

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 11/27/2025	APWS Task ID: 6F1B4453B6214F4EA31B8B978007395E	APWS Project ID: 7E36E542A7DD45EA9280F90A152F748D
Procedure: KATZZ THREE (RNAV) DALLAS-FORT WORTH, TX KDFW		Enroute: YES	Specialist: Slane, Cory		Agreement Number:
Airport ID: KDFW			Airport City: DALLAS-FORT WORTH		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE AIRNAV DATA USED.  ADDED FIX EBRIZ. NEW WAIVER TO NOT CHART IF ALTITUDE AT THE IF FOR RADAR VECTOR (RV) DEPARTURES.  WAIVER ON FILE FOR TERMINOLOGY USED IN DP ROUTE DESCRIPTION FOR RWY 31L/R (CLIMB HEADING ASSIGNED BY ATC). LETTER OF APPROVAL ON FILE FOR VI-CF INTERCEPT ANGLES LESS THAN 10 DEGREES.  POC: ROBERT HAMILTON, AJV-A433, 405-954-4608</div> <div><div>QUALITY 41 CHECKED</div><div>QUALITY 23 CHECKED</div></div>					

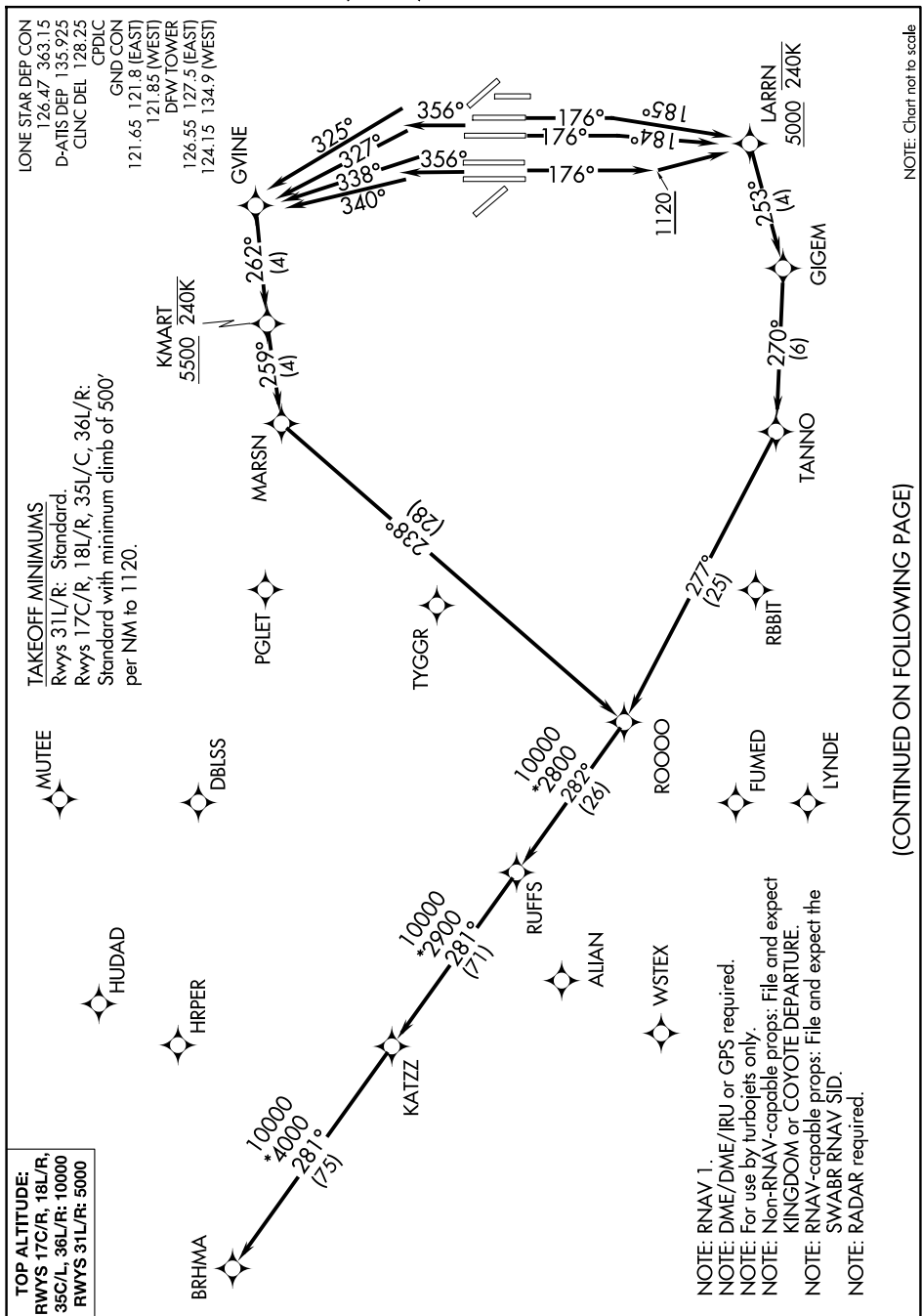
(KATZZ2.KATZZ) 24305

AL-6030 (FAA)

DALLAS-FORT WORTH INTL (DFW)

# KATZZ TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



# KATZZ TWO DEPARTURE (RNAV)

(KATZZ2.KATZZ) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

(CONTINUED ON FOLLOWING PAGE)

SC-2, 17 APR 2025 to 15 MAY 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb heading 176° to intercept course 185° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 270° to TANNO, then on track 277° to ROOOO, thence. . . .

