

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/03/2026	APWS Task ID: ABFFC571D3A54CF191D68F8CF7D59A74	APWS Project ID: 7E36E542A7DD45EA9280F90A152F748D
Procedure: HUDAD 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.
UPDATED ALL RWY DP ROUTES.
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, YAMEL AND HAZKL - 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 HUDAD" - PER AFS.
3. COMMON ROUTE: RWY 31L/R, REMOVED COMMON ROUTE DESCRIPTION AND REPLACED WITH "THEN ON DEPICTED ROUTE TO HUDAD" - PER AFS.
4. PROCEDURAL DATA NOTES: REMOVED "NOTE: RNAV-CAPABLE PROPS: FILE AND EXPECT THE SWABR RNAV SID.", "NOTE: NON-RNAV-CAPABLE PROPS: FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE."-
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 RECOMMENDED 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 REQUIRED PER AFS.

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

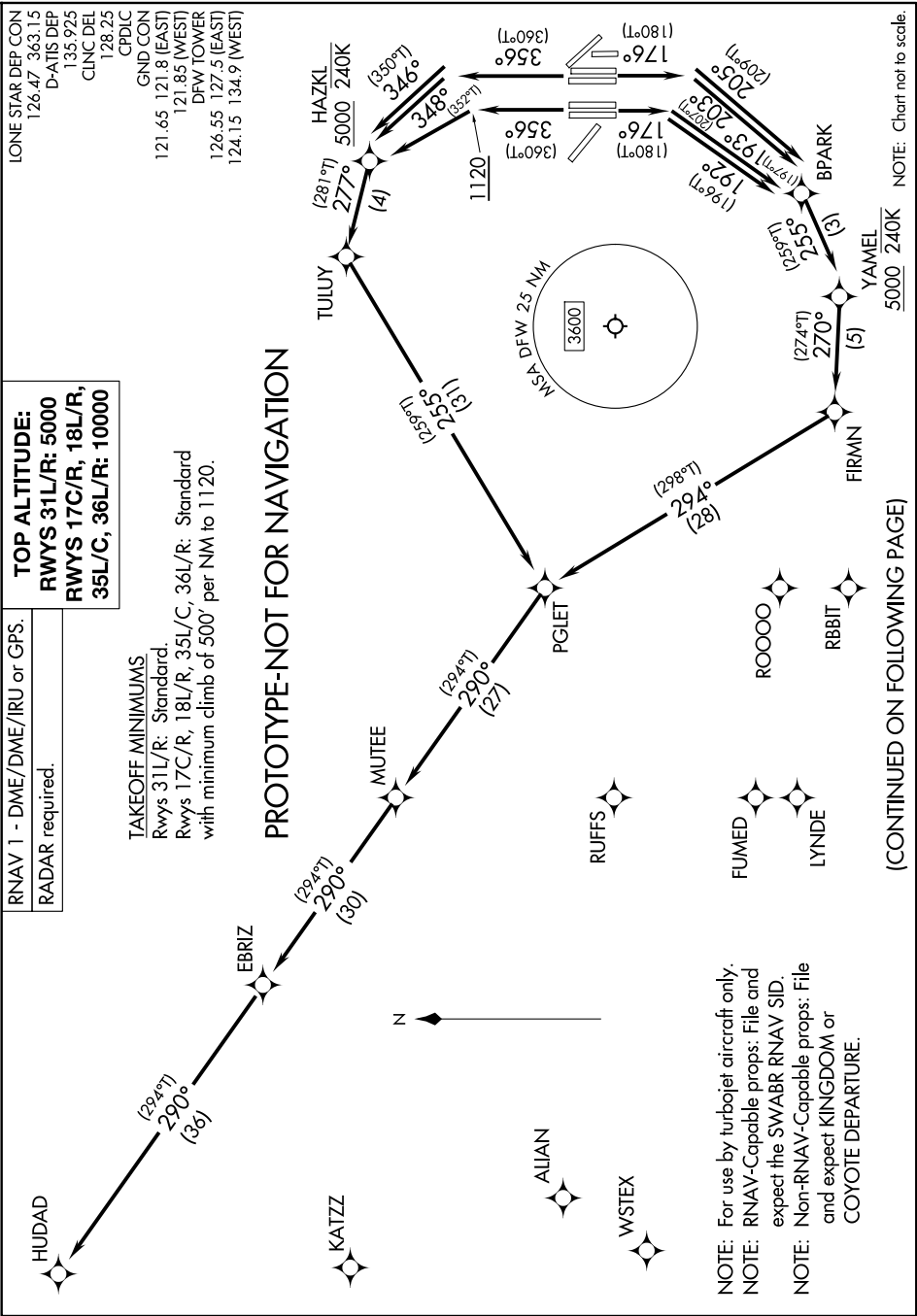
2/26/26: THIS AN UPDATED COPY OF THE FORM DEVELOPED ON 5/23/25
1. RWY 31 L/R DEPARTURE ROUTE DESCRIPTION AND CODING CHANGED FROM "CLIMB HEADING ASSIGNED BY ATC, FOR VECTORS TO PGLET, THENCE..." TO "TAKEOFF RWY 31L: CLIMB ON HEADING 315.06
TO 1109, FOR VECTORS TO PGLET, THENCE...." AND "TAKEOFF RWY 31R: CLIMB ON HEADING 311.28 TO 1109, FOR VECTORS TO PGLET, 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.

