

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/03/2026	APWS Task ID: 6F1B4453B6214F4EA31B8B978007395E	APWS Project ID: 7E36E542A7DD45EA9280F90A152F748D
Procedure: KATZZ THREE DEPARTURE (RNAV)		Enroute: YES	Specialist: Palmer, Leo		Agreement Number:
Airport ID: KDFW			Airport City: DALLAS-FORT WORTH		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

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

08/14/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 5/23/25.

1. DP ROUTE DESCRIPTION: RWY 17C, 17R, 18L, 18R, 35C, 35L, 36L, 36R, REMOVED RUNWAY TRANSITION DESCRIPTION AFTER FIRST TF LEGS, LARRN AND KMART. - PER AFS.
2. COMMON ROUTE: RWY 17C, 17R, 18L, 18R, 35C, 35L, 36L, 36R, REMOVED COMMON ROUTE DESCRIPTION AND REPLACED WITH "THEN ON DEPICTED ROUTE TO KATZZ" - PER AFS.
3. COMMON ROUTE: RWY 31L/R, REMOVED COMMON ROUTE DESCRIPTION AND REPLACED WITH "THEN ON DEPICTED ROUTE TO KATZZ" - PER AFS.
4. PROCEDURAL DATA NOTES: REMOVED "NOTE: NON-RNAV-CAPABLE PROPS: FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE.", "NOTE: RNAV-CAPABLE PROPS: FILE AND EXPECT THE SWABR RNAV SID." - PROCEDURE DESIGNATED FOR USE BY TURBOJETS. - PER AFS.
5. FIXES AND/OR NAVAID: REMOVED IAW 8260.46 DOCUMENTATION STANDRAD - NOT ALLOWED ON RADAR VECTOR SID. - PER AFS.
6. REMARKS: REMOVED RECCOMENDED NAVAID PGO. - NO LONGER REQUIRED ON RNAV SID. - IAW 8264.46 DOCUMENTATION STANDARDS.

2/11/28: THIS AN UPDATED COPY OF THE FORM DEVELOPED ON 5/23/25

1. DEPARTURE ROUTE DESCRIPTION: RWY 31 L/R ROUTE DESCRIPTION, AND ROUTE CONTINUATION COMBINED WITH ALL RUNWAYS. - PER AFS
2. REMARKS: ADDED "WAIVER ON FILE FOR RWY 31 L/R VECTORS BELOW THE MVA.". - ADDITIONAL WAIVER REQUIERED PER AFS.

AFS: ADDITIONAL WAIVER FOR RWY 31 L/R VECTORS BELOW MVA.

2/26/26: THIS AN UPDATED COPY OF THE FORM DEVELOPED ON 5/23/25

1. RWY 31 L/R DEPARTURE ROUTE DESCRIPTION AND CODING CHANAGED FROM "CLIMB HEADING ASSIGNED BY ATC, FOR VECTORS TO ROOOO, THENCE..." TO "TAKEOFF RWY 31L: CLIMB ON HEADING 315.06 TO 1109, FOR VECTORS TO ROOOO, THENCE...." AND "TAKEOFF RWY 31R: CLIMB ON HEADING 311.28 TO 1109, FOR VECTORS TO ROOOO, THENCE...." 8260.15C CODING CHANGED FROM VM/DF TO VA/VM. - PER AFS - IAW 8260.46K 3-1-6 B (3).
2. REMARKS: ADDED WAIVER ON FILE FOR ATC REQUESTED MAINTAINED ALTITUDE LOWER THAN THE UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION", - ADDITIONAL WAIVER REQUIRED PER AFS
3. REMARKS: REMOVED "WAIVER ON FILE FOR TERMINOLOGY USED IN DP ROUTE DESCRIPTION FOR RWY 31L/R (CLIMB HEADING ASSIGNED BY ATC)." - PER AFS NO LONGER REQUIRED, SUPPORTED BY CRITERIA



FIPC DME/DME FORM

PROCEDURE: KATZZ THREE DEPARTURE (RNAV)		AIRPORT NAME: DALLAS-FORT WORTH INTL		AIRPORT ID: KDFW	SPECIAL CONTROL NO: OG-03-146-26
FAC ID: KATZZ3		CITY: DALLAS-FORT WORTH		ST: TX	ORIG CHART DATE: 09/03/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 6F1B4453B6214F4EA31B8B978007395E	

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

PROCEDURE RESULTS

INSPECTION DATE: 04/03/2026	CREW #: VN282	N #:	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: james krenek @ 04/06/2026 10:02		PRINTED NAME: KRENEK, JAMES LEROY		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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(KATZZ2.KATZZ) 24305

KATZZ TWO DEPARTURE (RNAV)

AL-6039 (FAA)

