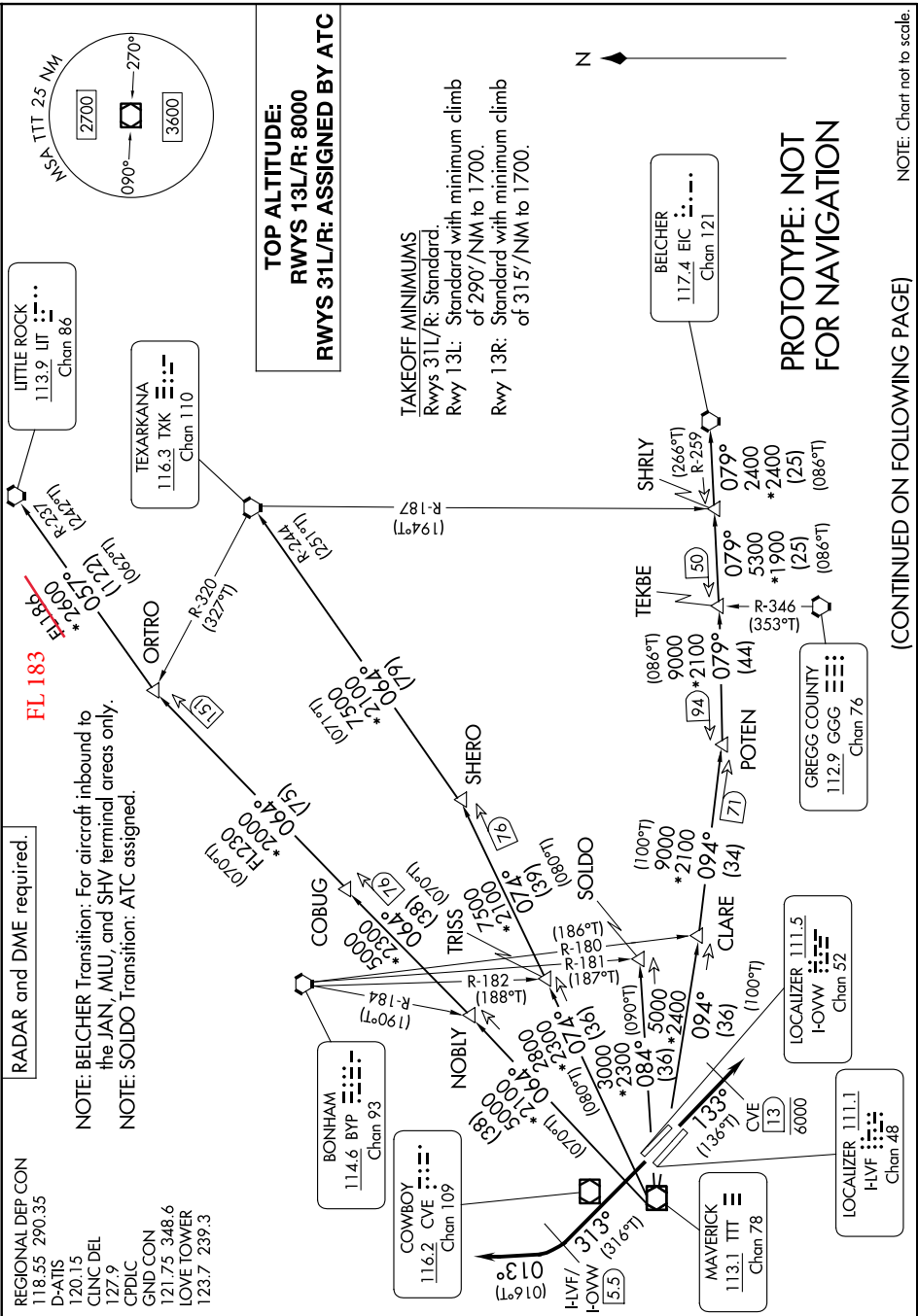


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 12/26/2024	APWS Task ID: CB11A9E2DB7243D981B8C74474A395CB	APWS Project ID: 390916A4584F4D93AE5FA92B3B779EF8
Procedure: SID DALLAS FOUR DALLAS TX KDAL		Enroute: YES	Specialist: Keefer, John		Agreement Number:
Airport ID: KDAL			Airport City: DALLAS		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>LITTLE ROCK VORTAC MOVED 8 MILES NORTH.</div> <div>8260-1 WAIVER FOR VECTORING BELOW THE MVA.</div> <div>. CONTACT CASIMIR TABAKA 405-954-7931.</div> <div><div>Digitally signed by</div><div>JOSEPH L ZEDER</div><div>Jul 30, 2024</div></div> <div><div>QUALITY</div><div>41</div><div>CHECKED</div></div> <div><div>QUALITY</div><div>8</div><div>CHECKED</div></div>					



▼

DEPARTURE ROUTE DESCRIPTION

JETS:

TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vector to appropriate route and expect filed altitude 10 mintues after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVW 5.5 DME, then right turn heading 013° for RADAR vector to the appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

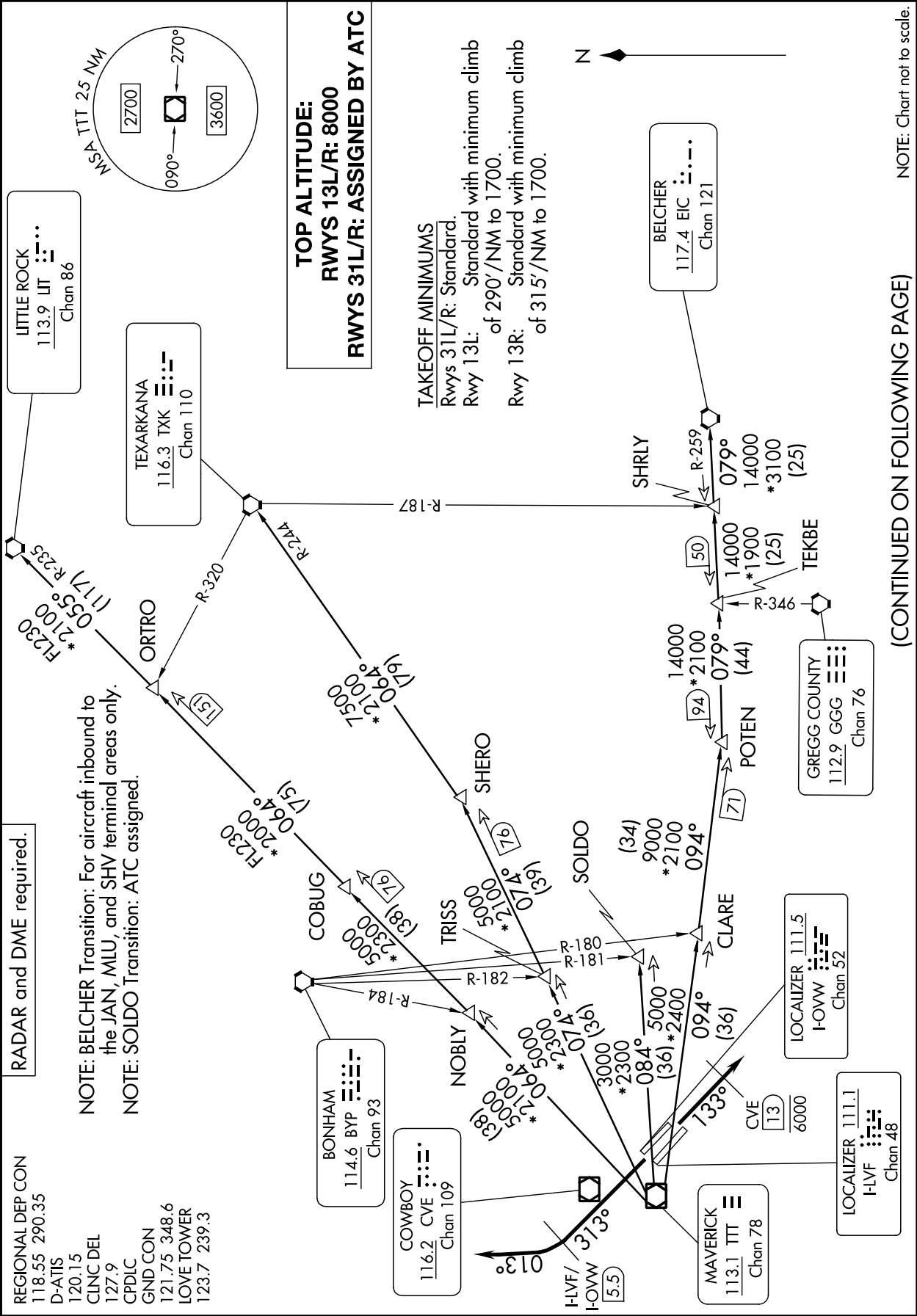
BELCHER TRANSITION (DALL4.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL4.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-237 to LIT VORTAC.

SOLDO TRANSITION (DALL4.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL4.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

PROTOTYPE: NOT
FOR NAVIGATION



DALLAS THREE DEPARTURE

EXISTING

DALLAS, TEXAS



DEPARTURE ROUTE DESCRIPTION

JETS:

TAKEOFF RUNWAYS 13L/R: Climb on heading 133°, cross CVE 13 DME at or below 6000, then maintain 8000 for RADAR vector to appropriate route and expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 31L/R: Climb on heading 313° until the I-LVF 5.5 DME or I-OVW 5.5 DME, then right turn heading 013° for RADAR vector to the appropriate route, maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (DALL3.EIC): From over TTT VOR/DME on TTT R-094 to POTEN, then on EIC R-259 to EIC VORTAC.

LITTLE ROCK TRANSITION (DALL3.LIT): From over TTT VOR/DME on TTT R-064 to ORTRO, then on LIT R-235 to LIT VORTAC.

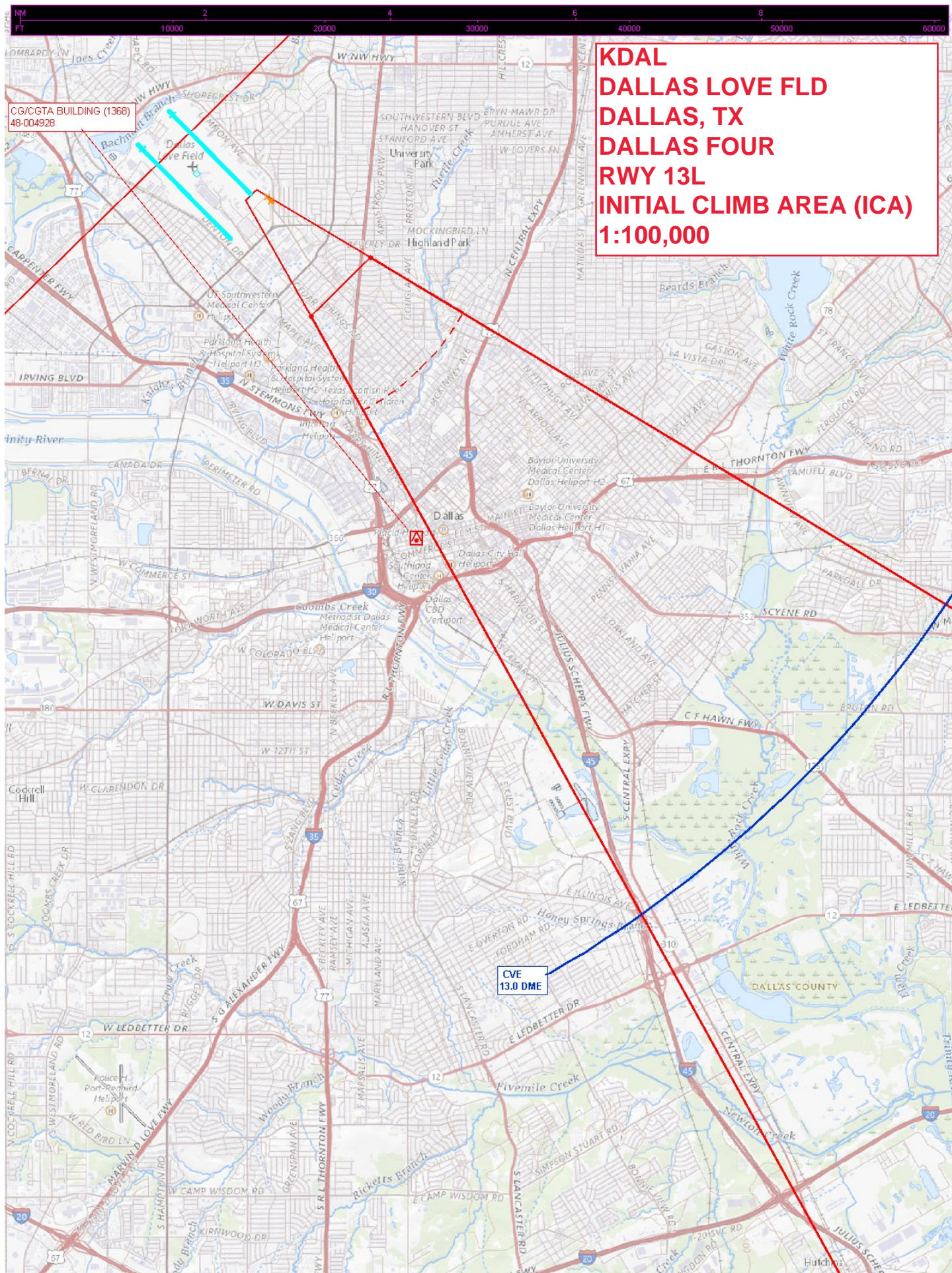
SOLDO TRANSITION (DALL3.SOLDO): From over TTT VOR/DME on TTT R-084 to SOLDO.

