

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 10/02/2025	APWS Task ID: A455BF5207114D3B8F6D5A1687E652C9	APWS Project ID: 6D1E2898EEAA400B9361B3D0D2836BA4
Procedure: STAR TRUUK THREE (RNAV) FORT WORTH, TX KAFW		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KAFW			Airport City: FORT WORTH		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: CONTACT ROBERT HAMILTON, AJV-A431 405-954-4608.</div> <div>THIS CLEARS NOTAM 4/3208</div> <div><div>04/14/2025</div><div>QUALITY 14 CHECKED</div><div>QUALITY 41 CHECKED</div></div>					

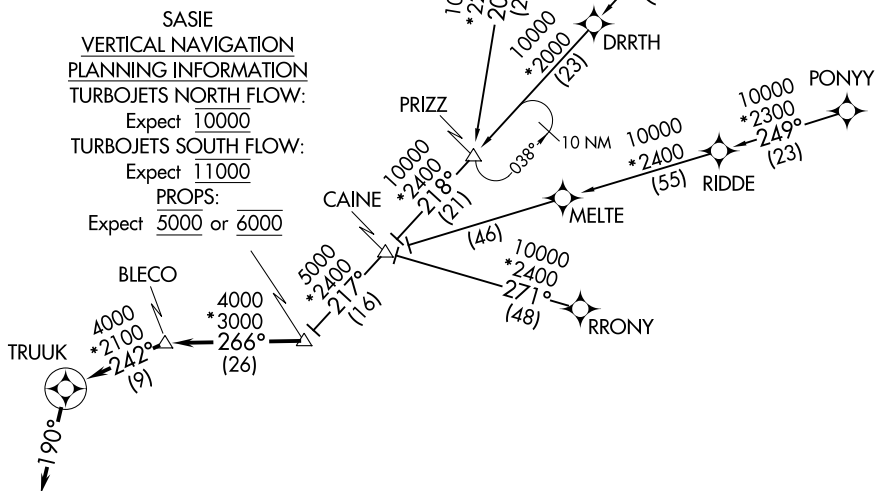
FIPC DME/DME FORM						
PROCEDURE: TRUUK (RNAV) THREE ARRIVAL			AIRPORT NAME: PEROT FLD/FORT WORTH ALLIANCE		AIRPORT ID: KAFW	SPECIAL CONTROL NO: OG-04-293-25
FAC ID: TRUUK3		CITY: FORT WORTH			ST: TX	ORIG CHART DATE: 10/02/2025
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: A455BF5207114D3B8F6D5A1687E652C9		
PREFLIGHT NOTES						
REVIEWER: colton crowder					DATE: 05/22/2025	
COMMENTS: Table-top review complete. No flight check required.					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; border-bottom: 1px solid black; padding: 2px 5px;"> YES NO </div> CPV COMPLETE? <div style="display: flex; justify-content: space-between; border-top: 1px solid black; border-bottom: 1px solid black; padding: 2px 5px;"> X </div>	
PROCEDURE RESULTS						
INSPECTION DATE: 05/22/2025	CREW #: VN477	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: colton crowder @ 05/22/2025 12:51			PRINTED NAME: CROWDER, COLTON MAX			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: 						
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: lisa a-ctr thrysoe @ 05/27/2025 09:45			PRINTED NAME: Lisa Thrysoe		
SPECIALIST REMARKS: No Post Flight DME DME analysis required.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM							
PROCEDURE: TRUUK (RNAV) THREE ARRIVAL			AIRPORT NAME: PEROT FLD/FORT WORTH ALLIANCE		AIRPORT ID: KAFW	SPECIAL CONTROL NO: OG-04-293-25	
FAC ID: TRUUK3		CITY: FORT WORTH			ST: TX	ORIG CHART DATE: 10/02/2025	
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: A455BF5207114D3B8F6D5A1687E652C9		
PREFLIGHT NOTES							
REVIEWER: colton crowder					DATE: 05/22/2025		
COMMENTS: Table-top review complete. No flight check required.					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 05/22/2025		CREW #: VN477	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
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FLIGHT INSPECTOR REMARKS:							
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:

DALLAS-FORT WORTH, TEXAS

REGIONAL APP CON
118.1 306.95
FORT WORTH ALLIANCE ATIS
126.925
FORT WORTH NAS JRB/CARSWELL FIELD ATIS ★
351.675
FORT WORTH MEACHAM ATIS
120.7

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.



