

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 11/27/2025	APWS Task ID: CDFC729872FB4C6F8F3556916D8AE575	APWS Project ID: 7E36E542A7DD45EA9280F90A152F748D
Procedure: HRPER FOUR (RNAV) DALLAS-FORT WORTH, TX KDFW		Enroute: YES	Specialist: Slane, Cory		Agreement Number:
Airport ID: KDFW			Airport City: DALLAS-FORT WORTH		State: TX
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>ACTIVE AIRNAV DATA USED.</div> <div>ADDED FIX EZKAM.</div> <div>UPDATED ALL RWY DP ROUTES</div> <div>NEW WAIVER TO NOT CHART IF ALTITUDE AT THE IF FOR RADAR VECTOR (RV) DEPARTURES.</div> <div>WAIVER ON FILE FOR TERMINOLOGY USED IN DP ROUTE DESCRIPTION FOR RWY 31L/R (CLIMB HEADING ASSIGNED BY ATC).</div> <div>LETTER OF APPROVAL ON FILE FOR VI-CF INTERCEPT ANGLES LESS THAN 10 DEGREES.</div> <div>POC: ROBERT HAMILTON, AJV-A433, 405-954-4608</div> <div><div>QUALITY 41 CHECKED</div><div>QUALITY 23 CHECKED</div></div>					

OLD

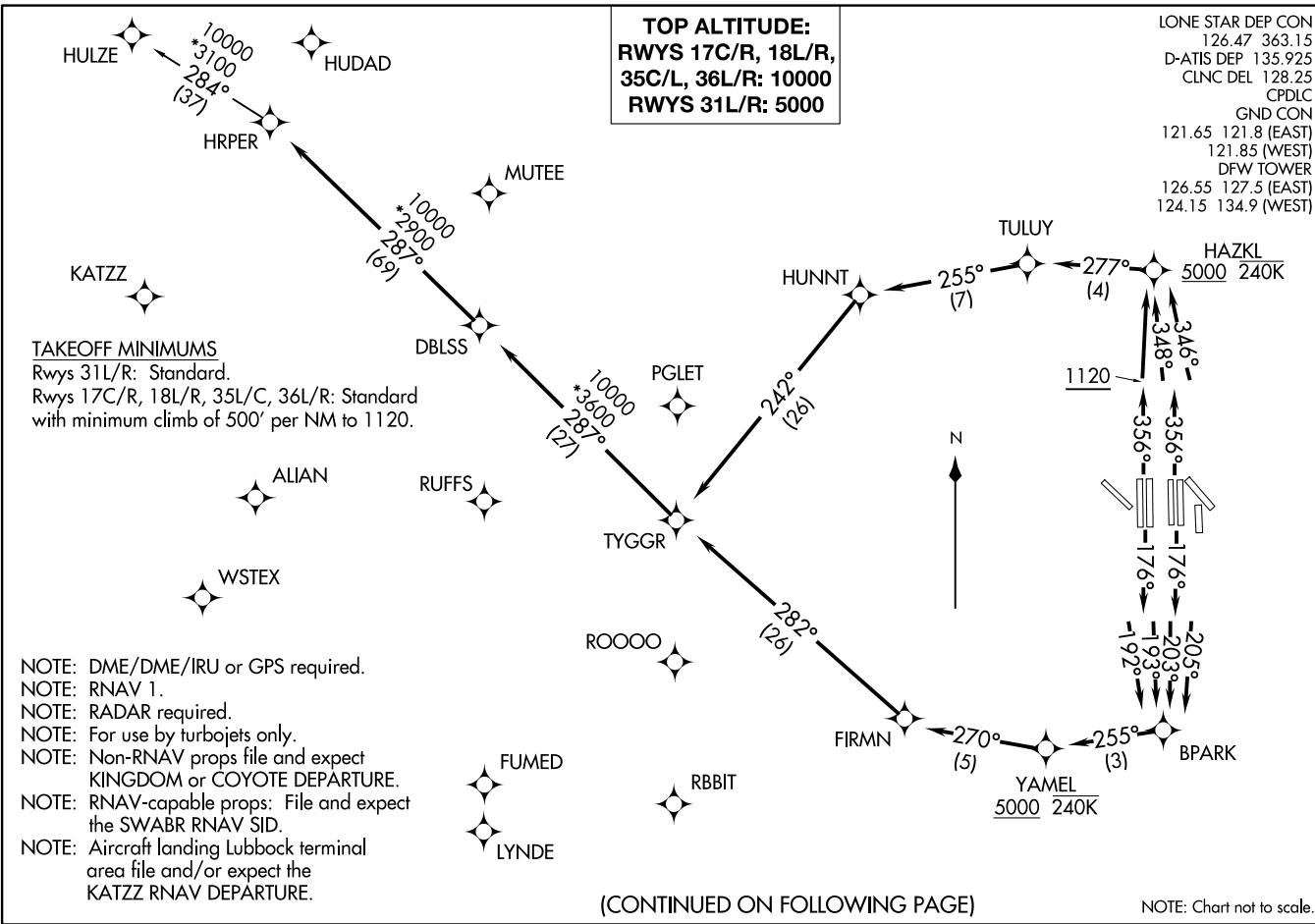
(HRPER3, HRPER) 24305
HRPER THREE DEPARTURE (RNAV)