TAKEOFF RWY 17R: Climb heading 176° to intercept course 184° to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 270° to TANNO, then on track 277° to ROOOO, thence. . . .

TAKEOFF RWY 18L/R: Climb heading 176° to 1120, then direct to cross LARRN at or above 5000, then on track 253° to GIGEM, then on track 270° to TANNO, then on track 277° to ROOOO, thence. . . .

TAKEOFF RWY 35C: Climb heading 356° to intercept course 325° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

TAKEOFF RWY 35L: Climb heading 356° to intercept course 327° to GVINE, then on track 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

TAKEOFF RWY 36L: Climb heading 356° to intercept course 340° to GVINE, then on course 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

TAKEOFF RWY 36R: Climb heading 356° to intercept course 338° to GVINE, then on course 262° to cross KMART at or above 5500, then on track 259° to MARSN, then on track 238° to ROOOO, thence. . . .

. . . .on track 282° to RUFFS, then on track 281° to KATZZ, then on (transition).  
Maintain 10000, expect filed altitude 10 minutes after departure.

TAKEOFF RWY 31L/R: Climb heading assigned by ATC, expect radar vectors to ROOOO, thence. . . .

. . . .on track 282° to RUFFS, then on track 281° to KATZZ, then on (transition).  
Maintain 5000, expect filed altitude ten minutes after departure.

BRHMA TRANSITION (KATZZ2.BRHMA)

SC-2, 17 APR 2025 to 15 MAY 2025

SC-2, 17 APR 2025 to 15 MAY 2025

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Dallas, TX  
Dallas-Fort Worth International Airport  
KATZZ (RNAV) SID

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Waiver required to not chart IF altitude at the IF for radar vectors (RV). Order 8260.46K Appendix E, Section 1, para 2m(4). "Document the minimum crossing altitude at the IF on RNAV Radar departure procedures as follows: CHART: MINIMUM CROSSING ALTITUDE AT (RNAV IF)-(Altitude)."

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

Adding unnecessary altitudes at the "IF" on procedures when they are not needed creates unnecessary workload based on the type of climb clearance that is issued. With this procedure, it's unnecessary to add an altitude restriction at ROOOO as the aircraft will be issued an initial departure clearance containing an altitude and will be receiving radar vectors to the waypoint ROOOO when departing RWY 31L/R to join the procedure. When aircraft depart, ATC must ensure they are at or above the Minimum Vectoring Altitudes (MVA), therefore the aircraft is always operating in airspace at an altitude above any terrain obstacles.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

With a standard climb gradient of 200 ft/nm all surfaces are clear to IF (ROOOO) which is 33.83 NM from the closest DER. The departure route description for RWY 31L/R will provide instruction for the aircraft to conduct an uninterrupted climb to 5000 which is above the MVA from the airport to the IF.

ATC will ensure aircraft departing will cross the IF at or above 3000 ft MSL. An OCS with a starting elevation of 2000 ft (3000 MVA-1000 ROC) was evaluated for the route starting at ROOOO and the surface was clear.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Modifying all runway SIDs to replace the radar vectors segment with RNAV OTG would be incompatible with procedure efficiency in a constrained airspace and cause environmental issues and delays.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

ZFW ARTCC, LONE STAR Approach Control, CSC OSG

**7. SUBMITTED BY:**

DATE            OFFICE IDENTIFICATION    TITLE

**SIGNATURE**

*Digitally signed by*

**ROBERT G HAMILTON**

Jun 17, 2025



**8. FLIGHT STANDARDS ACTIONS:**

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

**COMMENTS:**

**DATE**

**ROUTING SYMBOL**

**SIGNATURE**

INFO

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Dallas/Fort Worth Intl  
Dallas-Fort Worth, TX (DFW)  
KATZZ Departure (RNAV)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

FAAO 8260.46, Appendix E, paragraph 3f: When using a VA, VI, or VM leg specify the actual heading to be flown (e.g. do not use "climb on runway heading"). Ensure courses, tracks, headings, and distances entered on Form 8260-15B match the equivalent true values and distances entered on Form 8260-15C as appropriate.

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

Changing the 8260-15B departure wording to comply with FAAO 8260.46, Appendix E, paragraph 3f would constitute an unacceptable change to communities surrounding the airport likely resulting in legal action. ATC requires the option to use Rwy 31L and Rwy 31R when cross wind conditions exist.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

1. ATC will always assign runway heading as the initial departure course despite the wording "fly assigned heading by ATC" indicating other departure courses could be utilized (see attached ATC Memorandum).
2. Rwy 31L and Rwy 31R will be coded as a VM-DF sequence on FAA Form 8260-15C. The true runway heading coded for Rwy 31L (319.06) and Rwy 31R (315.28) align with the departure instructions that will be issued by ATC.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

The airports surrounding communities have been repeatedly told by the FAA and DFW airport representatives that the North Texas Metroplex procedures would not result in any changes to the procedures as they exist today. Any changes, regardless of how minor, will be perceived to be significant changes by communities that already have expressed serious concerns. Furthermore, recent dialogue with the airport's surrounding communities has clearly indicated that any changes may adversely impact current and future relationships with those communities.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

AJV 353

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
JUN 02 2014	AJV-35	Manager

SIGNATURE

**8. AFS ACTIONS:**

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

Approved Based on the Equivalent Level of Safety in Block 4.  
Approval is contingent on a satisfactory DME/DME assessment.

