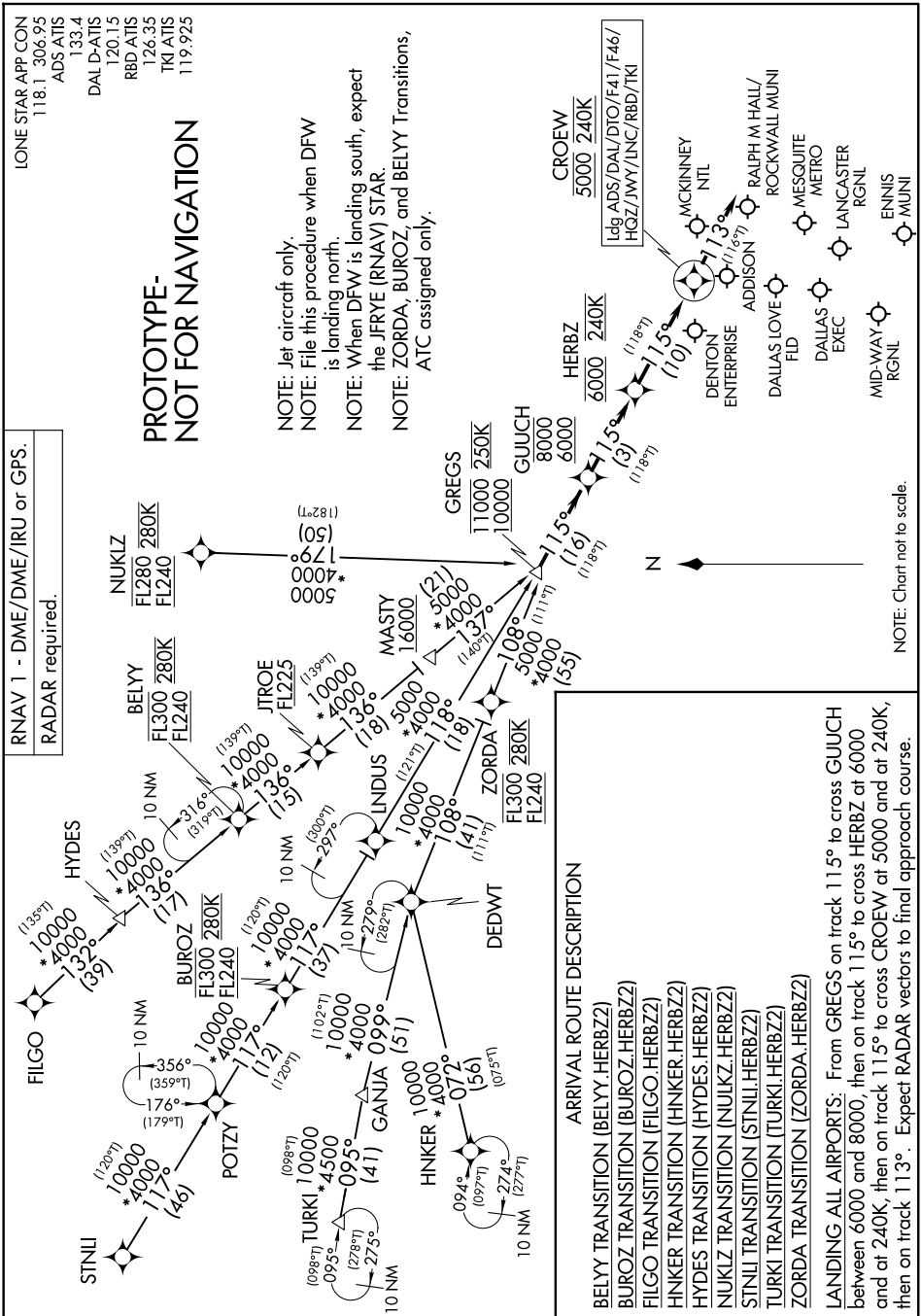
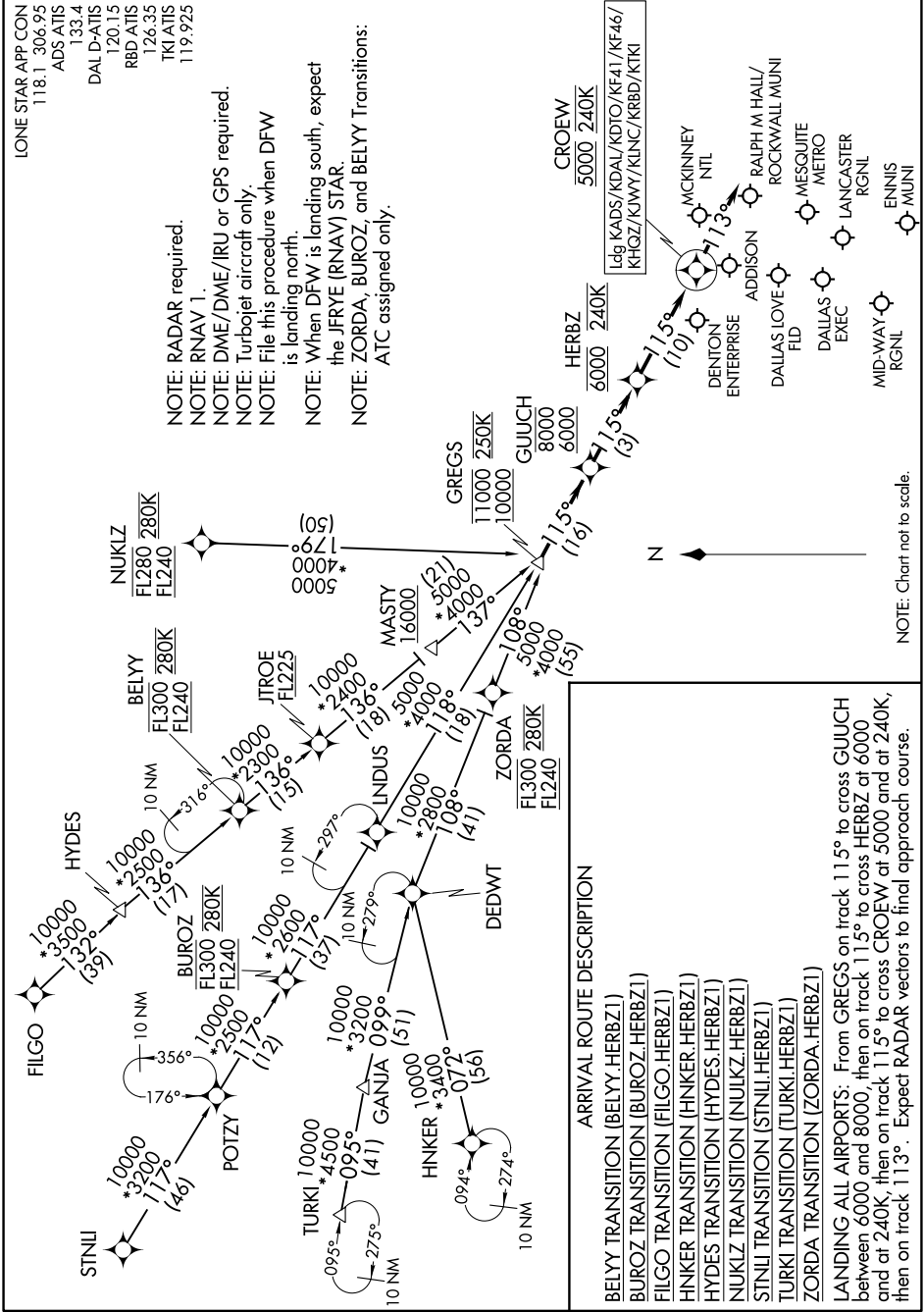


Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: STAR	Estimated Chart Date: 06/12/2025	APWS Task ID: C1591C75A52F4C2EACF2DD703E8819B7	APWS Project ID: CBD47CAD05FD4644BC2268BD66F461EA
Procedure: STAR HERBZ TWO (RNAV) DALLAS TX KDAL		Enroute: YES	Specialist: Ferreira, Giorgia		Agreement Number:
Airport ID: KDAL			Airport City: DALLAS		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
Procedure Comments: ABBREVIATED AMDT HERBZ TWO (RNAV) STAR TO INCREASE MOCA VALUES TO MATCH TERMINUS ALT IAW 8260.3_2-2-7 (D)(3). PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION. CONTACT JOHN BORDY 405 954 0980. 01/23/2025 QUALITY 14 CHECKED QUALITY 38 CHECKED					



(GREGS.HERBZ1) 24305

HERBZ ONE ARRIVAL (RNAV)



HERBZ ONE ARRIVAL (RNAV)

(GREGS.HERBZ1) 17JUN21

AL-106 (FAA)

OLD

DALLAS, TEXAS



Federal Aviation Administration

Memorandum

Date: December 9, 2020

To: Tom Lattimer, OSG PBN Co-Lead

From: John Wild, TCFW Airspace and Procedures Support Manager

Subject: Approval Request: DALLAS LOVE FIELD, DAL, HERBZ STAR, FILGO Enroute Transition

This request is for approval of the descent gradient of 351.72 ft/NM from JTROE TO MASTY.

The requirement in Order 8260.3D, paragraph 2-2-8.a(2) is:

“(2) The maximum permissible gradient below 10000 MSL is 318 ft/NM (approximately 3.0 degrees).”

Paragraph 2-2-8.b. states:

“b. When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval from Flight Standards. (see paragraph 1-4-2).

Paragraph 1-4-2. states:

“1-4-2. Nonstandard IFPs. The standards contained in this order are based on reasonable assessment of the factors which contribute to errors in aircraft navigation and maneuvering. They are designed primarily to assure that safe flight operations for all users result from their application. Every effort must be made to formulate IFPs in accordance with these standards; however, obstacles, navigation information, or traffic congestion may require special consideration were justified by operational requirements. In such cases, nonstandard IFPs that deviate from these criteria may be approved, provided they are documented, and an equivalent level of safety exists. A nonstandard IFP is not substandard; it has been approved after special study demonstrated that no derogation of safety is involved.”

RSO144: [Approval Required] The Descent Gradient (351.7205913864495) from JTROE to MASTY is greater than the Maximum Permissible Descent Gradient (330.0). Flight Standards approval is required.

The descent gradient of 351.72 ft/NM from JTROE TO MASTY is calculated from a minimum altitude of 22,500ft MSL at JTROE descending to a minimum altitude of 16000ft MSL at MASTY, over a distance of 18.46 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Evaluating HERBZ STAR construction between BELYY to GREGS, the total distance from TRLGY to POLRS is 55 NM. Descending from a minimum altitude of 24,000ft MSL at BELYY to a minimum altitude of 10,000ft MSL at GREGS, produces an altitude loss of 14,000ft MSL. An altitude loss of 14,000ft MSL over the distance of 55 NM, is a gradient of 254.55ft /NM. The altitude at JTROE procedurally de-conflicts the HERBZ STAR from the underlying MOA. TARGETS FLIGHT EVALUATION REPORT data supports the overall profile and lateral design. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

Sincerely,

JOHN M
WILD

John Wild

Digitally signed by JOHN M
WILD
Date: 2020.12.10 12:21:41
-06'00'



Federal Aviation Administration

Memorandum

Date: December 9, 2020

To: Tom Lattimer, OSG PBN Co-Lead

From: John Wild, TCFW Airspace and Procedures Support Manager

Subject: Approval Request: DALLAS LOVE FIELD, DAL, HERBZ STAR, HERBZ COMMON Route

This request is for approval of the length of the leg of 3.2875 NM from GUUCH TO HERBZ.

Currently, FAAO 8260.3D, PARA 2-2-10 prescribes allowable deceleration distances for STAR development.

RSO179: [Approval Required] The length of the leg from GUUCH to HERBZ- is 3.287511874245717 NM. This leg must be at least 4.0 NM long due to deceleration from 250.0 KIAS to 240 KIAS between 6000.0 ft. MSL to 6000.0 ft. MSL. Flight Standards approval is required.

The HERBZ STAR serves multiple Airports in the Dallas/Fort Worth Metropolitan area. This procedure is continuously radar monitored and ATC will assign appropriate altitudes for separation. The altitudes and restrictions on the HERBZ STAR are designed to separate aircraft on the procedure from either adjacent airspace or other traffic. Many of the Waypoints on the HERBZ STAR are common to other STARs in the area. TARGET's Flight evaluator results indicate that the procedure as designed is flyable. The deviation from Deceleration Distance criteria by 0.7125 NM does not introduce any new risk into the system.

ZFW is requesting a Letter of Approval (LOA) to utilize the GUUCH to HERBZ segment as designed.

Sincerely,

JOHN M
WILD

John Wild

Digitally signed by JOHN
M WILD
Date: 2020.12.10 12:23:20
-06'00'



Federal Aviation Administration

Memorandum

Date: December 9, 2020

To: Tom Lattimer, OSG PBN Co-Lead

From: John Wild, TCFW Airspace and Procedures Support Manager

Subject: Approval Request: DALLAS LOVE FIELD, DAL, HERBZ STAR, FILGO Enroute Transition

This request is for approval of the length of the leg of 21.099 NM from MASTY TO GREGS.

Currently, FAAO 8260.3D, PARA 2-2-10 prescribes allowable deceleration distances for STAR development.

RSO179: [Approval Required] The length of the leg from MASTY to GREGS is 21.099907018657774 NM. This leg must be at least 21.1818181818183 NM long due to deceleration from 280.0 KIAS to 250 KIAS between 16000.0 ft. MSL to 10000.0 ft. MSL. Flight Standards approval is required.

The HERBZ STAR serves multiple Airports in the Dallas/Fort Worth Metropolitan area. This procedure is continuously radar monitored and ATC will assign appropriate altitudes for separation. The altitudes and restrictions on the HERBZ STAR are designed to separate aircraft on the procedure from either adjacent airspace or other traffic. Many of the Waypoints on the HERBZ STAR are common to other STARs in the area. TARGET's Flight evaluator results indicate that the procedure as designed is flyable. The deviation from Deceleration Distance criteria by 0.0819 NM does not introduce any new risk into the system.

ZFW is requesting a Letter of Approval (LOA) to utilize the MASTY to GREGS segment as designed.