AL-6039 (FAA)

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

TOP ALTITUDE:
RWYS 17C/R, 18L/R,
35C/L, 36L/R: 10000
RWYS 31L/R: 5000



(CONTINUED ON FOLLOWING PAGE)

HRPER THREE DEPARTURE (RNAV)
(HRPER3, HRPER) 04FEB16

DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)



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 282° to TYGGR, 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 282° to TYGGR, 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 282° to TYGGR, 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 282° to TYGGR, 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 HUNNT, then on track 242° to TYGGR, 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 HUNNT, then on track 242° to TYGGR, 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 HUNNT, then on track 242° to TYGGR, thence

. . . . on track 287° to DBLSS, then on track 287° to HRPER, then on (transition).
Maintain 10000, expect filed altitude ten minutes after departure.

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

. . . . on track 287° to DBLSS, then on track 287° to HRPER, then on (transition).
Maintain 5000, expect filed altitude ten minutes after departure.

HULZE TRANSITION (HRPER3.HULZE)

1. FLIGHT PROCEDURE IDENTIFICATION:

Dallas, TX
Dallas-Fort Worth International Airport
HRPER (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 TYGGR as the aircraft will be issued an initial departure clearance containing an altitude and will be receiving radar vectors to the waypoint TYGGR 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 (TYGGR) which is 32.87 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 TYGGR 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 Intl
Dallas-Fort Worth, TX (DFW)
HRPER 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
MAY 28 2014	AJV-35	Manager

SIGNATURE

8. AFS ACTIONS:

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

Approved Based on the Equivalent Level of Safety Proved in Block 4.

Approval is contingent on a satisfactory DME/DME assessment.

DATE	ROUTING SYMBOL	SIGNATURE
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Gary L. Powell

Signed By: Gary L. Powell
Wed Aug 27 2014 08:40:02 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-34 Memorandum Dated 05/28/2014

Gary L. Powell

Signed By: Gary L. Powell
Date: 06/26/2014 08:40:22 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 "HRPER 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



Federal Aviation Administration

Memorandum

Date: MAY 28 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)

HRPER 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-34 Memorandum Dated 05/28/2014

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 "HRPER 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 Signed By: Richard A. Dunham III Thu Jul 10 2014 08:33:21 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL AFS-460
INITIALS/SIG Danny Hamilton Signed By: Danny Hamilton Fri Jul 18 2014 12:39:59 GMT-0500 (Central Daylight Time)
DATE
ROUTING SYMBOL AFS-400
INITIALS/SIG Gary L. Powell Signed By: Gary L. Powell Wed Aug 27 2014 08:41:11 GMT-0400 (Eastern Daylight Time)
DATE
ROUTING SYMBOL AFS-410
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-470
INITIALS/SIG Mark Steinbicker Signed By: Mark Steinbicker Mon Aug 25 2014 13:49:00 GMT-0400 (Eastern Daylight Time)
DATE
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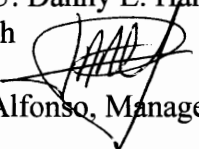
INFO



Federal Aviation Administration

Memorandum

Date: MAY 28 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.

