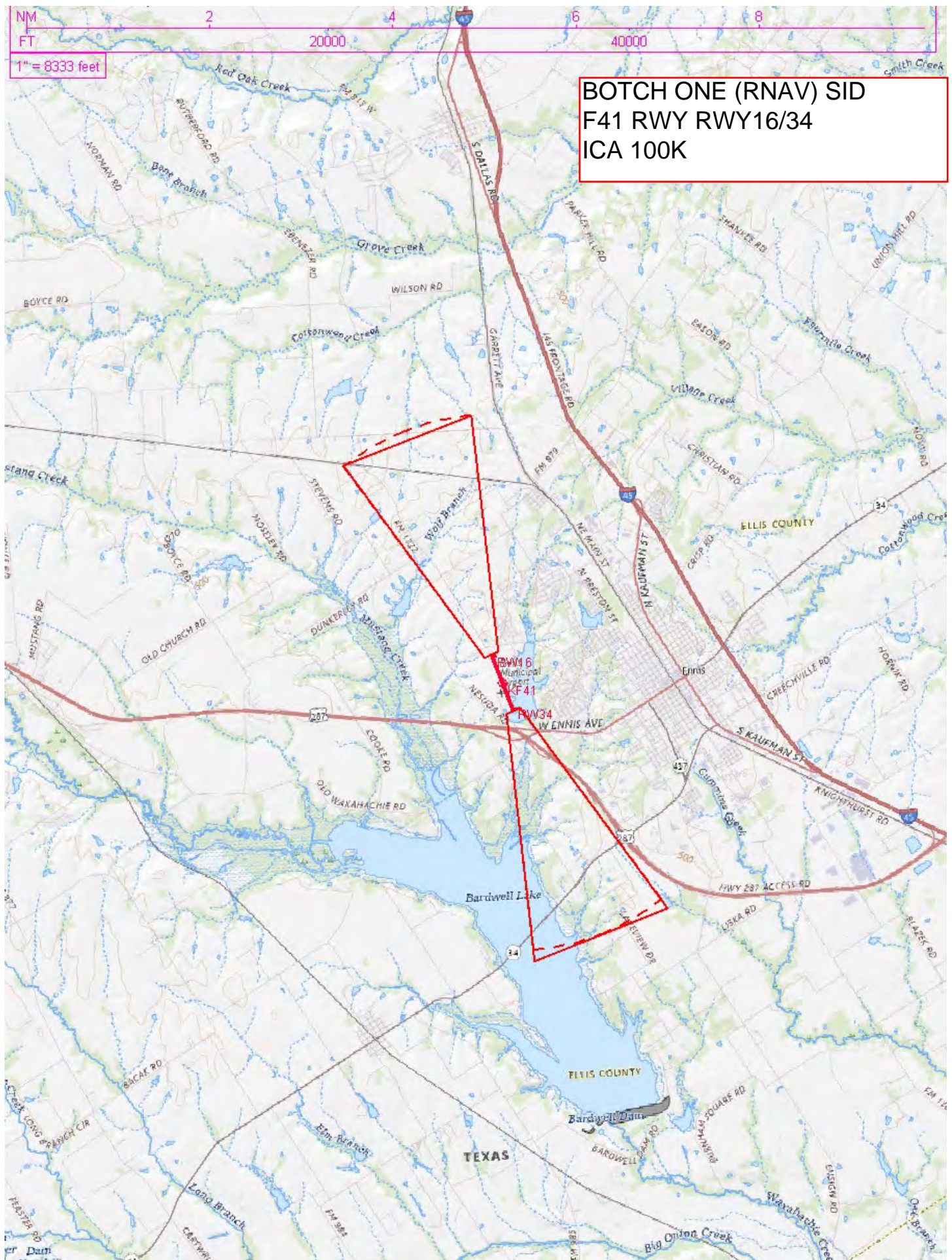
BOTCH ONE (RNAV) SID
AFW RWY 16L/16R, 34L/34R
ICA 100K

