

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/03/2026	APWS Task ID: CDFC729872FB4C6F8F3556916D8AE575	APWS Project ID: 7E36E542A7DD45EA9280F90A152F748D
Procedure: HRPER FOUR 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 EZKAM.
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

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 HRPER" - PER AFS.
3. COMMON ROUTE: RWY 31L/R, REMOVED COMMON ROUTE DESCRIPTION AND REPLACED WITH "THEN ON DEPICTED ROUTE TO HRPER" - 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 RECCOMENDED 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 REQUIERED PER AFS.

AFS: ADDITIONAL WAIVER ON FILE 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 TYGGR, THENCE..." TO "TAKEOFF RWY 31L: CLIMB ON HEADING 315.06 TO 1109, FOR VECTORS TO TYGGR, THENCE...." AND "TAKEOFF RWY 31R: CLIMB ON HEADING 311.28 TO 1109, FOR VECTORS TO TYGGR, 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.



FIPC DME/DME FORM

PROCEDURE: HRPER FOUR DEPARTURE (RNAV)		AIRPORT NAME: DALLAS-FORT WORTH INTL		AIRPORT ID: KDFW	SPECIAL CONTROL NO: OG-03-148-26
FAC ID: HRPER4		CITY: DALLAS-FORT WORTH		ST: TX	ORIG CHART DATE: 09/03/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: CDFC729872FB4C6F8F3556916D8AE575	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X

PROCEDURE RESULTS

INSPECTION DATE: 04/03/2026	CREW #: VN282	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: james krenek @ 04/06/2026 10:02		PRINTED NAME: KRENEK, JAMES LEROY		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

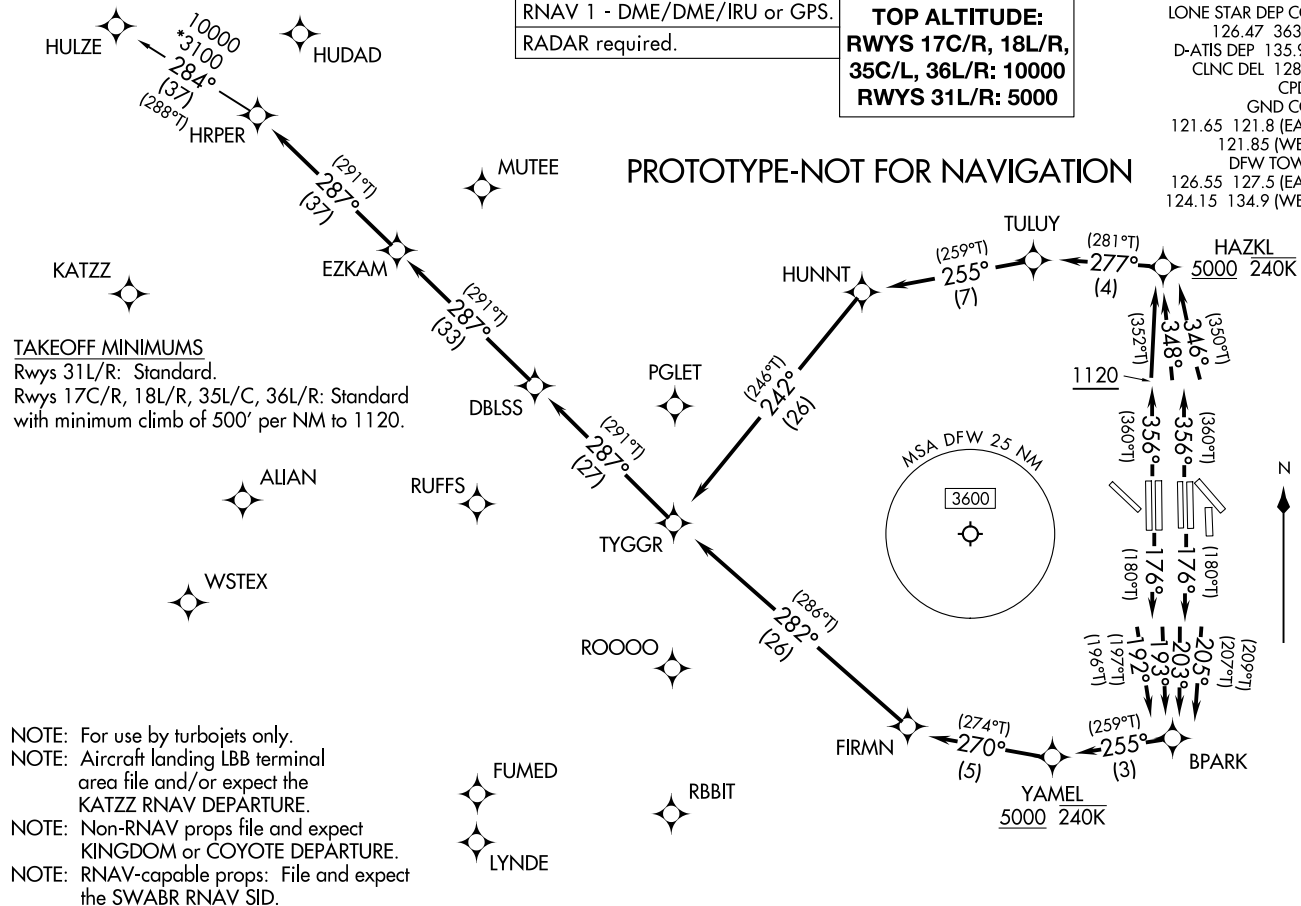
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