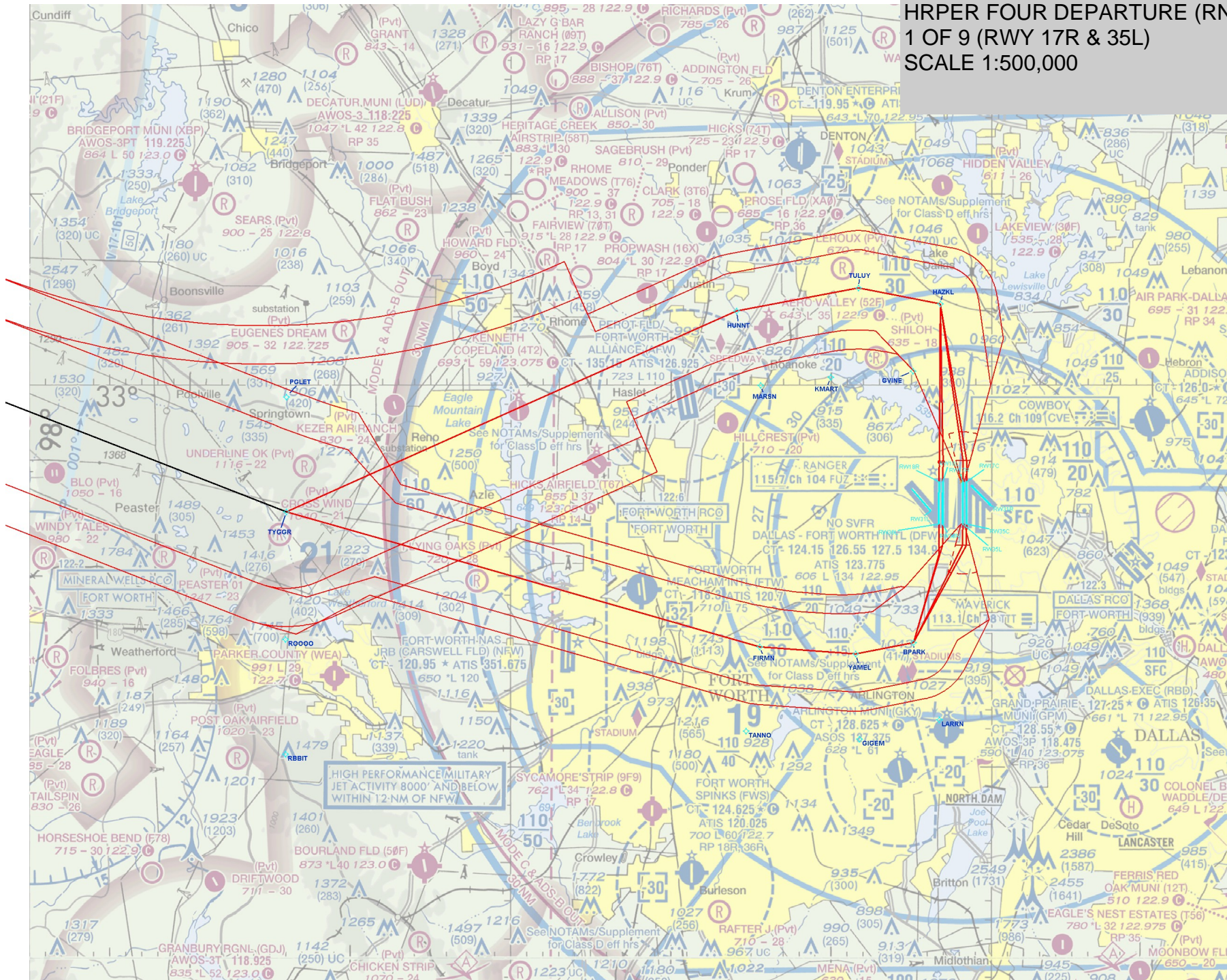
Please return a signed copy for our files.

8260-1 HRPER DEPARTURE (RNAV)

Please respond by as soon as possible.