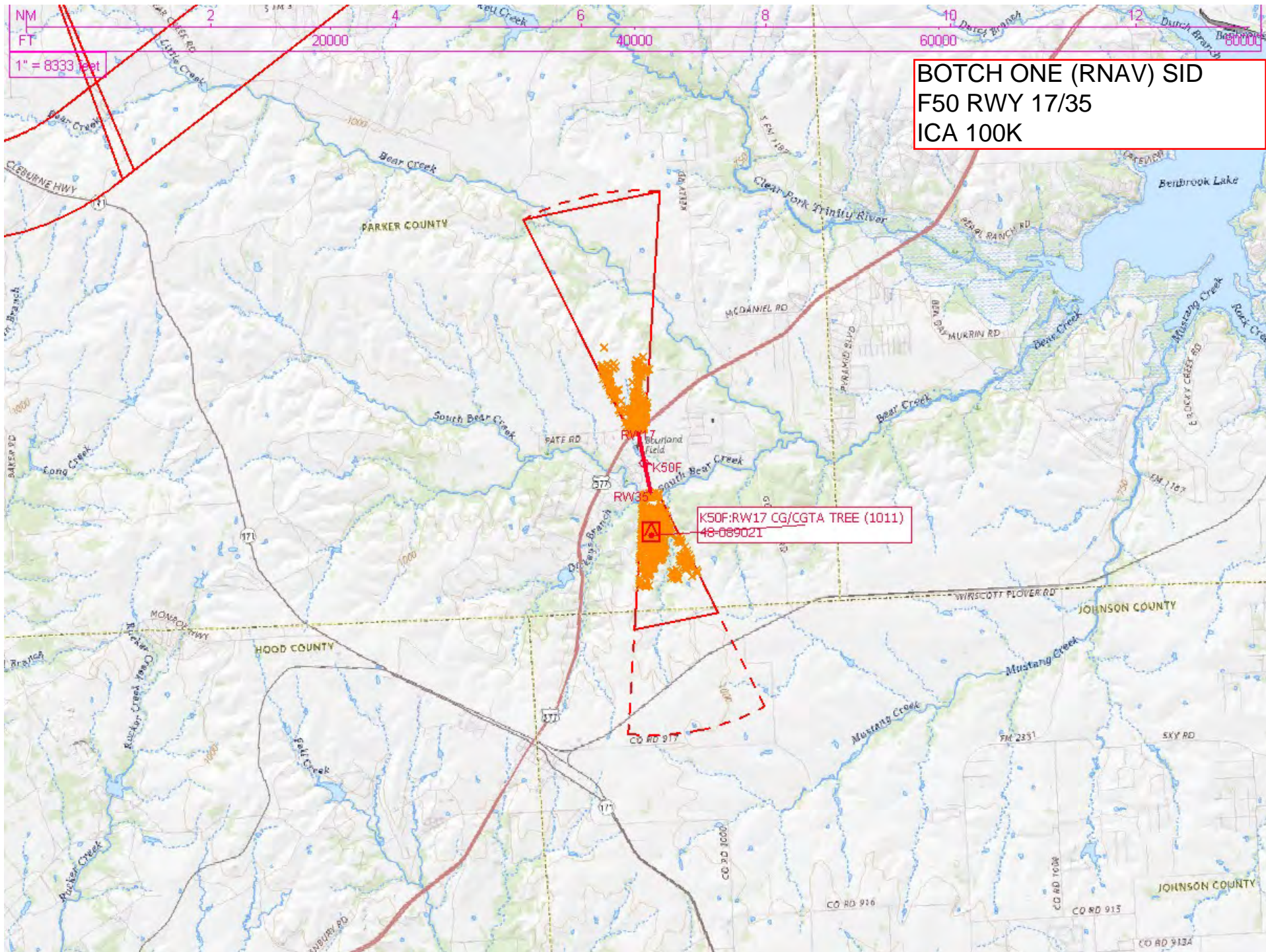






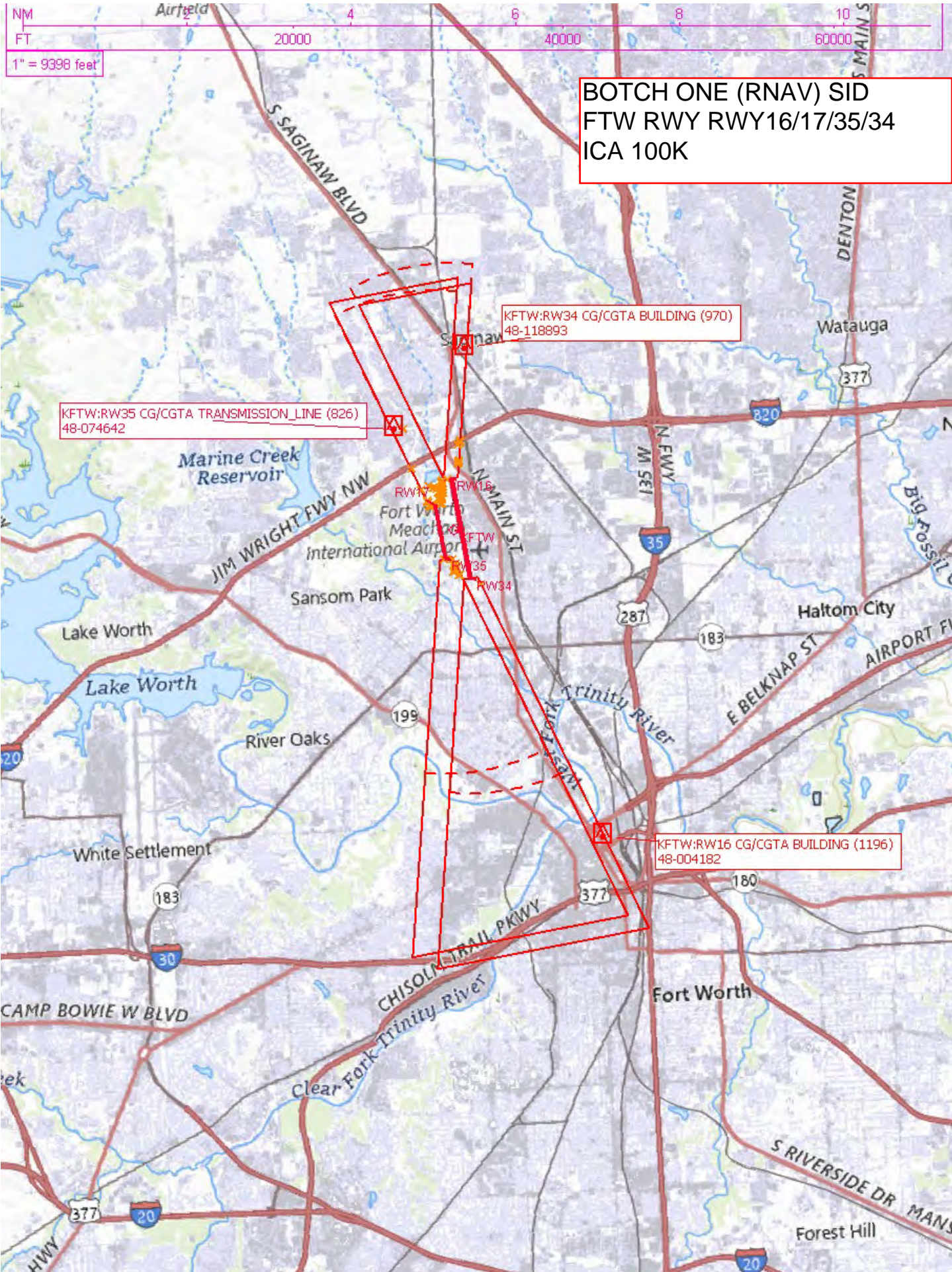






BOTCH ONE (RNAV) SID
F50 RWY 17/35
ICA 100K

K50F:RW17 CG/CGTA TREE (1011)
48-089021

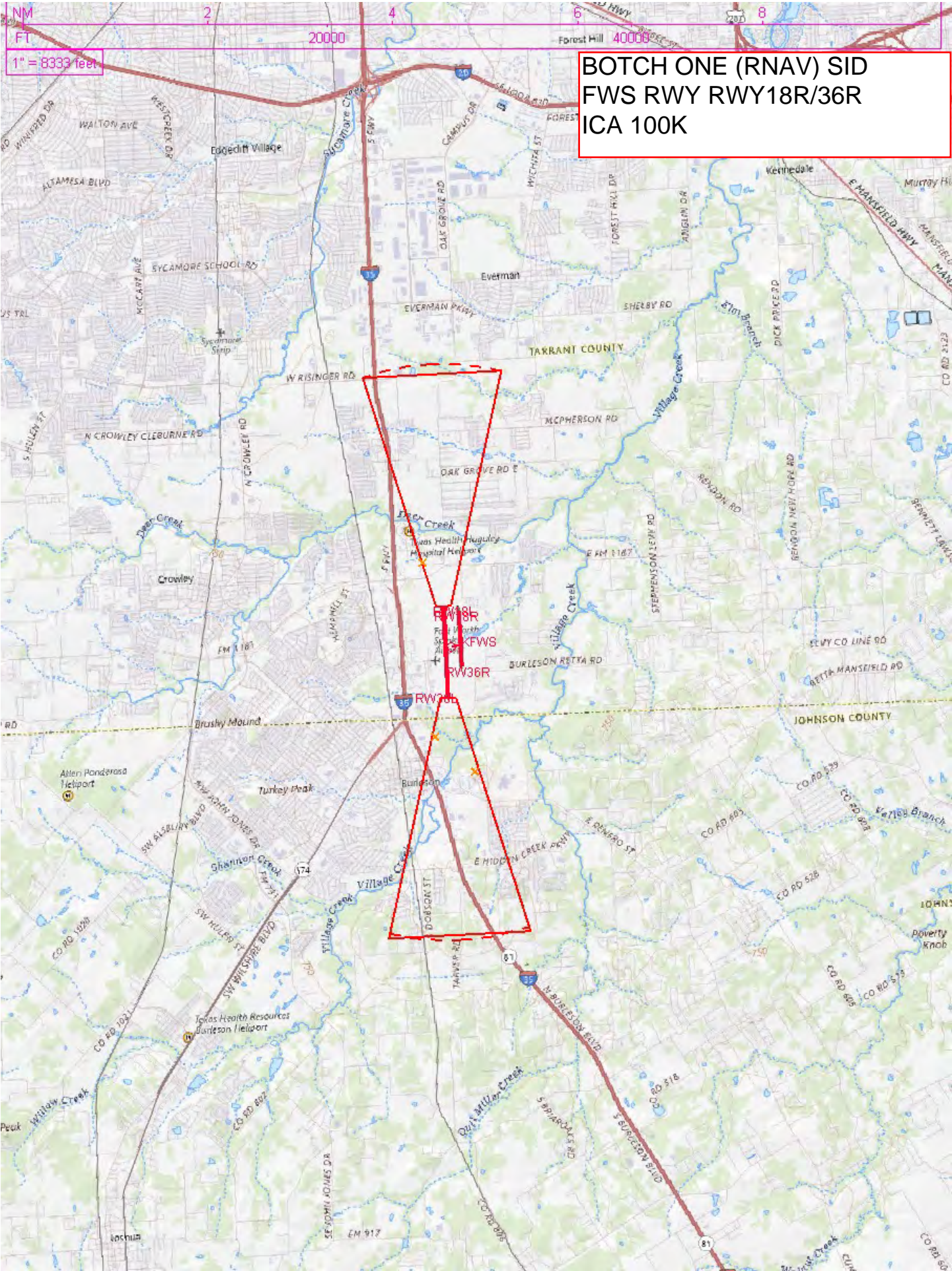


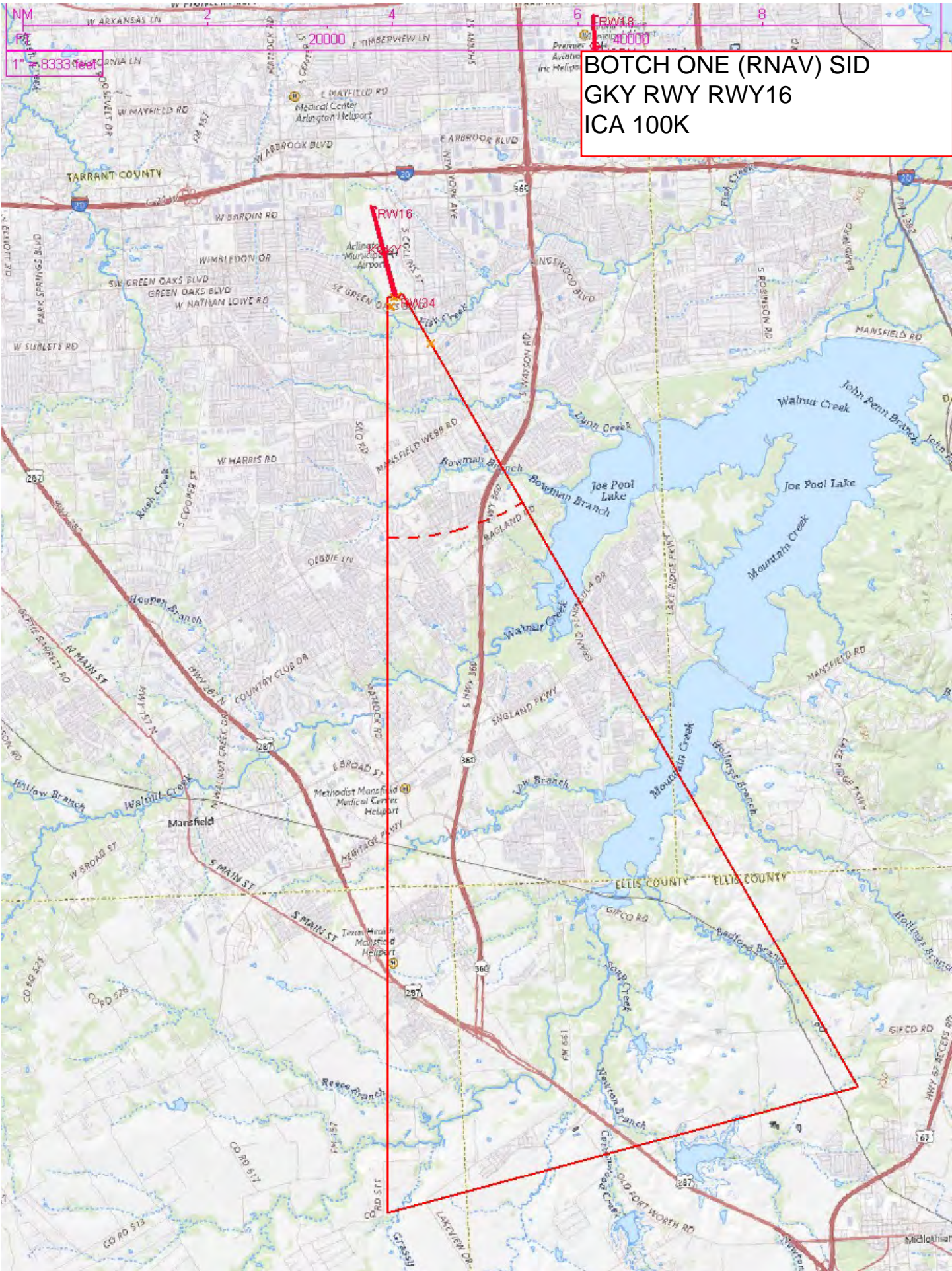
BOTCH ONE (RNAV) SID
FTW RWY RWY16/17/35/34
ICA 100K

KFTW:RW35 CG/CGTA TRANSMISSION_LINE (826)
48-074642

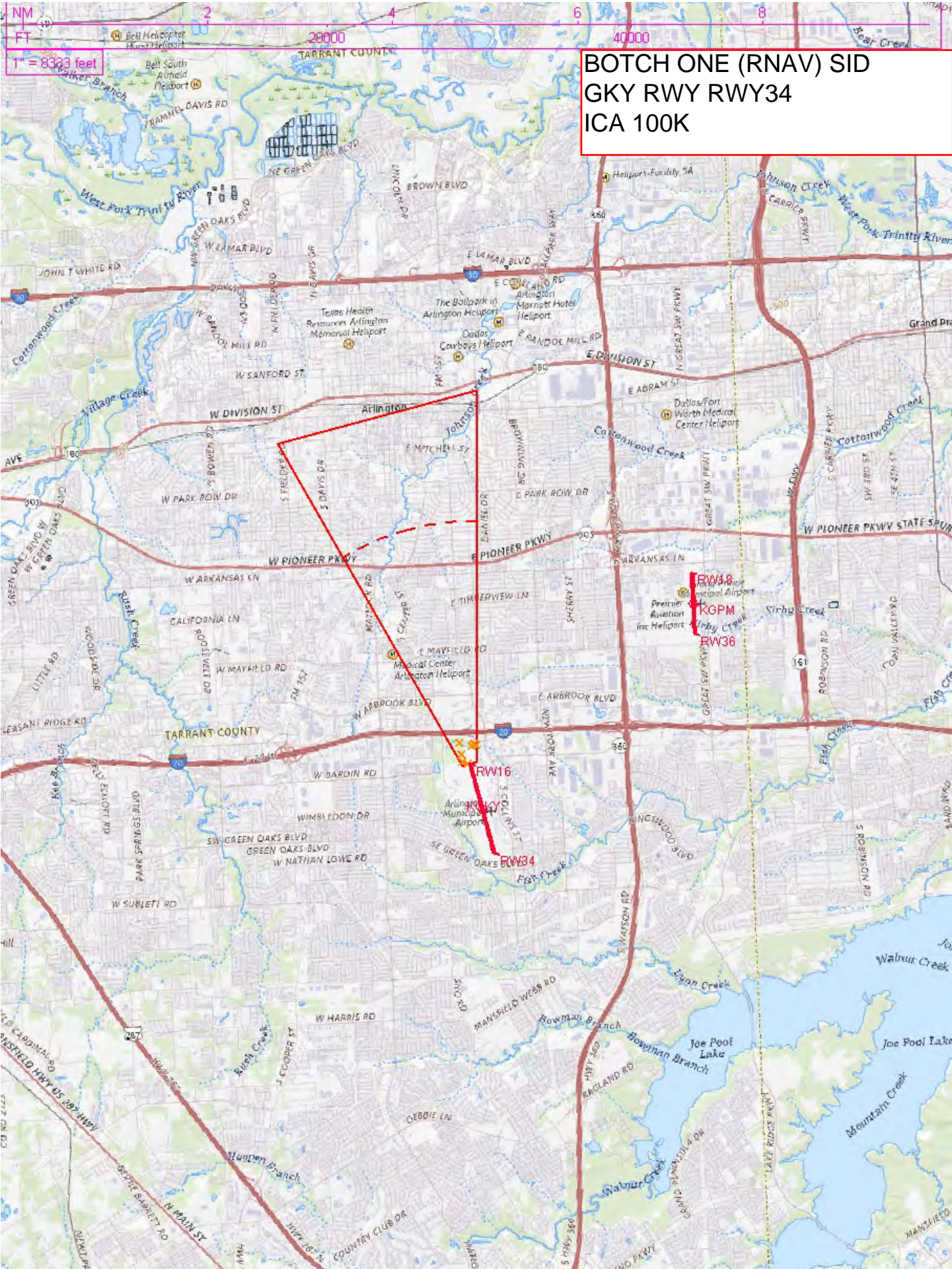
KFTW:RW34 CG/CGTA BUILDING (970)
48-118893