QUALITY

23

CHECKED

FIPC DME/DME FORM						
PROCEDURE: HUDAD THREE DEPARTURE (RNAV)			AIRPORT NAME: DALLAS-FORT WORTH INTL		AIRPORT ID: KDFW	SPECIAL CONTROL NO: OG-03-147-26
FAC ID: HUDAD3		CITY: DALLAS-FORT WORTH			ST: TX	ORIG CHART DATE: 09/03/2026
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: ABFFC571D3A54CF191D68F8CF7D59A74		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
					YES	NO
					CPV COMPLETE? ☒ X ☐	
PROCEDURE RESULTS						
INSPECTION DATE: 04/03/2026	CREW #: VN282	N #:	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: james krenek @ 04/06/2026 10:03			PRINTED NAME: KRENEK, JAMES LEROY			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☐ SAT ☐ 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:		



UPDATED

(HUDDAD3.HUDDAD) FIG

AL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

HUDDAD THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb on heading 176° to intercept course 205° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240K, thence

TAKEOFF RUNWAY 17R: Climb on heading 176° to intercept course 203° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240K, thence

TAKEOFF RUNWAY 18L: Climb on heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240K, thence

TAKEOFF RUNWAY 18R: Climb on heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000 and at or below 240K, thence

TAKEOFF RUNWAY 35C: Climb on heading 356° to intercept course 346° to cross HAZKL at or above 5000 and at or below 240K, then on track 277° to TULUY, thence

TAKEOFF RUNWAY 35L: Climb on heading 356° to intercept course 348° to cross HAZKL at or above 5000 and at or below 240K, then on track 277° to TULUY, thence

TAKEOFF RUNWAYS 36L/R: Climb on heading 356° to 1120, then direct HAZKL at or above 5000 at or below 240K, then on track 277° to TULUY, thence

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, for vectors to PGLET, thence

. . . . on depicted route to HUDDAD. Then on transition. Maintain (RWYS 31L/R) 5000 / (RWYS 17C/R/18L/R/35L/C/36L/R) 10000, expect filed altitude ten minutes after departure.

PROTOTYPE-NOT FOR NAVIGATION

HUDDAD THREE DEPARTURE (RNAV)

(HUDDAD3.HUDDAD) FIG

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

(HUAD2.HUAD) 2430

HUAD TWO DEPARTURE (RNAV)