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

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)

PROTOTYPE-NOT FOR NAVIGATION



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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 to cross at or above 5000 at or below 240K, then on track 277° to TULUY, thence

TAKEOFF RUNWAYS 31L/R: Climb on assigned heading for vectors to TYGGR, thence...

. . . . on depicted route to HRPER, then on transition. Maintain (Rwy 31L/31R) 5000 /

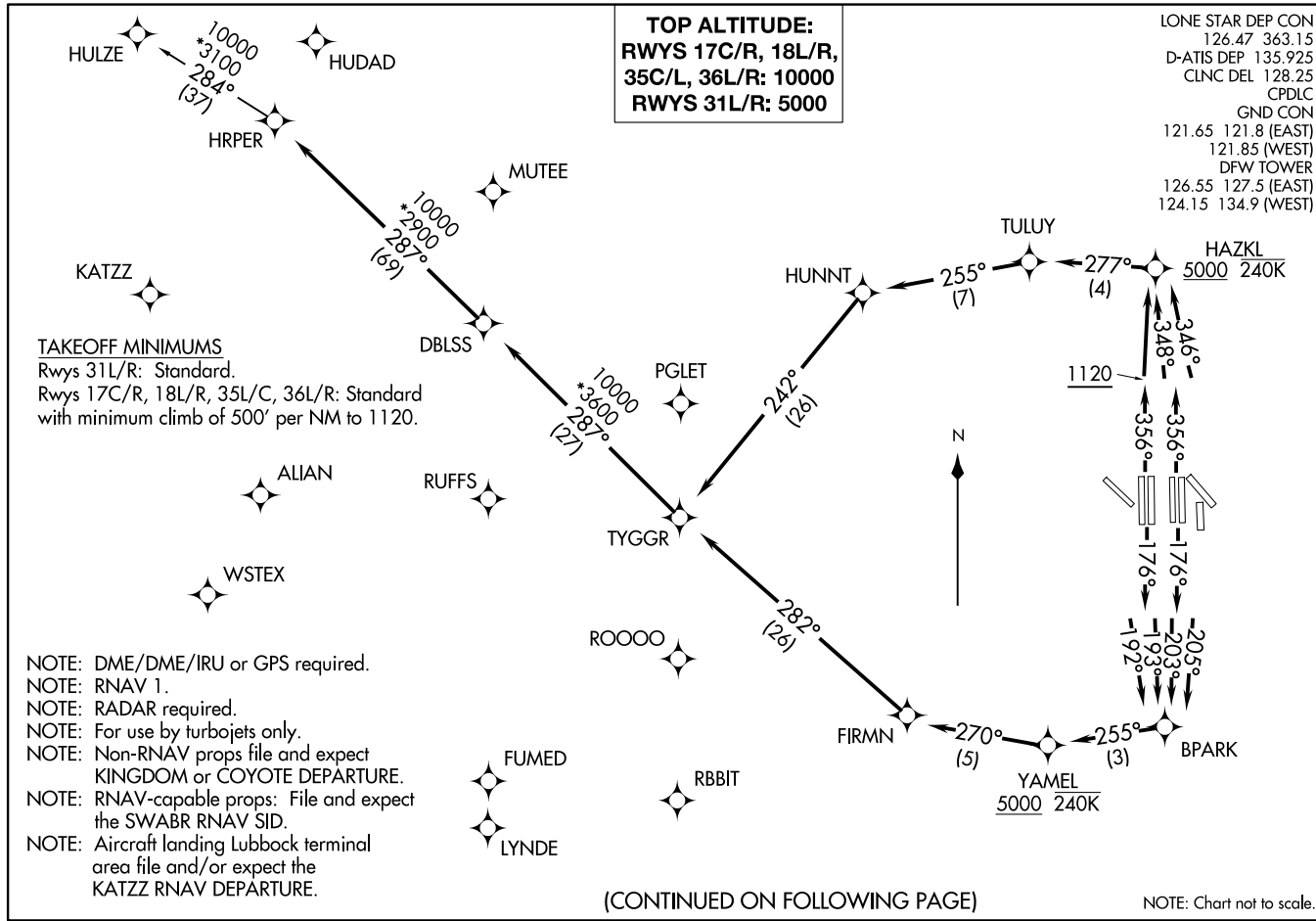
(Rwy 17C/17R/18L/18R/35C/35L/36L/36R) 10000, expect filed altitude ten minutes after departure.