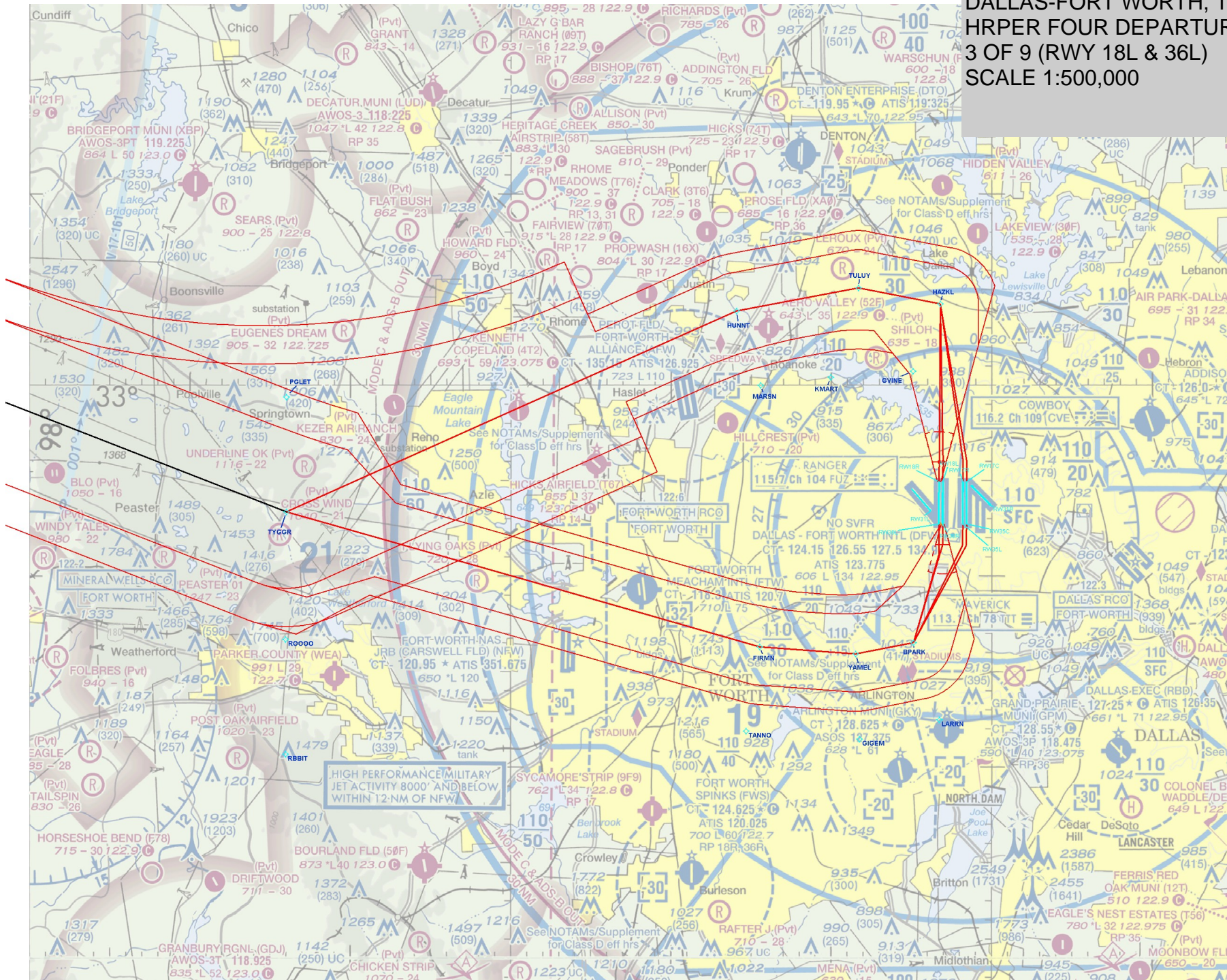
Attachments

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

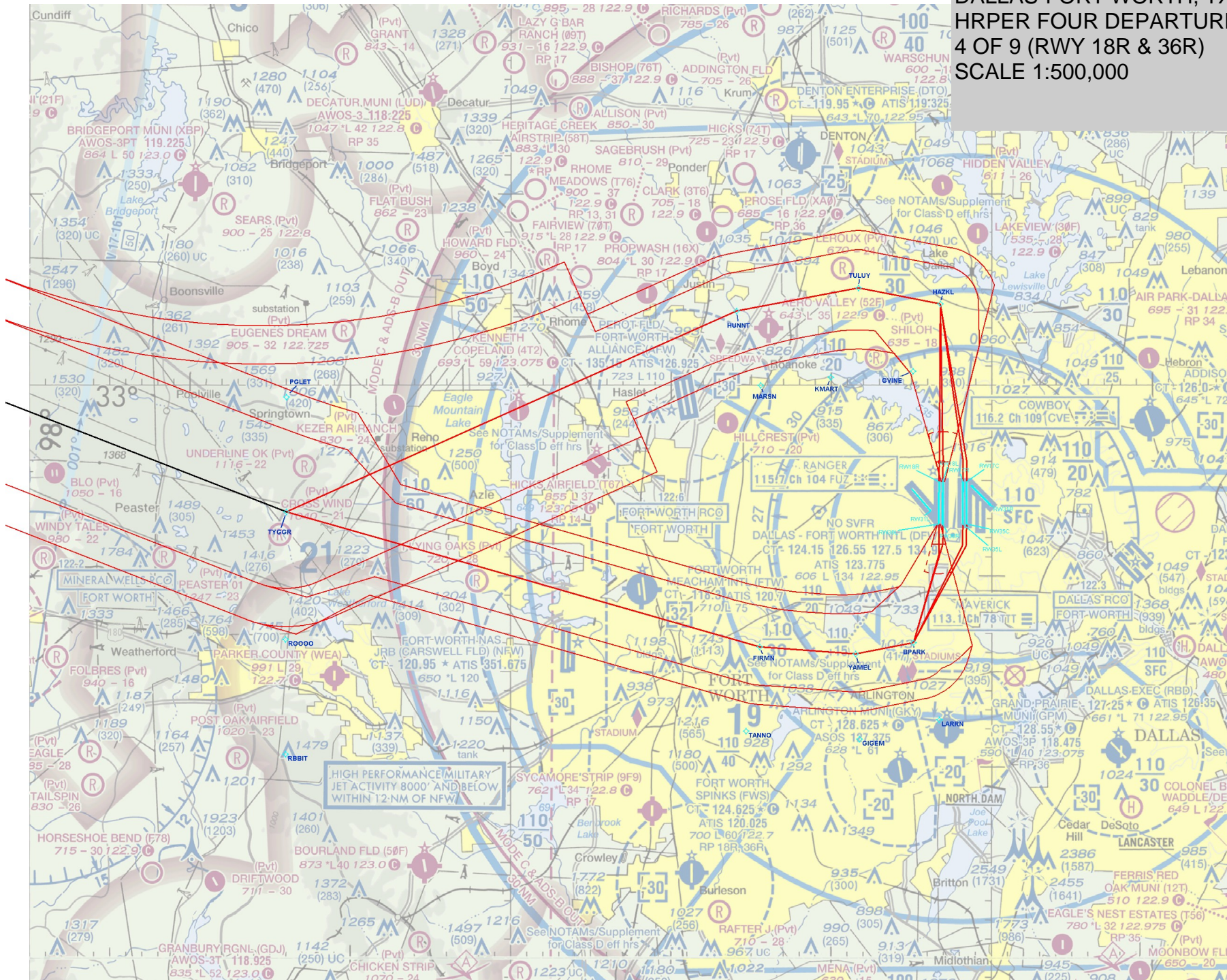


DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
2 OF 9 (RWY 17C & 35C)
SCALE 1:500,000

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
3 OF 9 (RWY 18L & 36L)
SCALE 1:500,000



DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
4 OF 9 (RWY 18R & 36R)
SCALE 1:500,000



Fort Worth, Texas Aeronautical Chart (Scale 1:500,000)

Key Airports and Frequencies:

- Fort Worth Meacham International (FTW): ATIS 123.775, Tower 124.15, Unicom 126.55
- Fort Worth NAS (FWS): ATIS 120.025, Tower 124.625
- Dallas-Fort Worth International (DFW): ATIS 123.775, Tower 124.15, Unicom 126.55
- Fort Worth Spinks (FWS): ATIS 120.025, Tower 124.625
- Fort Worth NAS (FWS): ATIS 120.025, Tower 124.625
- Fort Worth Meacham International (FTW): ATIS 123.775, Tower 124.15, Unicom 126.55