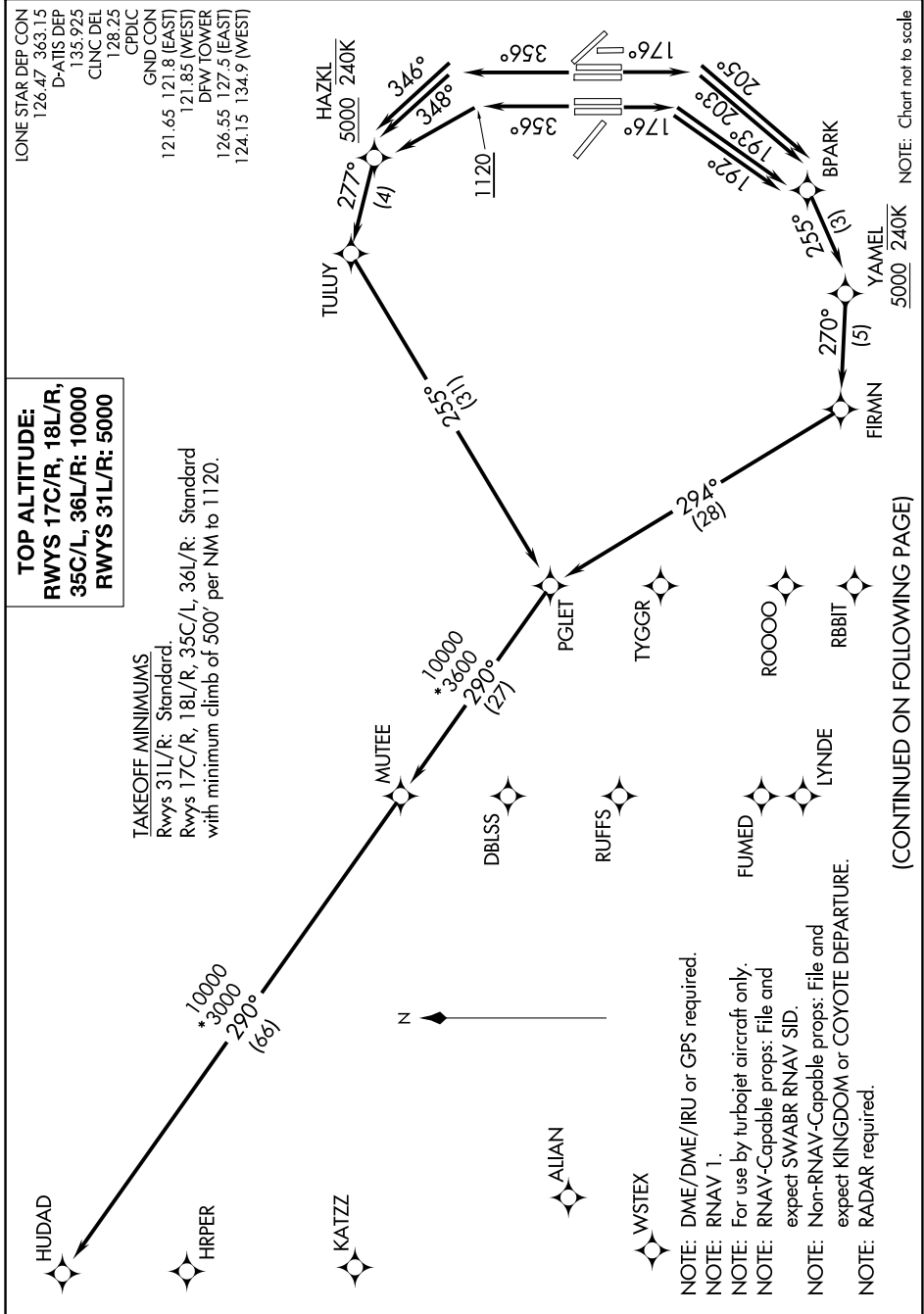
OLD

AL 6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

SC-2, 17 APR 2025 to 15 MAY 2025



HUAD TWO DEPARTURE (RNAV)

(HUAD2.HUAD) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

SC-2, 17 APR 2025 to 15 MAY 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17C: Climb heading 176° to intercept course 205° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 176° to intercept course 203° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 18L: Climb heading 176° to intercept course 193° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 176° to intercept course 192° to BPARK, then on track 255° to cross YAMEL at or above 5000, then on track 270° to FIRMN, then on track 294° to PGLET, thence. . . .

TAKEOFF RUNWAY 35C: Climb heading 356° to intercept course 346° to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to PGLET, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 356° to intercept course 348° to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to PGLET, thence. . . .

TAKEOFF RUNWAYS 36L/R: Climb heading 356° to 1120, then direct to cross HAZKL at or above 5000, then on track 277° to TULUY, then on track 255° to PGLET, thence. . . .

. . . .on track 290° to MUTE, then on track 290° to HUAD. Maintain 10000, expect filed altitude ten minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb heading assigned by ATC, expect RADAR vectors to PGLET, thence. . . .

. . . .on track 290° to MUTE, then on track 290° to HUAD. Maintain 5000, expect filed altitude ten minutes after departure.

SC-2, 17 APR 2025 to 15 MAY 2025

SC-2, 17 APR 2025 to 15 MAY 2025

1. FLIGHT PROCEDURE IDENTIFICATION:

Dallas-Fort Worth, TX
DFW
HUDAD 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:

Digitally signed by
CASIMIR L TABAKA
Feb 19, 2026

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Dallas, TX
Dallas-Fort Worth International Airport
HUDAD (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 PGLET as the aircraft will be issued an initial departure clearance containing an altitude and will be receiving radar vectors to the waypoint PGLET 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 (**PGLET**) which is 33.18 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 PGLET 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)
HUDAD 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.

DATE	ROUTING SYMBOL	SIGNATURE
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Gary L. Powell

Signed By: Gary L. Powell
Wed Aug 27 2014 08:33:44 GMT-0400 (Eastern Daylight Time)

SIGN HERE



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-341 Memorandum Dated 06/02/2014

Gary L. Powell

Signed On: Gary L. Powell
Wed Aug 27 2014 08:33:55 GMT-0400 (Eastern Daylight Time)

SIGN HERE

The attached Approval Request to use VI-CF leg course changes less than 10 degrees on the "HUDAD ONE RNAV DEPARTURE" at Dallas/Fort Worth Intl, Dallas-Fort Worth, TX is approved and forwarded for your action.

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

Attachment

cc:

AJV-341

ASW-220

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



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)

HUDAD 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 35C (course change 9.85 degrees) and Rwy 35L (course change 8.55 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-341 Memorandum Dated 06/02/2014

The attached Approval Request to use VI-CF leg course changes less than 10 degrees on the "HUDAD ONE RNAV DEPARTURE" at Dallas/Fort Worth Intl, Dallas-Fort Worth, TX is approved and forwarded for your action.

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

Attachment

cc:

AJV-341

ASW-220

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

CONCURRENCES
ROUTING SYMBOL AFS-420
Richard A. Dunham III Signed By: Richard A. Dunham III Thu Aug 12 2014 07:40:10 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL AFS-460
Danny Hamilton Signed By: Danny Hamilton Thu Aug 07 2014 12:27:42 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL AFS-470
Mark Steinbicker Signed By: Mark Steinbicker Mon Aug 25 2014 13:45:40 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL AFS-410
DATE
ROUTING SYMBOL AFS-400
DATE
ROUTING SYMBOL
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INFO



Federal Aviation Administration

Memorandum

Date: JUN 02 2014

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

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

Subject: **ACTION:** Waiver Request

The attached Waiver(s) for Dallas/Fort Worth Intl, Dallas, TX (KDFW) is forwarded for your review and approval.