HULZE TRANSITION (HRPER4.HULZE)

PROTOTYPE-NOT FOR NAVIGATION

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

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



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

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

AL-6039 (FAA)
OLD

(CONTINUED ON FOLLOWING PAGE)

OLD

(HRPER3.HRPER) 18032

AL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

HRPER THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH, TEXAS



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)

SC-2, 17 APR 2025 to 15 MAY 2025

SC-2, 17 APR 2025 to 15 MAY 2025

HRPER THREE DEPARTURE (RNAV)

(HRPER3.HRPER) 04FEB16

DALLAS-FORT WORTH, TEXAS

DALLAS-FORT WORTH INTL (DFW)

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, TX
DFW
HRPER 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:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by
CASIMIR L TABAKA
Feb 19, 2026

COMMENTS:

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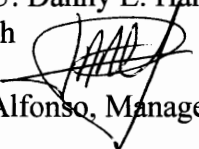
INFO



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.

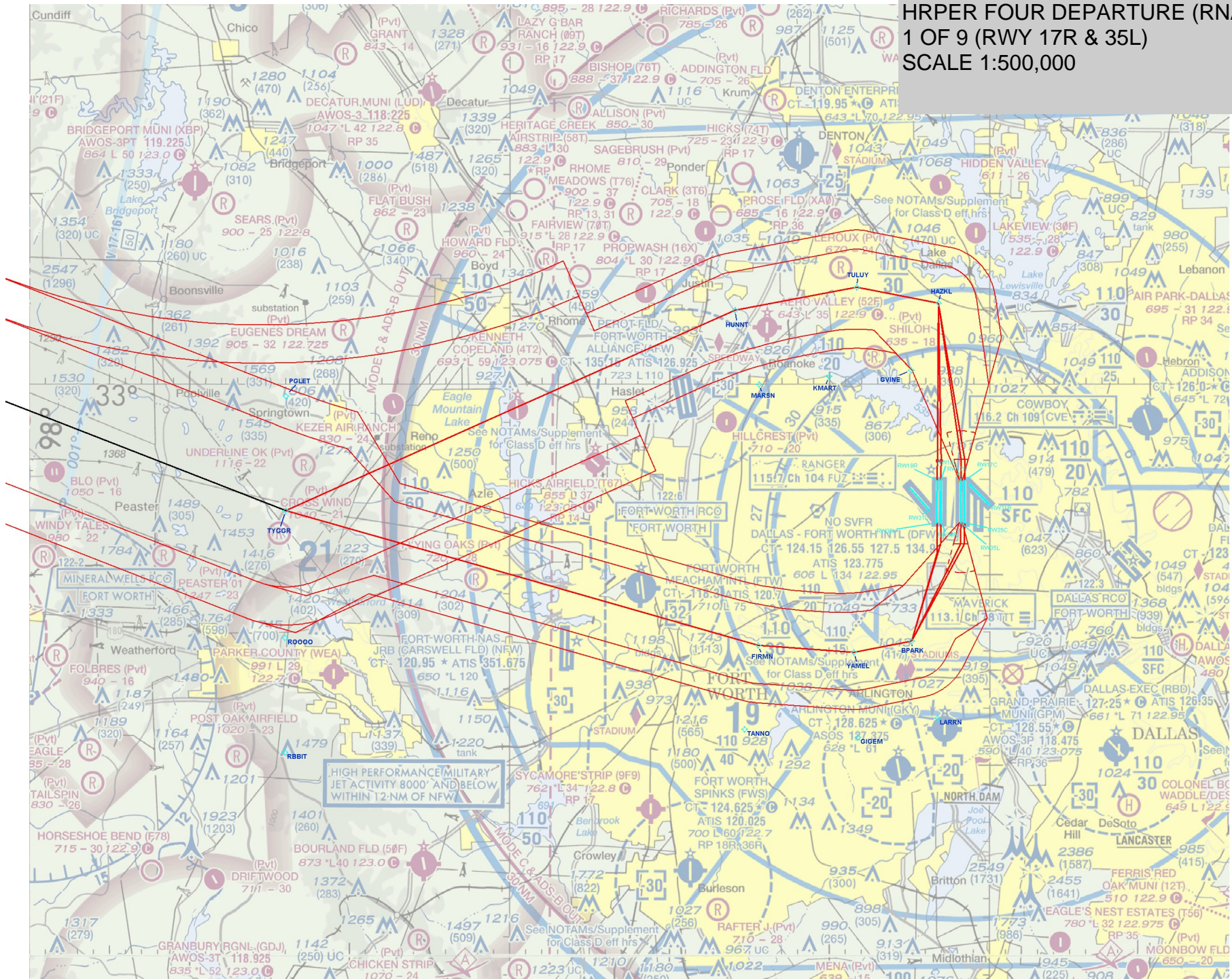
Please return a signed copy for our files.