KFTW:RW16 CG/CGTA BUILDING (1196)
48-004182



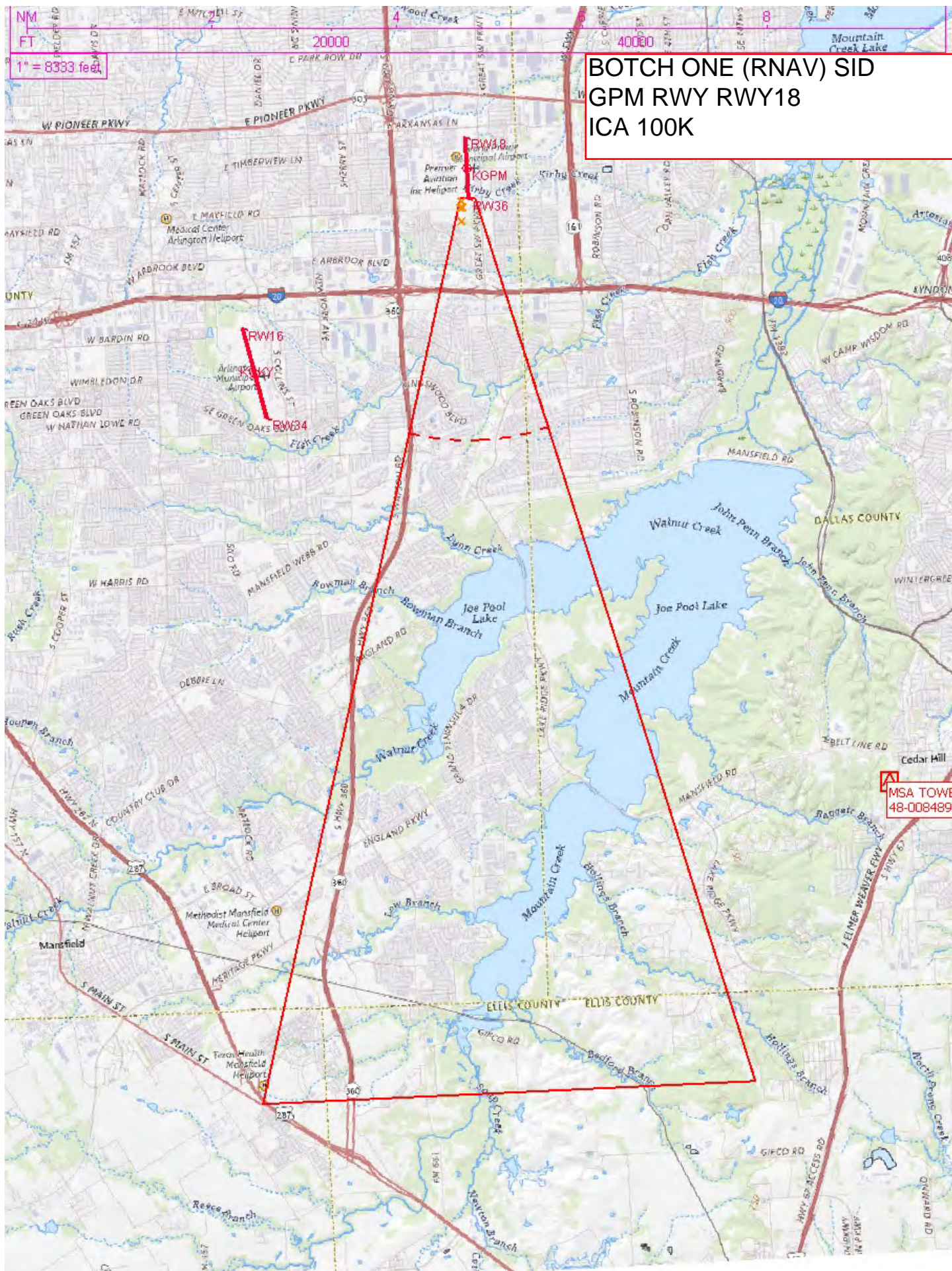


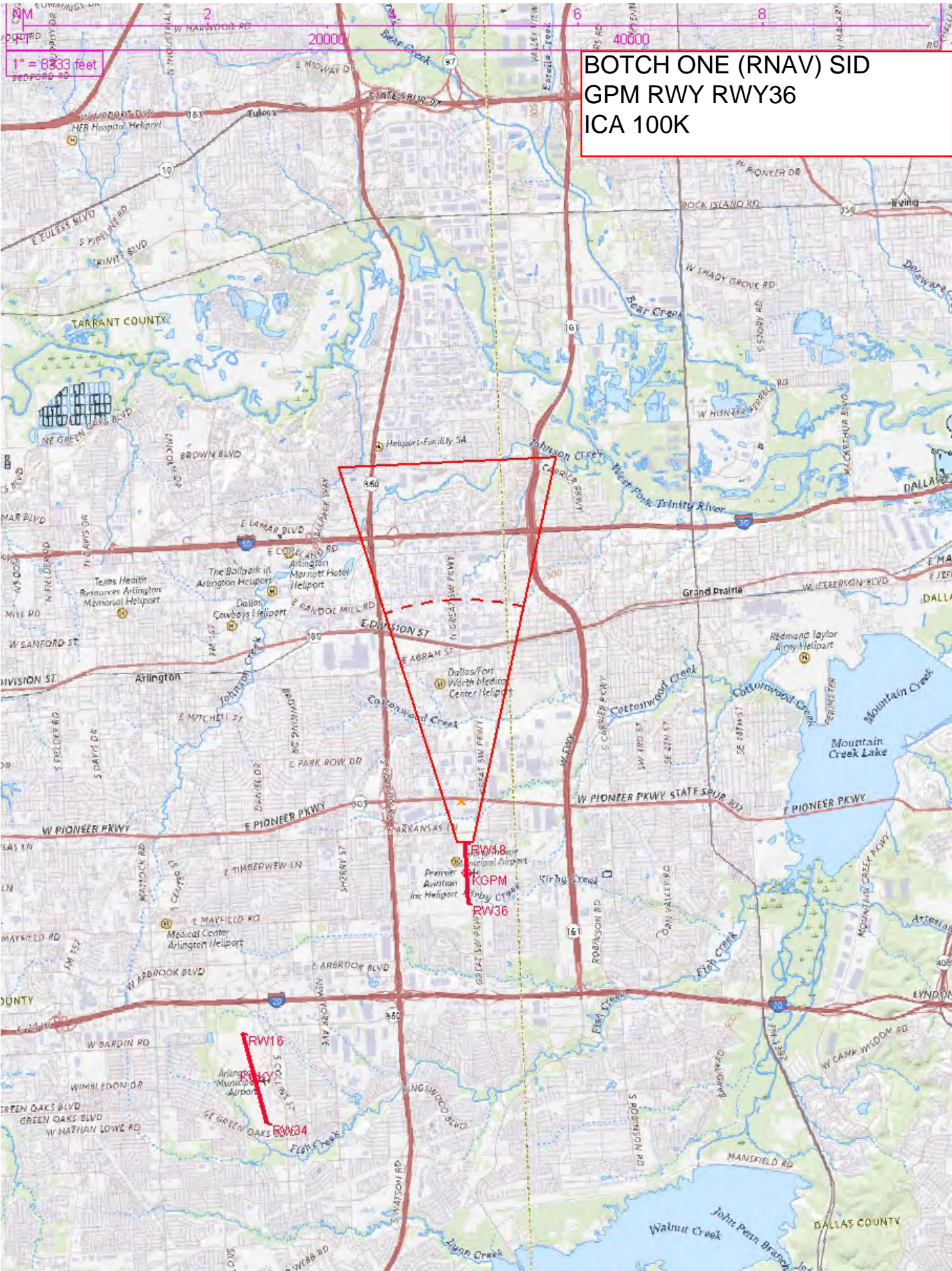
BOTCH ONE (RNAV) SID
GKY RWY RWY16
ICA 100K



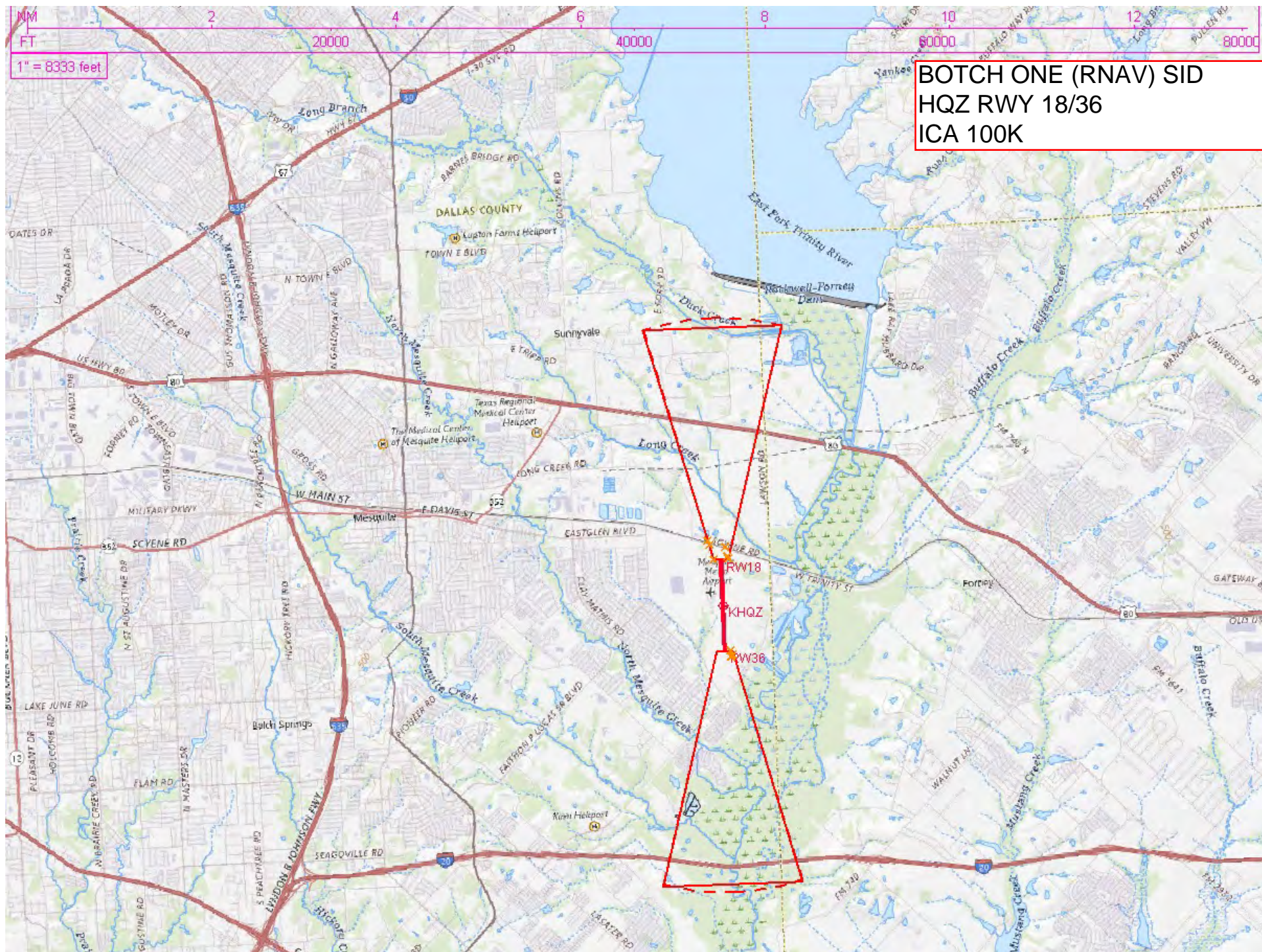
BOTCH ONE (RNAV) SID
GKY RWY RWY34
ICA 100K

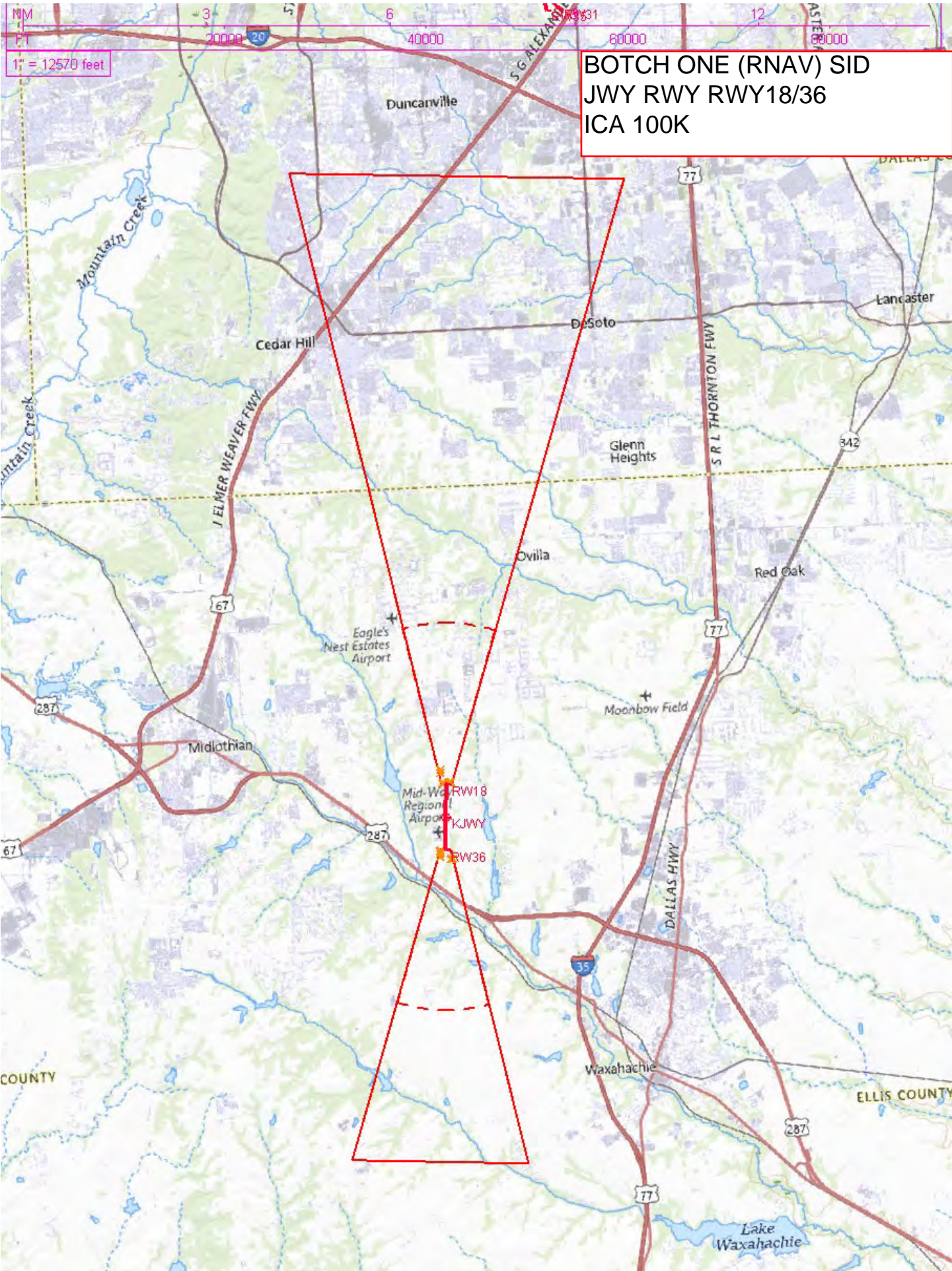
BOTCH ONE (RNAV) SID
GPM RWY RWY18
ICA 100K