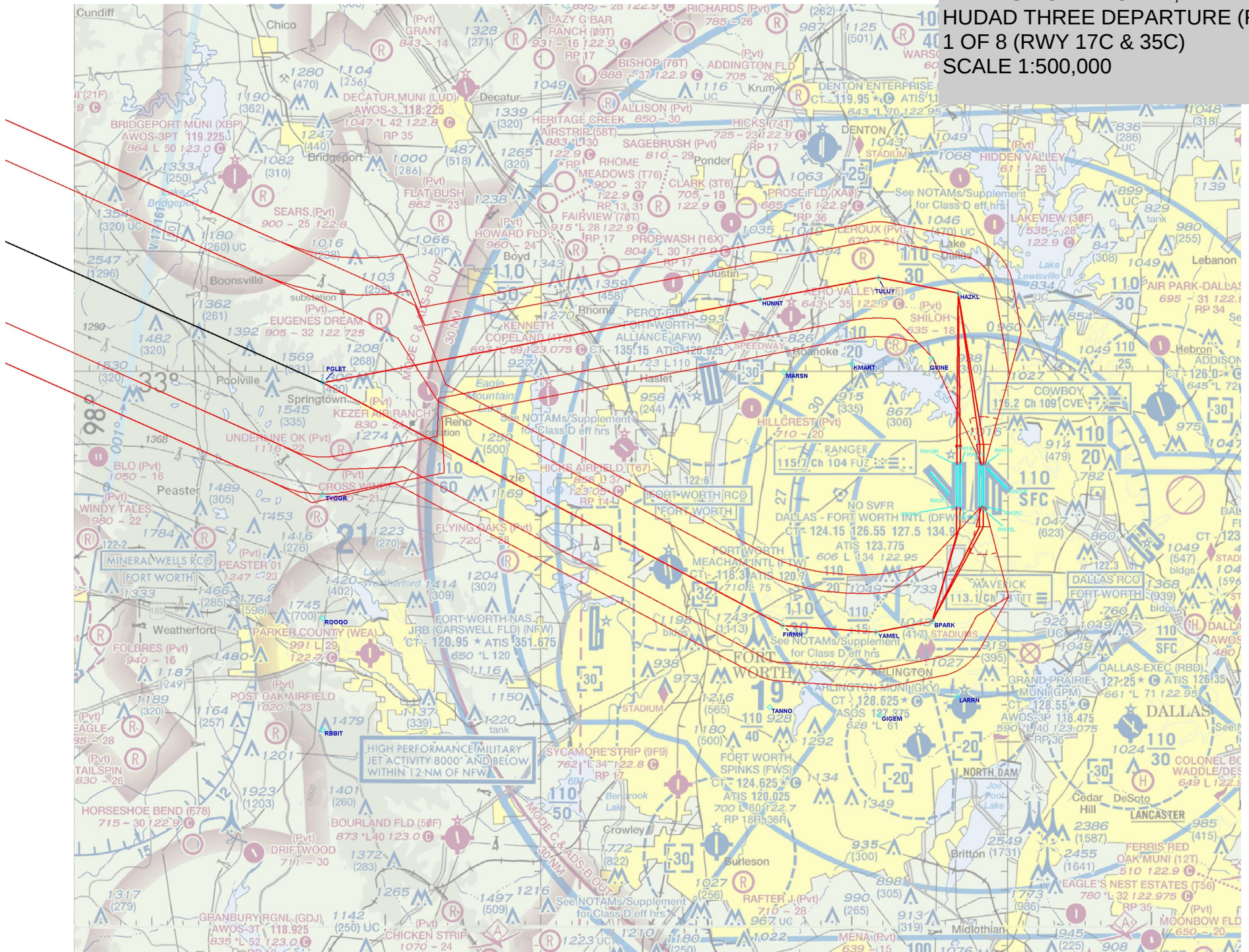
Please return a signed copy for our files.

8260-1 HUDAD DEPARTURE (RNAV)

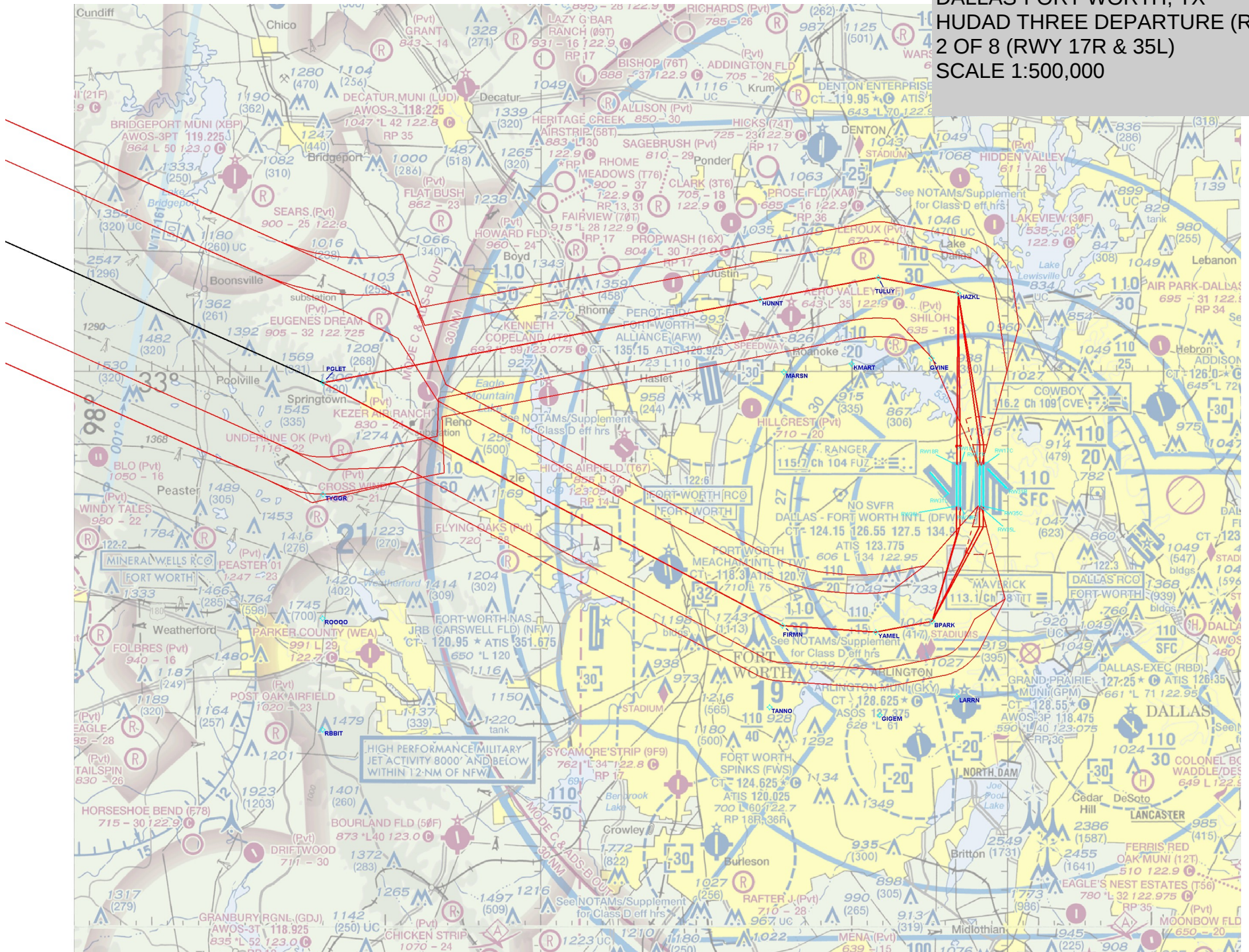
Please respond by as soon as possible.