TEXARKANA TRANSITION (DALL3.TXK): From over TTT VOR/DME on TTT R-074 to SHERO, then on TXK R-244 to TXK VORTAC.

SC-2, 22 FEB 2024 to 21 MAR 2024

SC-2, 22 FEB 2024 to 21 MAR 2024

KDAL
DALLAS LOVE FLD
DALLAS, TX
DALLAS FOUR
RWY 13L
INITIAL CLIMB AREA (ICA)
1:500,000



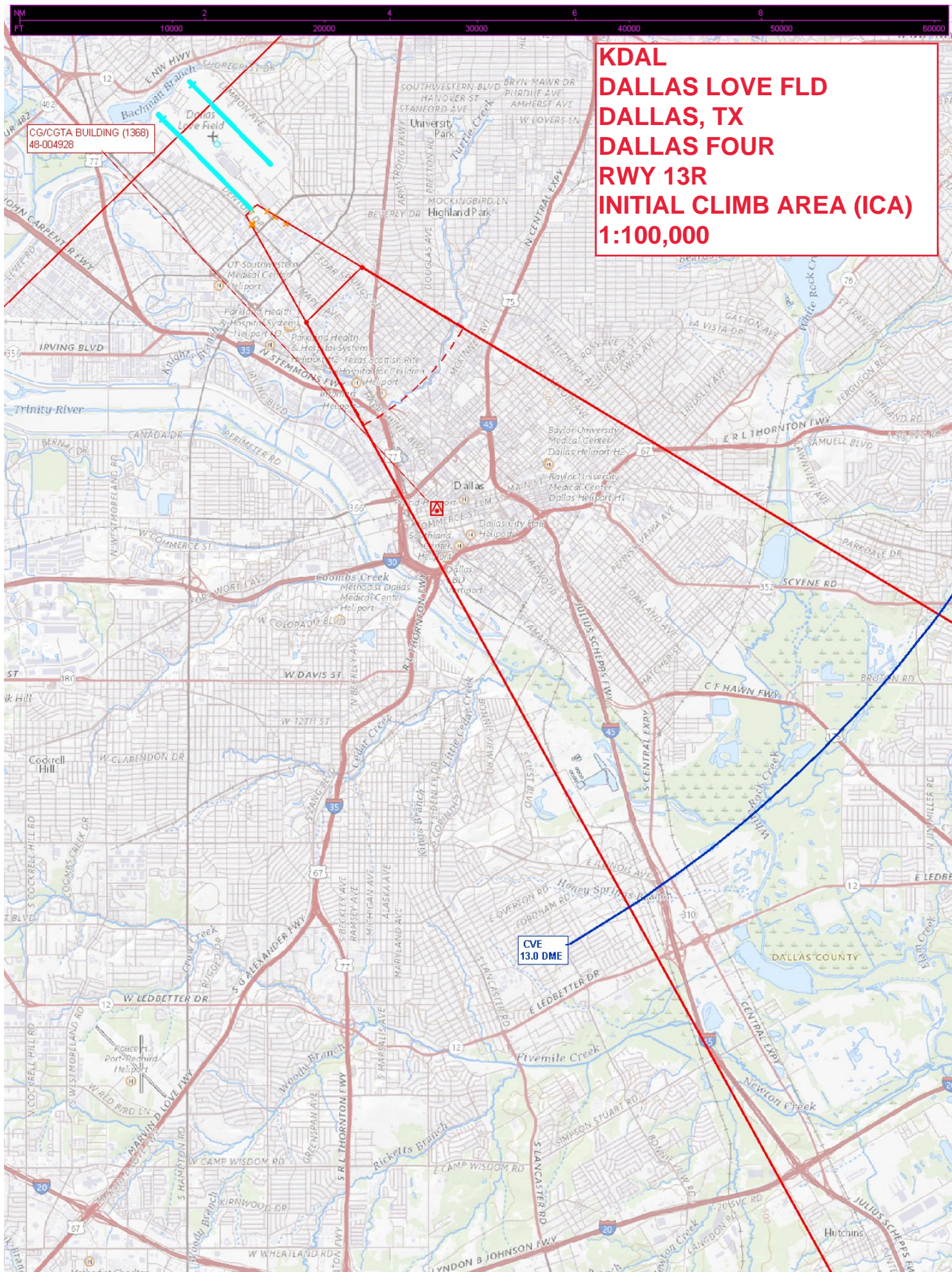
CG/CGTA BUILDING (1368)
48-004928

KDAL
DALLAS LOVE FLD
DALLAS, TX
DALLAS FOUR
RWY 13L
INITIAL CLIMB AREA (ICA)
1:100,000

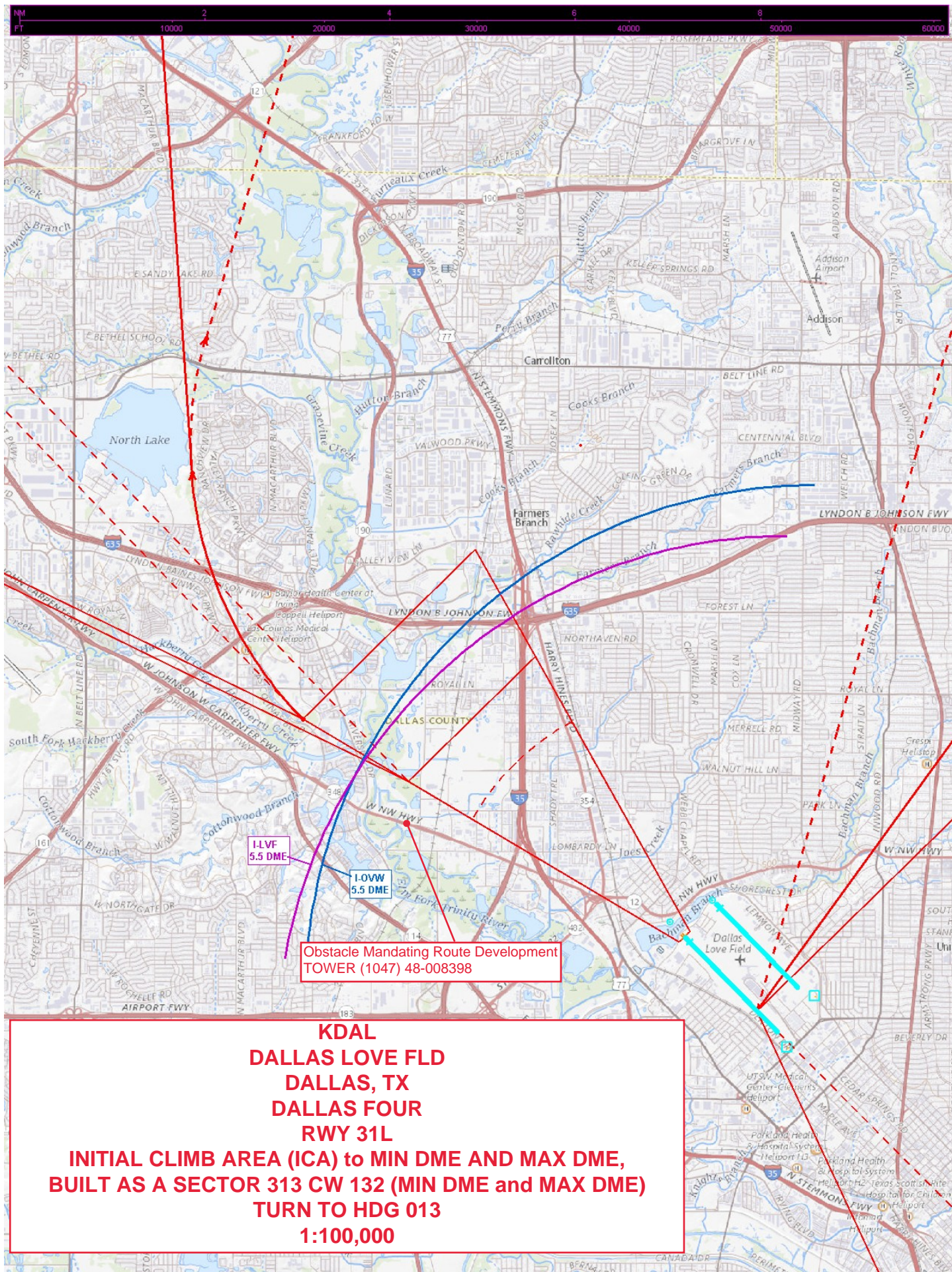
CVE
13.0 DME

KDAL
DALLAS LOVE FLD
DALLAS, TX
DALLAS FOUR
RWY 13R
1:500,000

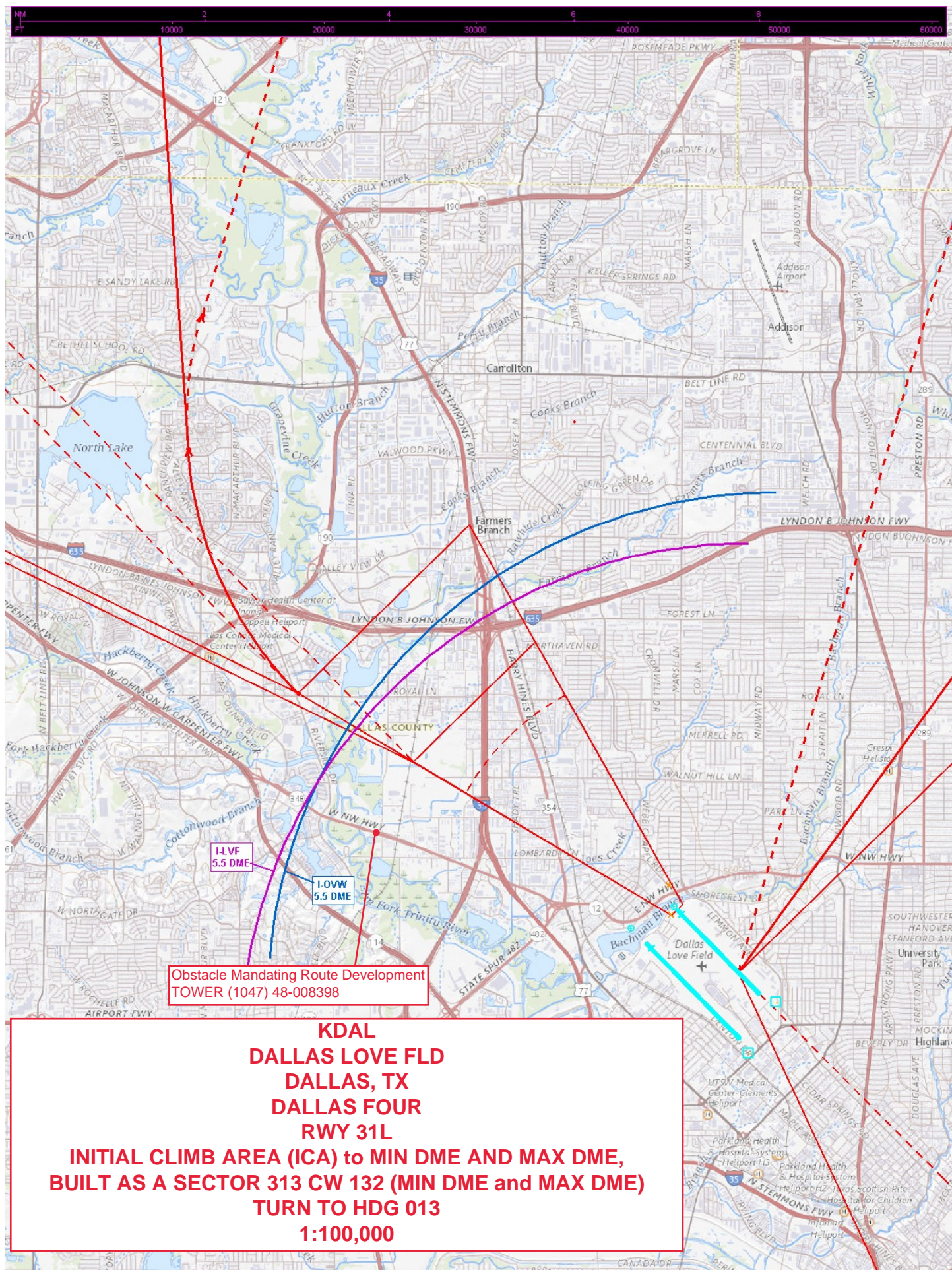












KBRD
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DALLAS, TX
DALLAS FOUR
RWY 13
DIVERSE
1:500,000

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 643 L 35-122.9
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See NOTAMS/Supplement
 for Class D eff hrs