DATE	ROUTING SYMBOL	SIGNATURE
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Robert Ruiz

Signed By: Robert Ruiz  
Wed Jul 30 2014 13:28:38 GMT-0400 (Eastern Daylight Time)

SIGN HERE



## Federal Aviation Administration

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# Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Approval Request; AJV-34 Memorandum Dated 06/02/2014

---

Robert Ruiz  
Signed By: Robert Ruiz  
Wed Jul 30 2014 13:29:10 GMT-0400 (Eastern Daylight Time)

**SIGN HERE**

The ATC request to utilize a VI-CF leg combination with a course change of less than 10 degrees, FAAO 8260.58, para 3.6, on the "KATZZ ONE RNAV DEPARTURE" at Dallas/Fort Worth Intl, Dallas-Fort Worth, TX was discussed at Flight Standards' Procedure Review Board (PRB) meeting on 06/26/2014 and is approved and forwarded for your action.

Approval is contingent on a satisfactory DME/DME assessment.

Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachments

cc:

ASW-220

AJV-341

AFS-400/410/420/440/460/470



## Federal Aviation Administration

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# Memorandum

Date: JUN 02 2014

To: Bruce DeCleene, Manager, Flight Technologies and Procedure Division  
THRU: Danny E. Hamilton, Manager, Flight Procedure Implementation & Oversight  
Branch

From: Jose Alfonso, Manager, Production Strategy and Planning Team, AJV-341

Subject: **ACTION:** Approval Request

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Dallas/Fort Worth Intl, Dallas-Fort Worth, TX (KDFW)

KATZZ Departure (RNAV)

FAAO 8260.58, paragraph 3.6, VI-CF Leg Course Changes Less Than 10 Degrees.

ATC requests to utilize a VI-CF leg combination with course changes less than 10 degrees for aircraft departing Rwy 17C (course change 8.57 degrees) and Rwy 17R (course change 7.36 degrees) to provide repeatable ground tracks to facilitate simultaneous departure operations at the airport and remain within the current airport environmental profile.

This procedure was designed prior to publication of FAAO 8260.58 when PBN standard practice required a course change of 5 degrees or more in order to utilize a VI-CF leg combination. The segments overlay existing routes of the departure procedures they will replace and have been flown successfully for years with no known flight management system anomalies.

Attachments



# Federal Aviation Administration

## Memorandum

Date:

To: Manager, Production Integration Team, AJV-341

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Approval Request; AJV-34 Memorandum Dated 06/02/2014

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### Attachments

cc:

ASW-220

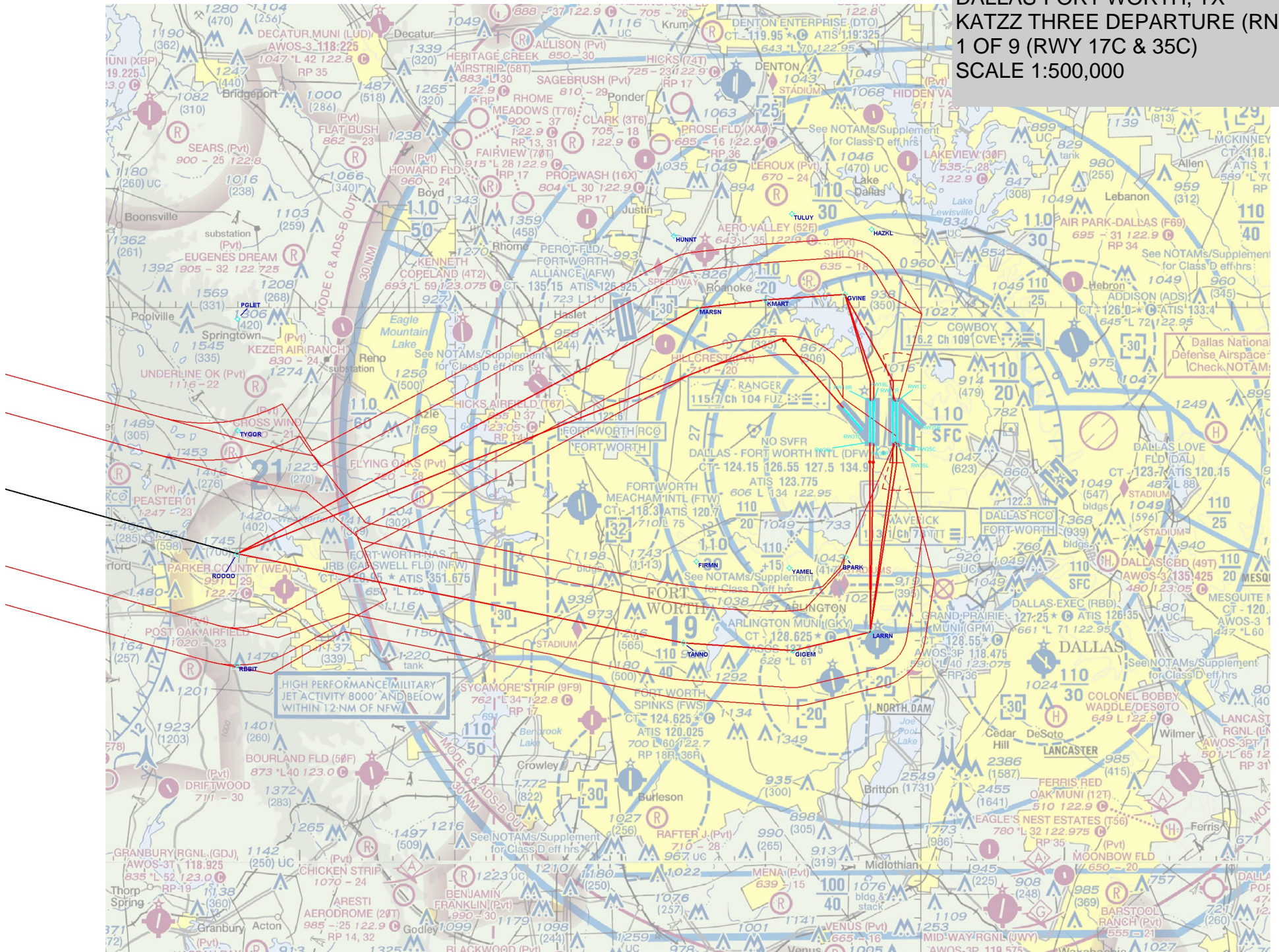
AJV-341

AFS-400/410/420/440/460/470

CONCURRENCES
ROUTING SYMBOL <b>AFS-420</b>
INITIALS/SIG Richard A. Dunham III Signed By: Richard A. Dunham III Thu Jul 10 2014 09:31:14 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL <b>AFS-460</b>
INITIALS/SIG Danny Hamilton Signed By: Danny Hamilton Fri Jul 10 2014 12:37:21 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL <b>AFS-400</b>
INITIALS/SIG Robert Ruiz Signed By: Robert Ruiz Wed Jul 30 2014 13:29:21 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL <b>AFS-410</b>
INITIALS/SIG
DATE
ROUTING SYMBOL <b>AFS-470</b>
INITIALS/SIG Mark Steinbicker Signed By: Mark Steinbicker Tue Jul 29 2014 16:38:58 GMT-0400 (Eastern Daylight Time)
DATE
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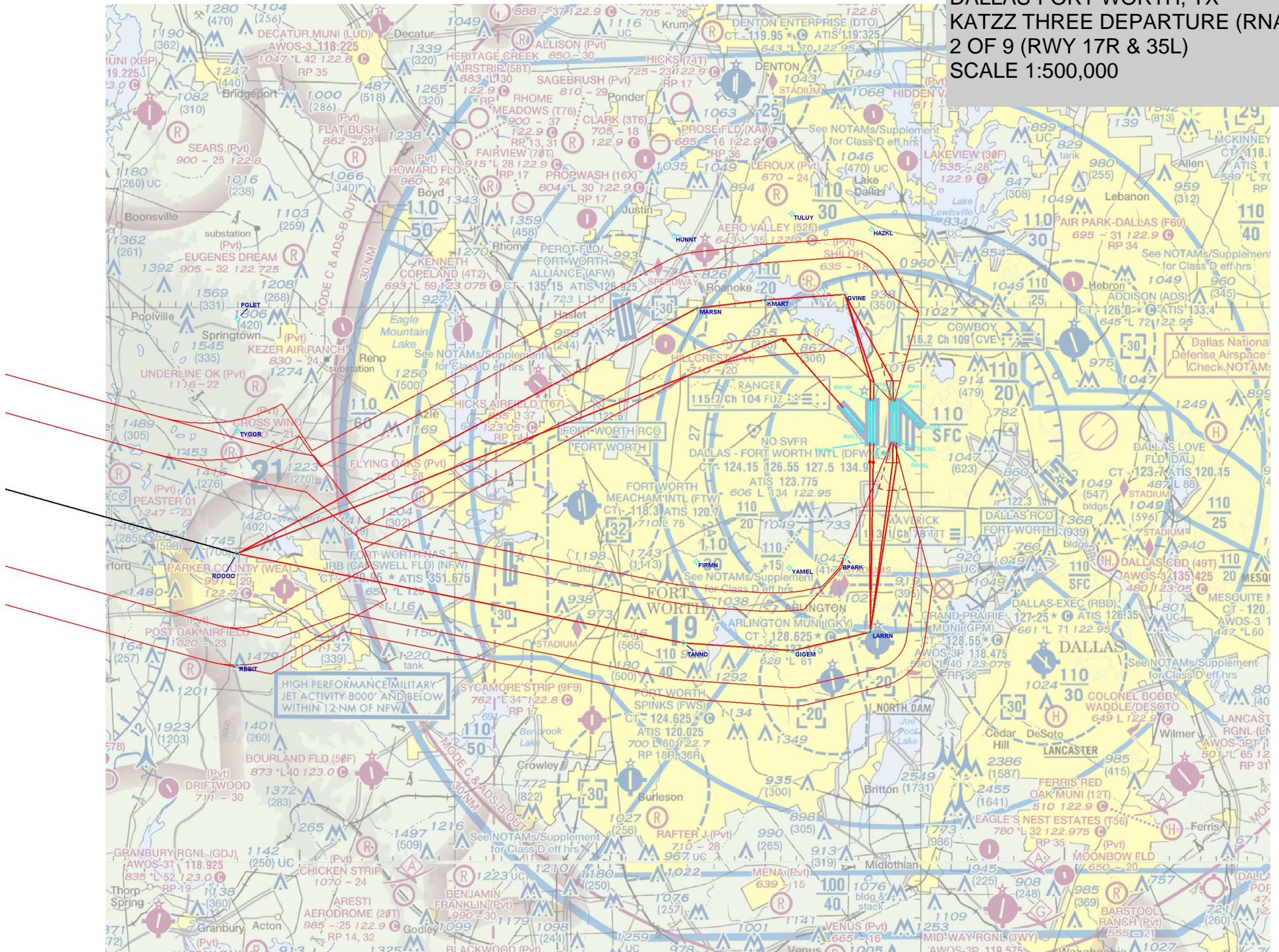


DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
1 OF 9 (RWY 17C & 35C)  
SCALE 1:500,000



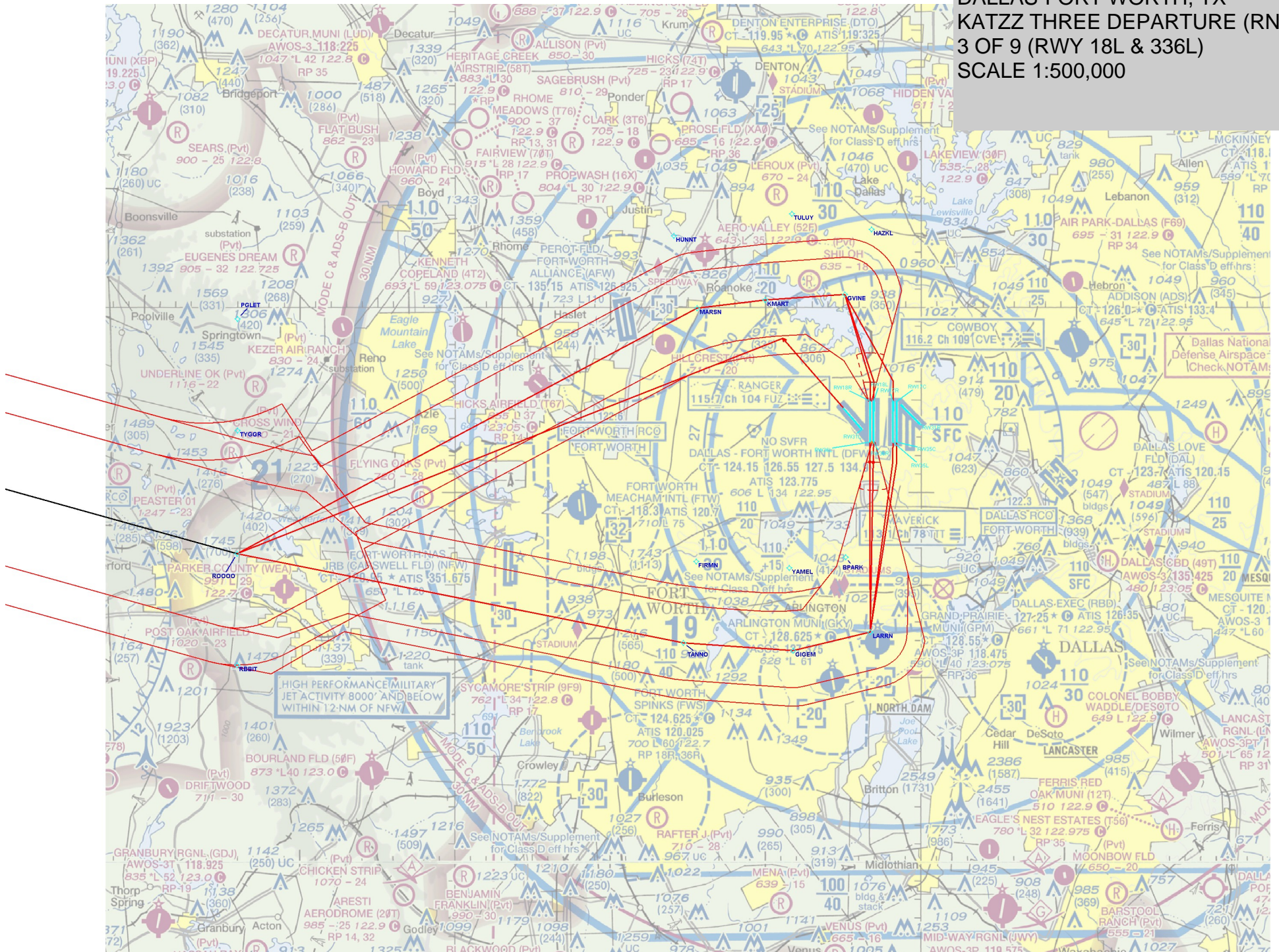


DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
2 OF 9 (RWY 17R & 35L)  
SCALE 1:500,000