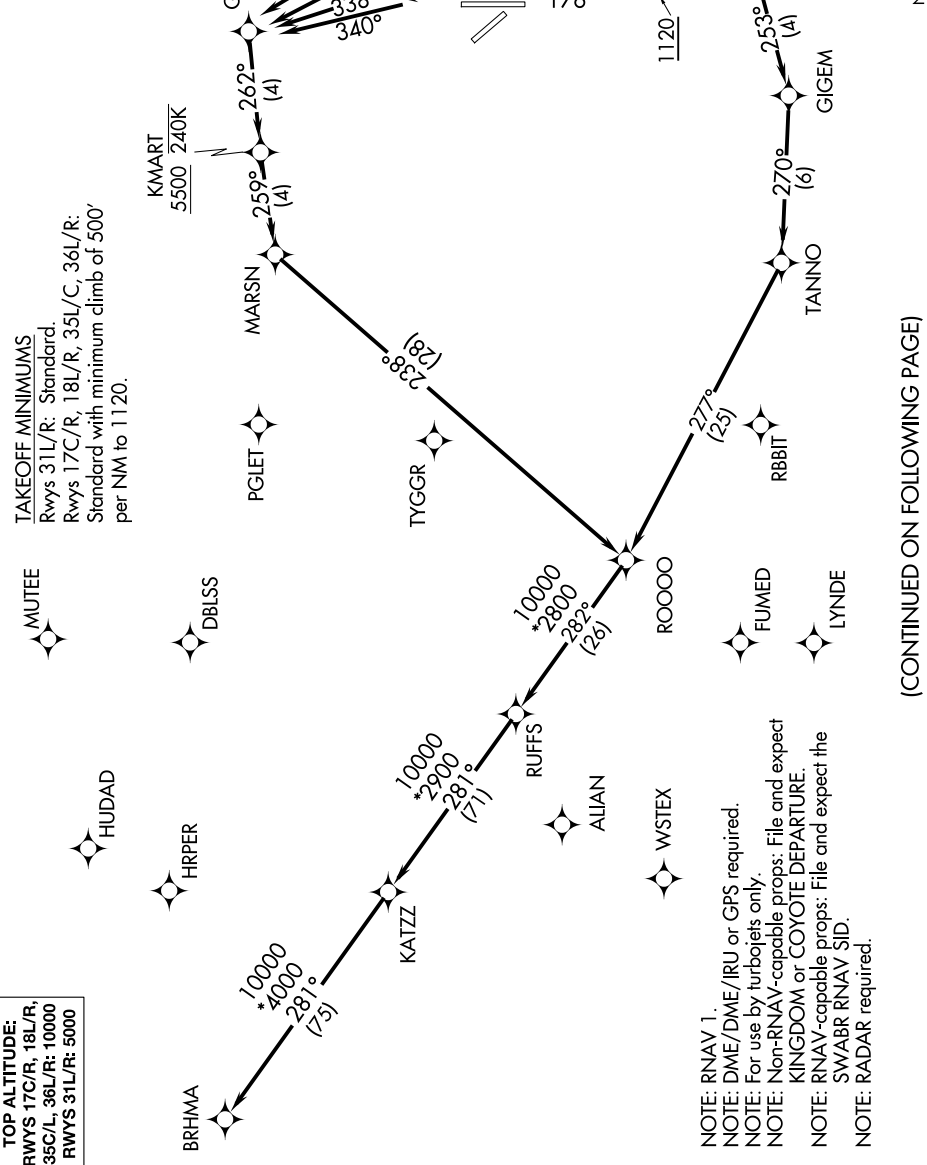
OLD

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

LONE STAR DEP CON
126.47 363.15
D-ATIS DEP 135.925
CLNC DEL 128.25
CPDIC

GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)



NOTE: Chart not to scale

(CONTINUED ON FOLLOWING PAGE)

SC-2, 17 APR 2025 to 15 MAY 2025

SC-2, 17 APR 2025 to 15 MAY 2025

KATZZ TWO DEPARTURE (RNAV)

(KATZZ2.KATZZ) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)



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

1. FLIGHT PROCEDURE IDENTIFICATION:

Dallas-Fort Worth, TX
DFW
KATZZ DEPARTURE (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

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. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- 4.1 The lowest altitude ATC will assign to aircraft departing RWYs 31L/R is the top altitude of 5000.
- 4.2 A 25 NM diverse area 40 to 1 evaluation was performed for RWYs 31 L/R to the altitudes at the diverse end which can be found on the attached document.
- 4.3 A level surface evaluation was performed within the 25 NM departure area with 1000 ft of ROC (5000-1000=4000) and that surface is clear.
- 4.4 MVAs within the 25 NM diverse evaluation areas are well below 5000 ft MSL (top altitude/lowest assigned ATC altitude) as well as below the 4000 ft level surface OCS underlying the top altitude/lowest assigned ATC altitude. This eliminates concerns that departures could be vectored into a higher (than 5000 MSL) MVA from the TERPS-protected area where departures are delivered and leveled off.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

A routed departure was considered, but given the direction of the departures from these RWY ends, a route would conflict with arrivals and departures elsewhere in the DFW airspace. ATC needs the flexibility to spray departures in various headings.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

DFW Approach Control
COSG
AFS-420
NATCA

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by
CASIMIR L TABAKA
Feb 19, 2026

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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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	SIGNATURE
JUN 02 2014	AJV-35	Manager	

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
		


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

SIGN HERE

INFO



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

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

INFO



Federal Aviation Administration

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

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

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.