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See NOTAMS/Supplement
 for Class D eff hrs

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See NOTAMS/Supplement
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See NOTAMS/Supplement
 for Class D eff hrs

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See NOTAMS/Supplement
 for Class D eff hrs

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See NOTAMS/Supplement
 for Class D eff hrs

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See NOTAMS/Supplement
 for Class D eff hrs

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See NOTAMS/Supplement
 for Class D eff hrs

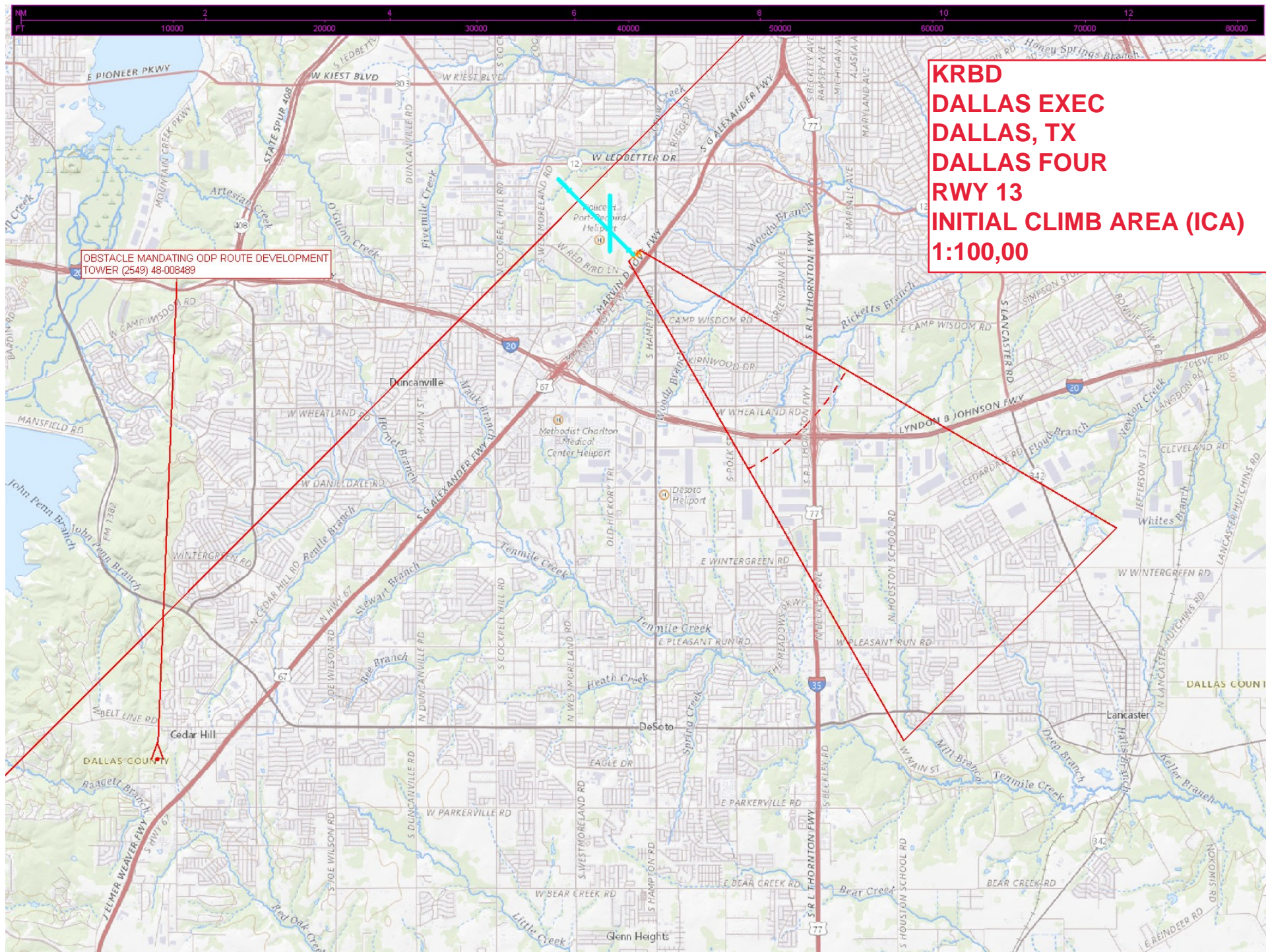
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See NOTAMS/Supplement
 for Class D eff hrs

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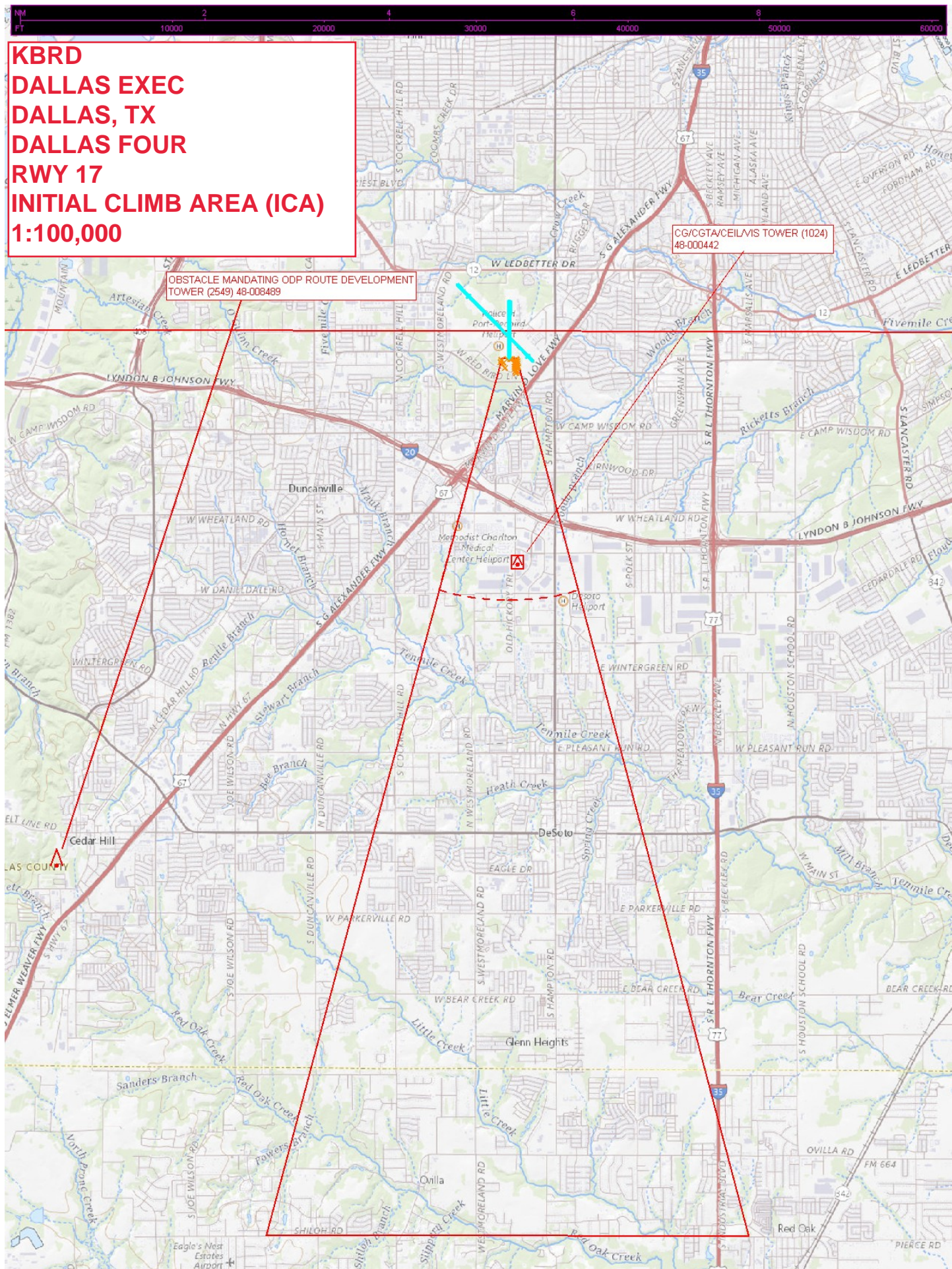
See NOTAMS/Supplement
 for Class D eff hrs