Attachments

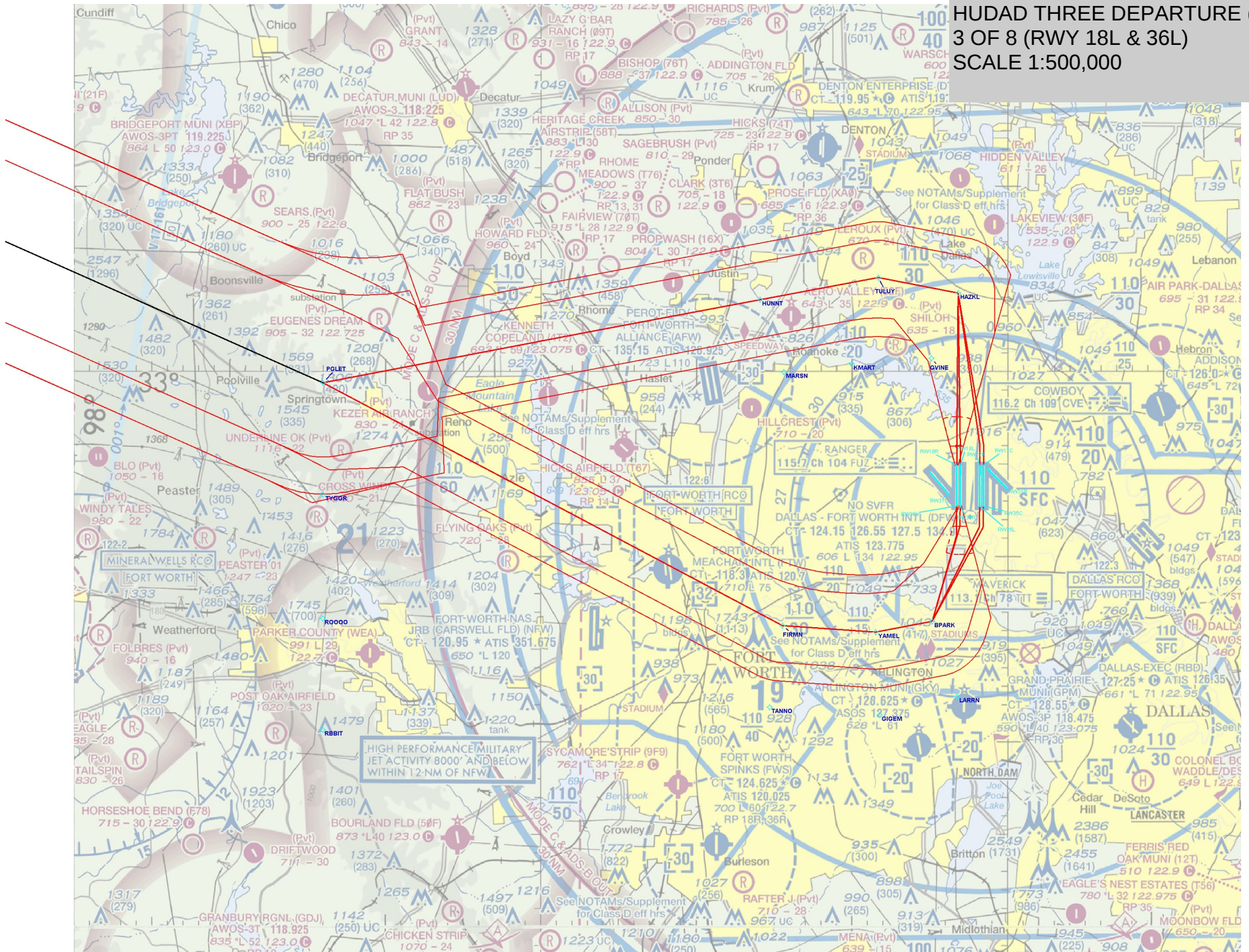
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
1 OF 8 (RWY 17C & 35C)
SCALE 1:500,000