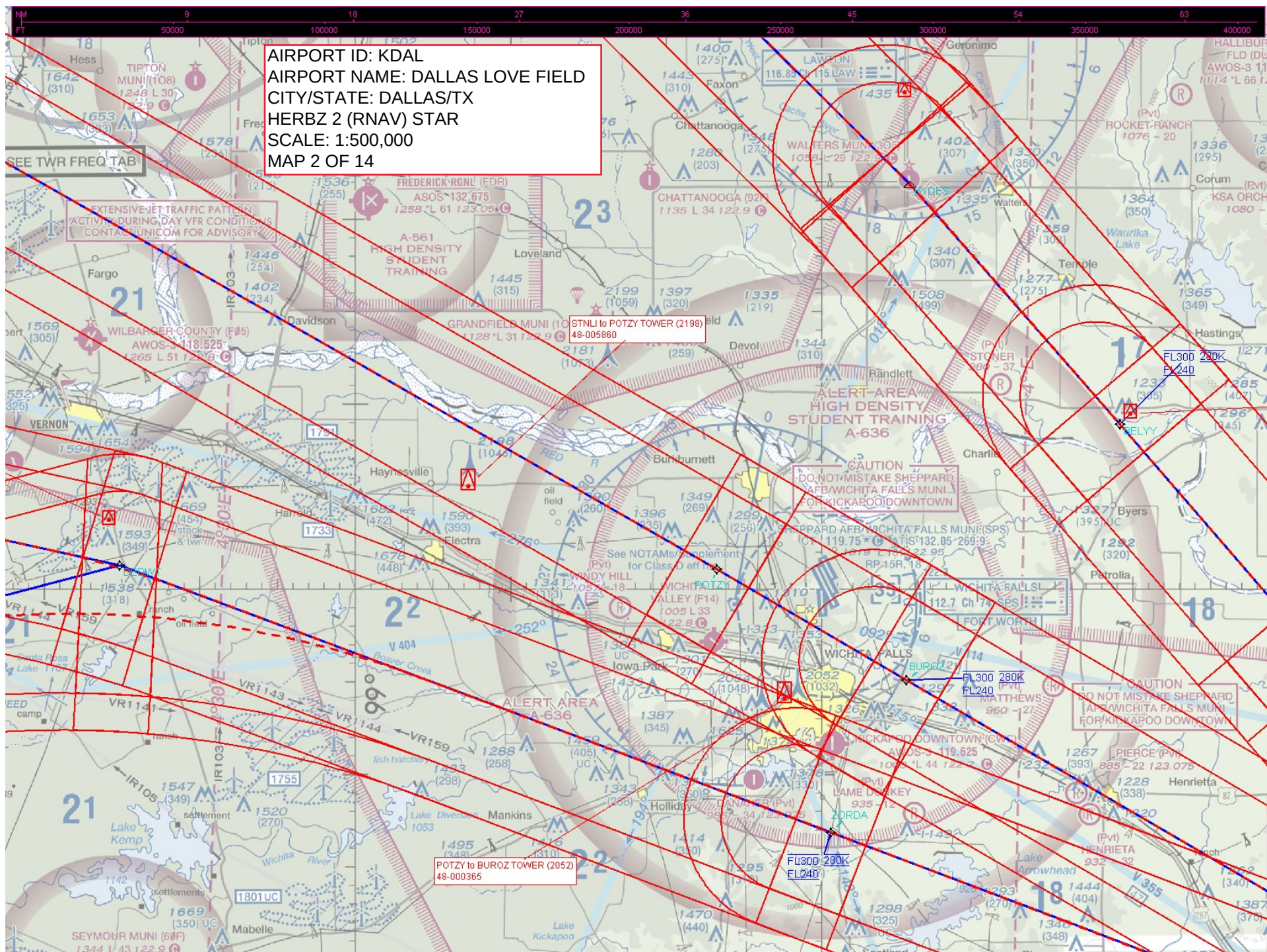
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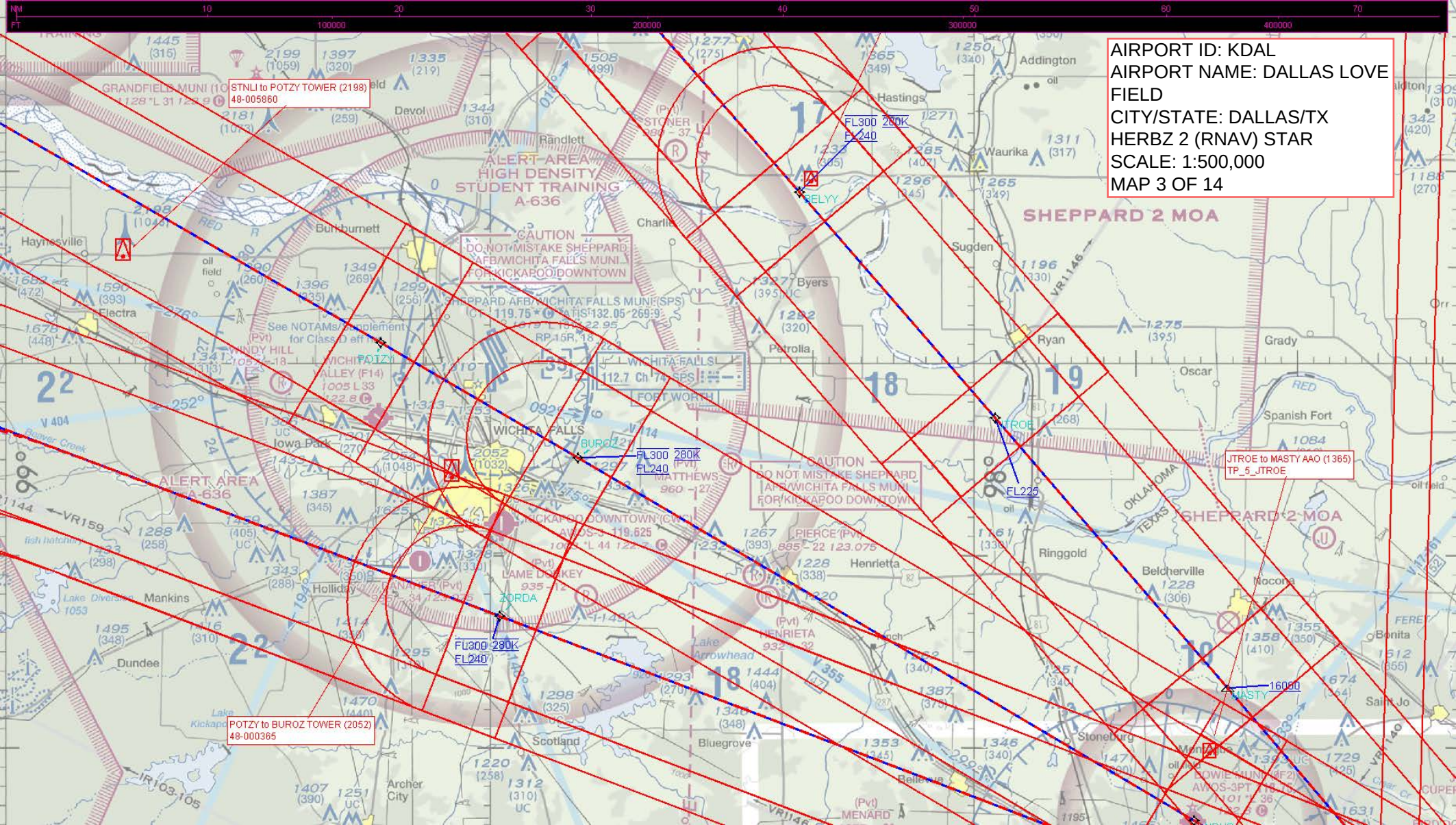
JOHN M
WILD
John Wild

Digitally signed by JOHN M
WILD
Date: 2020.12.10 12:24:30
-06'00'

AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 1 OF 14

AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 2 OF 14





AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE
FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 3 OF 14