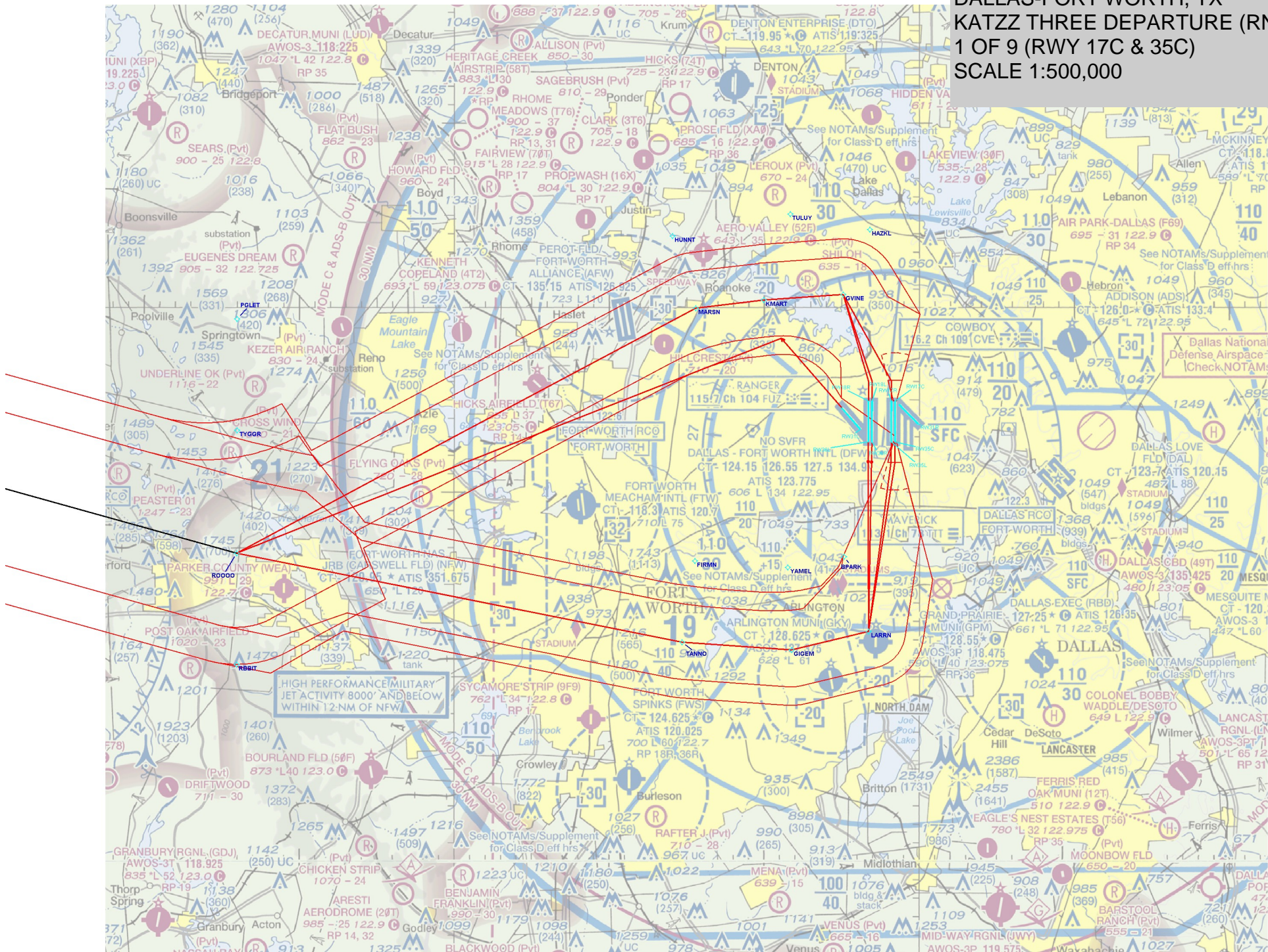
Please direct all inquiries to Danny E. Hamilton, AFS-460, at (405) 954-9359.