BOTCH ONE (RNAV) SID
GPM RWY RWY36
ICA 100K

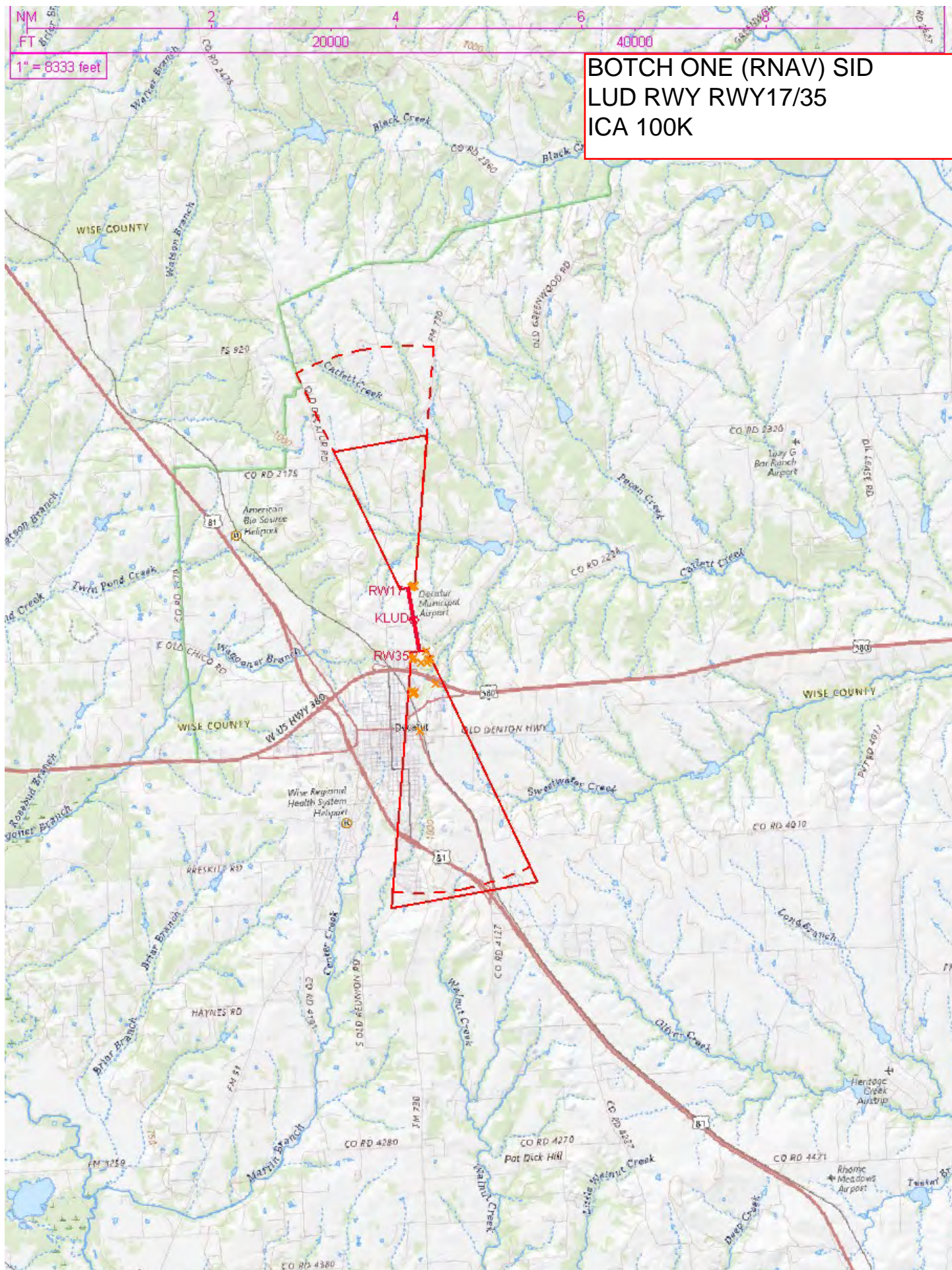


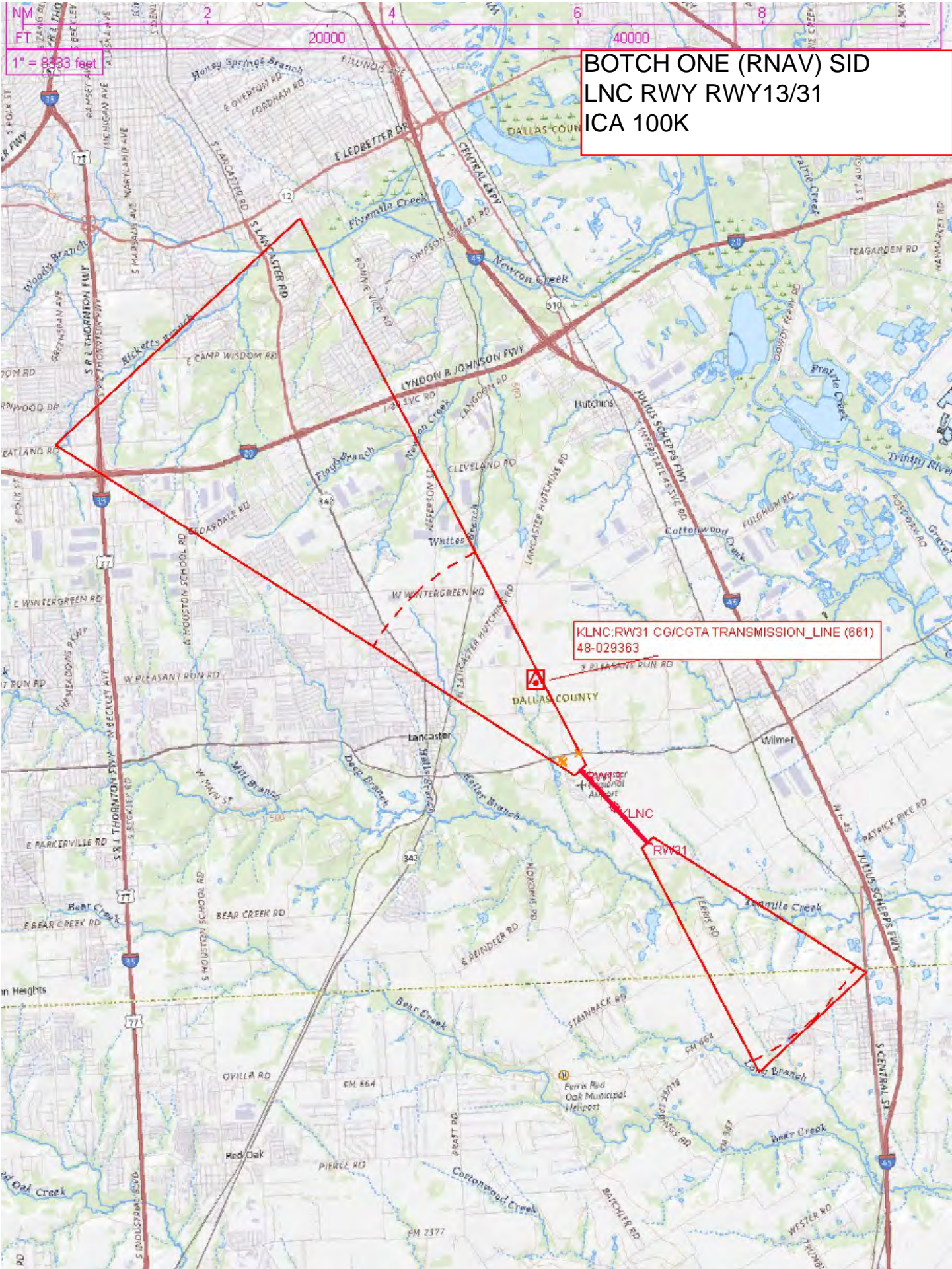


BOTCH ONE (RNAV) SID
JWY RWY RWY18/36
ICA 100K

NM
FT
1" = 8333 feet

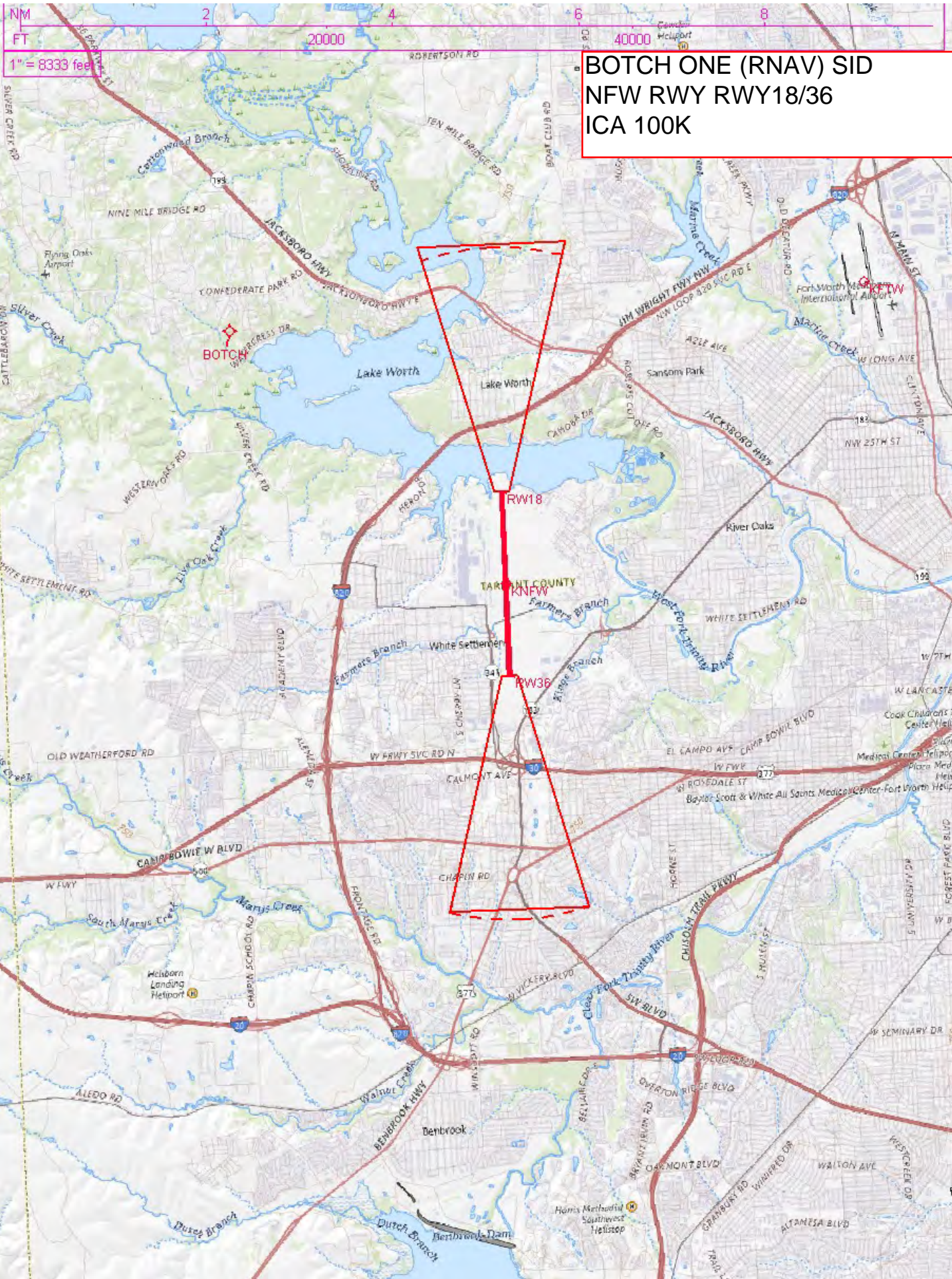
BOTCH ONE (RNAV) SID
LUD RWY RWY17/35
ICA 100K