STNLI to POTZY TOWER (2198)
48-005860

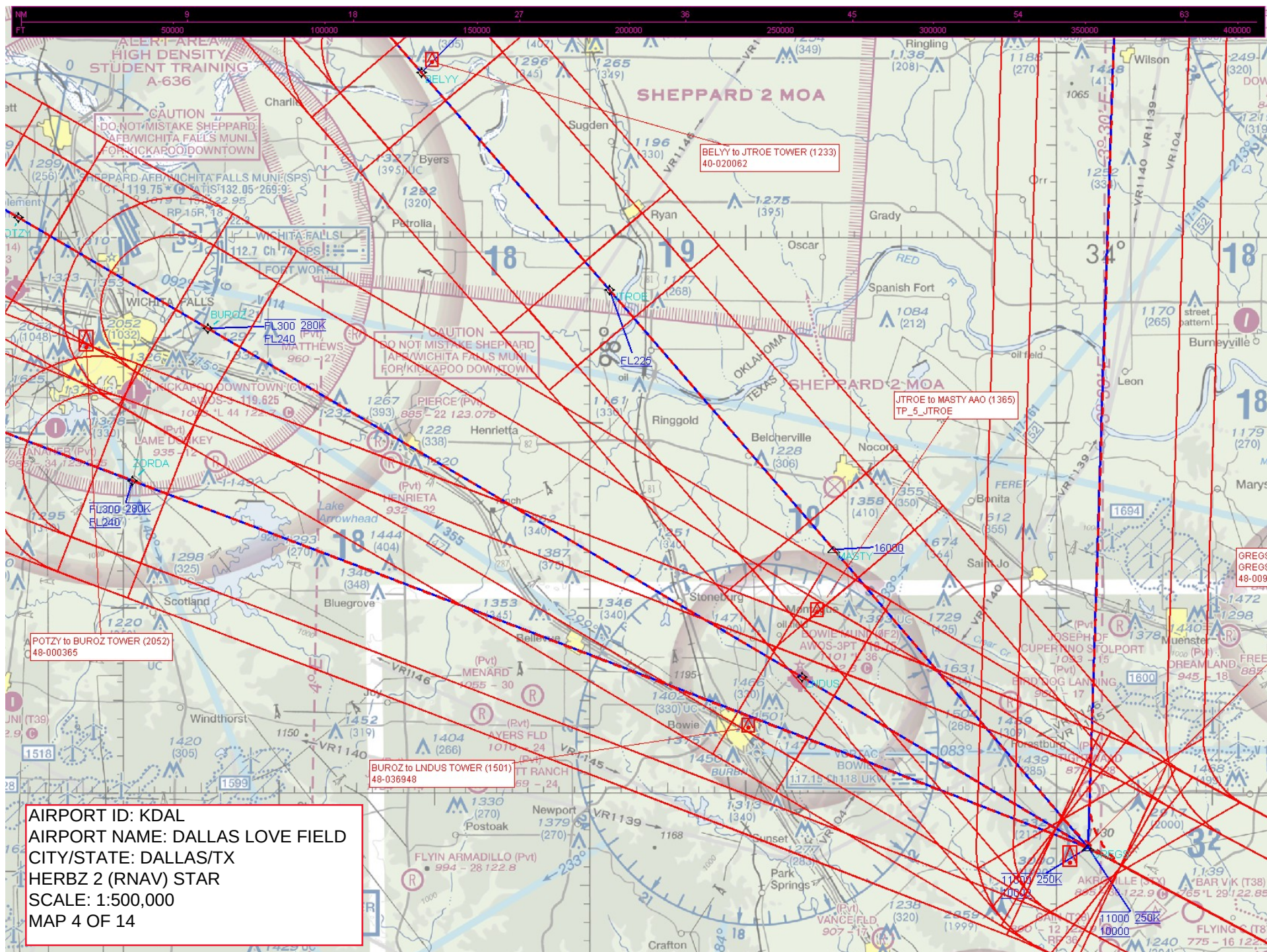
ALERT AREA
HIGH DENSITY
STUDENT TRAINING
A-636