Attachments

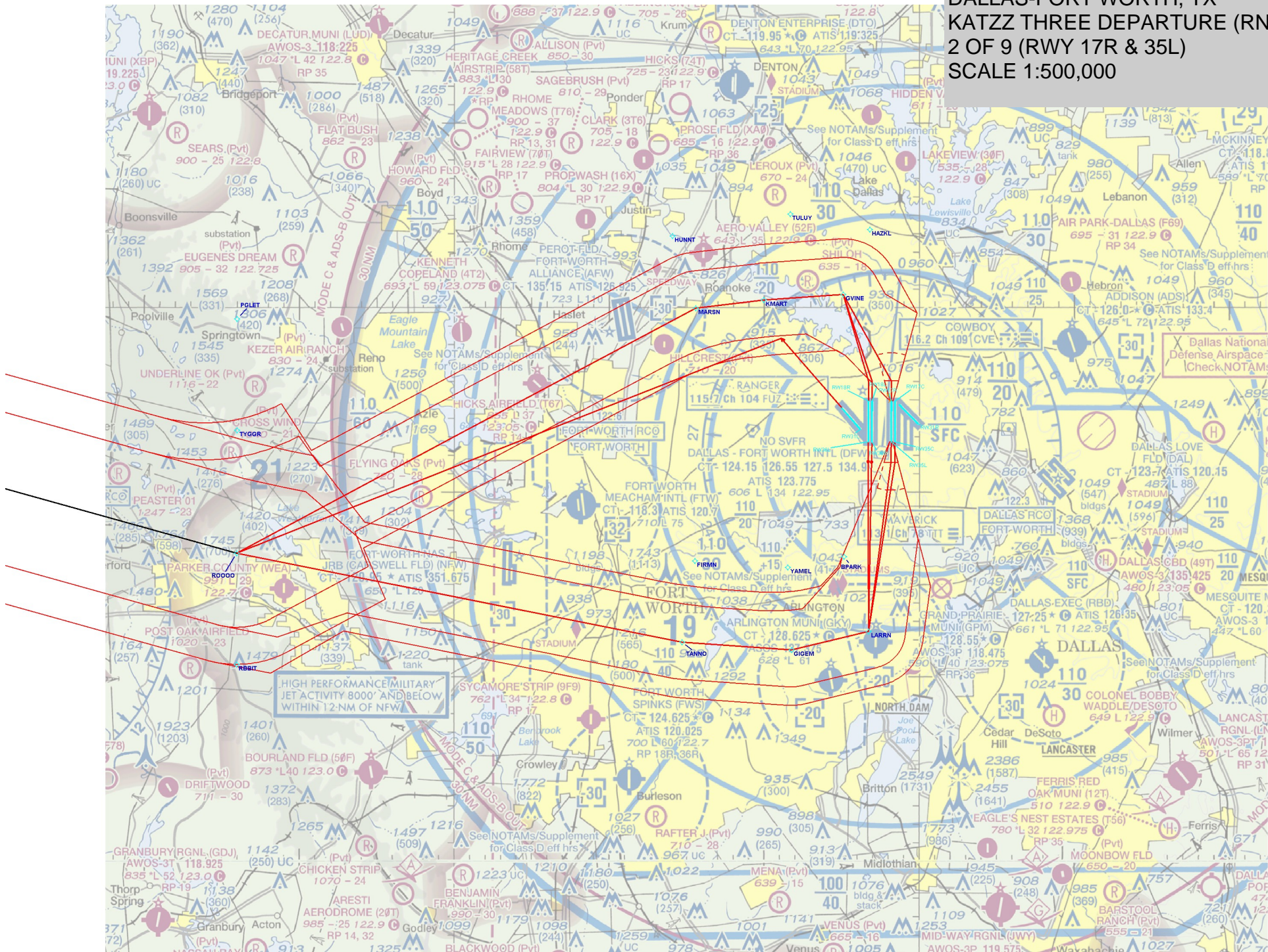
cc:
 ASW-220
 AJV-341
 AFS-400/410/420/440/460/470