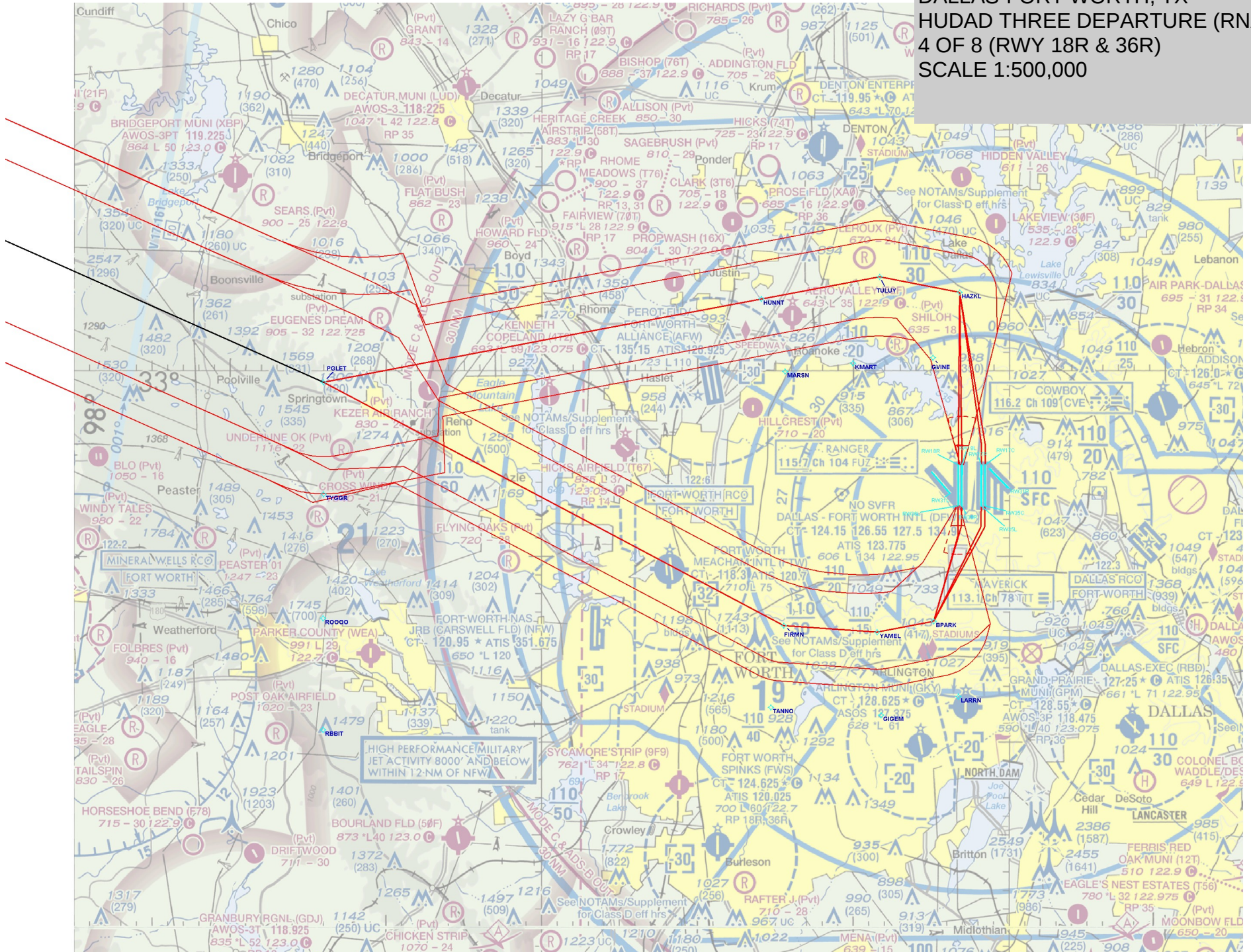
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
2 OF 8 (RWY 17R & 35L)
SCALE 1:500,000