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KBRD
DALLAS EXEC
DALLAS, TX
DALLAS FOUR
RWY 17
DIVERSE
1:500,000

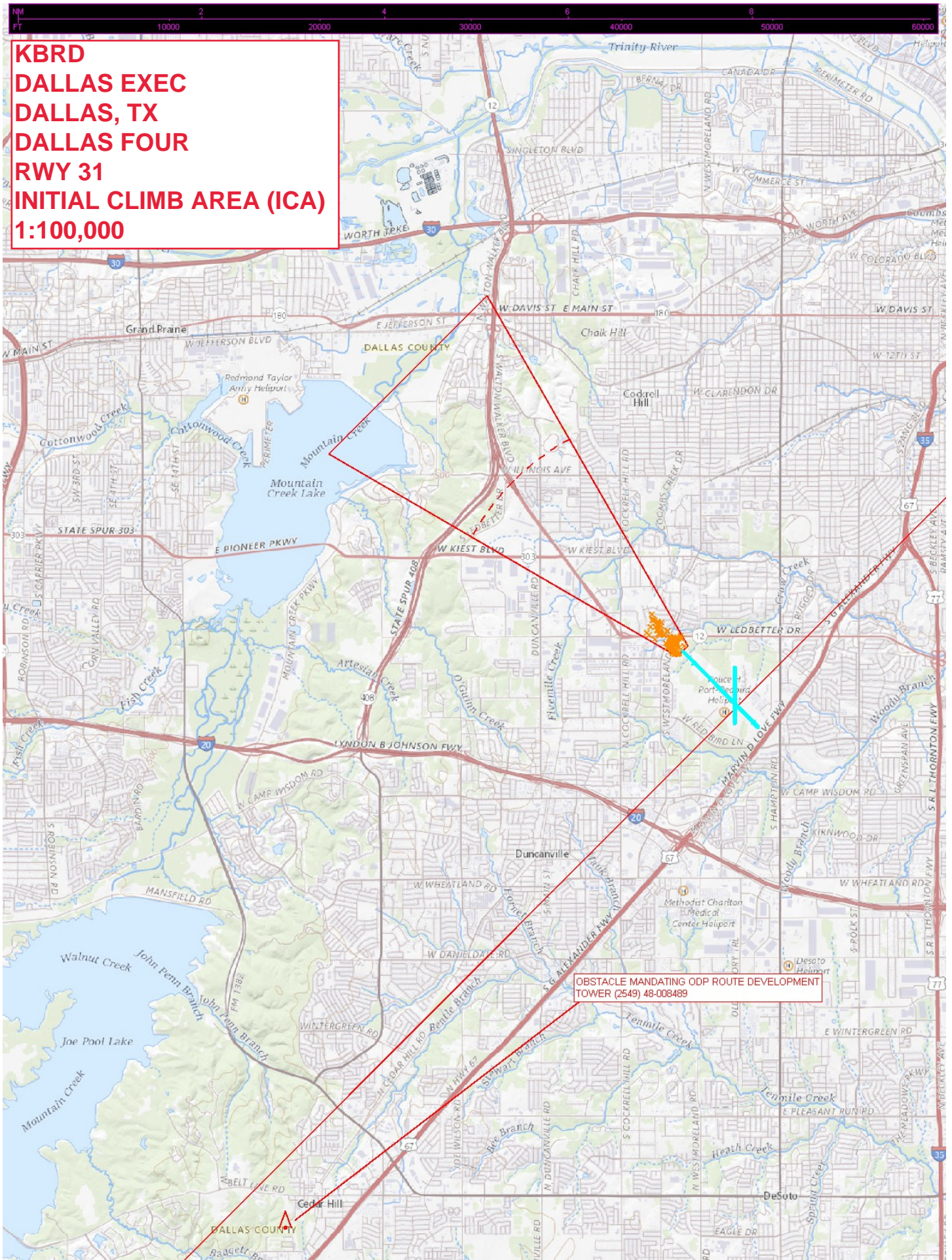
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DALLAS, TX
DALLAS FOUR
RWY 17
INITIAL CLIMB AREA (ICA)
1:100,000**



KBRD
DALLAS EXEC
DALLAS, TX
DALLAS FOUR
RWY 31
DIVERSE
1:500,000

Obstacle Mandating ODP Route Development Tower (2549) 48-008489

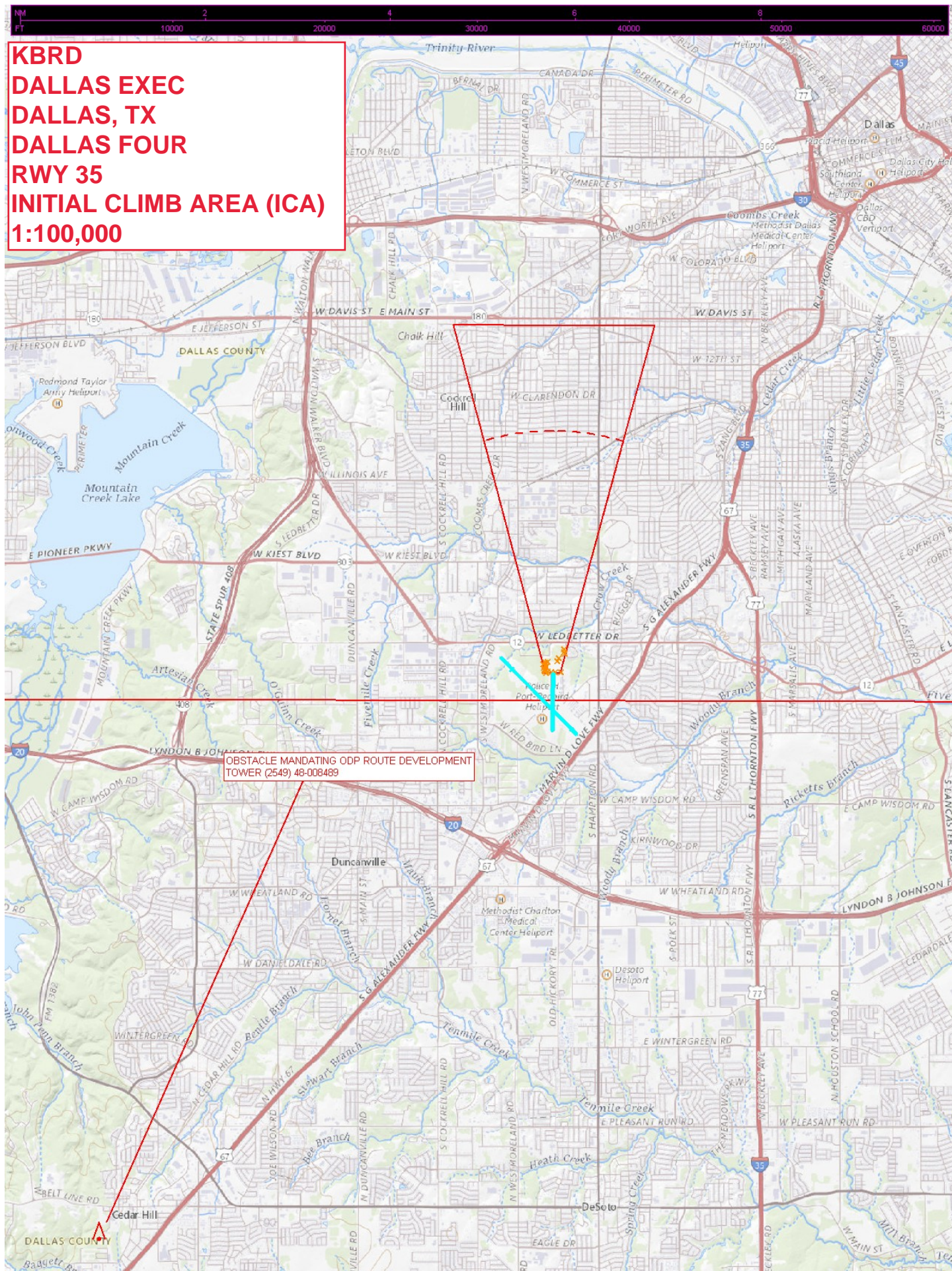
**KBRD
DALLAS EXEC
DALLAS, TX
DALLAS FOUR
RWY 31
INITIAL CLIMB
1:100,000**



KBRD
DALLAS EXEC
DALLAS, TX
DALLAS FOUR
RWY 35
DIVERSE
1:500,000

OBSTACLE MANDATING ODP ROUTE DEVELOPMENT
 TOWER (2549) 48-008489

KBRD
DALLAS EXEC
DALLAS, TX
DALLAS FOUR
RWY 35
INITIAL CLIMB AREA (ICA)
1:100,000

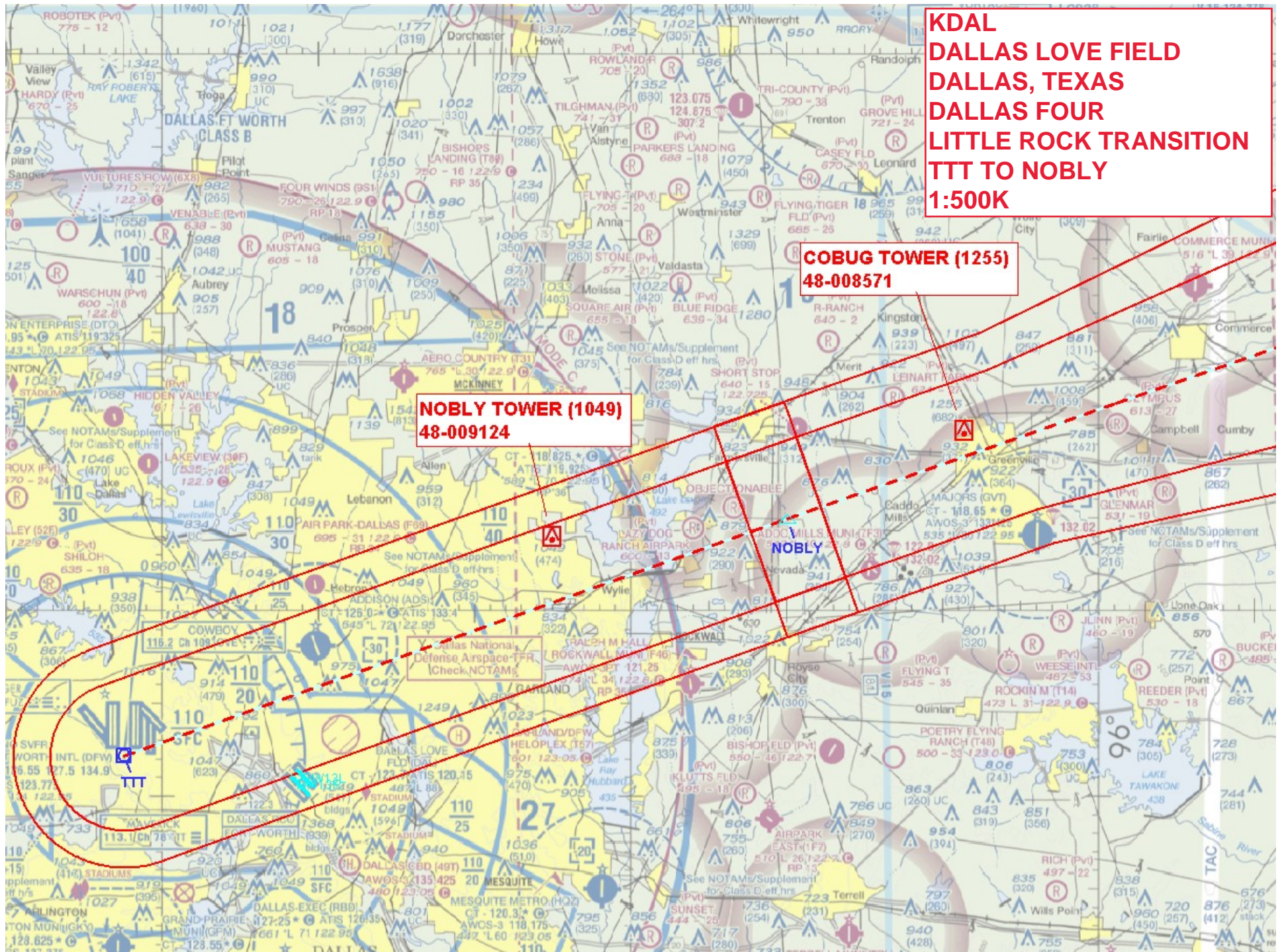


KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
LITTLE ROCK TRANSITION
TTT TO NOBLY
1:500K

COBUG TOWER (1255)
48-008571

NOBLY TOWER (1049)
48-009124

Dallas National
Defense Aerospace TFR
(Check NOTAMS)



**KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
LITTLE ROCK TRANSITION
NOBLY TO COBUG
1:500K**

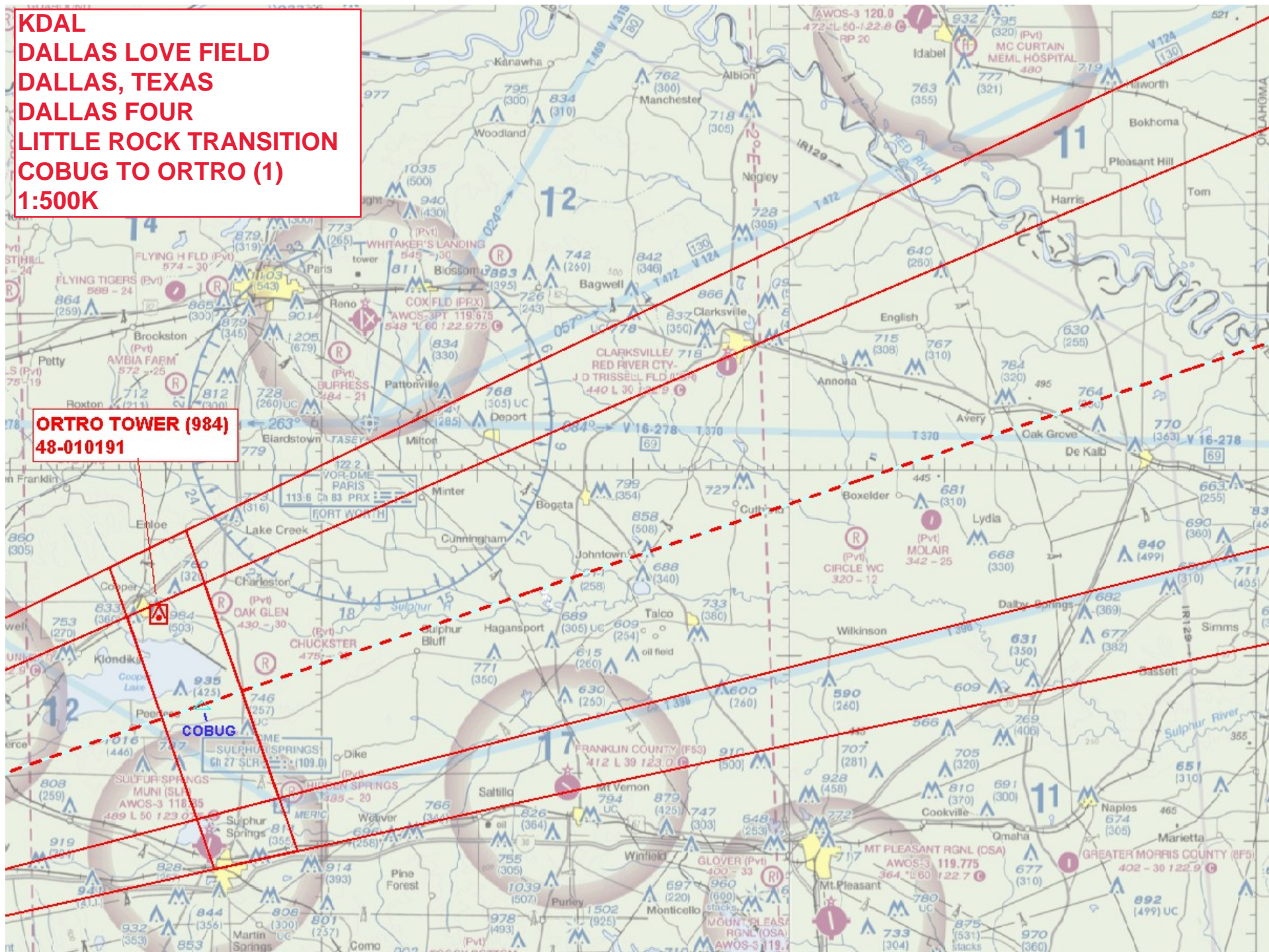
ORTO TOWER (984)
48-010191

COBUG TOWER (1255)
48-008571

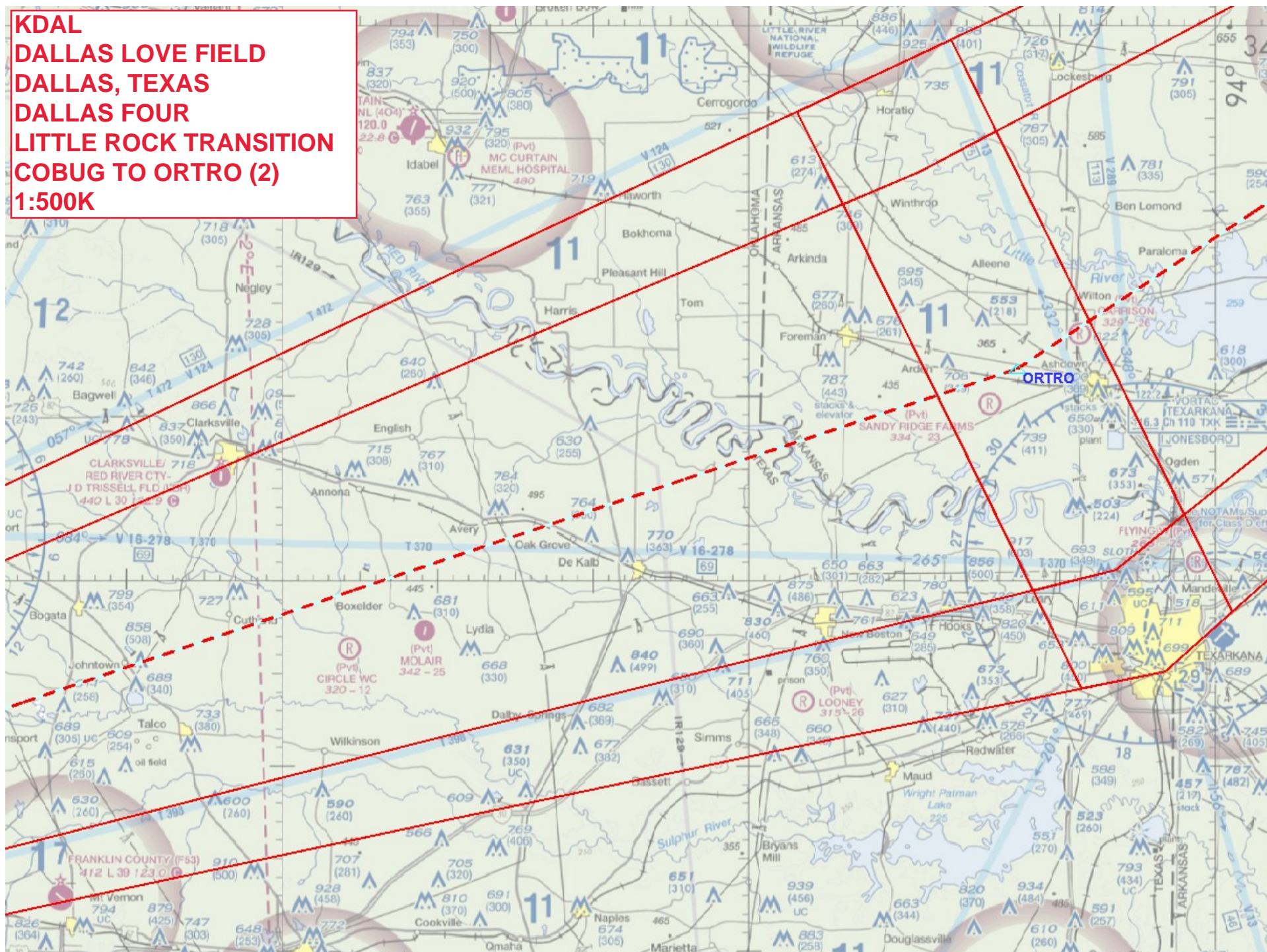
COBUG

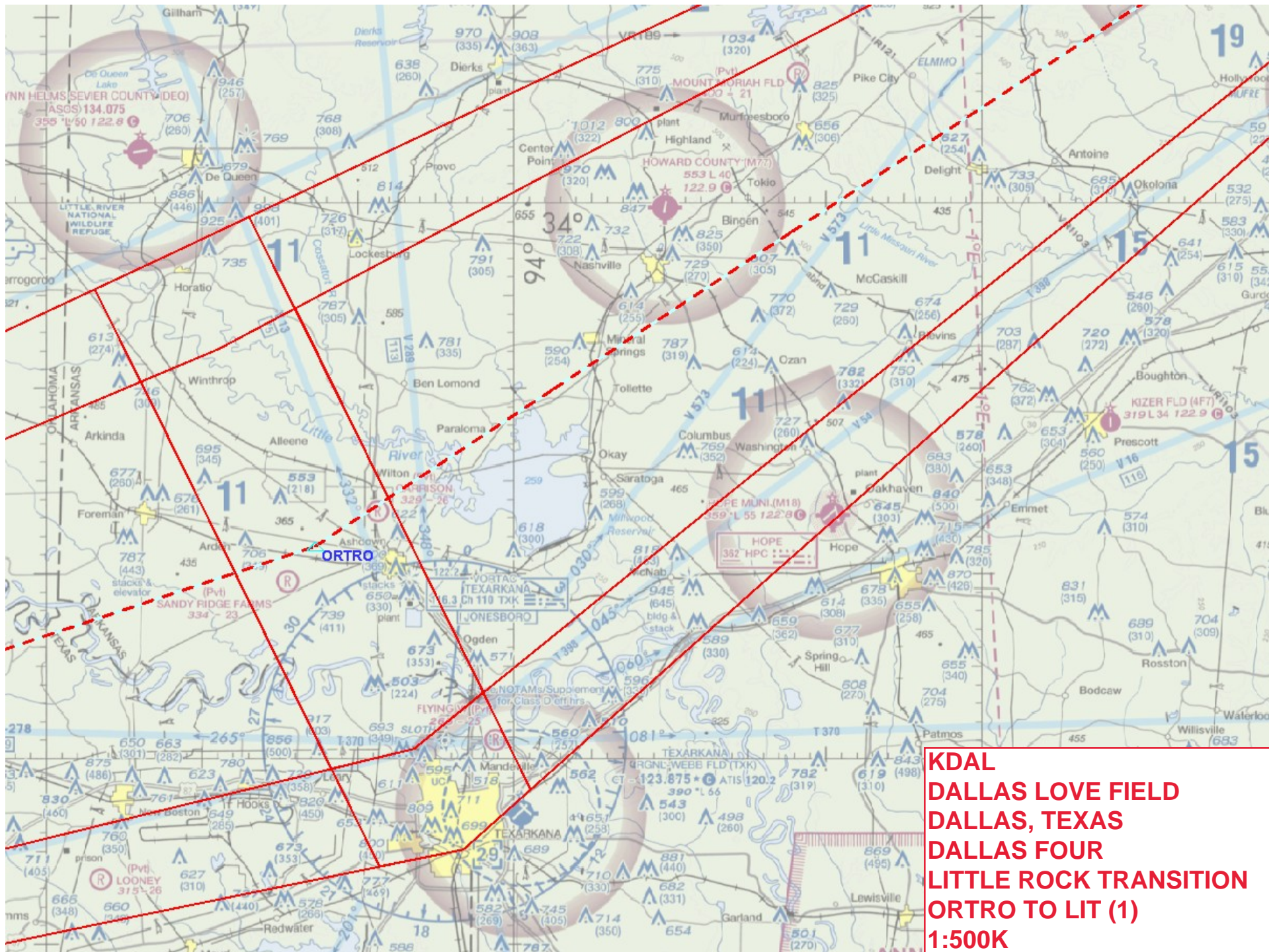
KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
LITTLE ROCK TRANSITION
COBUG TO ORTRO (1)
1:500K