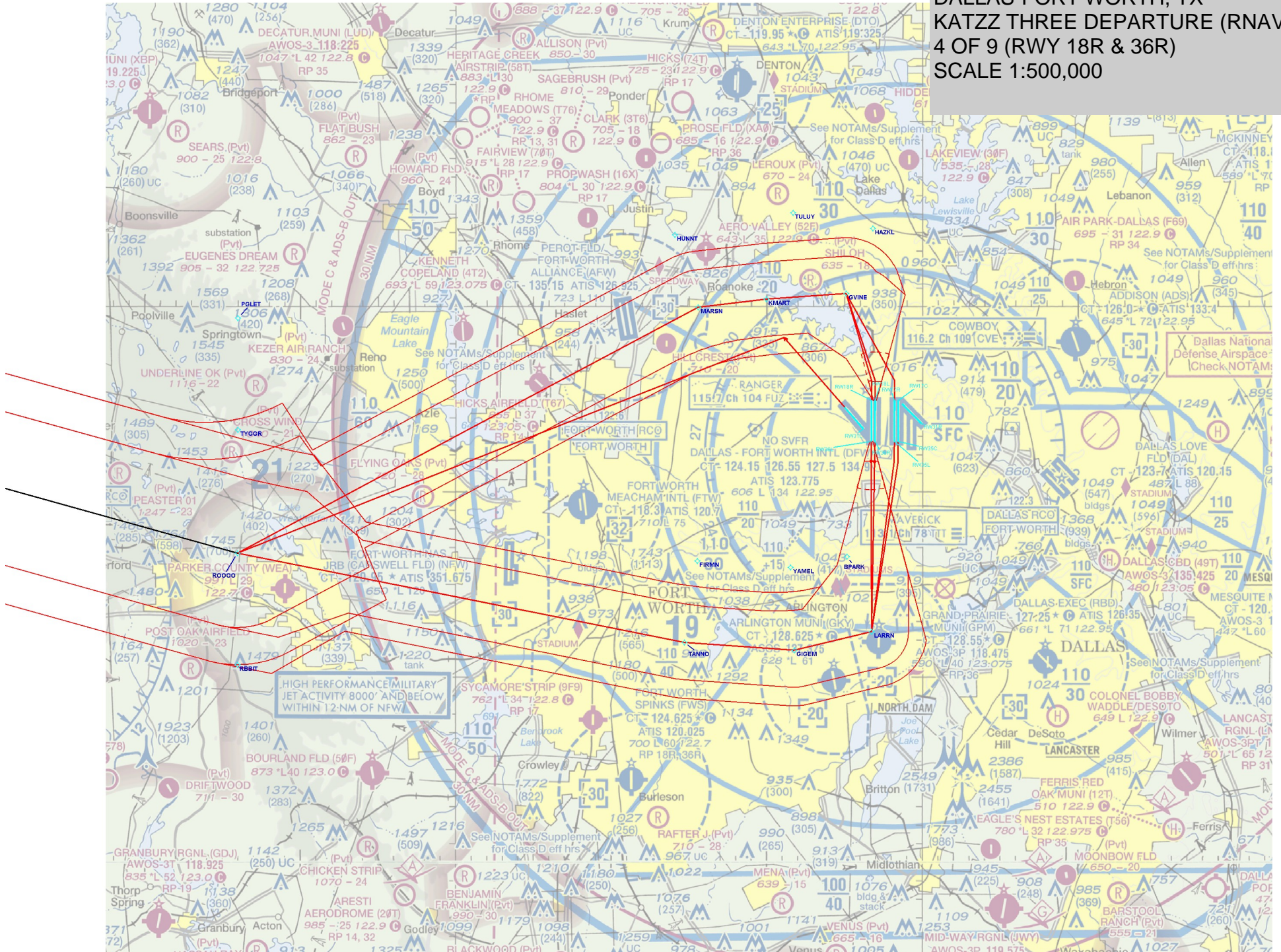


DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
3 OF 9 (RWY 18L & 336L)  
SCALE 1:500,000