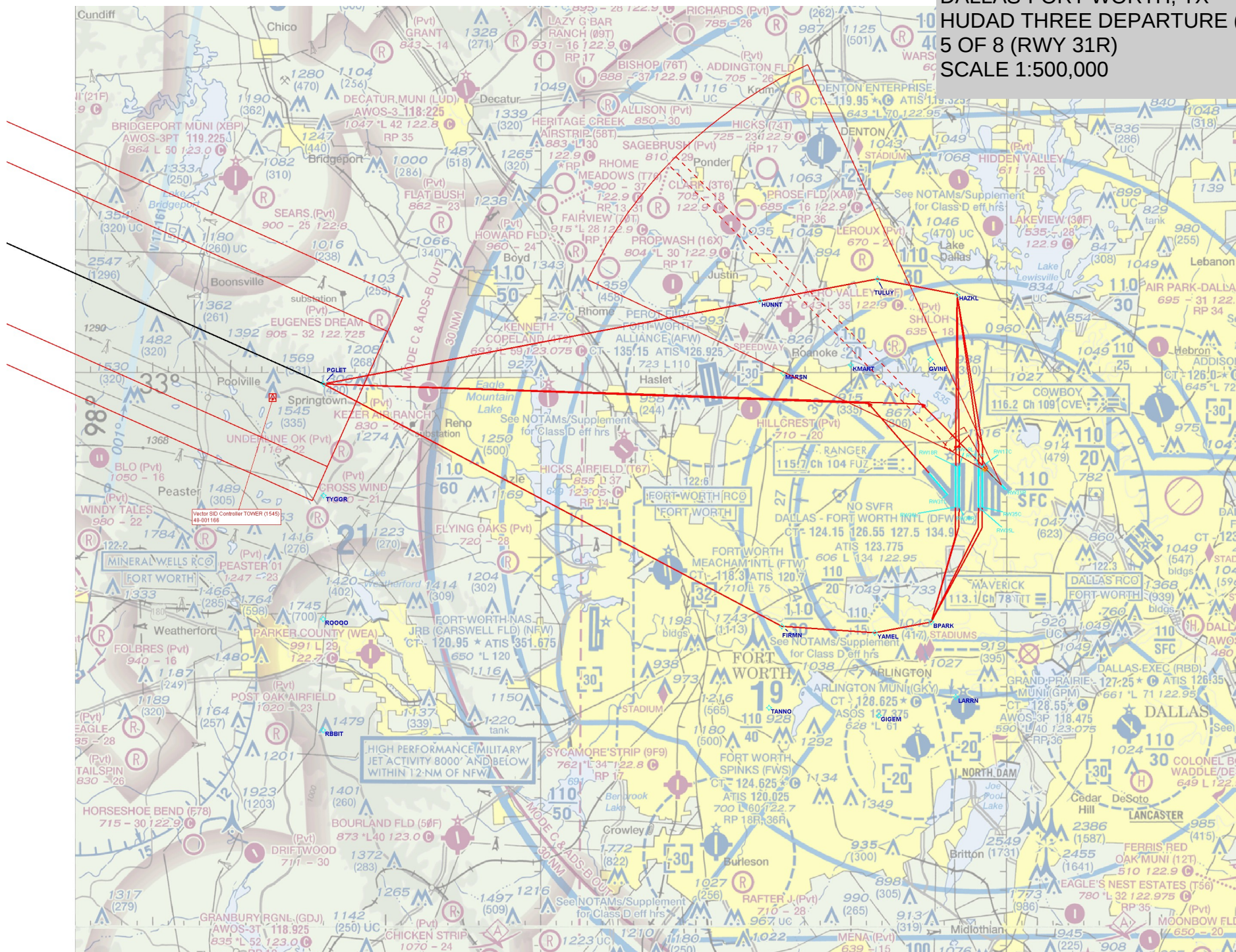
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
3 OF 8 (RWY 18L & 36L)
SCALE 1:500,000



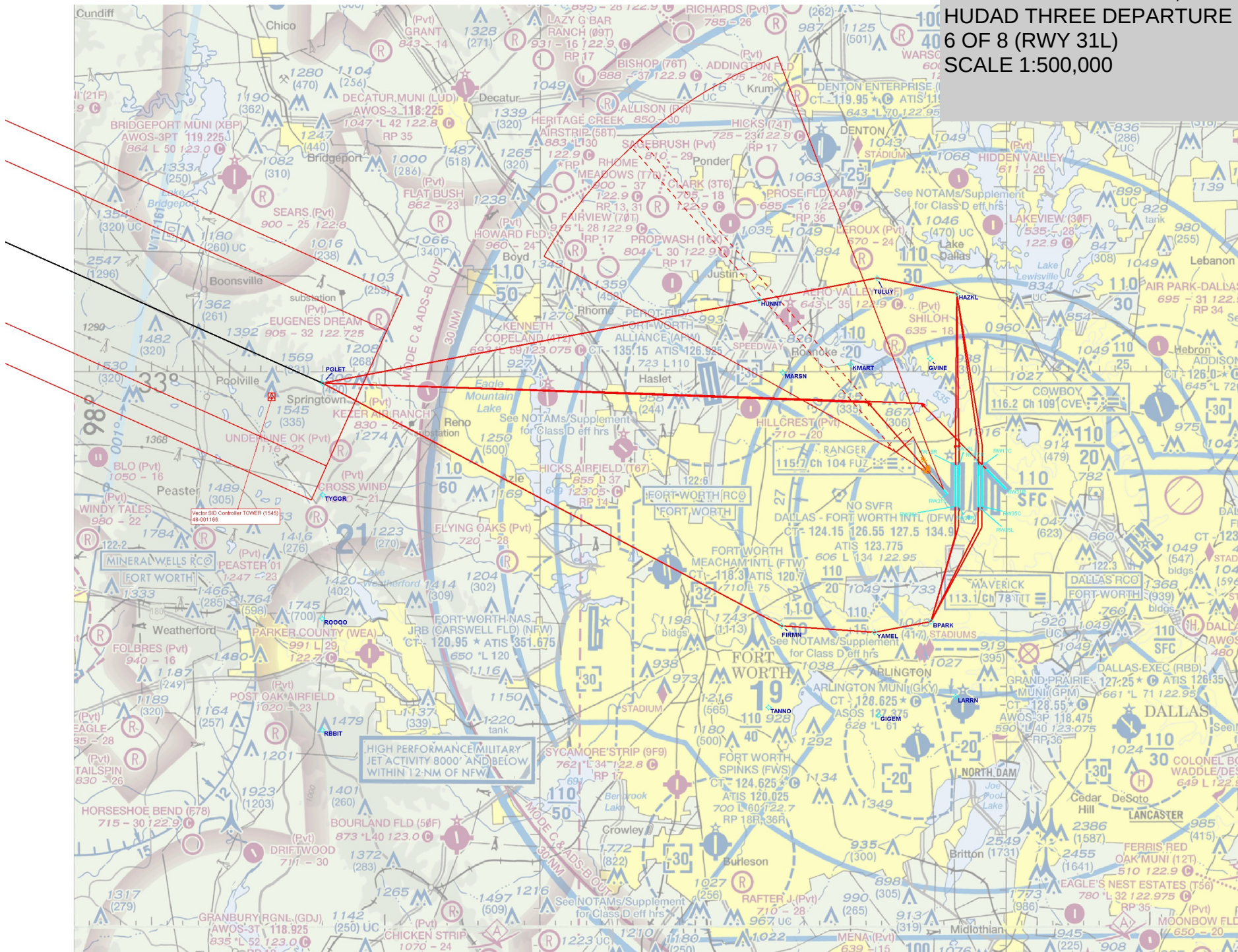
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
4 OF 8 (RWY 18R & 36R)
SCALE 1:500,000