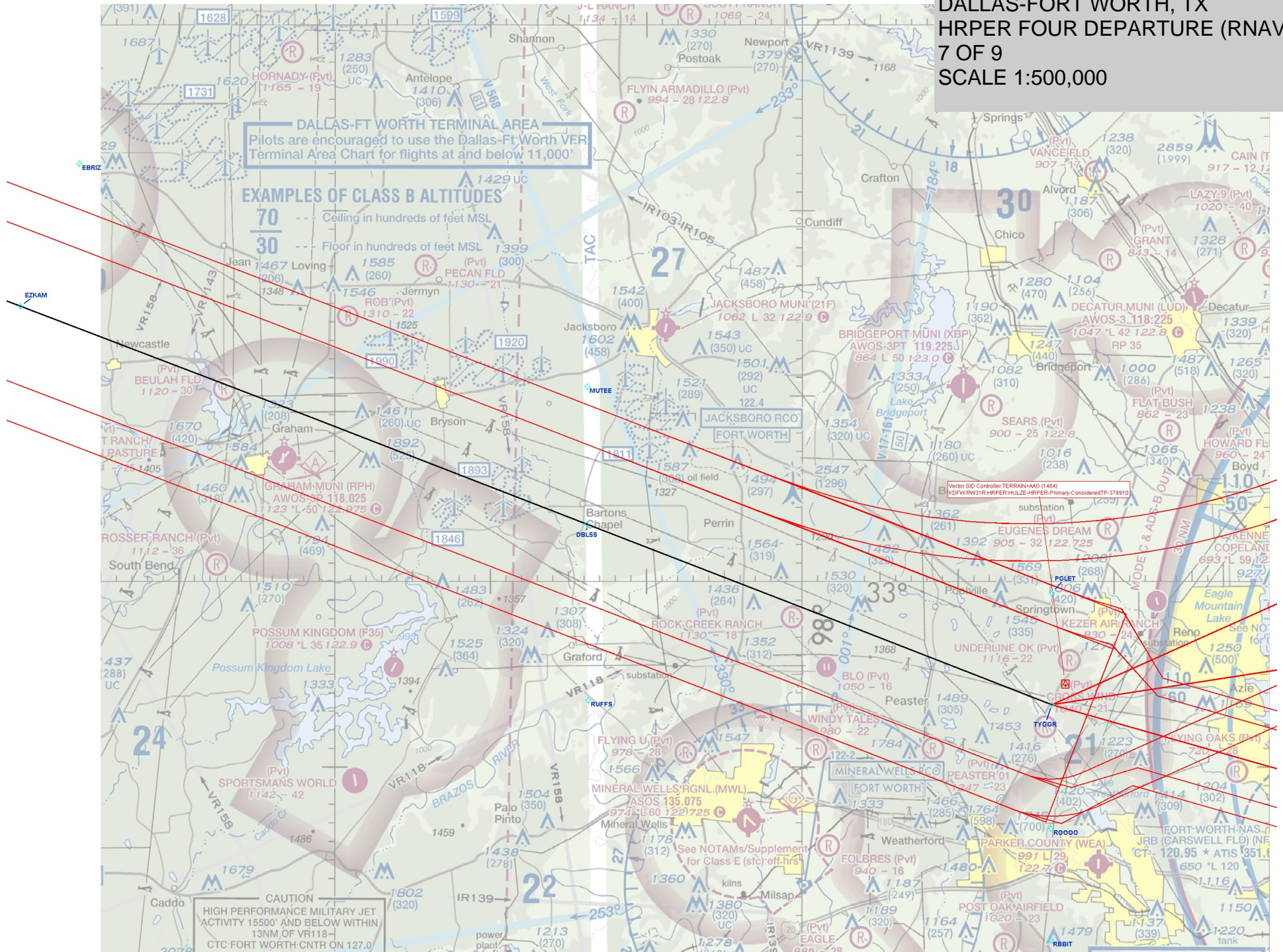
Other Airports and Frequencies:

- Fort Worth NAS (FWS): ATIS 120.025, Tower 124.625
- Fort Worth Meacham International (FTW): ATIS 123.775, Tower 124.15, Unicom 126.55
- Fort Worth Spinks (FWS): ATIS 120.025, Tower 124.625
- Fort Worth NAS (FWS): ATIS 120.025, Tower 124.625
- Fort Worth Meacham International (FTW): ATIS 123.775, Tower 124.15, Unicom 126.55

Scale: 1:500,000

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DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
7 OF 9
SCALE 1:500,000



DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPR FOUR DEPARTURE (RNAV)
9 OF 9
SCALE 1:500,000