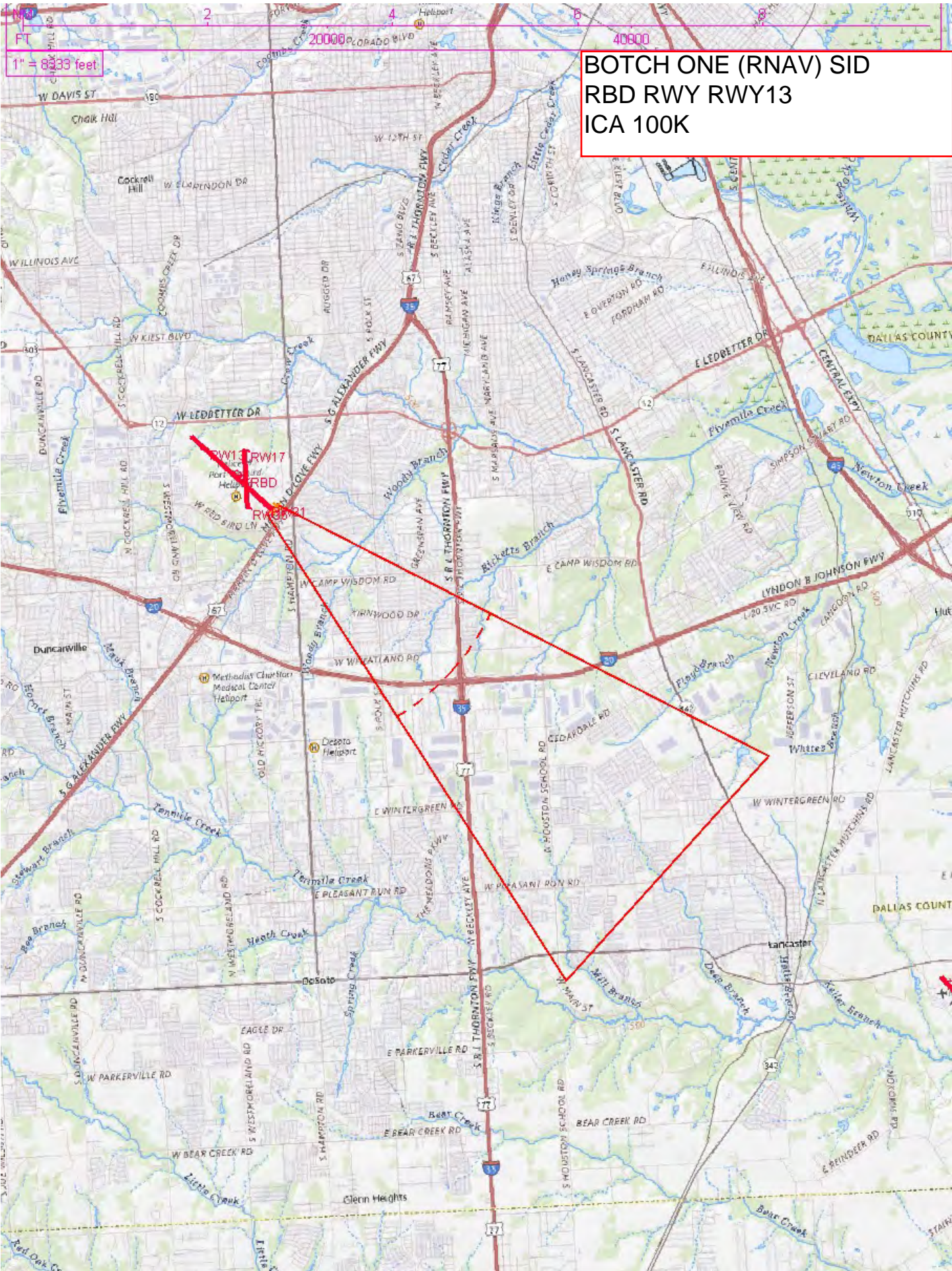


BOTCH ONE (RNAV) SID
LNC RWY RWY13/31
ICA 100K

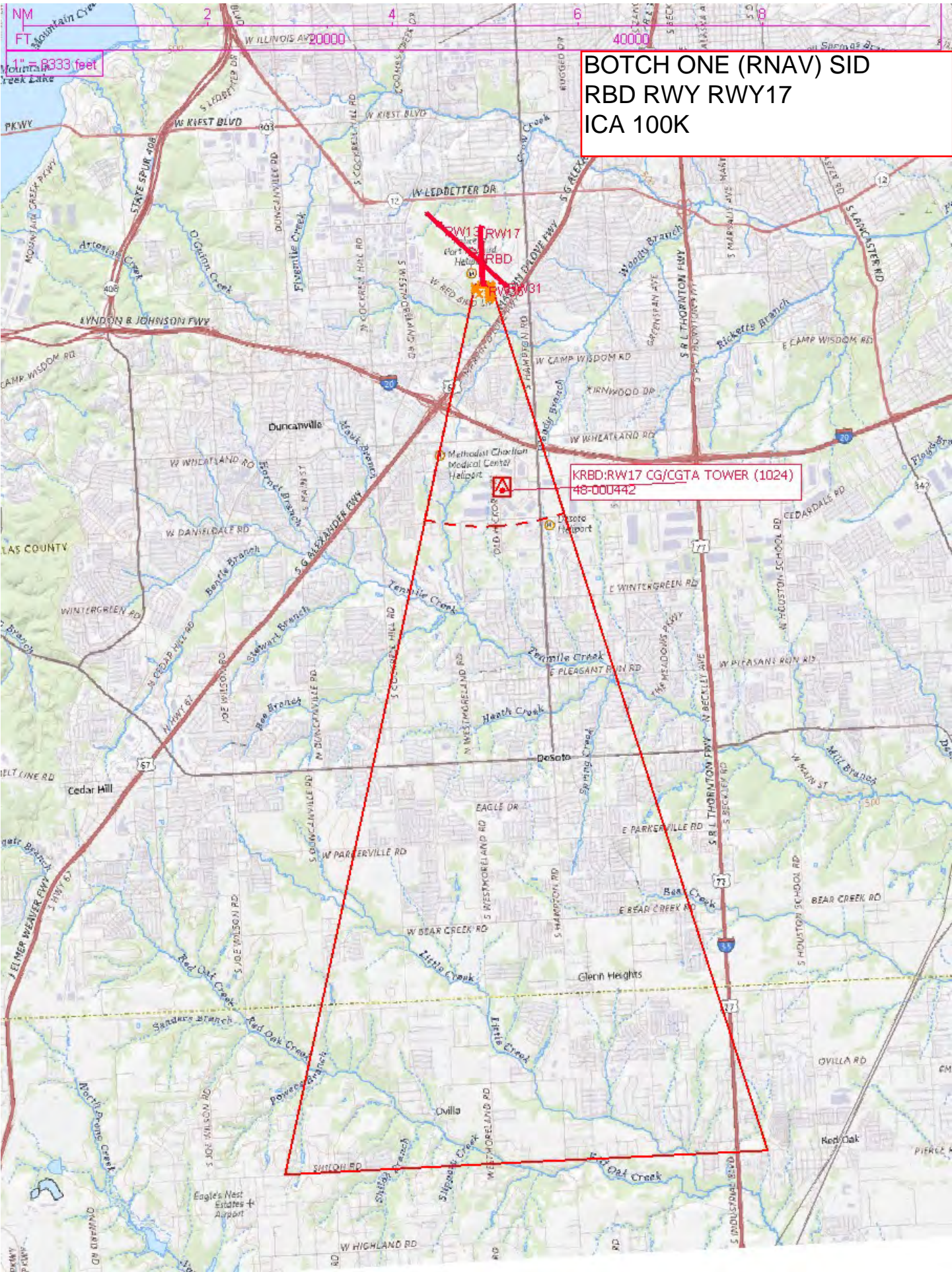
KLNC:RW31 CG/CGTA TRANSMISSION_LINE (661)
48-029363



BOTCH ONE (RNAV) SID
NFW RWY RWY18/36
ICA 100K

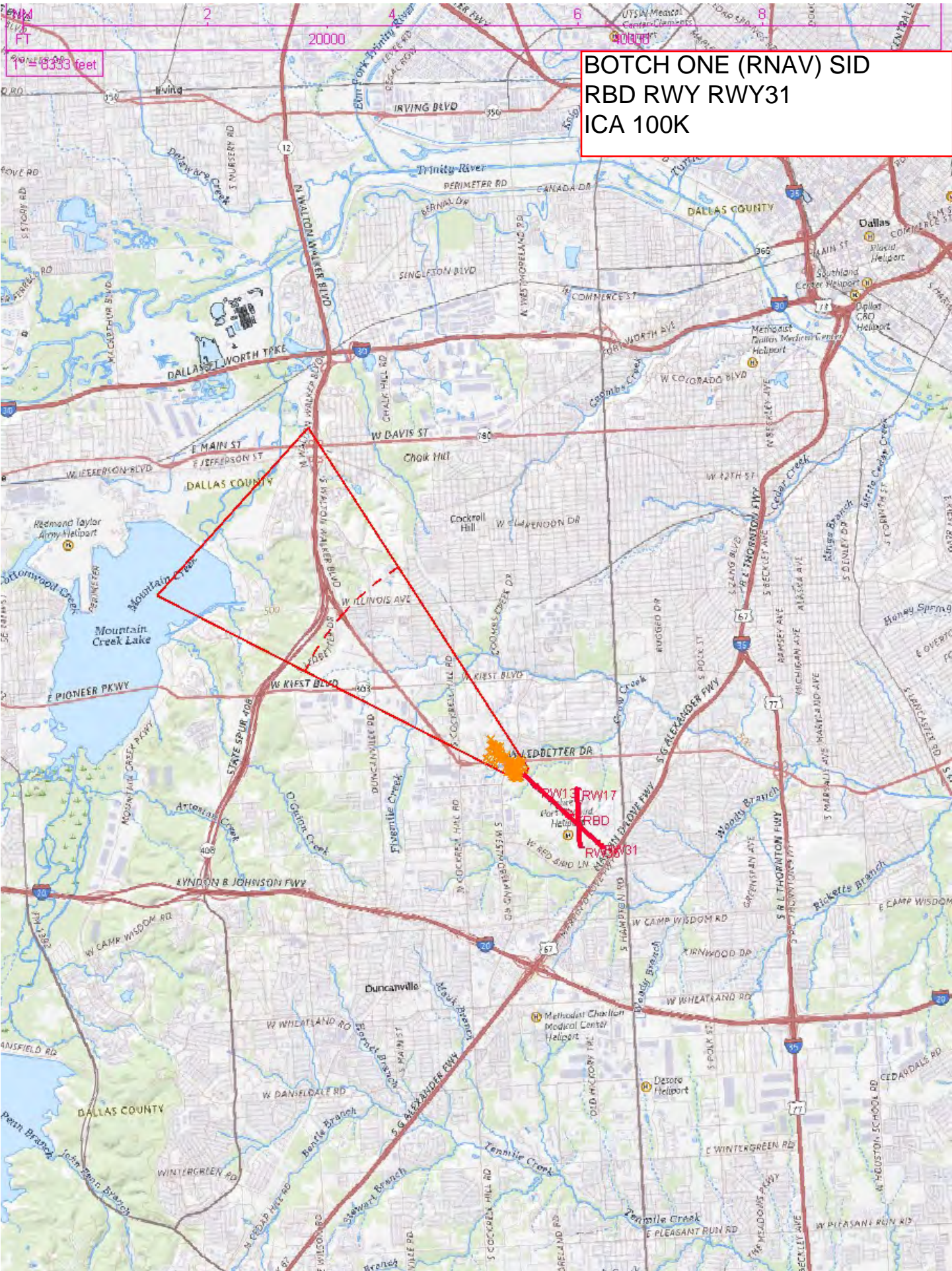


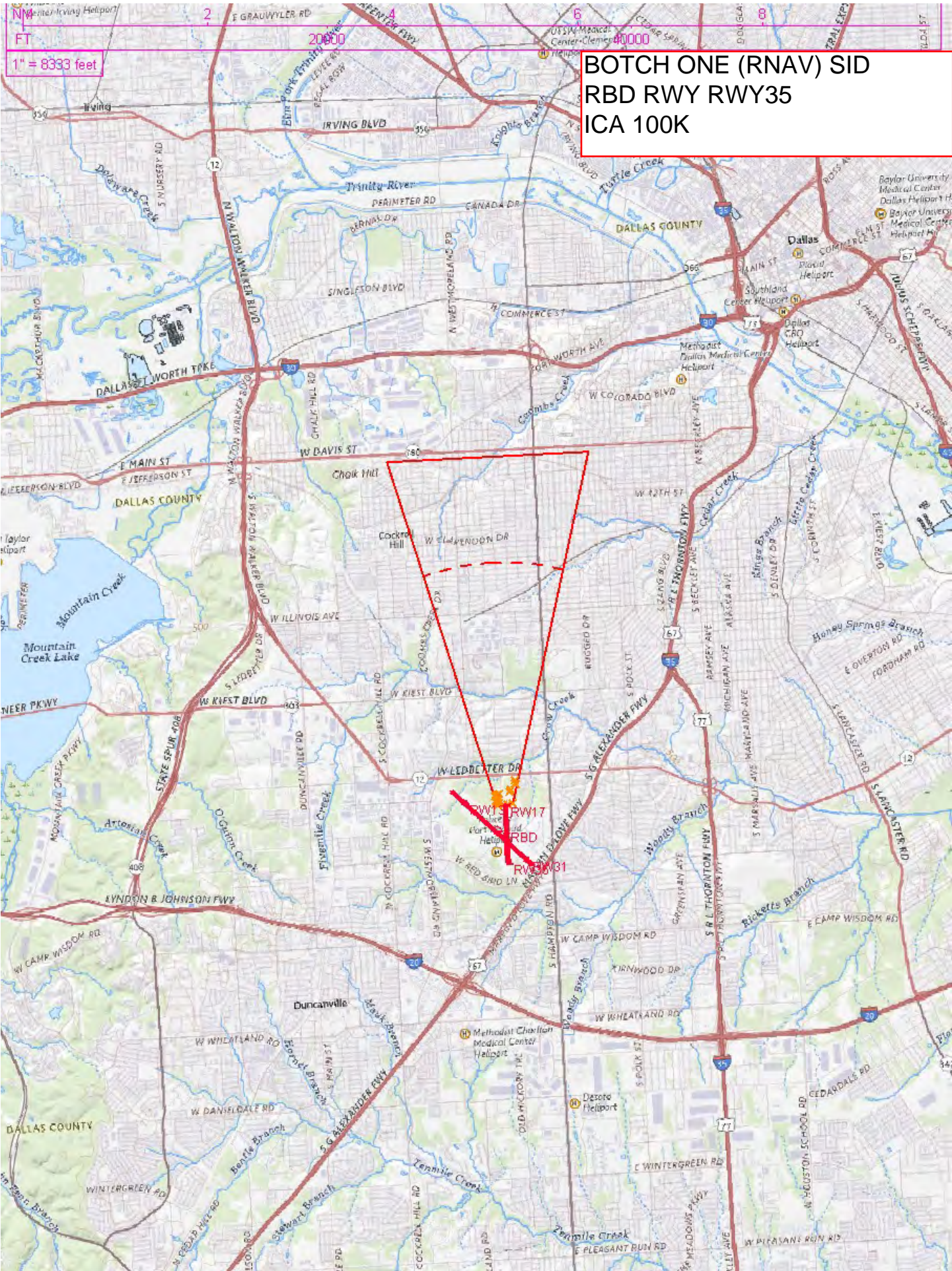
BOTCH ONE (RNAV) SID
RBD RWY RWY13
ICA 100K