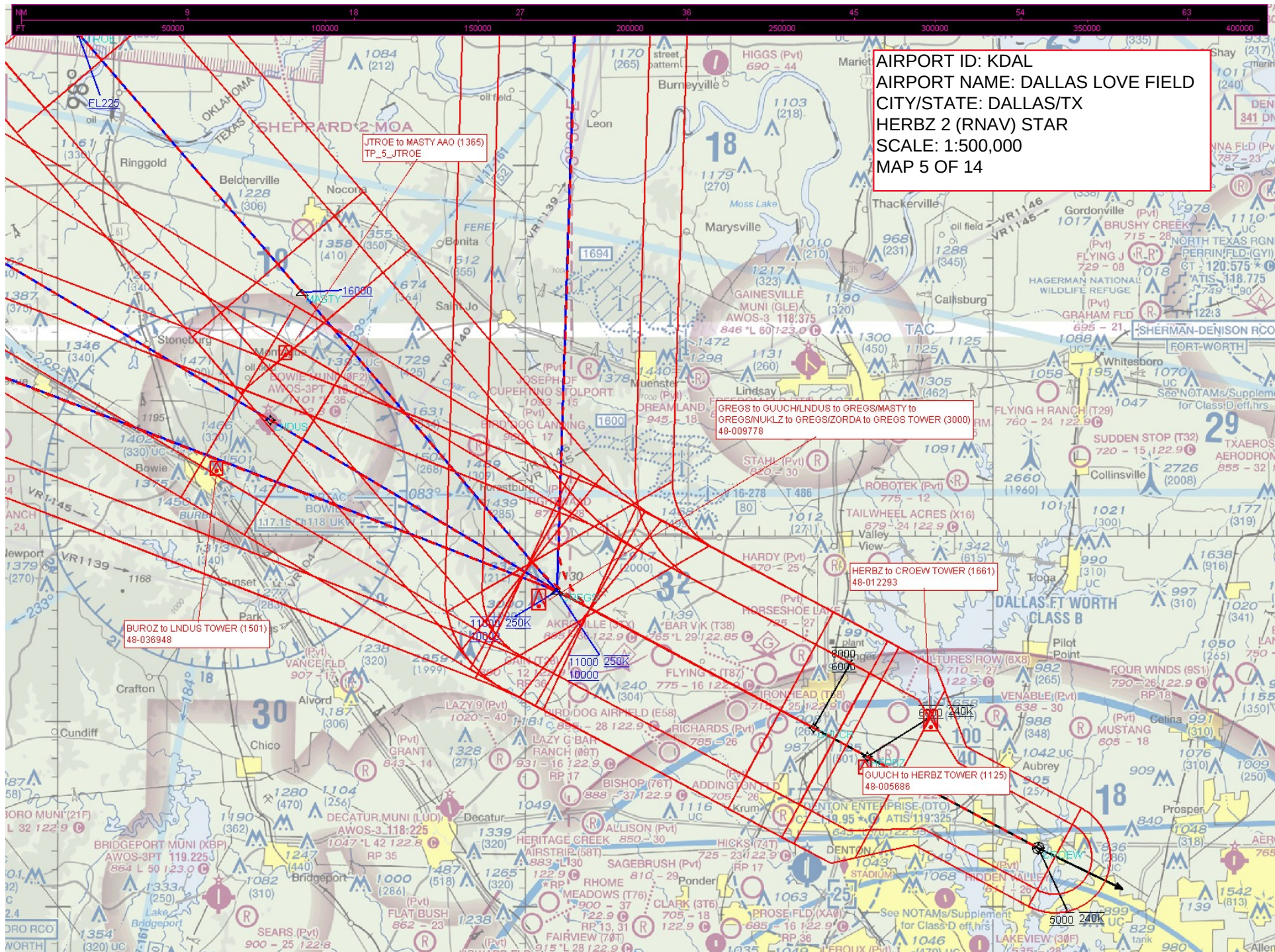
CAUTION
DO NOT MISTAKE SHEPPARD
AFB/WICHITA FALLS MUNI
FOR KICKAPOO DOWNTOWN

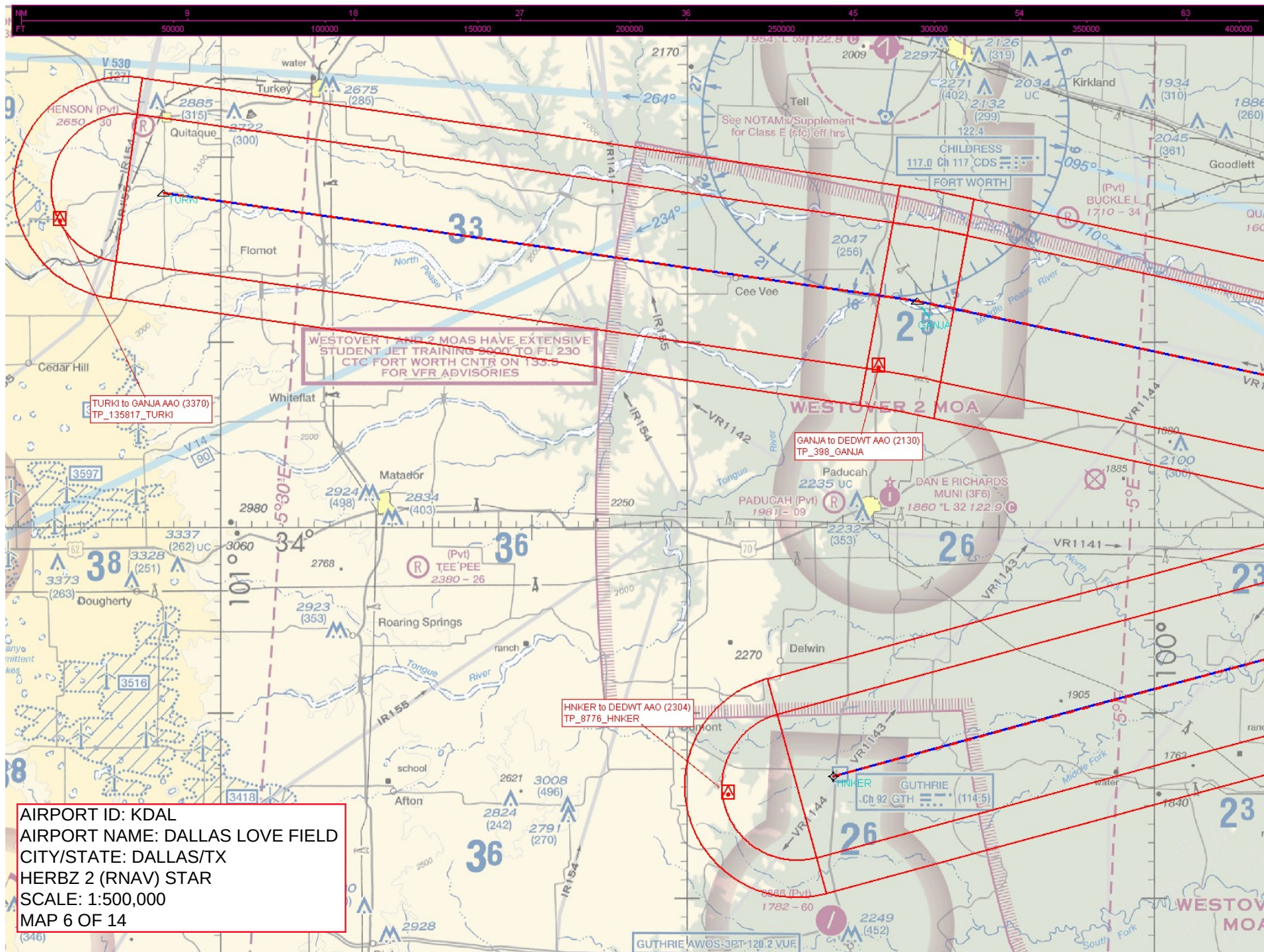
CAUTION
DO NOT MISTAKE SHEPPARD
AFB/WICHITA FALLS MUNI
FOR KICKAPOO DOWNTOWN

JTROE to MASTY AAO (1365)
TP_5_JTROE

POTZY to BUROZ TOWER (2052)
48-000365







AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 7 OF 14

CHILDRESS
117.0 Ch 117 CDS
FORT WORTH

QUANAH MUNI (F01)
1603 L 44 122.7

CHILlicothe
1789 (313) UC

VERNON
1594 (325)

LEHMAN (Pvt)
1275 = 20

LOCKETT (Pvt)
1283 = 30

WILBARGER COUNTY (F05)
AWOS-3 118.525
1265 L 51 122.8

TIPTON MUNI (T08)
1248 L 30
122.9

OLUSTEE MUNI (F09)
122.9

DEDWT to ZORDA WINDMILL (1791)
48-156717

SEE TWR FREQ TAB

EXTENSIVE JET TRAFFIC PATTERN
ACTIVITY DURING DAY VFR CONDITIONS
CONTACT UNICOM FOR ADVISORY

TOVER 2 MOA

WESTOVER 1 MOA

DAN E GANJA to DEDWT AAO (2130)
MU TP_398_GANJA
1860 L 32 122.9

GUTHRIE
Ch 92 GTH (114.5)

LAKE KEMP

WICHITA RIVER

Pease River

Red River

OKLAHOMA

TEXAS

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VR199

VR144

VR184

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AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 8 OF 14