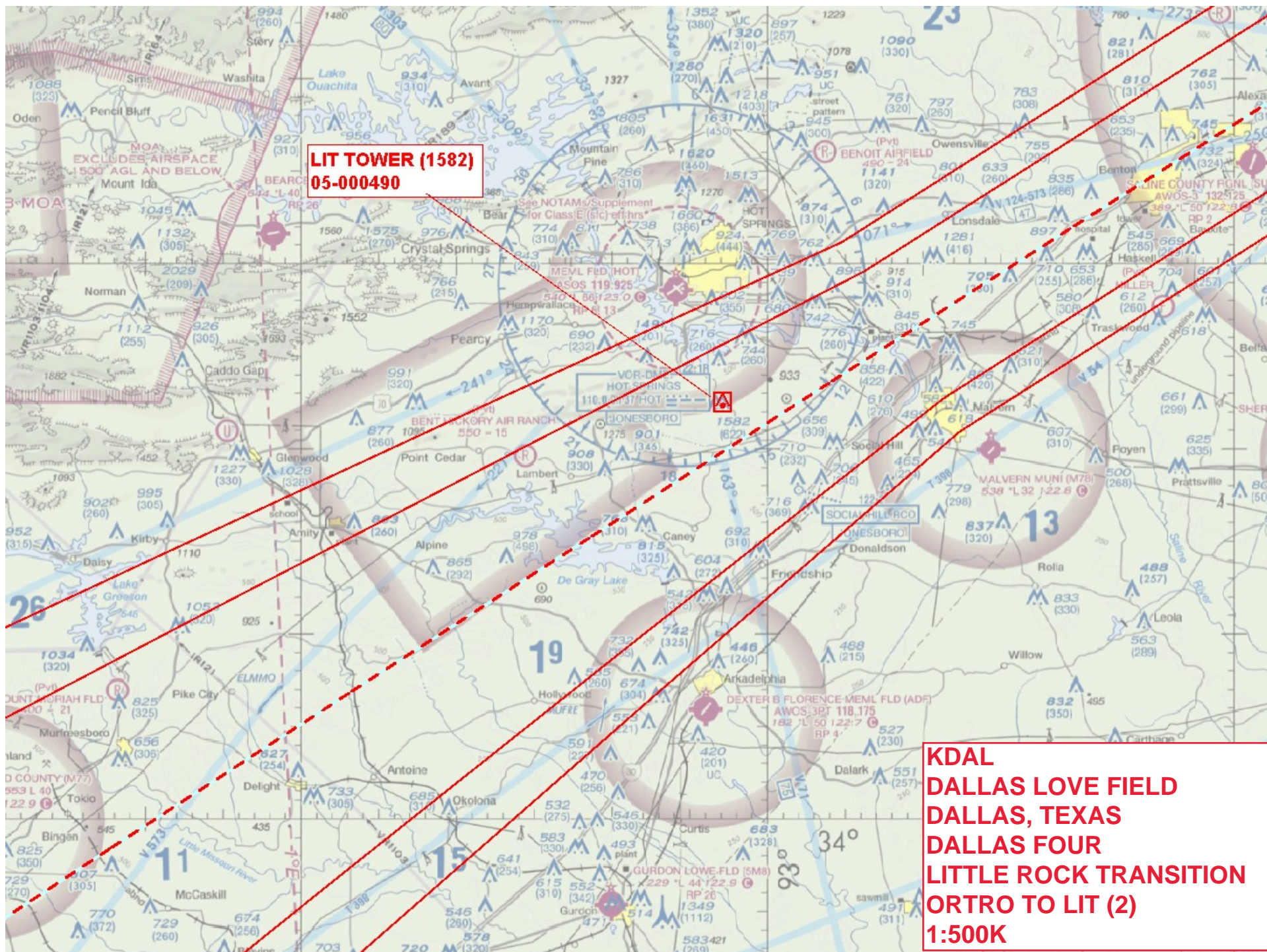
ORTRO TOWER (984)
48-010191



KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
LITTLE ROCK TRANSITION
COBUG TO ORTRO (2)
1:500K







LIT TOWER (1582)
05-000490

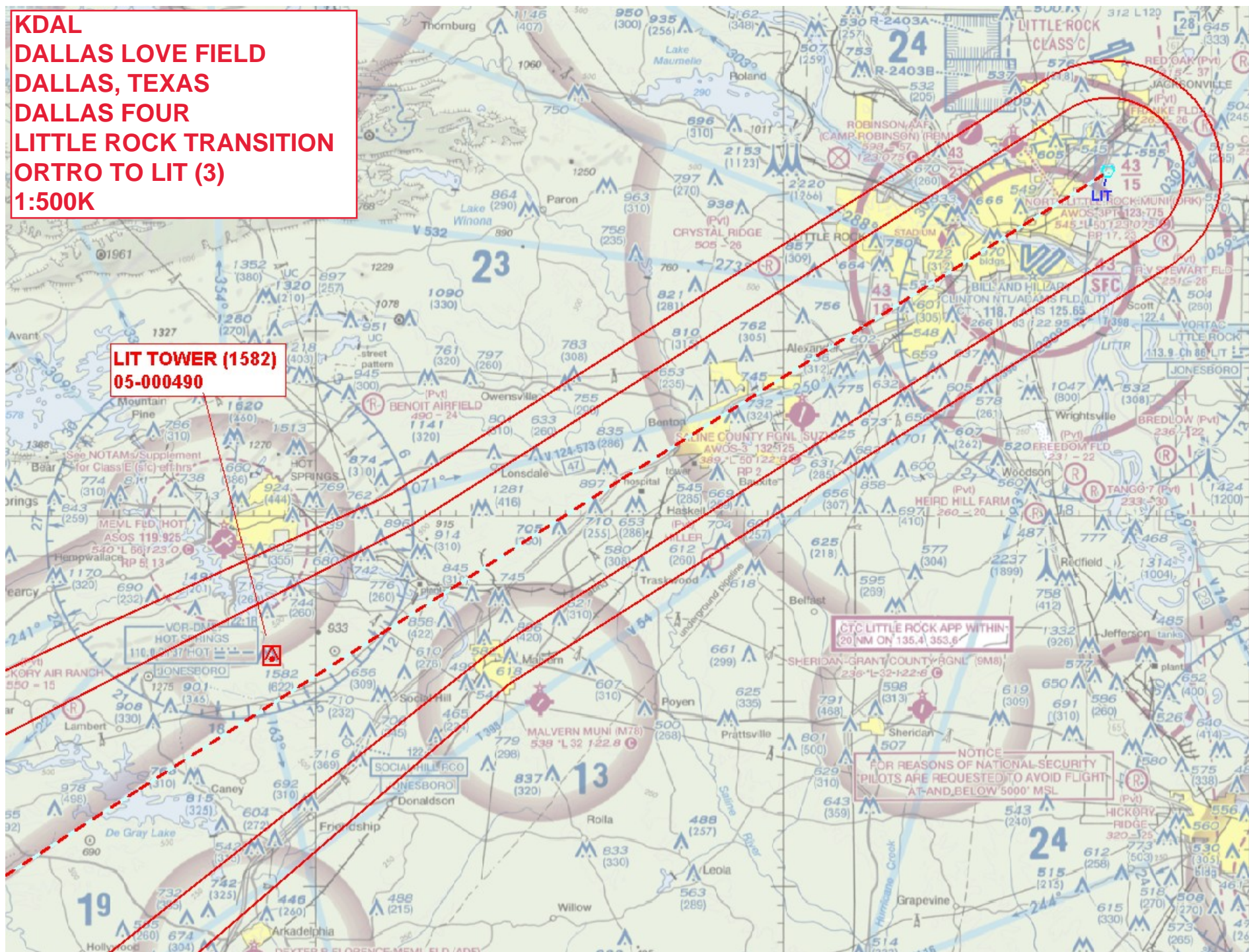
KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
LITTLE ROCK TRANSITION
ORTO TO LIT (2)
1:500K

KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
LITTLE ROCK TRANSITION
ORTRO TO LIT (3)
1:500K

LIT TOWER (1582)
05-000490

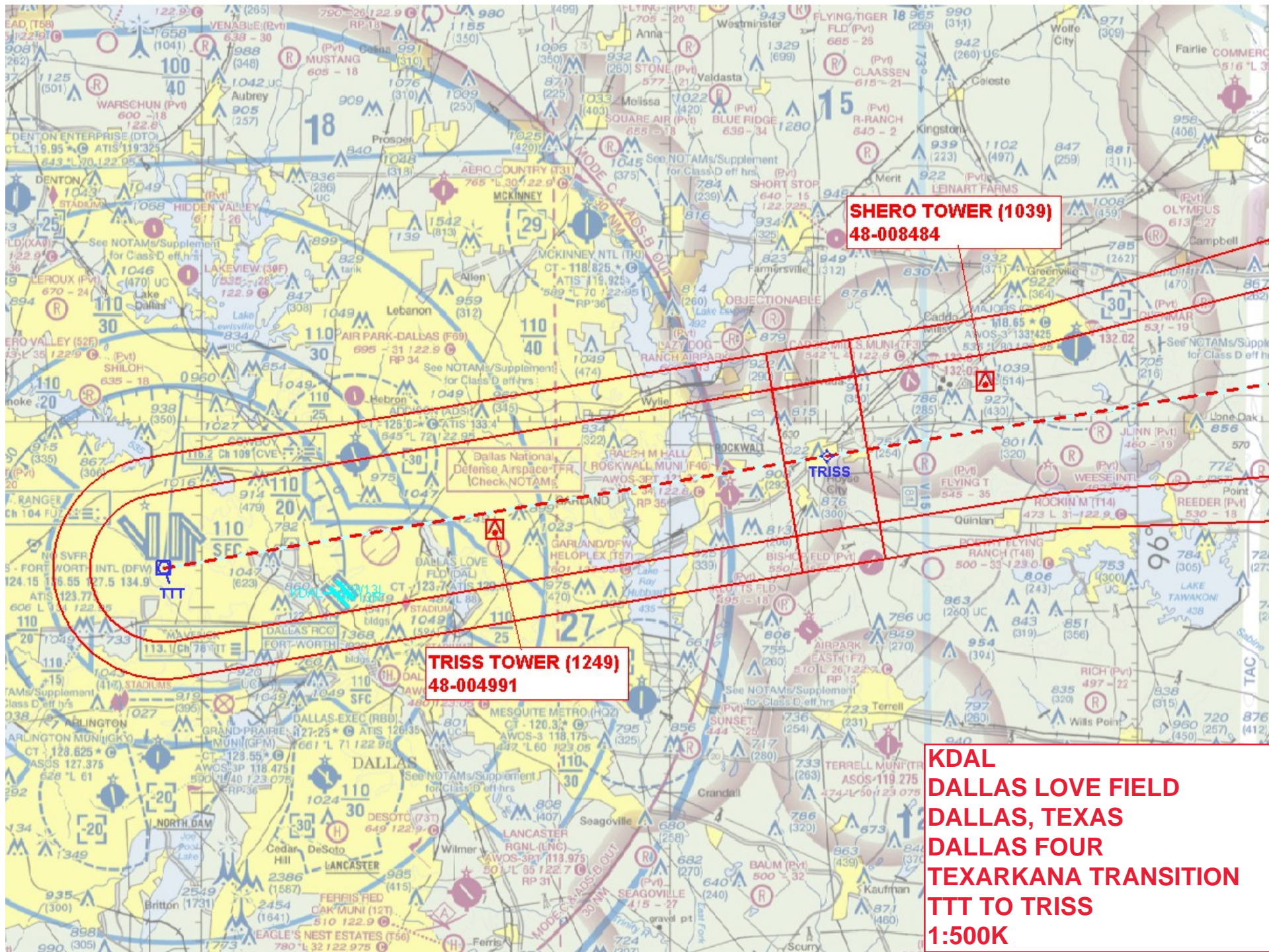
CTC LITTLE ROCK APP WITHIN
(20 NM ON 135.4) 353.6