CONCURRENCES
ROUTING SYMBOL AFS-420
INITIALS/SIG Richard A. Dunham III <small>Signed By: Richard A. Dunham III Thu Jul 10 2014 09:31:14 GMT-0500 (Central Daylight Time)</small>
DATE
ROUTING SYMBOL AFS-460
INITIALS/SIG Danny Hamilton <small>Signed By: Danny Hamilton Fri Jul 18 2014 12:37:21 GMT-0500 (Central Daylight Time)</small>
DATE
ROUTING SYMBOL AFS-400
INITIALS/SIG Robert Ruiz <small>Signed By: Robert Ruiz Wed Jul 30 2014 13:29:21 GMT-0500 (Eastern Daylight Time)</small>
DATE
ROUTING SYMBOL AFS-410
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-470
INITIALS/SIG Mark Steinbicker <small>Signed By: Mark Steinbicker Tue Jul 29 2014 16:38:58 GMT-0400 (Eastern Daylight Time)</small>
DATE
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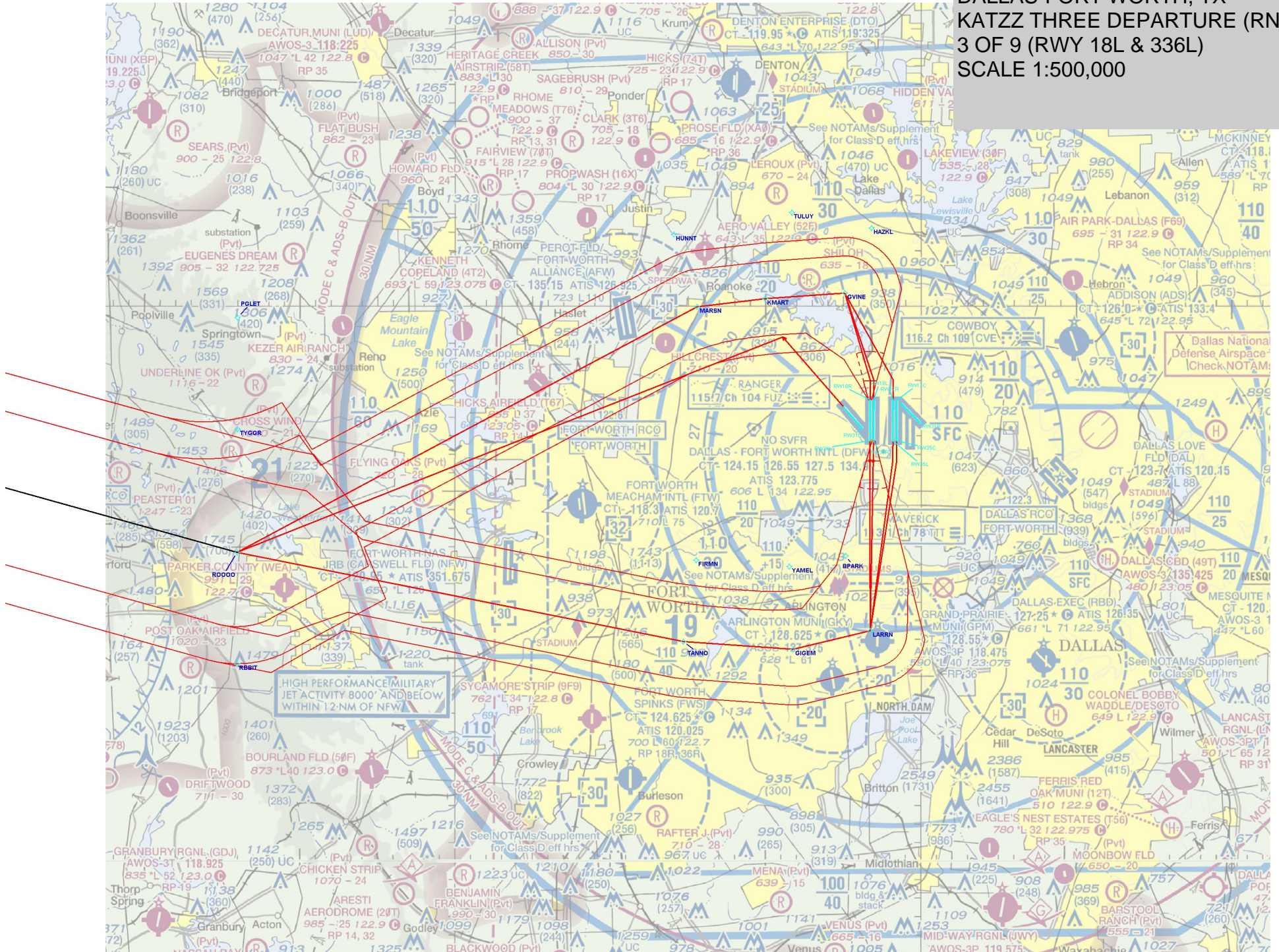
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
KATZZ THREE PARK DEPARTURE (RNAV)
1 OF 9 (RWY 17C & 35C)
SCALE 1:500,000