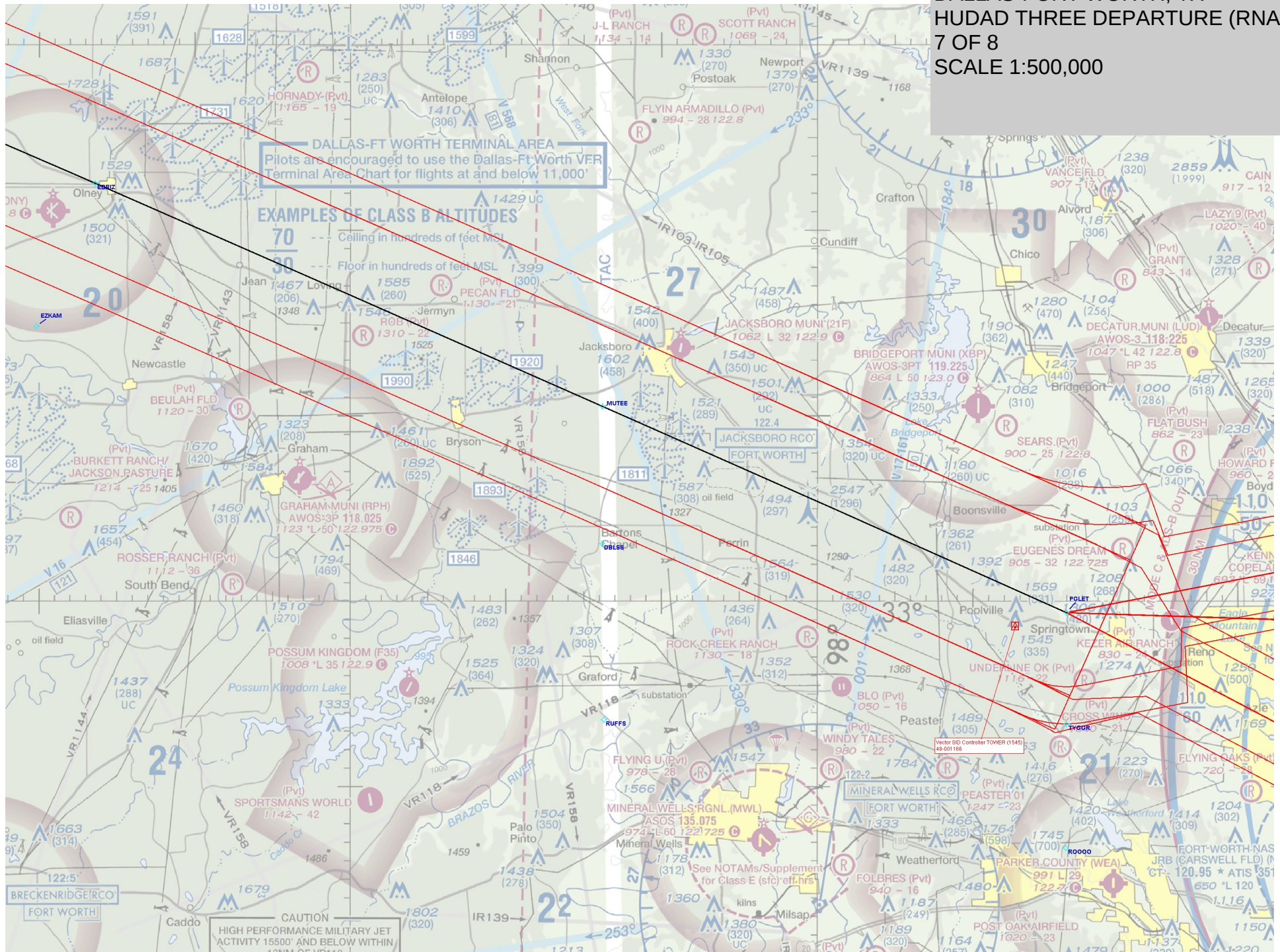
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
5 OF 8 (RWY 31R)
SCALE 1:500,000



DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
6 OF 8 (RWY 31L)
SCALE 1:500,000



DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
7 OF 8
SCALE 1:500,000



DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HUDAD THREE DEPARTURE (RNAV)
8 OF 8
SCALE 1:500,000