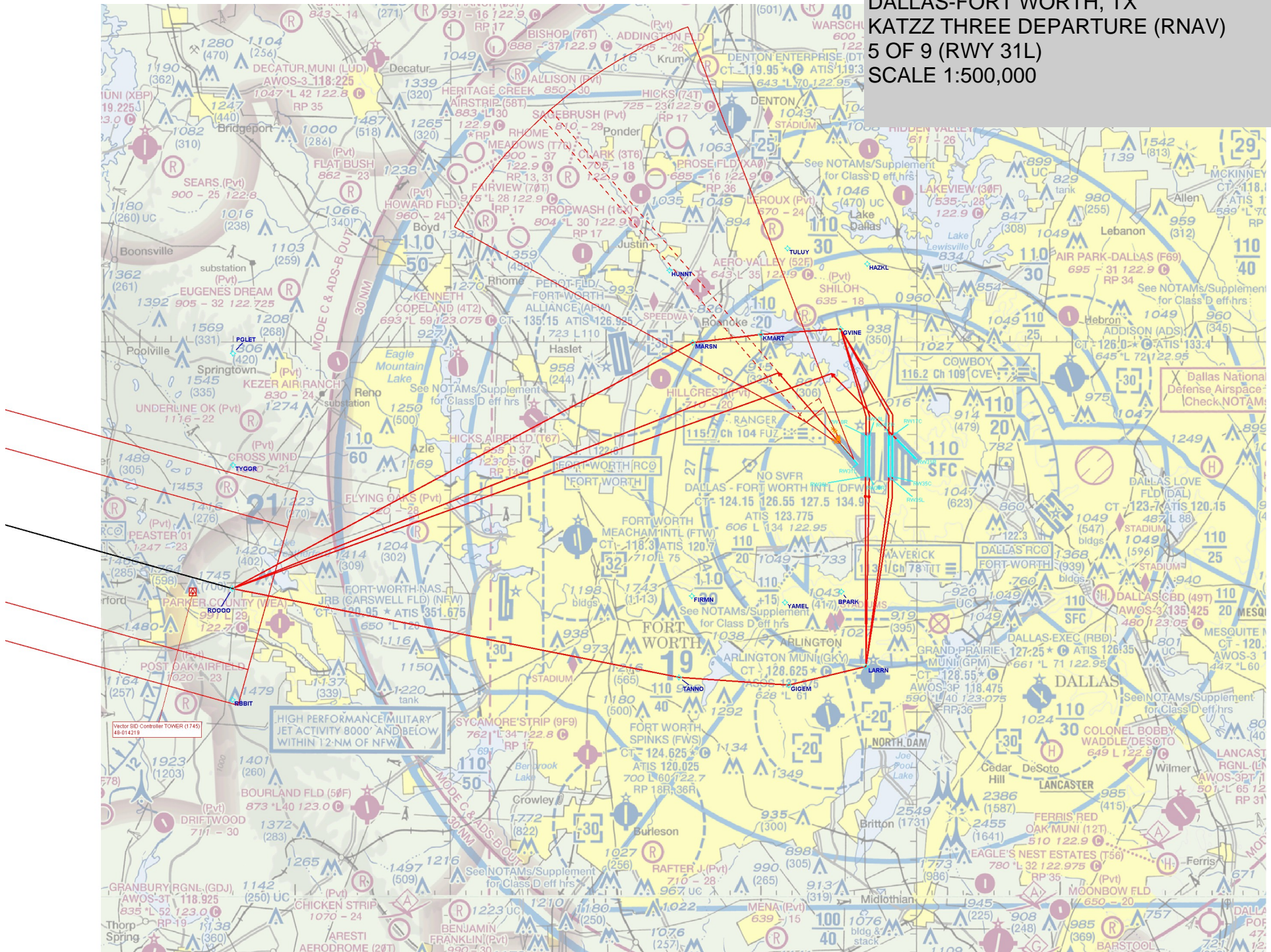


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DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
4 OF 9 (RWY 18R & 36R)  
SCALE 1:500,000