SEE TWR FREQ TAB

EXTENSIVE JET TRAFFIC PATTERN
ACTIVE DURING DAY VFR CONDITIONS
CONTACT UNICOM FOR ADVISORY

A-561
HIGH DENSITY
STUDENT TRAINING

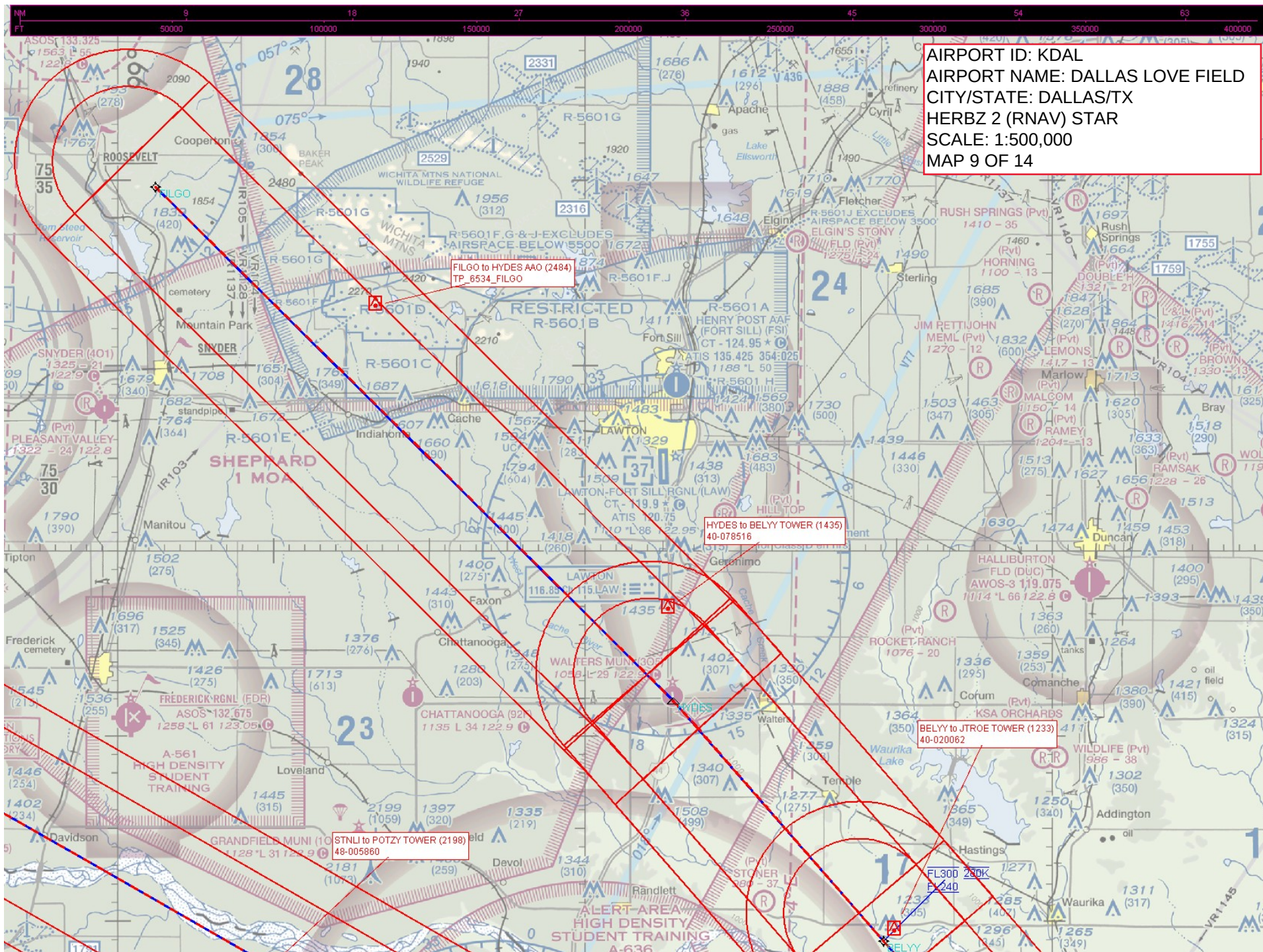
DEDWT to ZORDA WINDMILL (1791)
48-156717