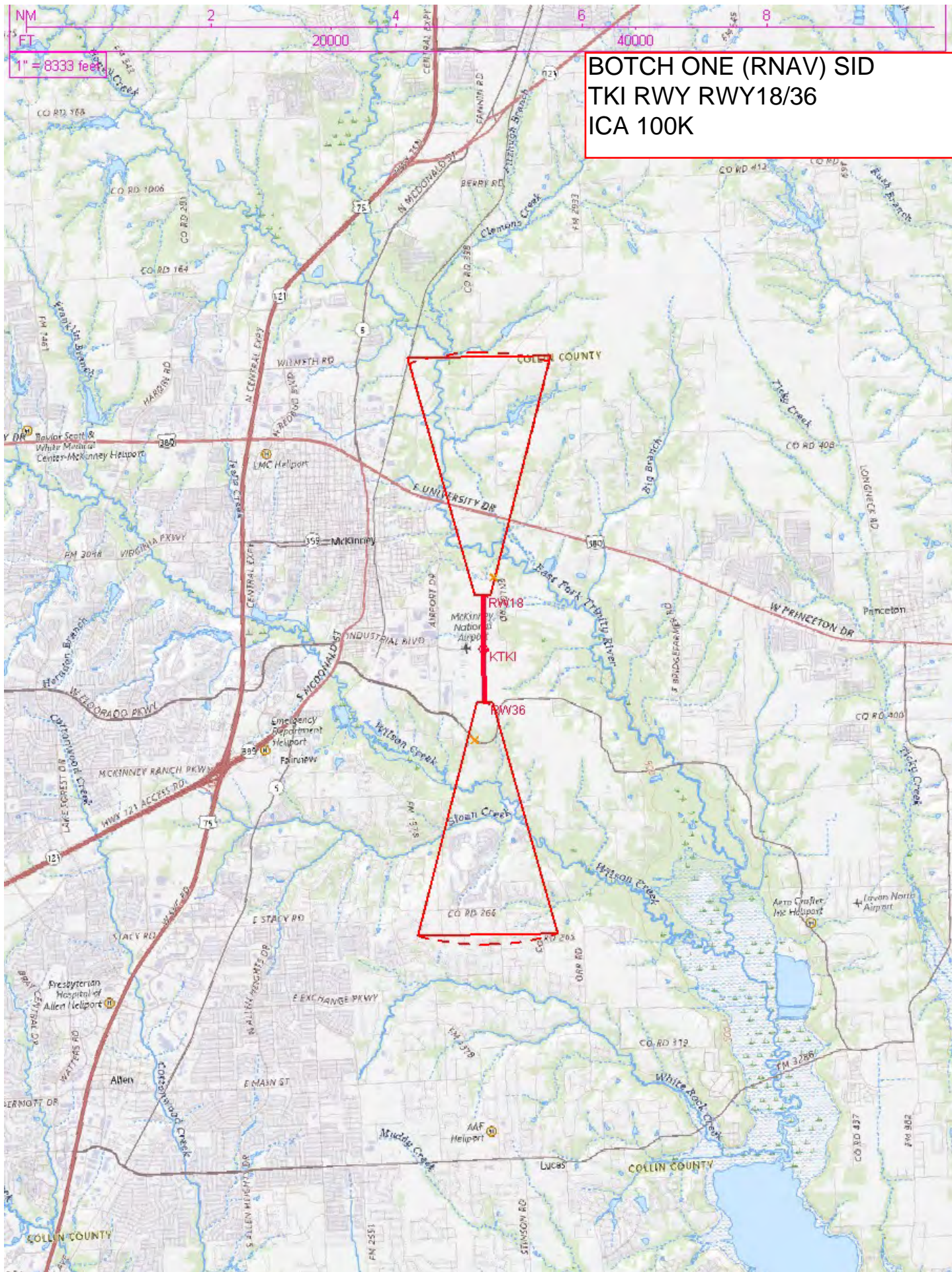
BOTCH ONE (RNAV) SID
RBD RWY RWY17
ICA 100K

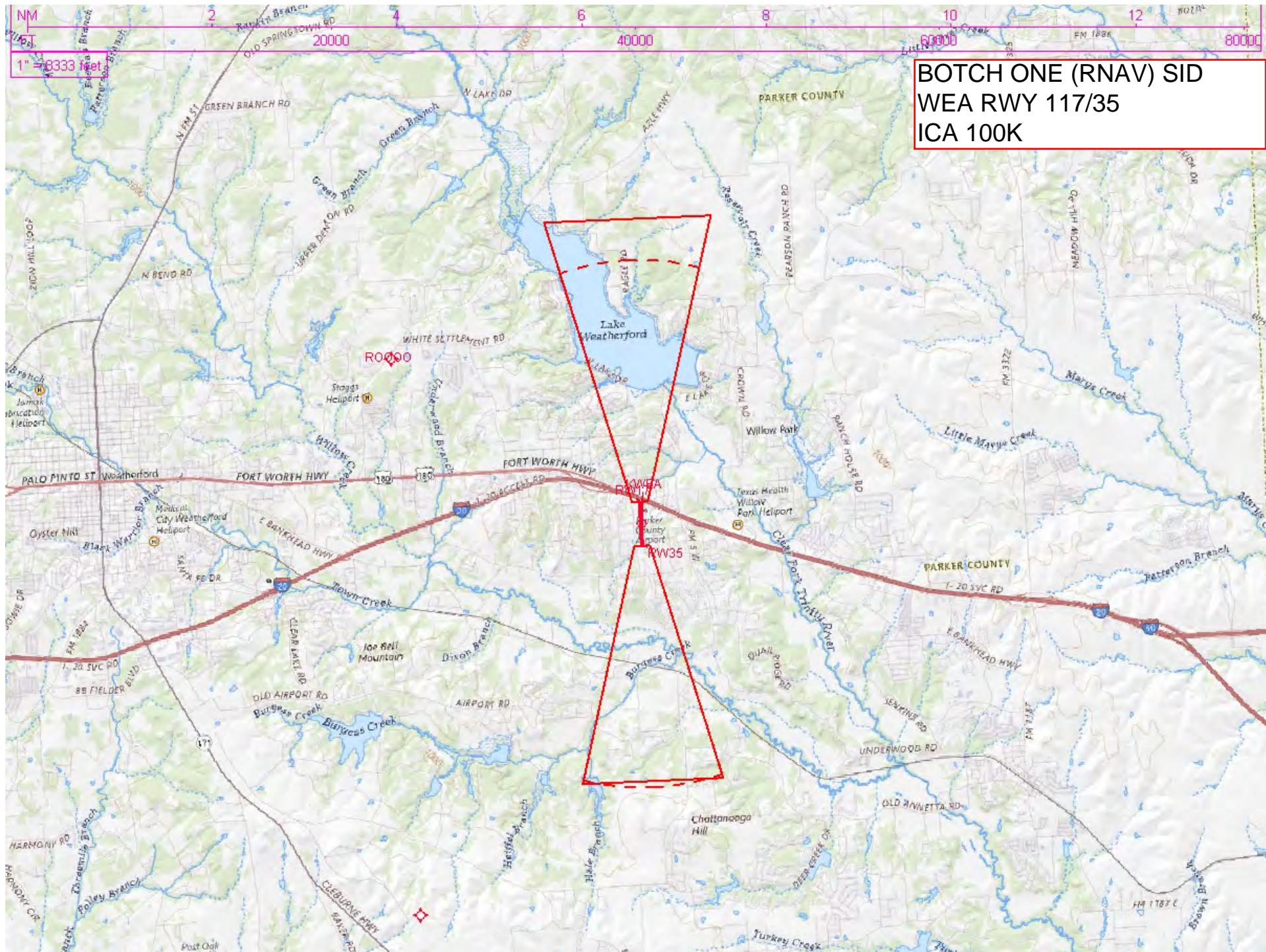
KRBW17 CG/CGTA TOWER (1024)
48-000442





BOTCH ONE (RNAV) SID
RBD RWY RWY35
ICA 100K





BOTCH ONE (RNAV) SID
WEA RWY 117/35
ICA 100K

NM
1310-22
FT
1" = 41666 feet

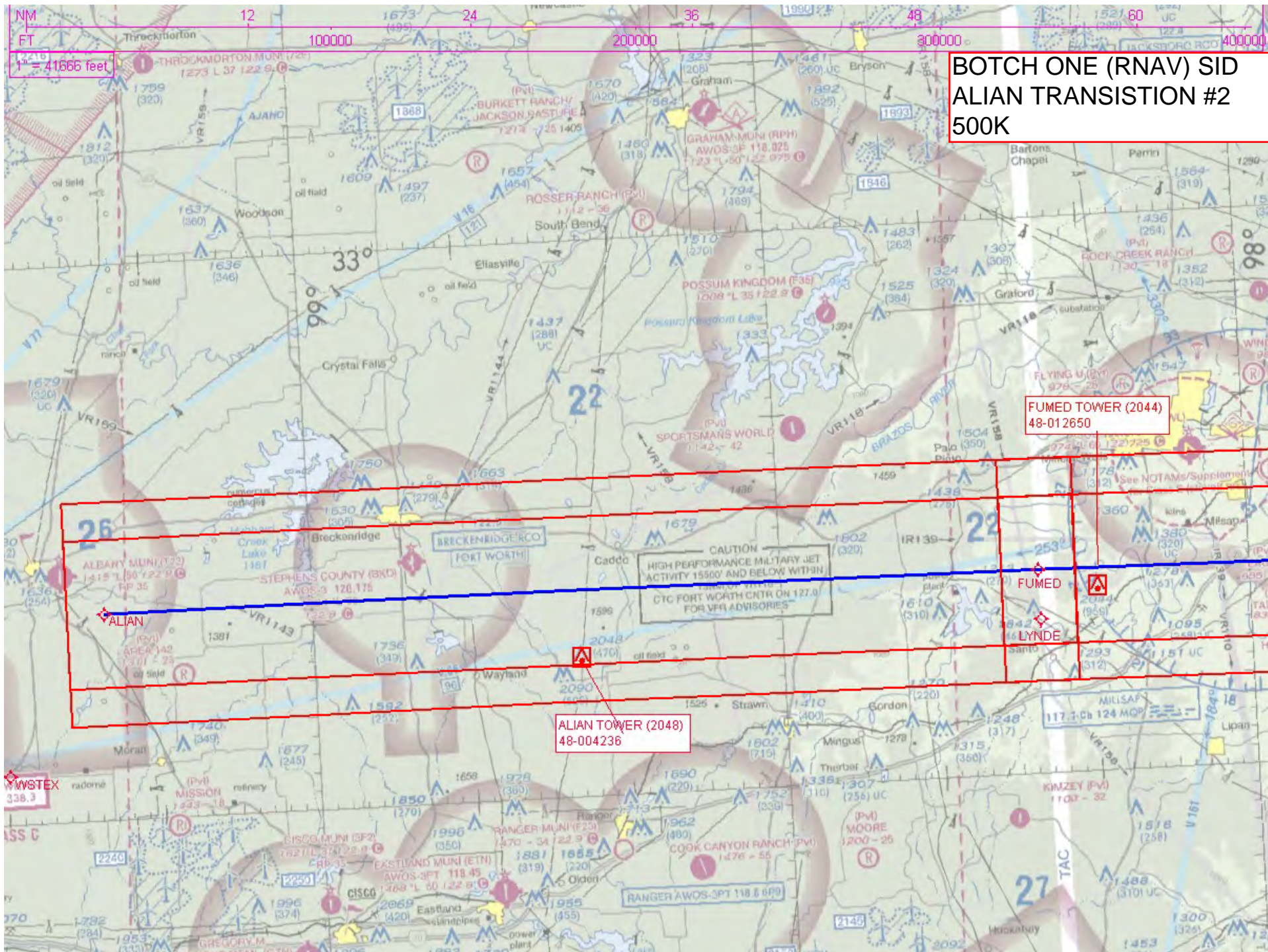
BOTCH ONE (RNAV) SID
ALIAN TRANSITION #1
500K