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

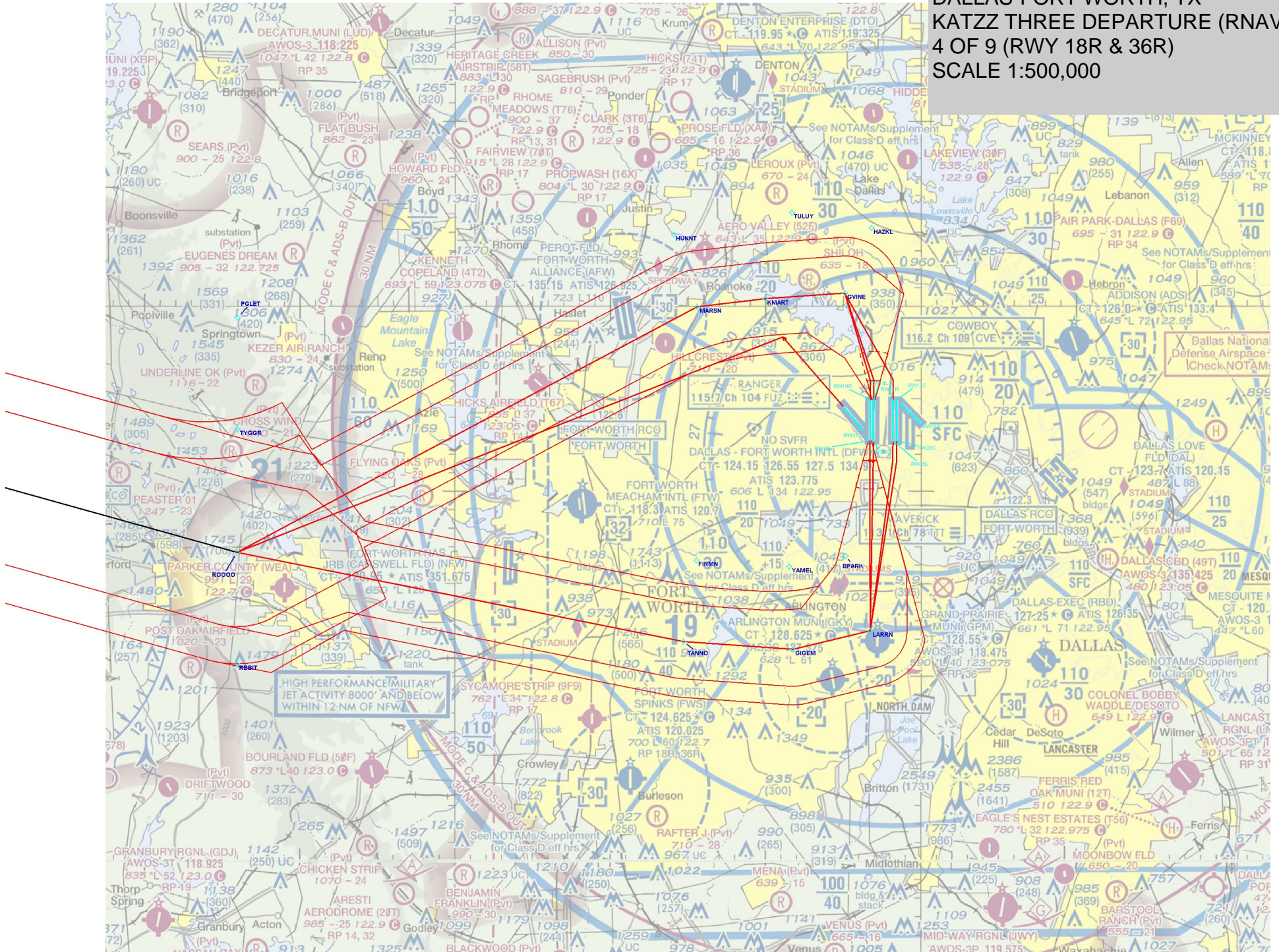


DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
KATZZ THREE DEPARTURE (RNAV)
3 OF 9 (RWY 18L & 336L)
SCALE 1:500,000