STNLI to POTZY TOWER (2198)
48-005860

CAUTION
DO NOT MISTAKE SHEPPARD
AFB/WICHITA FALLS MUNI
FOR WICKAPOO DOWNTOWN

ALERT AREA
A-636

FL 300 280K
FL 240

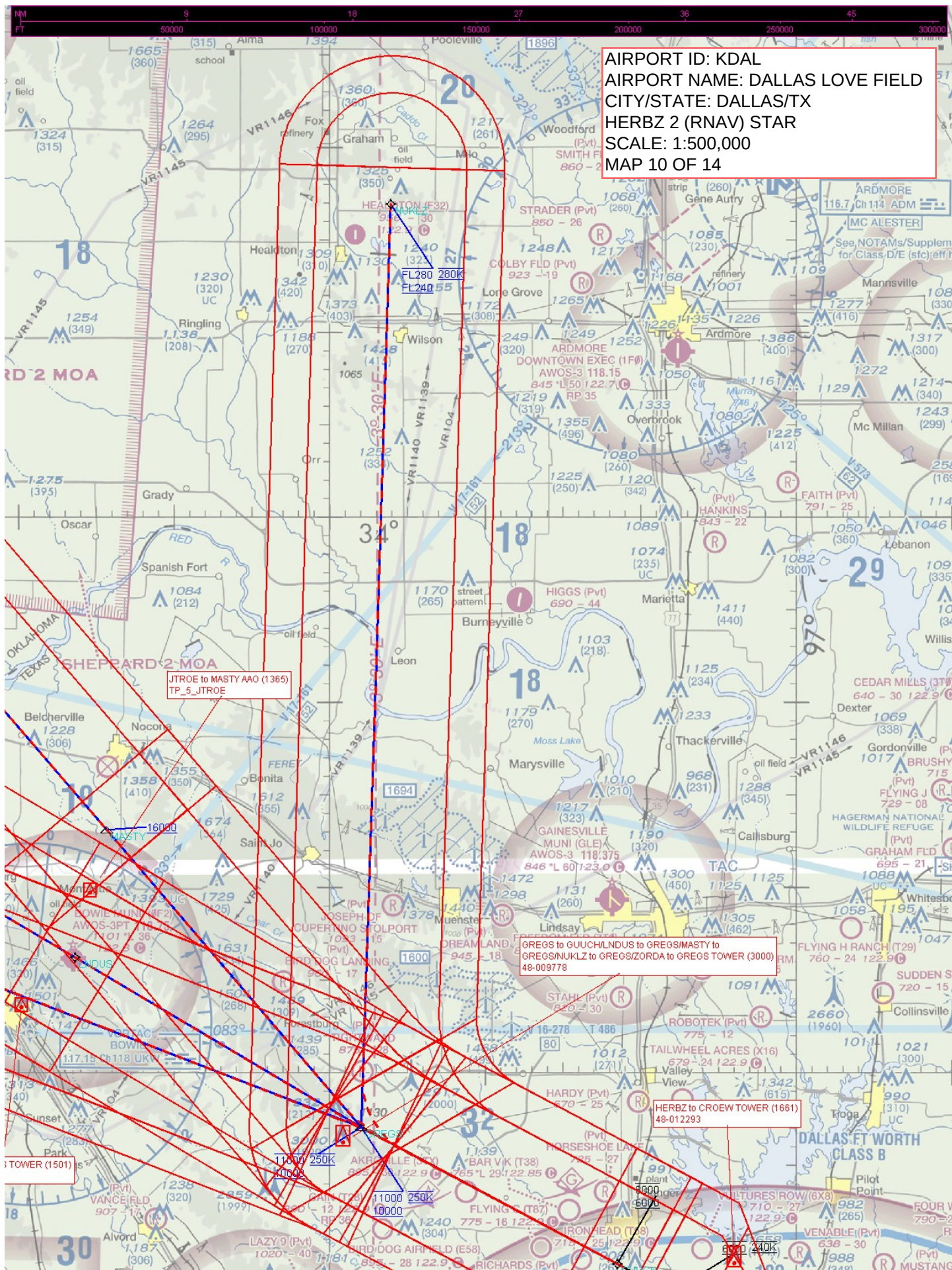


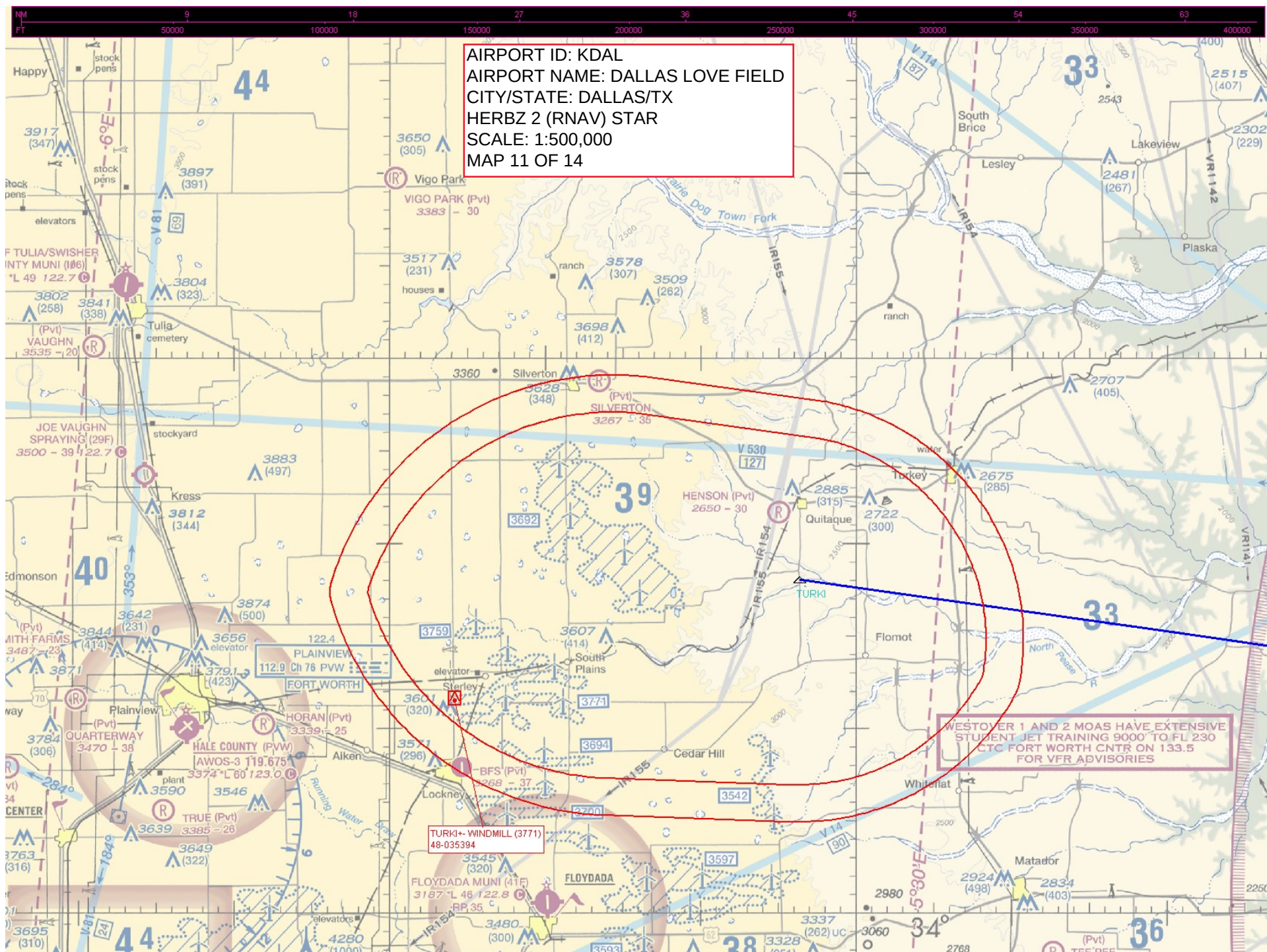
AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 10 OF 14