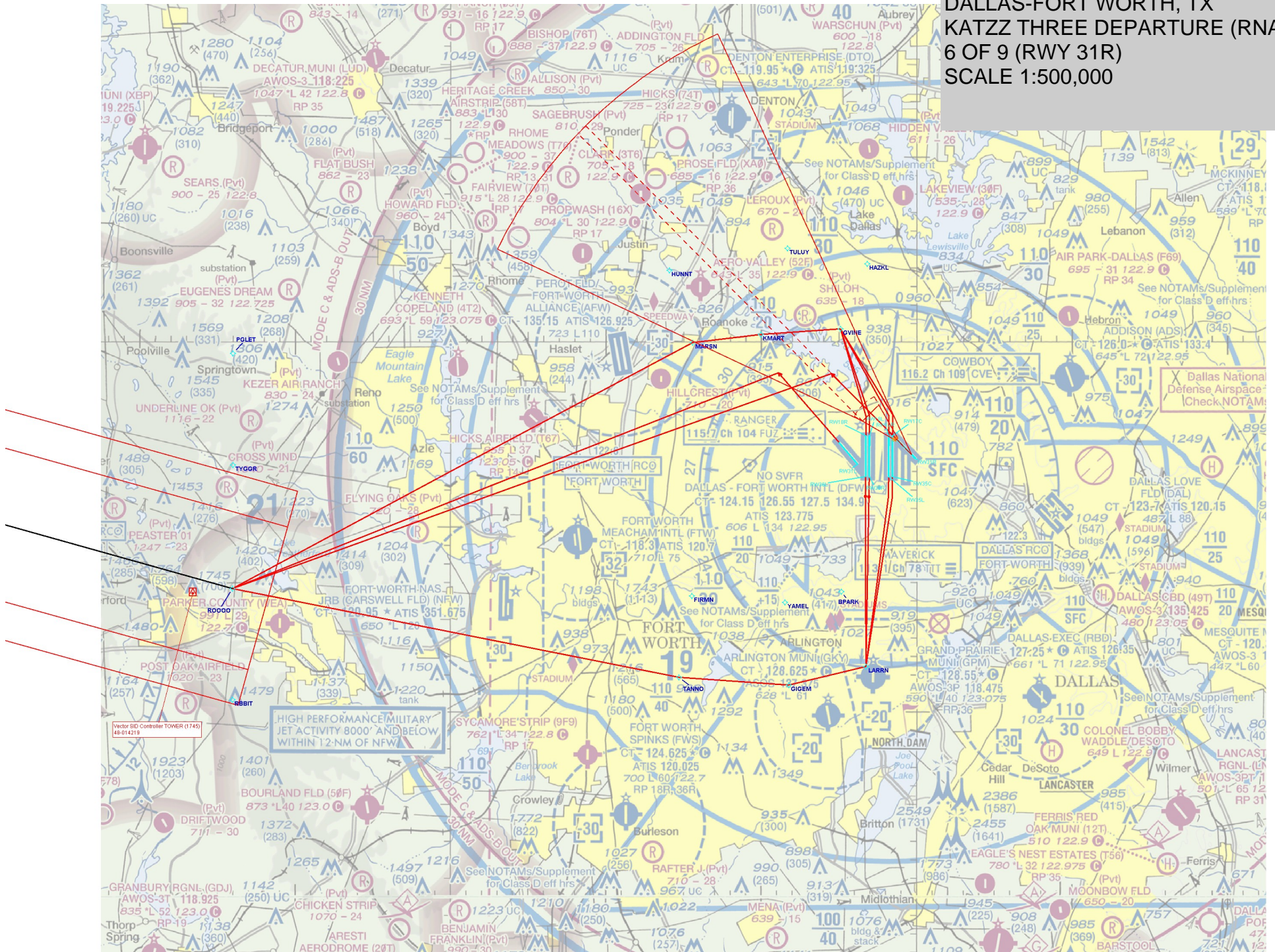


DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
5 OF 9 (RWY 31L)  
SCALE 1:500,000



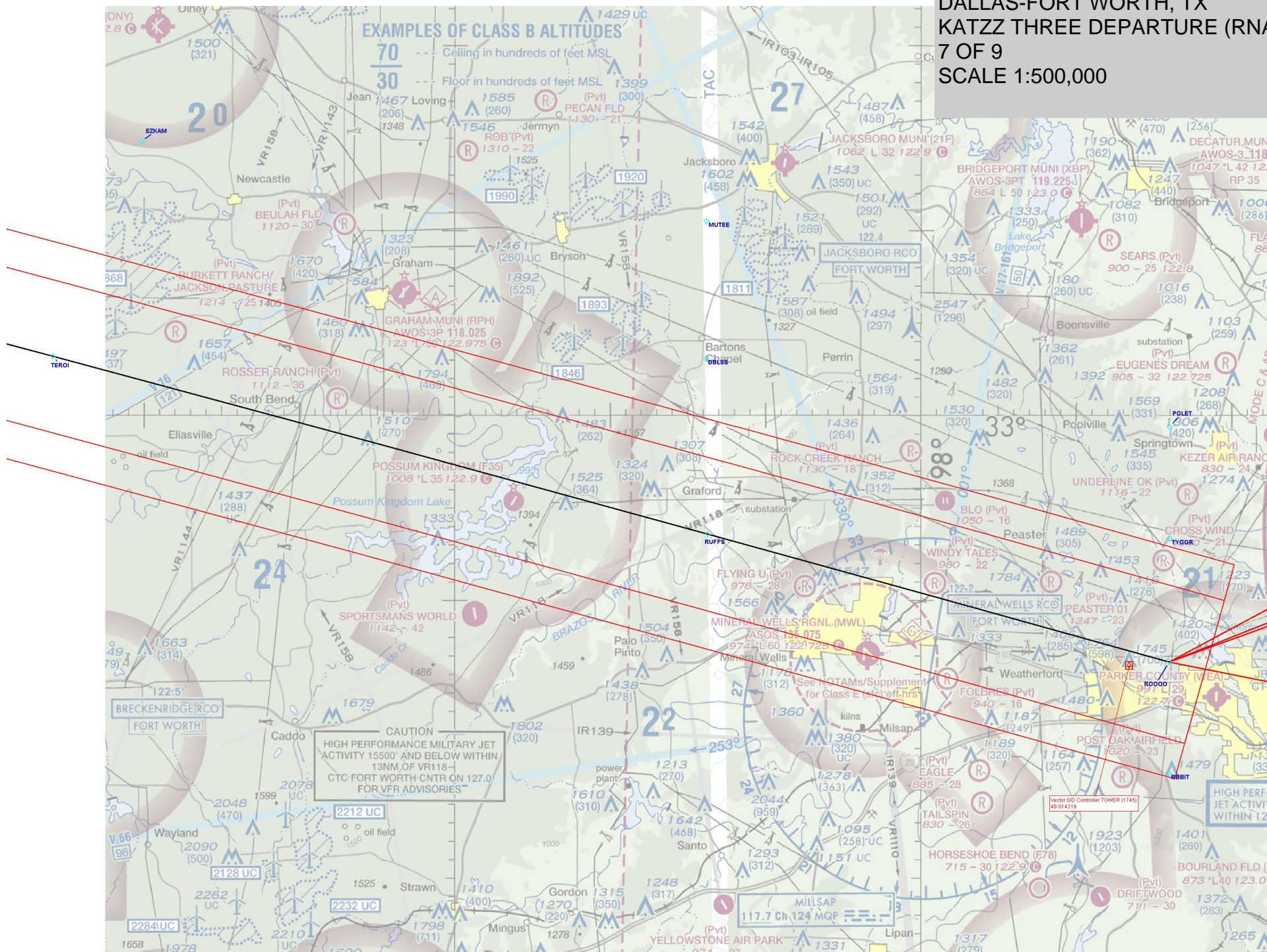


DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
6 OF 9 (RWY 31R)  
SCALE 1:500,000





DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TX  
KATZZ THREE DEPARTURE (RNAV)  
7 OF 9  
SCALE 1:500,000





[illegible]

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