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 5000' MSL



SOLDO TOWER (1249)
48-004991

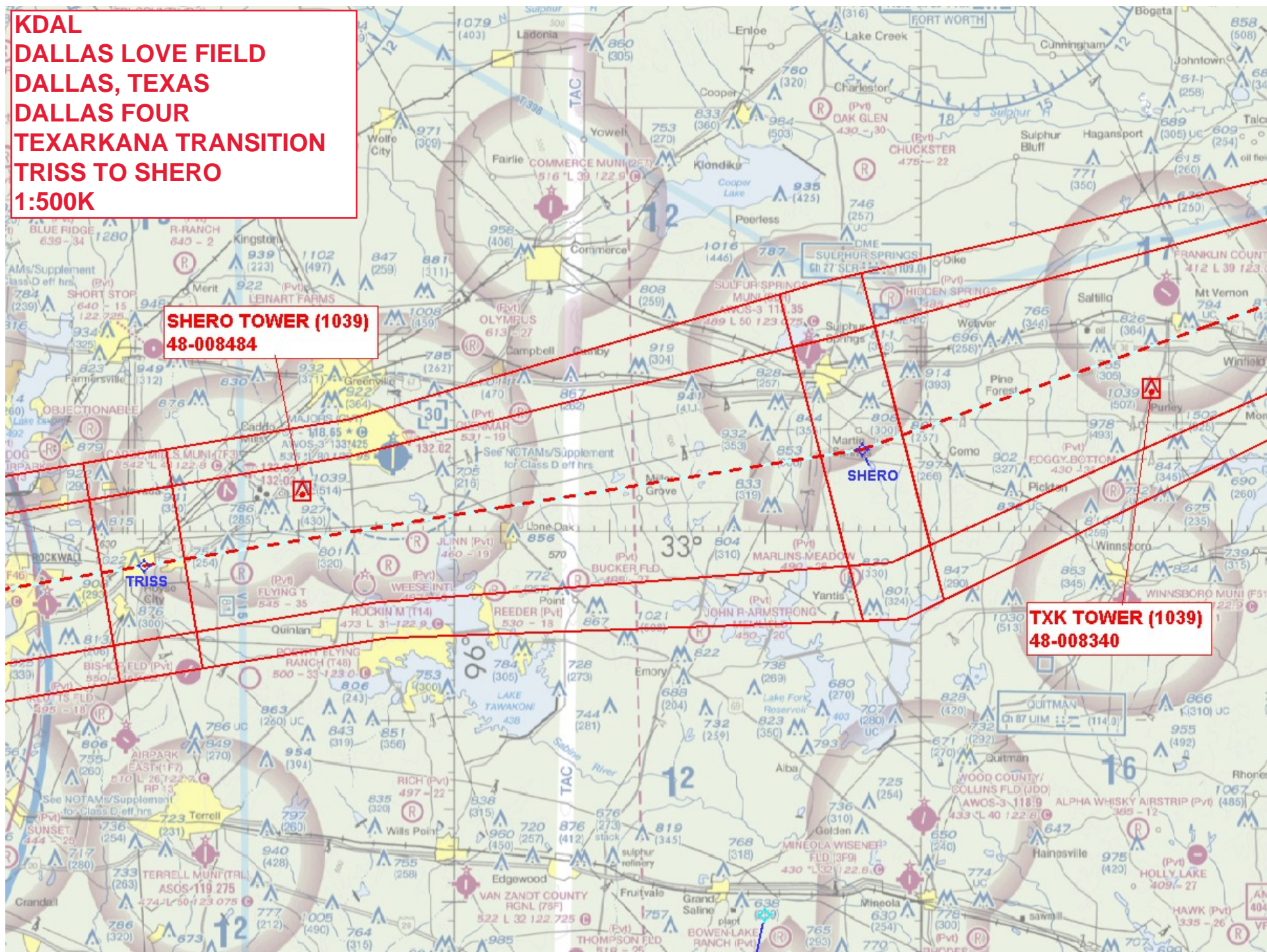
KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
SOLDO TRANSITION
TTT TO SOLDO
1:500K



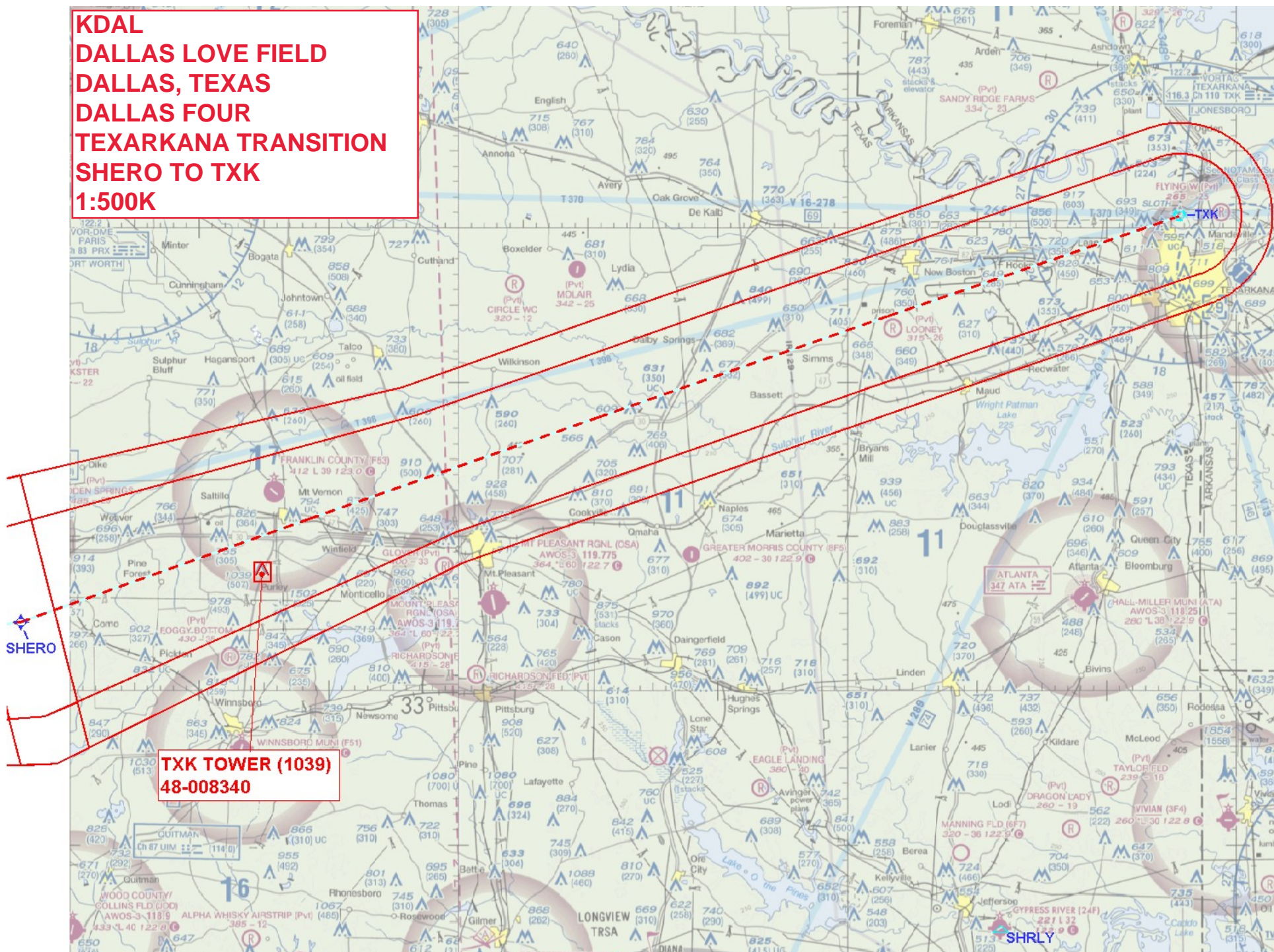
KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
TEXARKANA TRANSITION
TRISS TO SHERO
1:500K

SHERO TOWER (1039)
48-008484

TXK TOWER (1039)
48-008340



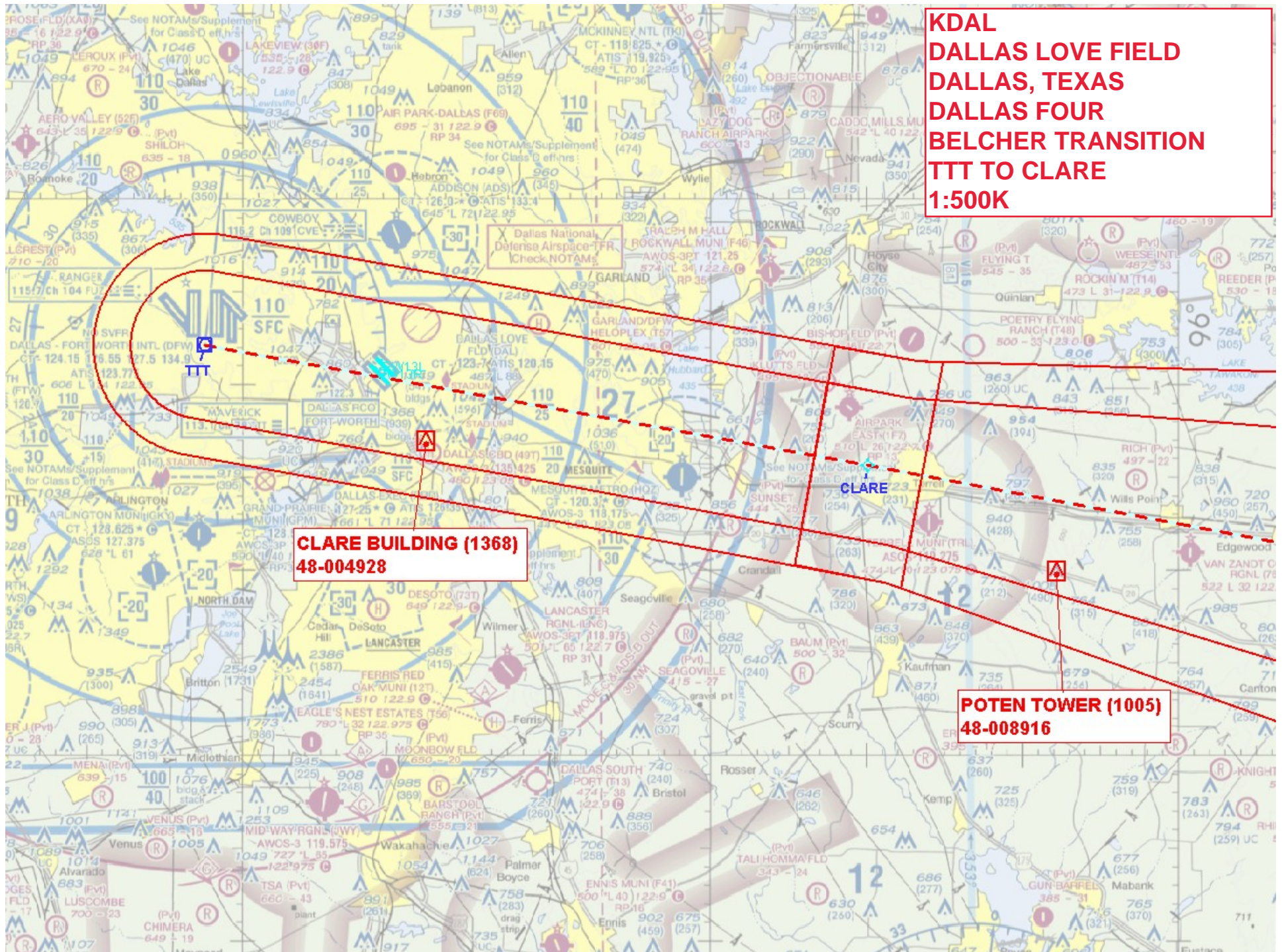
KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
TEXARKANA TRANSITION
SHERO TO TXK
1:500K



**KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
BELCHER TRANSITION
TTT TO CLARE
1:500K**

**CLARE BUILDING (1368)
48-004928**

**POTEN TOWER (1005)
48-008916**



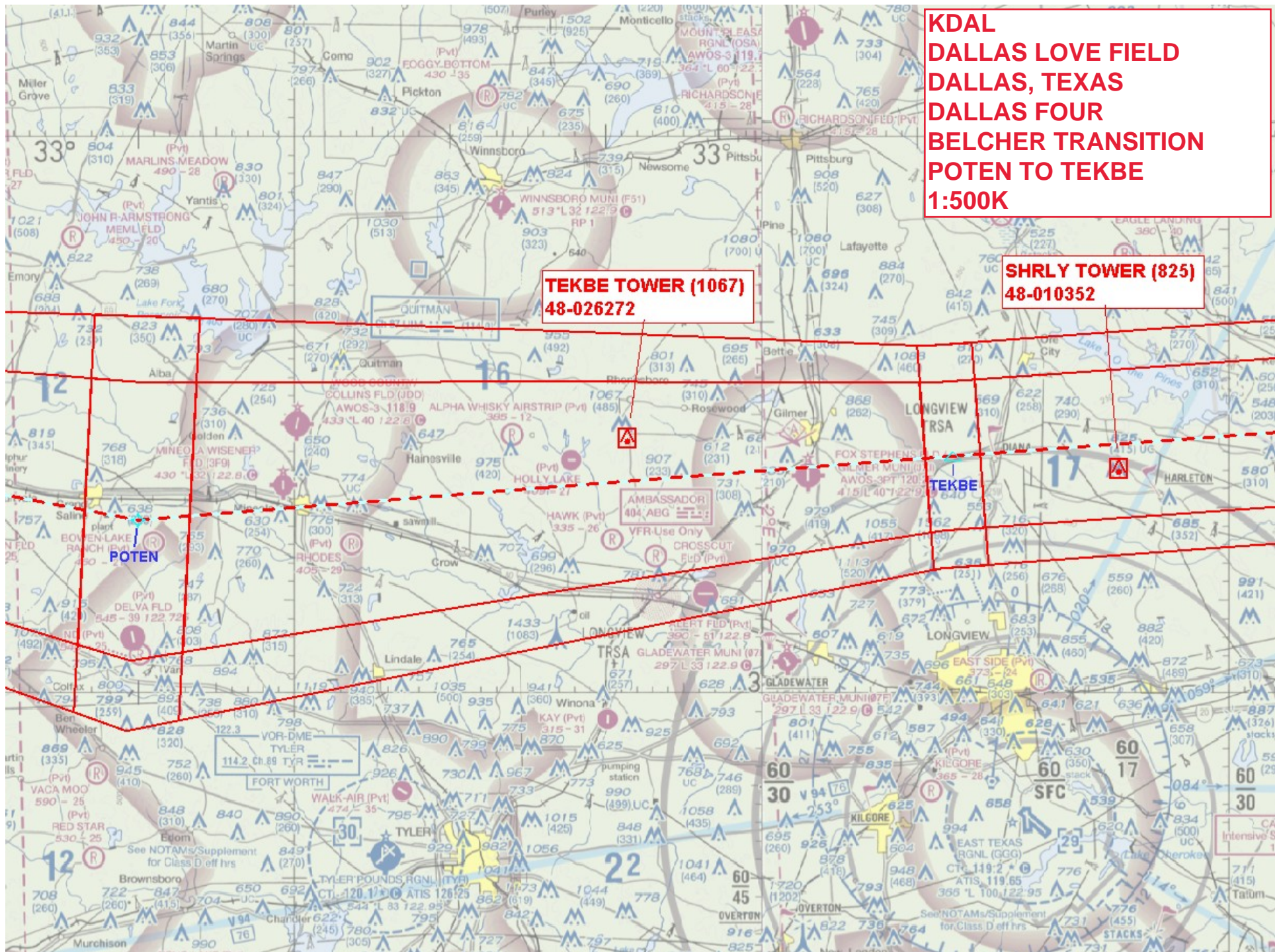
TEKBE TOWER (1067)
48-026272

POTEN TOWER (1005)
48-008916

KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
BELCHER TRANSITION
POTEN TO TEKBE
1:500K

TEKBE TOWER (1067)
48-026272

SHRLY TOWER (825)
48-010352



KDAL
DALLAS LOVE FIELD
DALLAS, TEXAS
DALLAS FOUR
BELCHER TRANSITION
TEKBE TO SHRLY TO EIC
1:500K

SHRLY TOWER (825)
48-010352

EIC TOWER (2075)
22-000160

CTC SHREVEPORT APP. WITHIN
20 NM ON 119.9 335.55

CAUTION
Intensive Student Training
123.5

SEE TWR FREQ. TAB.

1. FLIGHT PROCEDURE IDENTIFICATION:

Dallas-Fort Worth, TX
DALLAS DEPARTURE

Dallas-Fort Worth Intl (DFW), Dallas Love Fld (DAL), Addison (ADS), Dallas Executive (RBD), McKinney Intl (TKI), Perot Fld/Fort Worth Alliance (AFW), Fort Worth Meacham Intl (FTW), Fort Worth Spinks (FWS), Fort Worth NAS JRB (NFW), Arlington Muni (GKY), Denton Enterprise (DTO), Grand Prairie Muni (GPM), Lancaster Rgnl (LNC), and Mesquite Metro (HQZ)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.3 does not describe how to assess obstacles for a RADAR SID supporting a range of initial headings. In accordance with Flight Standards memo dated May 23, 2023, Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), a diverse departure assessment can be used to evaluate obstacle clearance for this type of operation, but a waiver is required.

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.

Departures will be as follow:

DALLAS-FORT WORTH INTL
TAKEOFF RWY 31L/R: CLIMB ON ASSIGNED HEADING, MAINTAIN 5000, THENCE...
TAKEOFF RWY 13L/R, 17L/C/R, 18L/R, 35L/C/R, 36L/R: CLIMB ON ASSIGNED HEADING, MAINTAIN 10000, THENCE...
...FOR RADAR VECTORS TO APPROPRIATE ROUTE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

DALLAS LOVE FLD
JETS: TAKEOFF RWY 13L/R: CLIMB ON HEADING 133.00, CROSS CVE 13 DME AT OR BELOW 6000, THEN MAINTAIN 8000 FOR RADAR VECTORS TO APPROPRIATE ROUTE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
JETS: TAKEOFF RWY 31L/R: CLIMB ON HEADING 313.00 UNTIL THE I-LVF 5.50 DME OR I-OVW 5.50 DME, THEN RIGHT TURN HEADING 013.00 FOR RADAR VECTORS TO THE APPROPRIATE ROUTE, MAINTAIN ATC ASSIGNED ALTITUDE AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

DALLAS EXEC
TAKEOFF RWY 13: CLIMB ON HEADING 129.08 TO 1800 BEFORE TURNING WESTBOUND.
TAKEOFF RWY 17: CLIMB ON HEADING 174.13 TO 2600 BEFORE TURNING WESTBOUND.
TAKEOFF RWY 31: CLIMB ON HEADING 309.09 TO 1500 BEFORE TURNING SOUTHBOUND.
TAKEOFF RWY 35: CLIMB ON HEADING 354.13 TO 1400 BEFORE TURNING SOUTHBOUND.

PEROT FLD/FORT WORTH ALLIANCE
TAKEOFF RWY 16R: CLIMB ON HEADING 166.21 TO 1100 BEFORE TURNING RIGHT.

FORT WORTH MEACHAM INTL
TAKEOFF RWY 16: CLIMB ON HEADING 165.90 TO 1600 BEFORE PROCEEDING ON COURSE.
TAKEOFF RWY 17: CLIMB ON HEADING 163.90 TO 1600 BEFORE PROCEEDING ON COURSE.

FORT WORTH SPINKS
TAKEOFF RWY 18R: CLIMB ON HEADING 177.11 TO 1200 BEFORE TURNING RIGHT.

ARLINGTON MUNI
TAKEOFF RWY 16: CLIMB ON HEADING 162.02 TO 2500 BEFORE TURNING LEFT.
TAKEOFF RWY 34: CLIMB ON HEADING 342.02 TO 1400 BEFORE TURNING SOUTHEAST BOUND.

GRAND PRAIRIE MUNI
TAKEOFF RWY 18: CLIMB ON HEADING 192.34 TO 2500 BEFORE PROCEEDING ON COURSE.

LANCASTER RGNL
TAKEOFF RWY 31: CLIMB ON HEADING 314.31 TO 1800 BEFORE TURNING LEFT.

ADDISON

MCKINNEY NTL

DENTON ENTERPRISE

MESQUITE METRO

FORT WORTH NAS JRB (CARSWELL FLD)

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Methodology from FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude for each runway. Climb gradients and termination altitudes will be applied as follow:

DALLAS-FORT WORTH INTL
RWY 13L, 13R, 17L, 17C, 17R, 18L, 18R, 31L, 31R, 35L, 35C, 36L, 36R: STANDARD.
RWY 35R: STANDARD WITH MINIMUM CLIMB OF 245 FT/NM TO 1200.

DALLAS LOVE FLD
RWY 31L/R: STANDARD.
RWY 13L: STANDARD WITH MINIMUM CLIMB OF 290 FT/NM TO 1700.
RWY 13R: STANDARD WITH MINIMUM CLIMB OF 315 FT/NM TO 1700.

DALLAS EXEC
RWY 13, 31, 35: STANDARD.
RWY 17: 400 - 2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 220 FT/NM TO 1200.

PEROT FLD/FORT WORTH ALLIANCE
RWY 34L, 34R: STANDARD.
RWY 16L: 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 220 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FEET PRIOR TO DER.
RWY 16R: 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 225 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2000 FEET PRIOR TO DER.

FORT WORTH MEACHAM INTL
RWY 16, 17: STANDARD.
RWY 34: 300 - 1 7/8 OR STANDARD WITH MINIMUM CLIMB OF 225 FT/NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2000 FT PRIOR TO DER.
RWY 35: 300 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 210 FT/NM TO 900, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FT PRIOR TO DER.

FORT WORTH SPINKS
RWY 18L, 36R: NA - ENVIRONMENTAL.
RWY 18R, 36L: STANDARD.

ARLINGTON MUNI
RWY 16, 34: STANDARD.

GRAND PRAIRIE MUNI
RWY 18: STANDARD.

LANCASTER RGNL
RWY 13: STANDARD.
RWY 31: 300 - 1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 210 FT/NM TO 800, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FT PRIOR TO DER.

ADDISON
RWY 34: STANDARD.
RWY 16: 400 - 2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 325 FT/NM TO 1100.

MCKINNEY NTL
RWY 18, 36: STANDARD.

DENTON ENTERPRISE
RWY 18L, 18R, 36L, 36R: STANDARD.

MESQUITE METRO
RWY 18, 36: STANDARD.

FORT WORTH NAS JRB (CARSWELL FLD)
REFER TO APPROPRIATE MILITARY SERVICE DIRECTIVES.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

D10 rarely vectors below the MVA at DFW because their noise procedures keep aircraft from turning prior to 5 NM from the departure end, so few aircraft use the DALLAS SID since there are RNAV SIDs available off the ground.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Dallas-Fort Worth TRACON (D10), DFW air traffic control tower.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
9/12/2024	AJV-A432	MANAGER

SIGNATURE

Digitally signed by
JOSEPH L ZEDER
Sep 12, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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**FOR INFORMATION
ONLY**

1. FLIGHT PROCEDURE IDENTIFICATION:

DALLAS, TX
DALLAS LOVE FLD (KDAL)
DALLAS Departure

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

To permit publishing four numeric Top Altitudes per named procedure. FAA Order 8260.46J paragraph 2-1-1.e.(2)(f) Charting constraints. Note: Even though a SID may serve more than one airport, a maximum of only two numerical values and one "assigned by ATC" per SID are authorized.

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

DFW Class B airspace is congested with 20 satellite airports that can feed into it. Currently, the DALLAS Departure has two numeric top altitudes charted for the procedure for DFW. D10 and Dallas Love FLD (DAL) ATC facilities request a third numeric top altitude be published for DAL RWY 13L, 13R departures to deconflict with DFW air traffic that are departing overhead the DAL departures.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Departures from DFW and DAL will have specific top altitudes published in the textual departure route description as well as the top altitude placard on the procedure and "maintain" will be published in the textual departure route description.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Allowing three numeric top altitudes will reduce pilot-controller workload and enhance air traffic deconfliction between DFW and DAL RWY 13L, 13R departures. With increased air traffic, only having two numeric top altitudes would cause undue risk to the NAS, in the form of increased controller to pilot communication issues (Readback/Hearback). It would also force an increase in workload and an increase in errors, introducing a higher level of safety risk to the system.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

D10 Approach Control, Dallas-Fort Worth Intl (DFW) ATCT, and Dallas Love Field (DAL) ATCT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/02/23	AJV-A430	MANAGER

Digitally signed by
JASON KRETSCHMER
Sep 20, 2023
SIGNATURE
JOHNNIE BAKER

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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