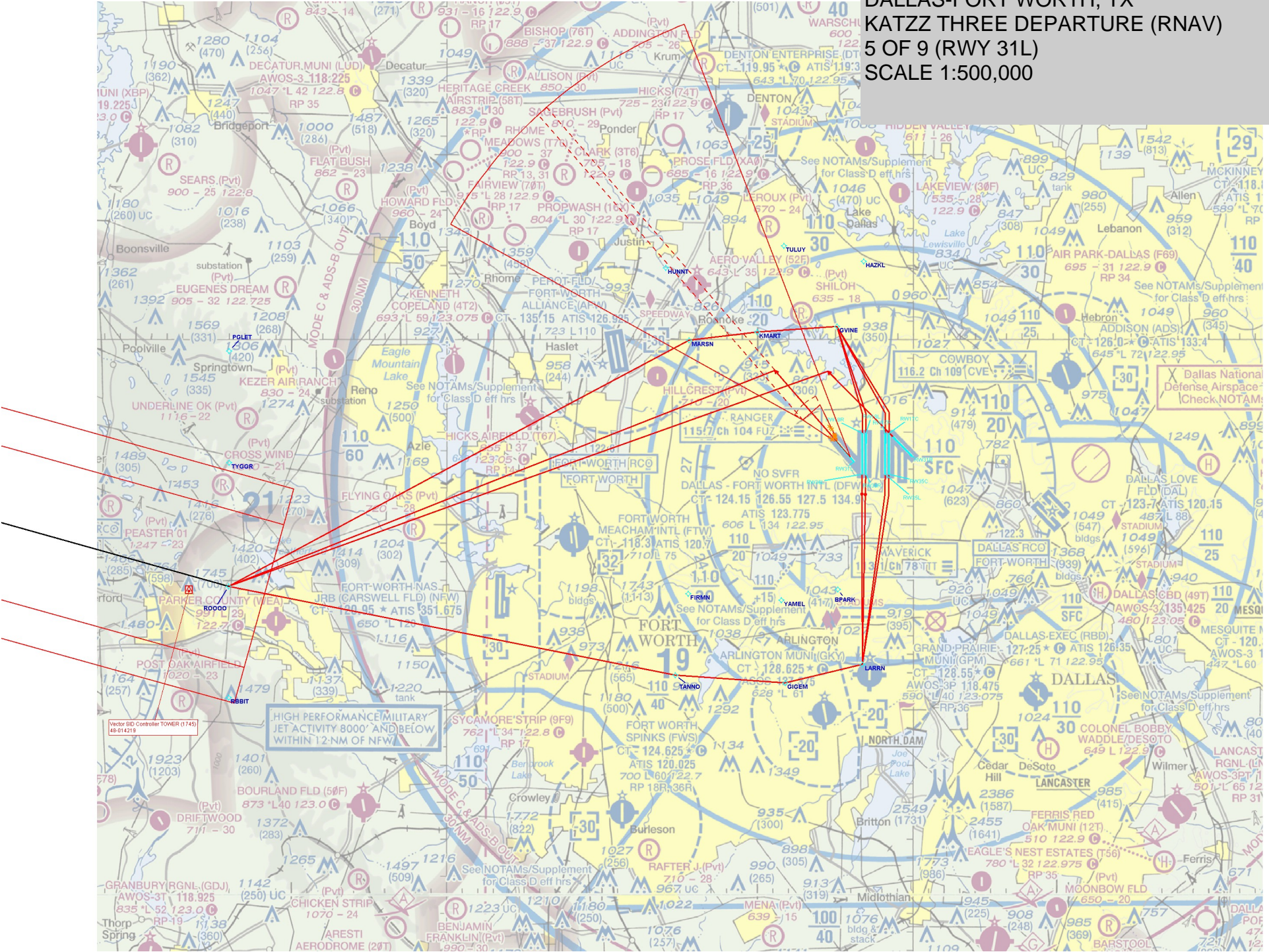


HIGH PERFORMANCE MILITARY
JET ACTIVITY 8000' AND BELOW
WITHIN 12-NM OF FFW

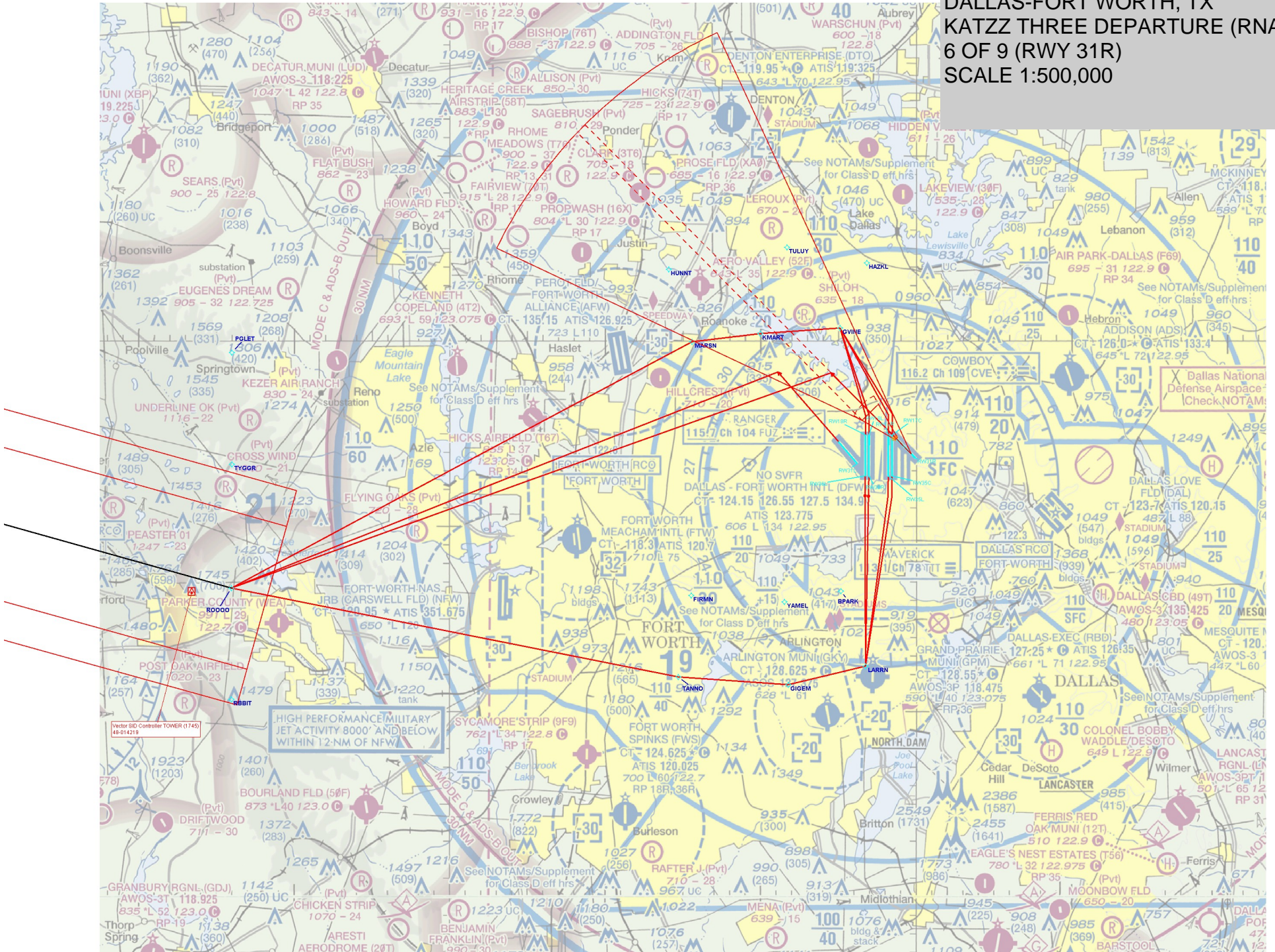
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DALLAS-FORT WORTH, TX
KATZZ THREE DEPARTURE (RNAV)
4 OF 9 (RWY 18R & 36R)
SCALE 1:500,000