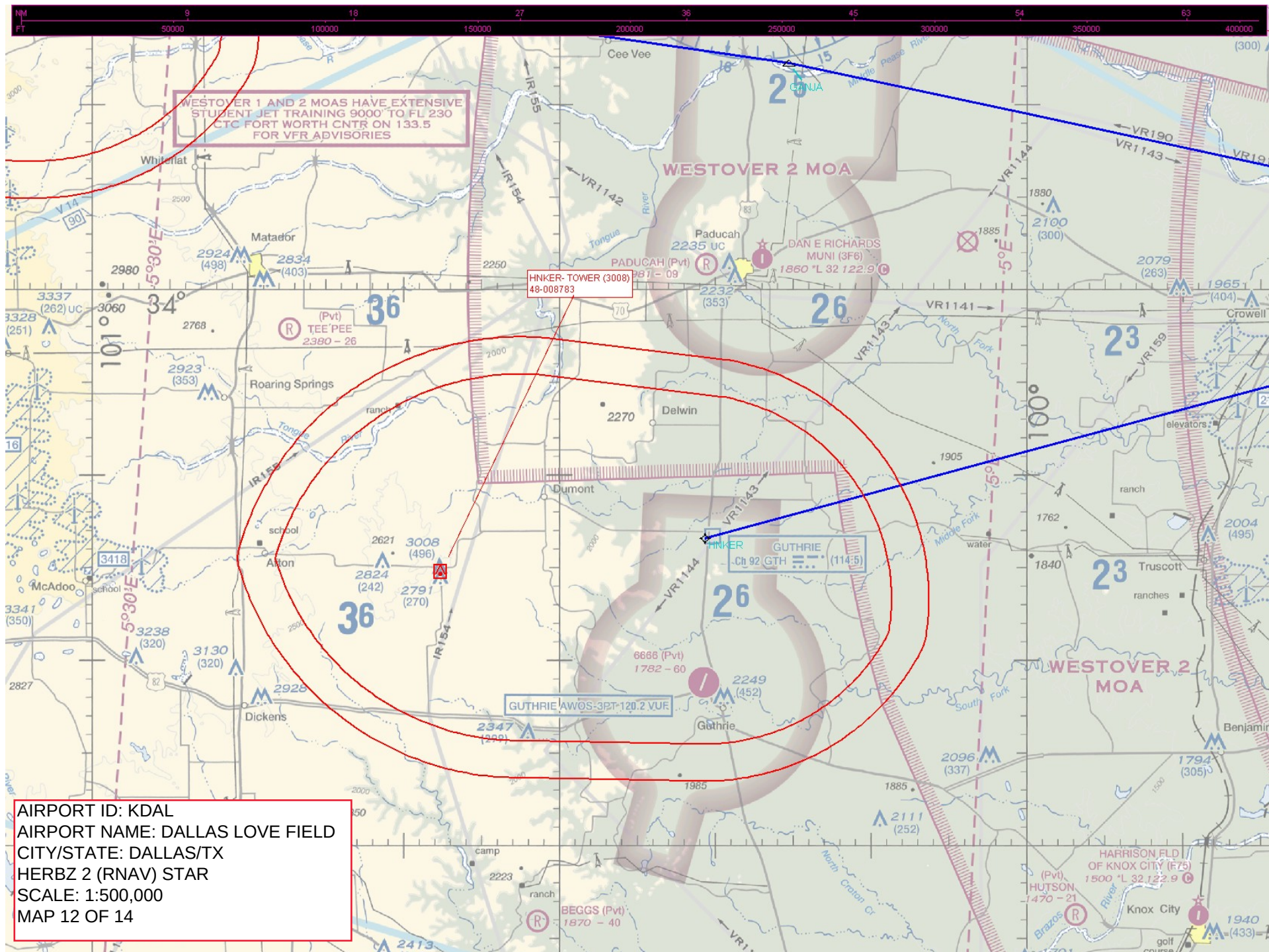
JTROE to MASTY AAO (1365)
TP_5_JTROE

GREGS to GUUCHLNDUS to GREGS/MASTY to
GREGS/UKLZ to GREGS/ZORDA to GREGS TOWER (3000)
48-009778

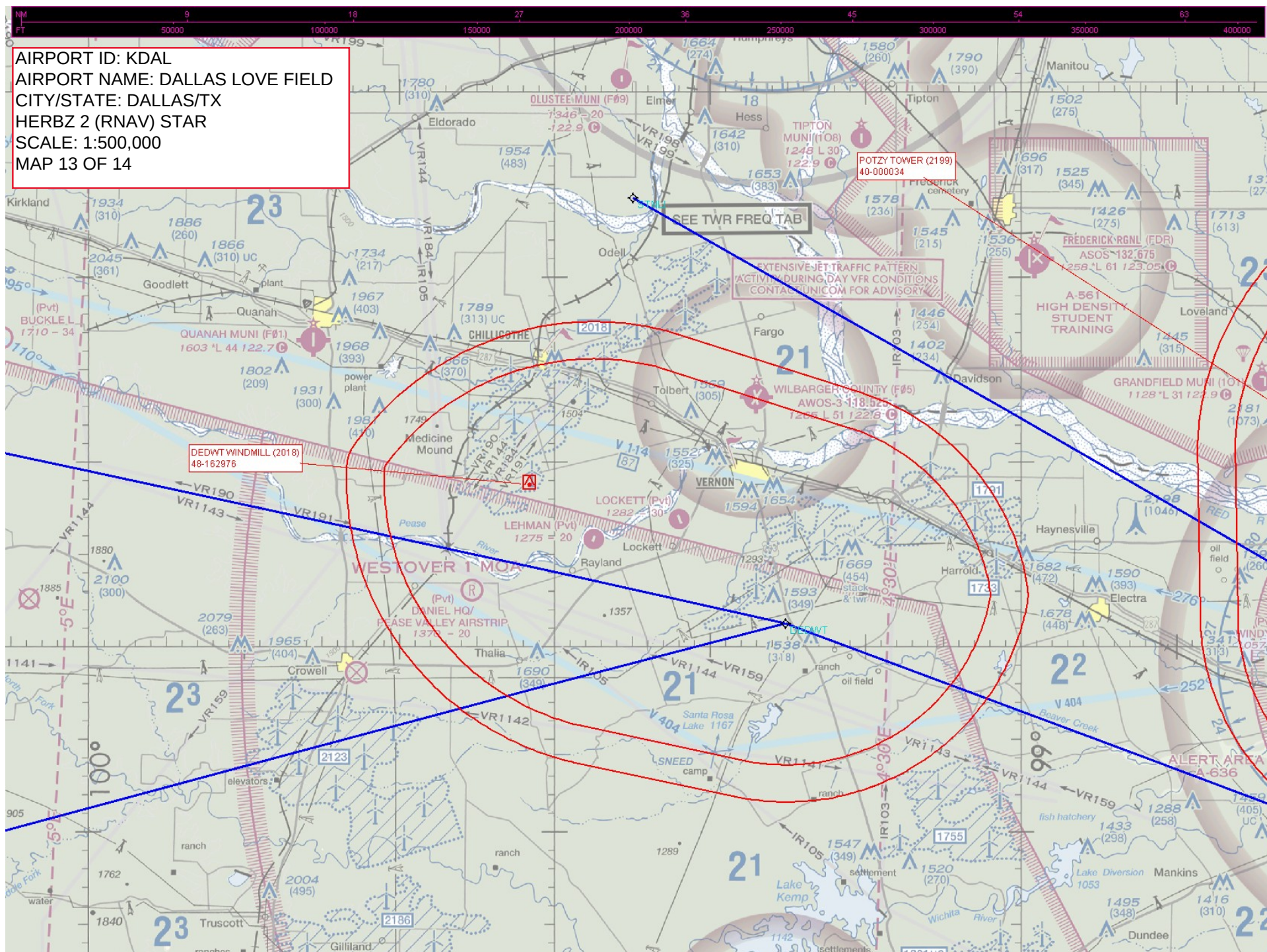
HERBZ to CROEW TOWER (1661)
48-012293

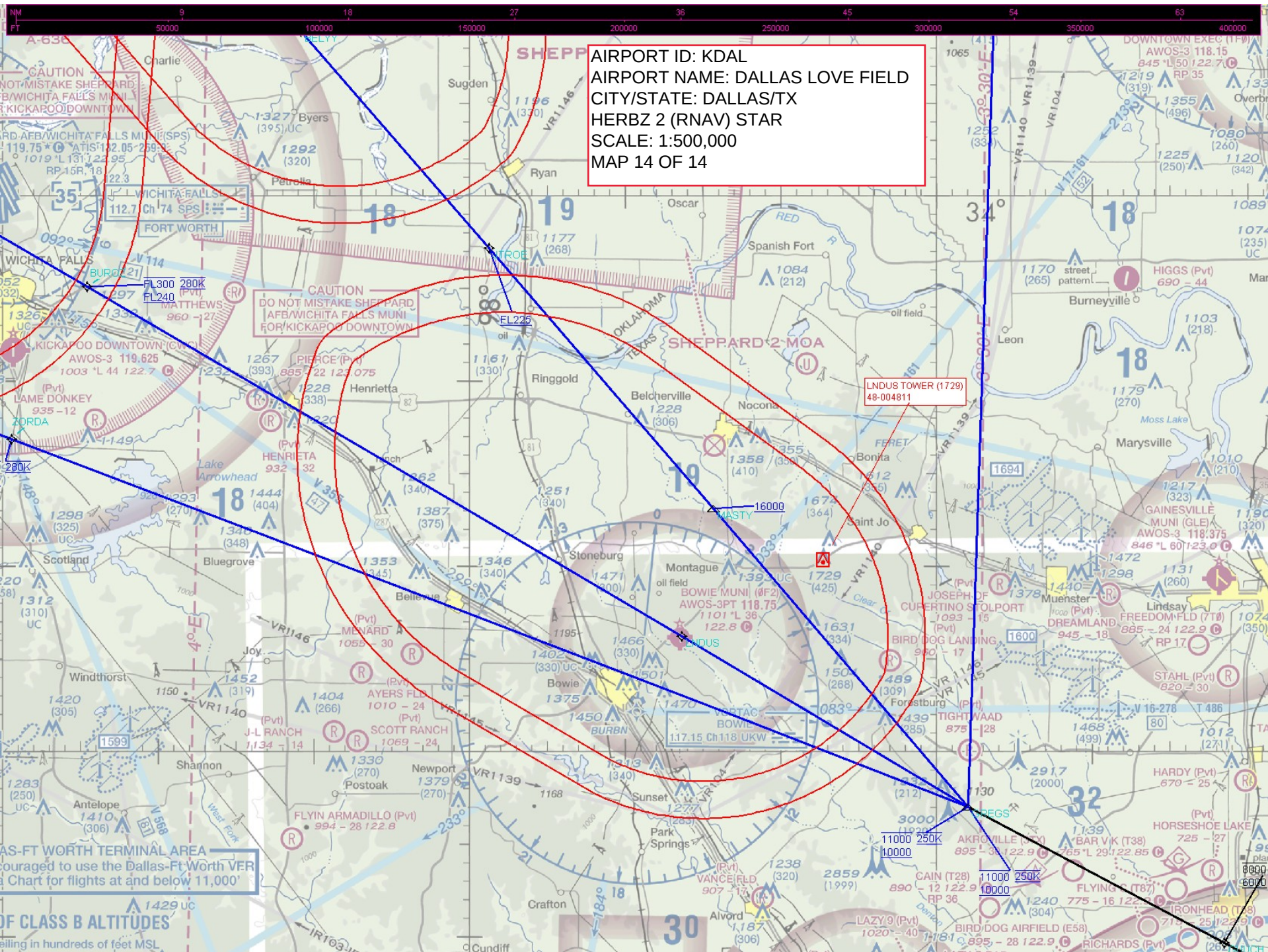






AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 13 OF 14





AIRPORT ID: KDAL
AIRPORT NAME: DALLAS LOVE FIELD
CITY/STATE: DALLAS/TX
HERBZ 2 (RNAV) STAR
SCALE: 1:500,000
MAP 14 OF 14

AS-FT WORTH TERMINAL AREA
Encouraged to use the Dallas-Ft Worth VER
Chart for flights at and below 11,000'

OF CLASS B ALTITUDES
Billing in hundreds of feet MSL