ARRIVAL ROUTE DESCRIPTION

AXXEE TRANSITION (AXXEE.TRUUK2): (For aircraft
filing FL230 and below).

HITUG TRANSITION (HITUG.TRUUK2)

PONY TRANSITION (PONY.TRUUK2)

RRNET TRANSITION (RRNET.TRUUK2)

RRONY TRANSITION (RRONY.TRUUK2): (For aircraft
filing FL230 and below).

From SASIE on track 266° to BLECO, then on track 242° to TRUUK, then on track 190°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

DALLAS-FORT WORTH, TEXAS

(SASIE.TRUUK2) 31MAR16



INFO ONLY

Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

Subject: Waiver to FAA Order 8260.3, United States Standard for Terminal
Instrument Procedures (TERPS), STAR Termination Altitude

This memorandum waives the requirement of FAA Order 8260.3 paragraph 2-2-7.f(2) for Flight Standards approval when, due to an operational need, an altitude is not established at the termination fix on a STAR that does not join an approach.

Establishing an altitude at the termination fix on STAR that does not join an approach is beneficial for arrival descent planning purposes and is highly encouraged where practical. We recommend consulting Flight Standards, Flight Procedures and Airspace Group early in the design phase to assist in understanding how an altitude at a termination fix benefits operators.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.



Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedures Service Providers


From: Eric S. Parker, Acting Manager, Flight Technologies and Procedures
Division

Subject: Waiver to FAA Order 8260.19, Flight Procedures and Airspace, STAR
Termination Altitude

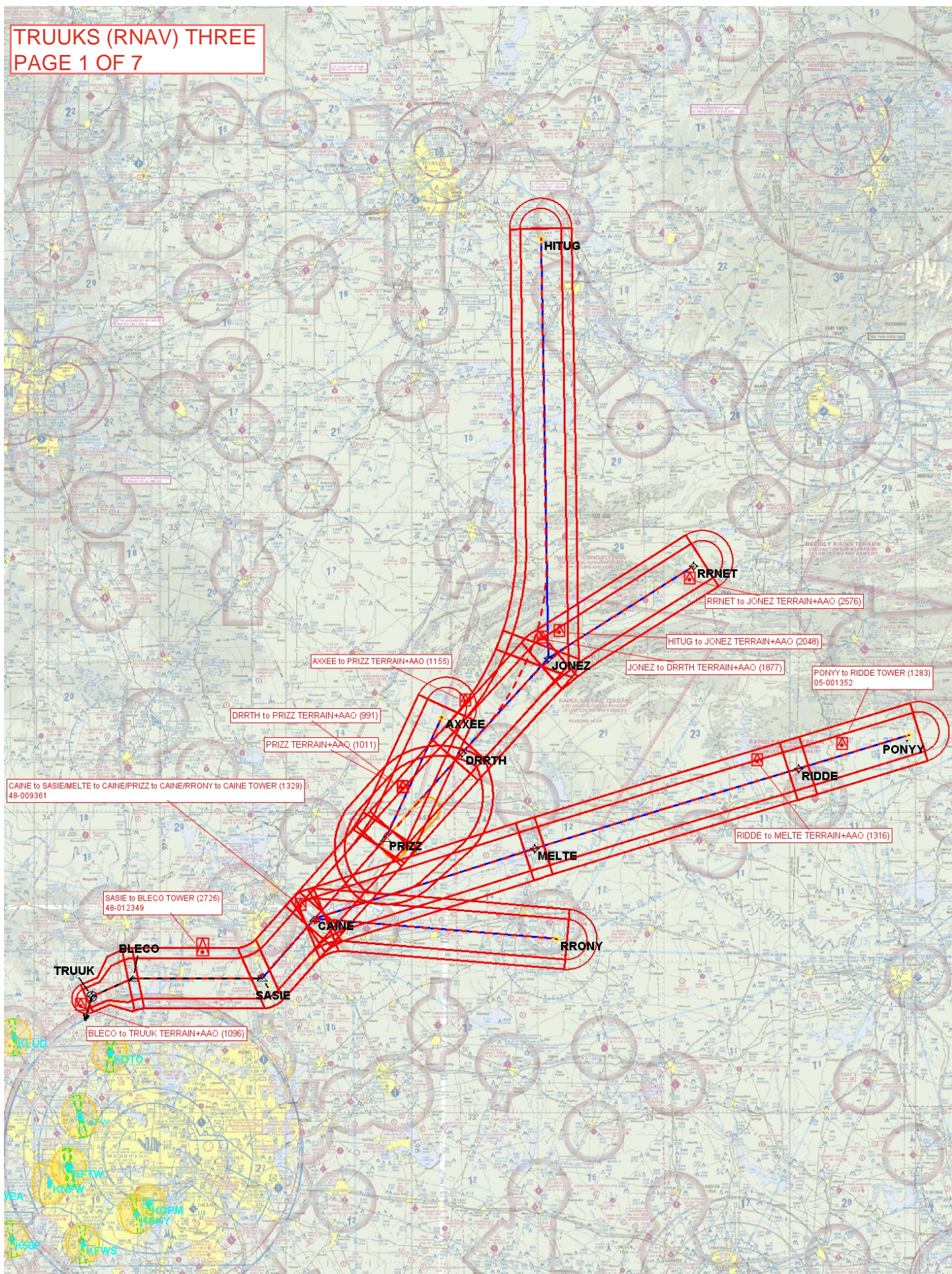
This memorandum waives the requirement of FAA Order 8260.19 paragraph 4-5-2.j for an altitude to be specified at the termination fix at the STAR termination point [see memo dated July 18, 2023, subject: Waiver to FAA Order 8260.3, paragraph 2-2-7.f(2)].