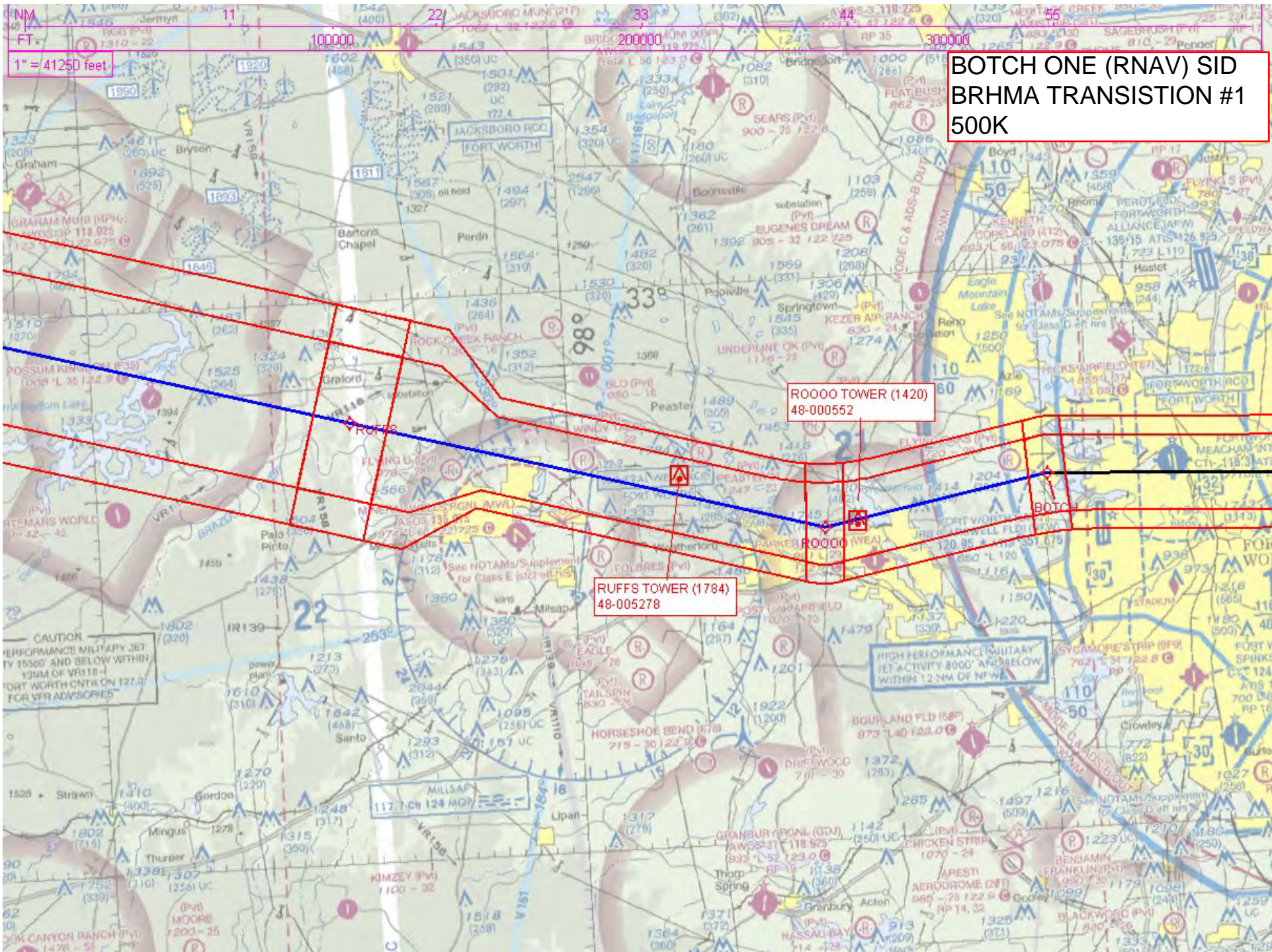
RBBIT TOWER (1480)
48-005203

FUMED TOWER (2044)
48-012650

BOTCH

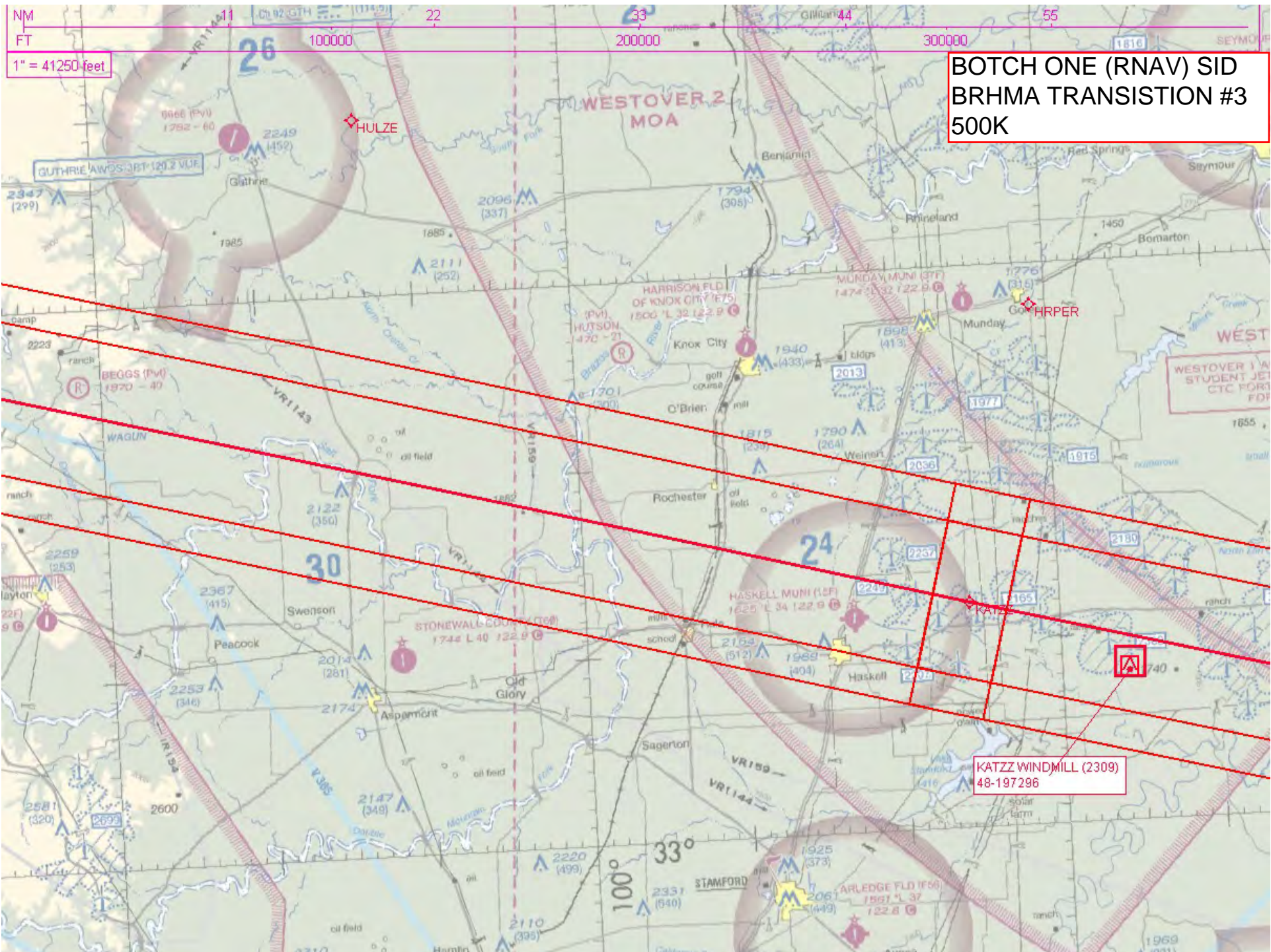
DEMII





**BOTCH ONE (RNAV) SID
BRHMA TRANSITION #2
500K**

**BOTCH ONE (RNAV) SID
BRHMA TRANSITION #2
500K**



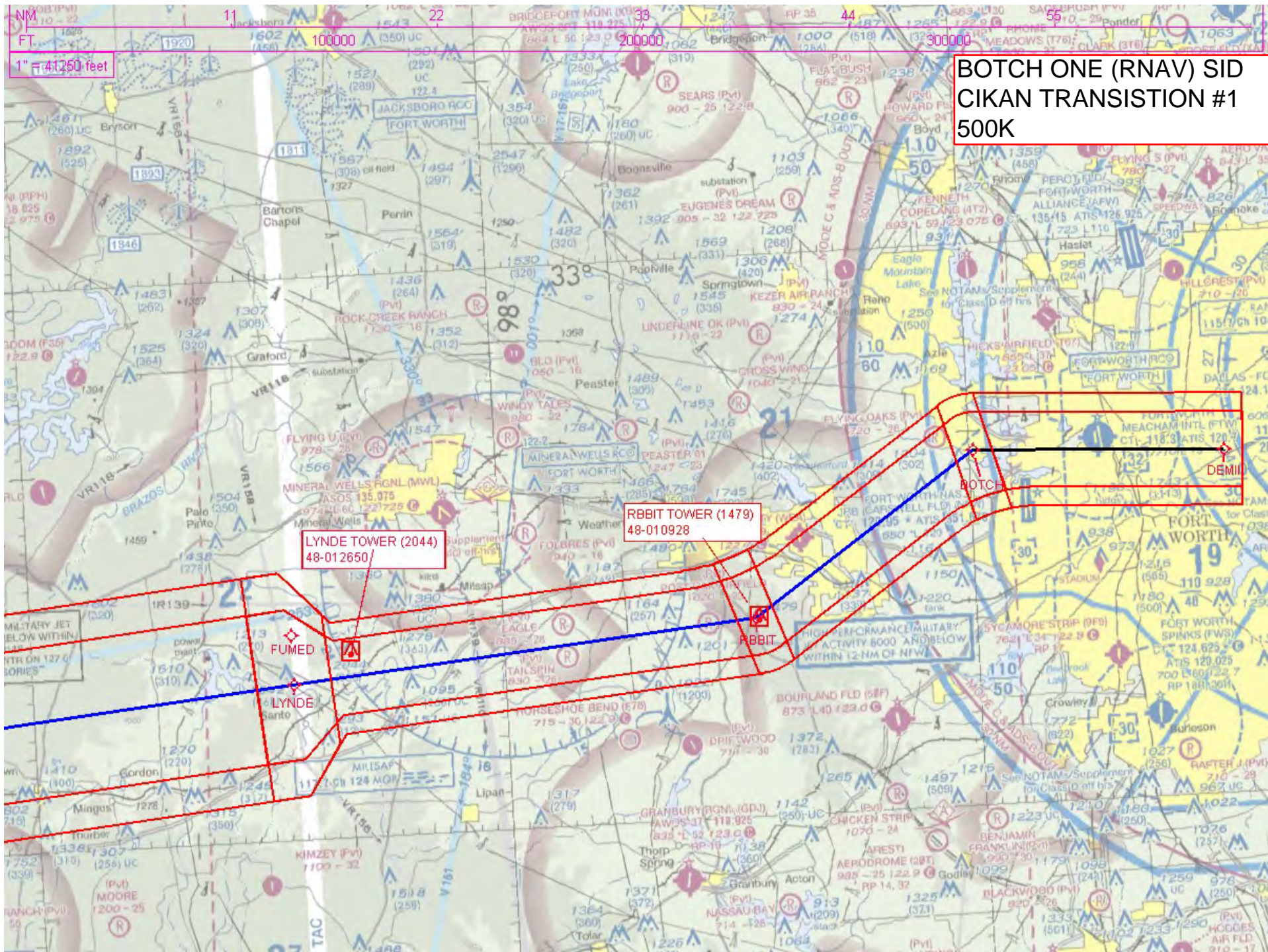
BOTCH ONE (RNAV) SID
BRHMA TRANSITION #3
500K