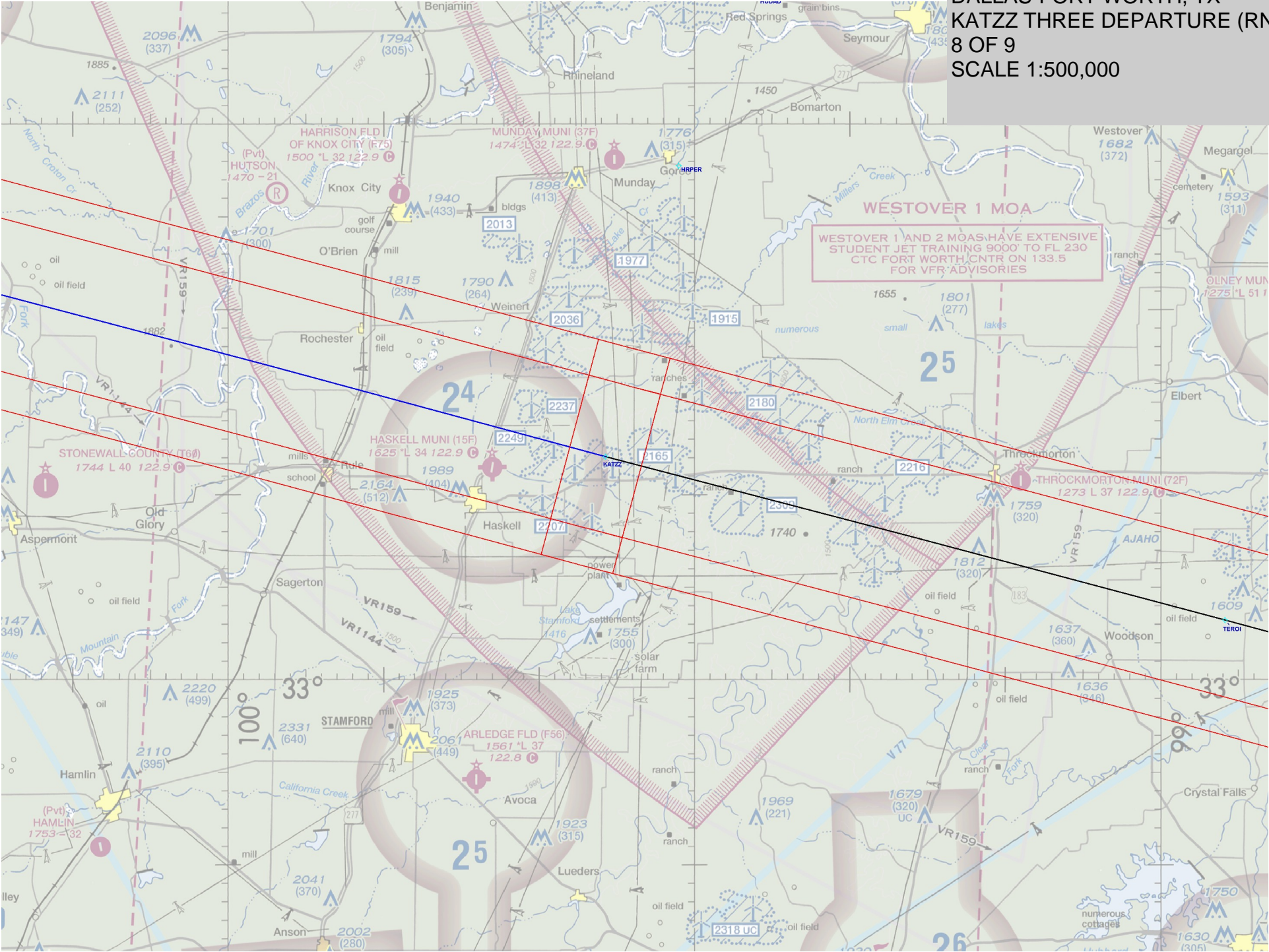
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
KATZZ THREE DEPARTURE (RNAV)
5 OF 9 (RWY 31L)
SCALE 1:500,000



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)
8 OF 9
SCALE 1:500,000



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