When no altitude is specified at that fix, the lowest altitude that will be assigned by air traffic control at the termination fix must be used for descent gradient and obstacle clearance calculations and noted in the Remarks section of Form 8260-17.1. Example: LOWEST ASSIGNED ATC ALTITUDE AT GIZMO, 3000.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section (405) 954-1139 or 9-AWA-AVS-AFS420@faa.gov.

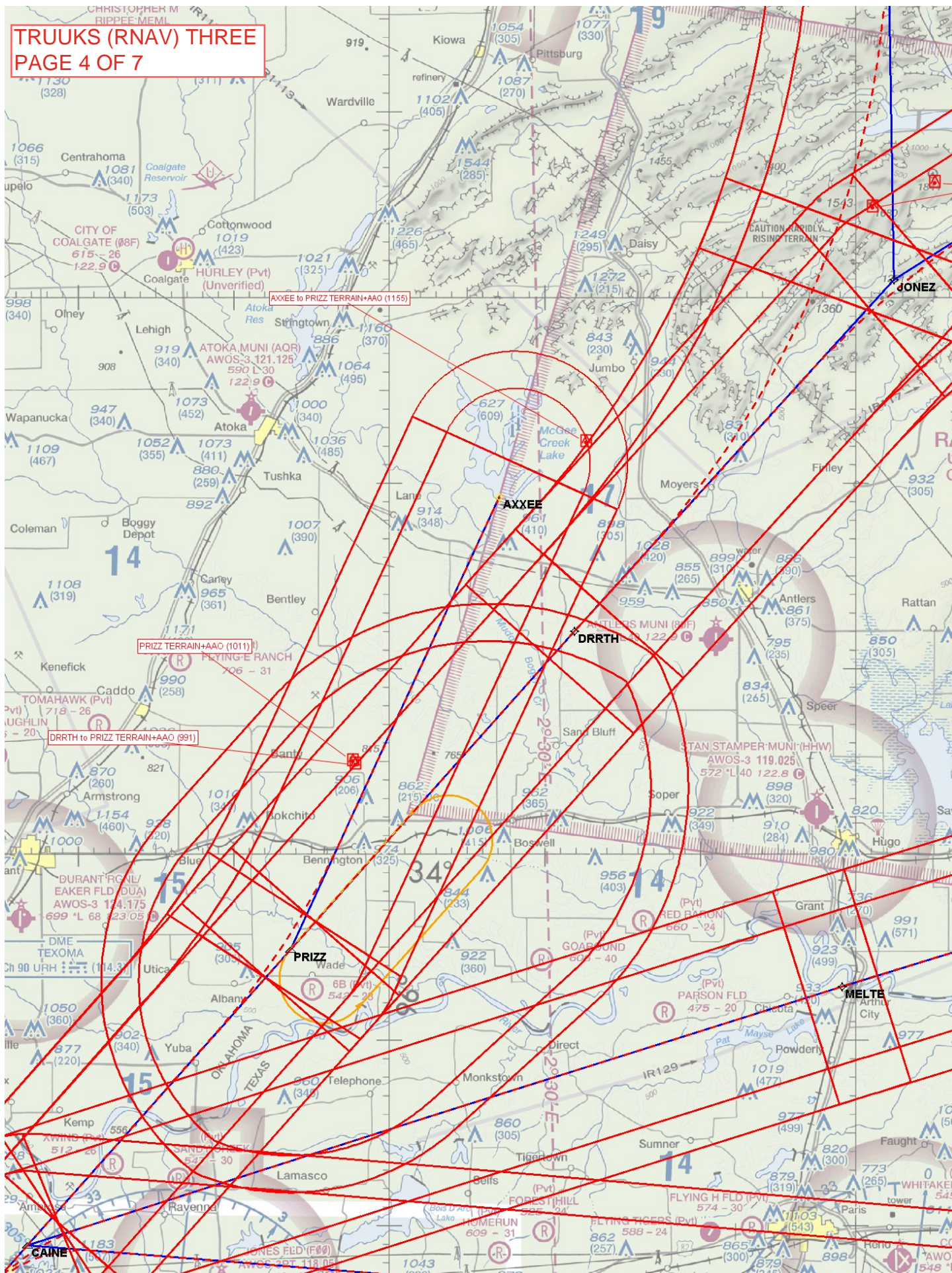
 U.S. Department of Transportation Federal Aviation Administration		FLIGHT STANDARDS USE ONLY CONTROL NO:	
FLIGHT PROCEDURES STANDARDS WAIVER			
1. Flight Procedure Identification: Fort Worth, TX Perot Field/Fort Worth Alliance Airport TRUUK STAR			
2. Waiver Required and Applicable Standard: Do not publish or code any altitudes on the procedure. Per 8260.3G, para 2-2-7e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.			
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): The TRUUK STAR serves multiple airports and runway configurations within KAFW airspace and utilizes varying altitude restrictions to all airports based on dynamic traffic situations. Additionally, the procedure authorizes differing aircraft types, thus introducing different performance characteristics from one aircraft to another. The TRUUK STAR is not a descend via procedure and ATC will issue CROSS (FIX) AT AND MAINTAIN or DESCEND AND MAINTAIN clearances to control the flow of traffic. Coding the procedure with an altitude on the common route that serves multiple airports with mixed aircraft