KATZ WINDMILL (2309)
48-197296

1" = 41250 feet

**BOTCH ONE (RNAV) SID
BRHMA TRANSITION #4
500K**

BRHMA TOWER (2695)
48-008209



**BOTCH ONE (RNAV) SID
CIKAN TRANSITION #1
500K**

**LYNDE TOWER (2044)
48-012650**

**RBBIT TOWER (1479)
48-010928**

FUMED

LYNDE

BOTCH

DEMI

BOTCH ONE (RNAV) SID
CIKAN TRANSITION #2
500K

LYNDE TOWER (2044)
48-012650

WSTEX TOWER (2090)
48-002963

NM
FT
1" = 41250 feet

FT 100000 200000 300000

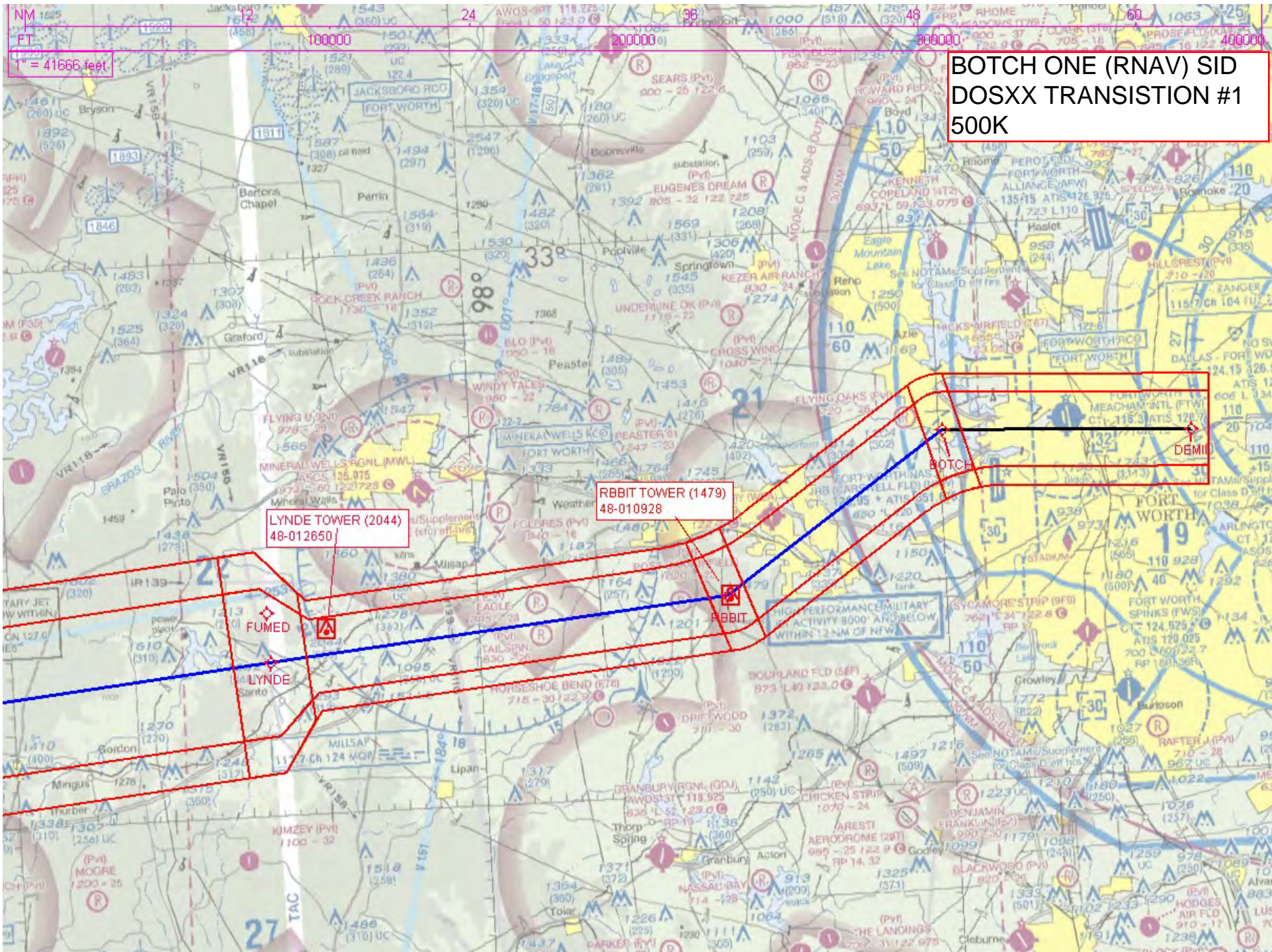
1" = 41250 feet

**BOTCH ONE (RNAV) SID
CIKAN TRANSITION #3
500K**

CTC ABILENE APP WITHIN
20 NM ON 122.2 282.3

CTC ABILENE APP W/ VORTOX
20 NM ON 125.0 338.3

CIKAN TOWER (3005)
48-002895



BOTCH ONE (RNAV) SID
DOSXX TRANSITION #1
500K

RBBIT TOWER (1479)
48-010928

LYNDE TOWER (2044)
48-012650

1"=41666 feet

**BOTCH ONE (RNAV) SID
DOSXX TRANSITION #3
500K**

CTC ABILENE APP WITHIN
20 NM ON 122.2 282.3

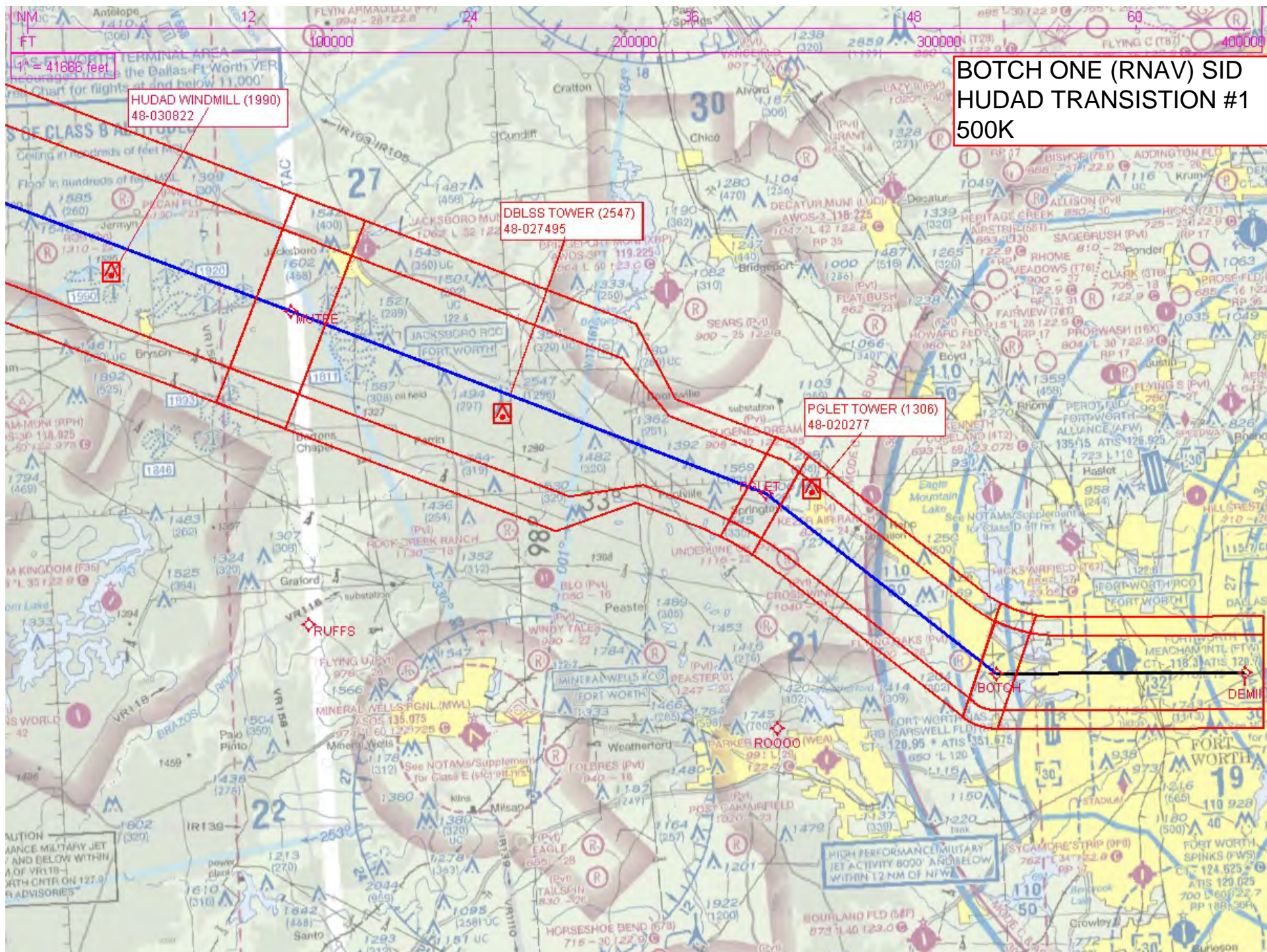
CTC ABILENE WINDMILL 25.0 338.3

DOSXX WINDMILL (2554)
48-185925

BROWNWOOD
1 WEST MOA

BOTCH ONE (RNAV) SID
DOSXX TRANSITION #3
500K

DOSXX WINDMILL (2554)
48-185925



NM
FT

1" = 41666 feet

BOTCH ONE (RNAV) SID
HUDAD TRANSITION #2
500K

HUDAD WINDMILL (1990)
48-030822

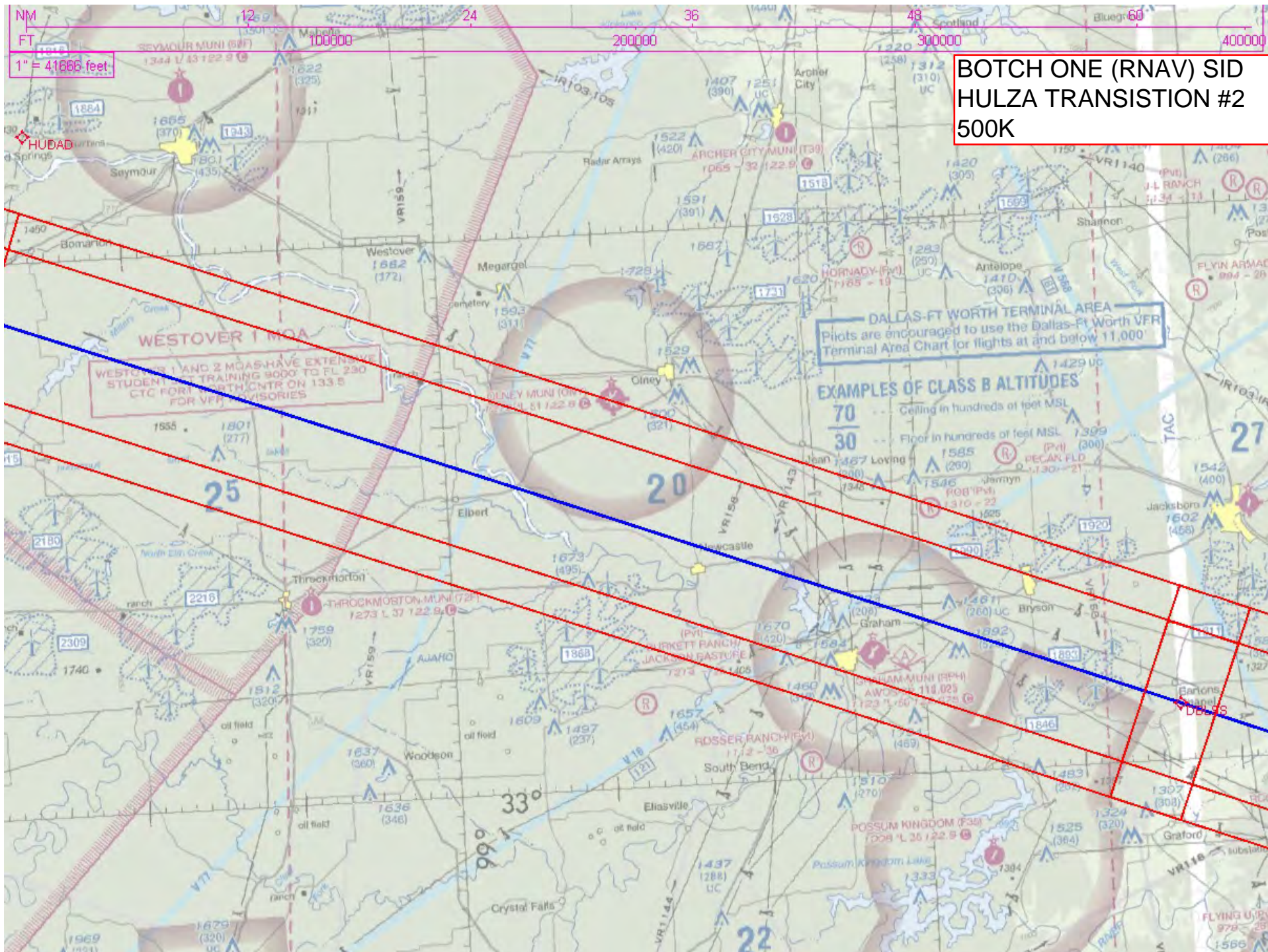
WESTOVER 1 AND 2 MOAS HAVE EXTENSIVE
STUDENT JET TRAINING 9000 TO F230
CTC FORT WORTH CNTR ON 133.5
FOR VFR ADVISORIES

EXAMPLES OF CLASS B ALTITUDES

DALLAS-FT WORTH TERMINAL AREA
Pilots are encouraged to use the Dallas-Fort Worth VFR
Terminal Area Chart for flight

BOTCH ONE (RNAV) SID
HUDAD TRANSITION #2
500K

HUDAD WINDMILL (1990)
48-030822 /



BOTCH ONE (RNAV) SID
HULZA TRANSITION #2
500K

1" = 41866 feet

BOTCH ONE (RNAV) SID
HULZA TRANSITION #3
500K

HULZE TOWER (2096)
48-008181

HRP WINDMILL (1939)
48-035799

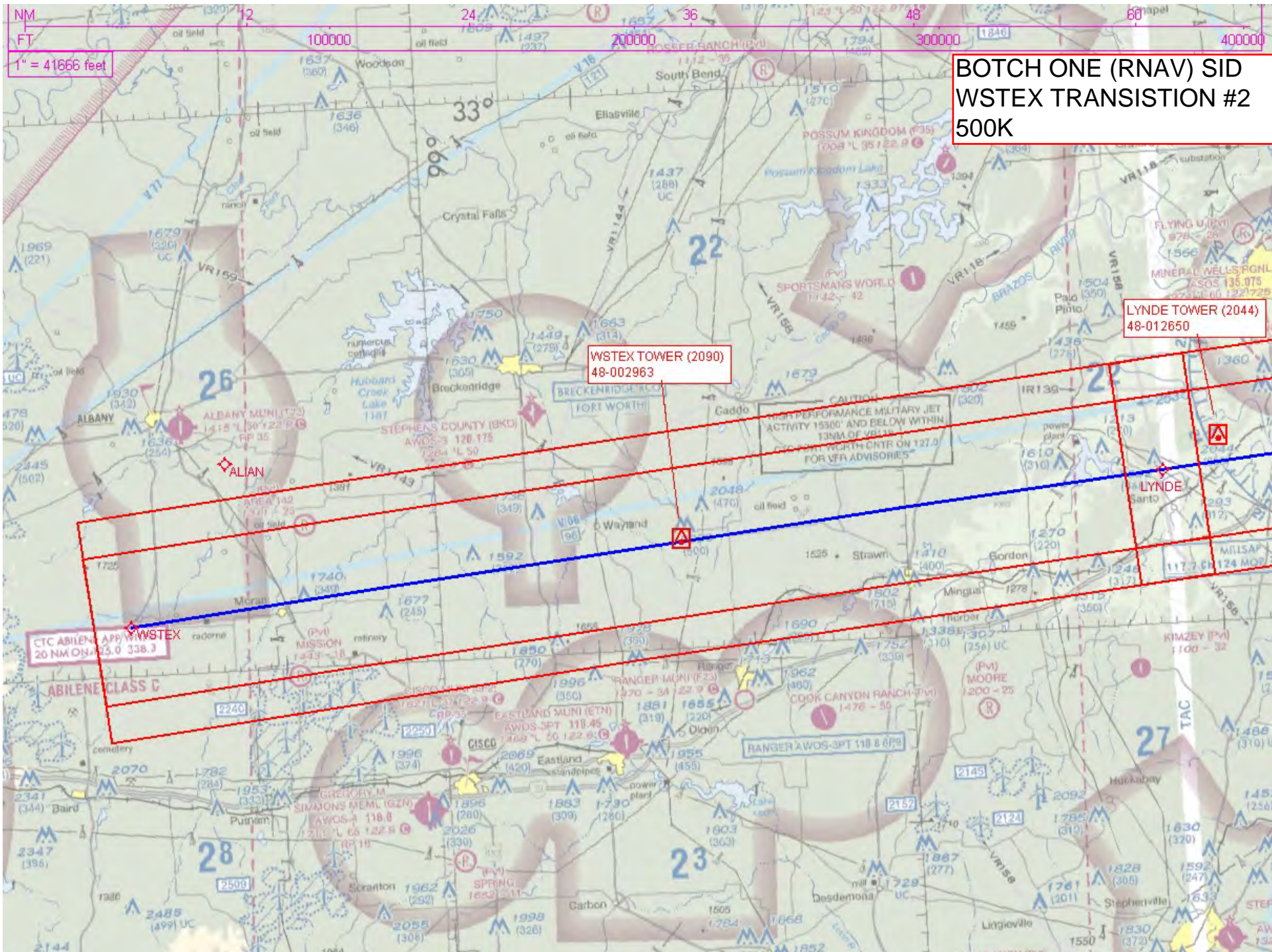
BOTCH ONE (RNAV) SID
HULZA TRANSITION #3
500K

HULZE TOWER (2096)
48-008181

HRPER WINDMILL (1939)
48-035799

WEST COAST 1 AND 2 MOAS HAVE EXTENSIVE
STUDENT TRAINING 9000 TO FL 230
CTC FORT WORTH CNTR ON 133.5
FOR VFR ADVISORIES

BOTCH ONE (RNAV) SID
WSTEX TRANSITION #1
500K



BOTCH ONE (RNAV) SID
WSTEX TRANSITION #2
500K

LYNDE TOWER (2044)
48-012650

WSTEX TOWER (2090)
48-002963

CTC ABILENE APP WSTEX
20 NM ON 125.0 338.3