types and differing performance characteristics will cause confusion and additional workload when the issued altitude is different from the coded restriction on the procedure. Coding two different altitudes on one procedure based on aircraft type is not allowed per design criteria.			
4. Equivalent Level of Safety Provided: With RADAR required and ATC issuing a CROSS (FIX) AT AND MAINTAIN or "DESCEND AND MAINTAIN" clearance for all aircraft ensures the requirements are met. These altitudes provide obstacle clearance, communication, and navigable facility requirements for aircraft to utilize. When radio communications are in use, ATC will provide appropriate altitudes as specified in the ZFW/D10 Letter of Agreement for separation, including obstacle clearance.			
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: Designing a STAR with coded altitudes was considered and deemed not feasible. Establishing coded altitudes on the STAR common route restricts ATC ability to dynamically assign altitudes based upon the traffic scenarios. A procedure with one coded altitude restriction on the common route that authorizes mixed aircraft performance characteristics and numerous airports of intended landing will create pilot confusion and questions resulting in a significant workload increase for ATC and pilots.			
6. Coordination With User Organizations (Specify): AMERICAN Airlines, DALLAS FORT WORTH ARTCC (ZFW), LONE STAR Approach Control, CSC OSG			
7. SUBMITTED BY			
DATE:	Office Identification:	Title:	Signature:

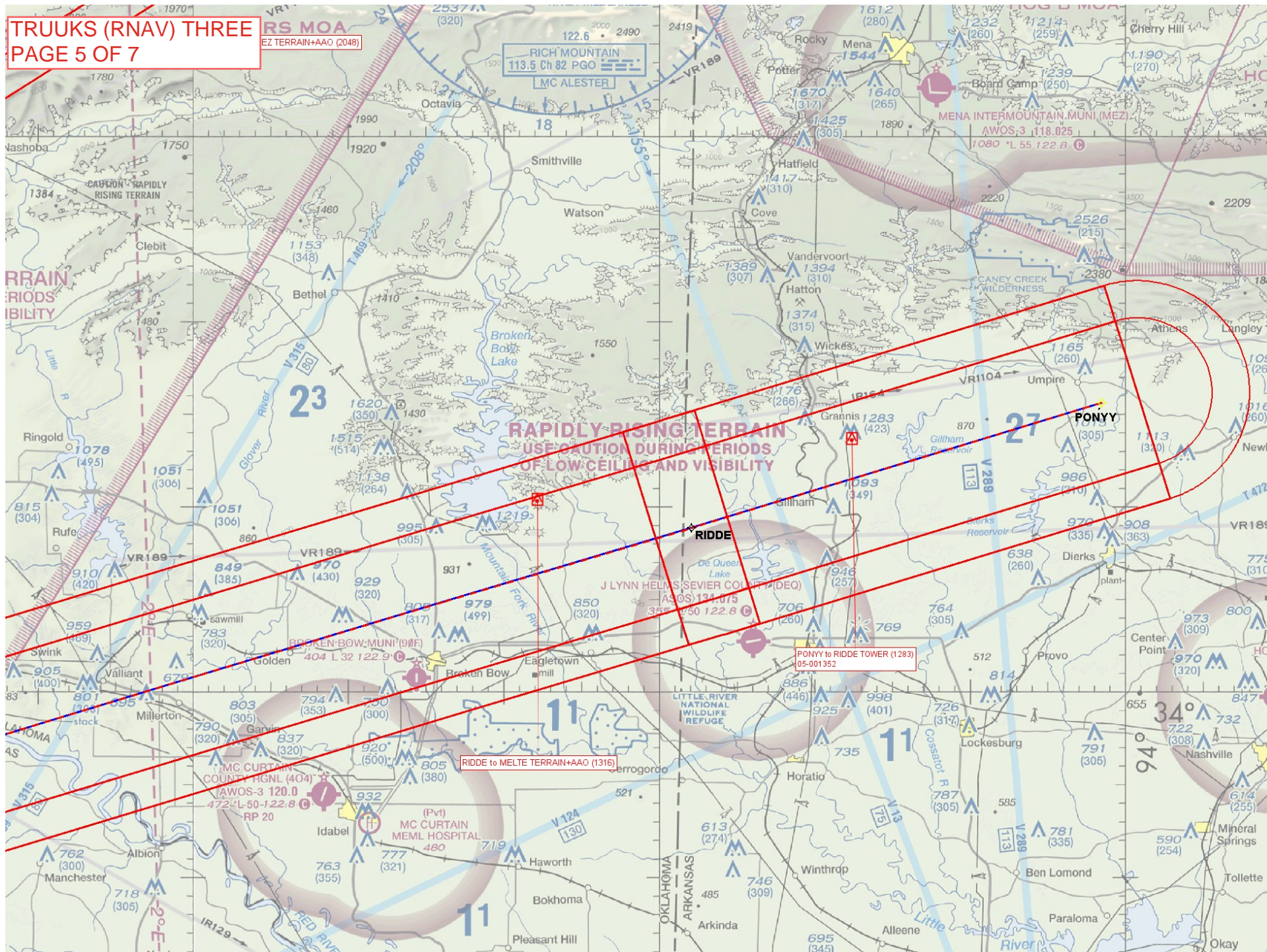
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