8260-1 HRPER DEPARTURE (RNAV)

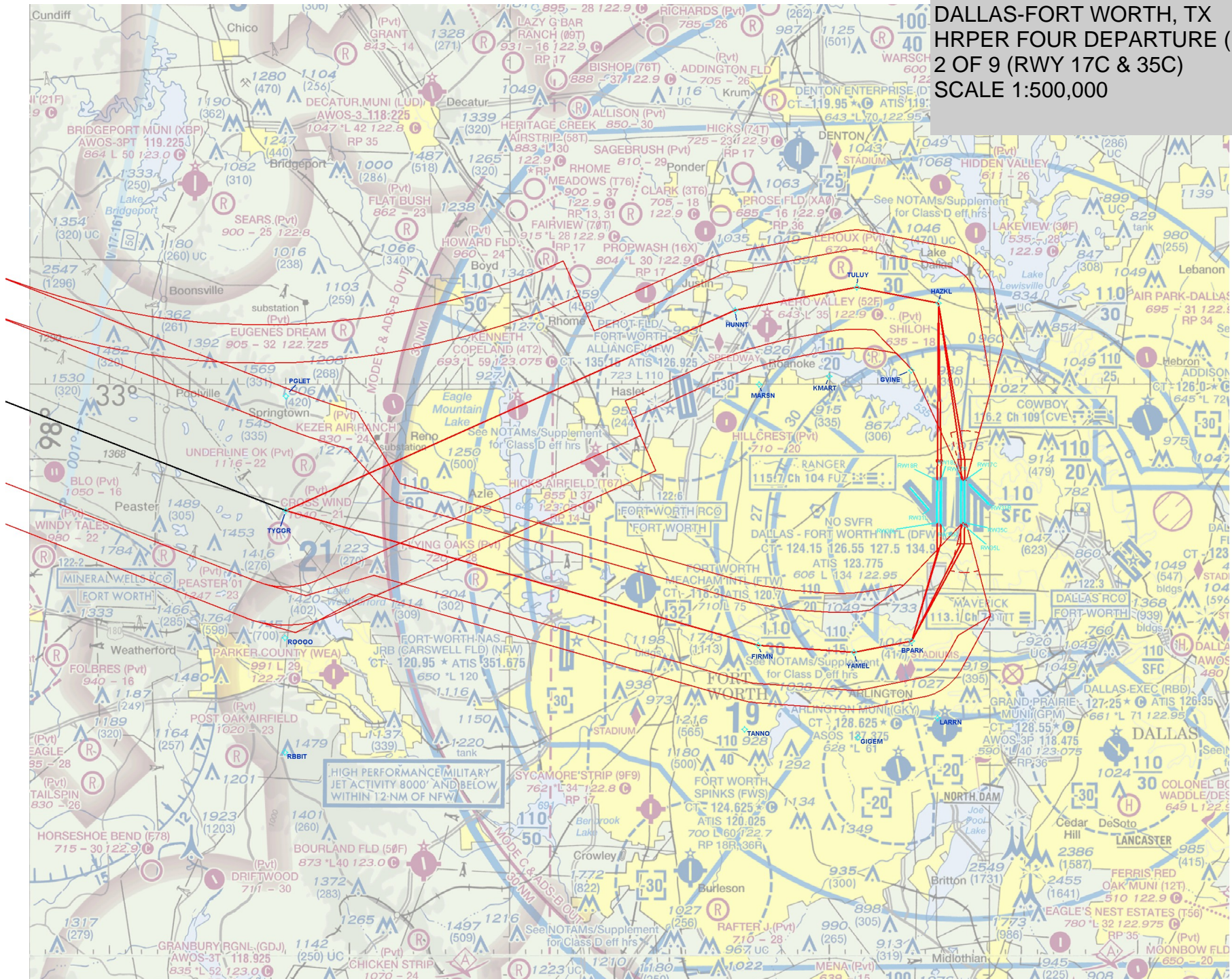
Please respond by as soon as possible.

Attachments

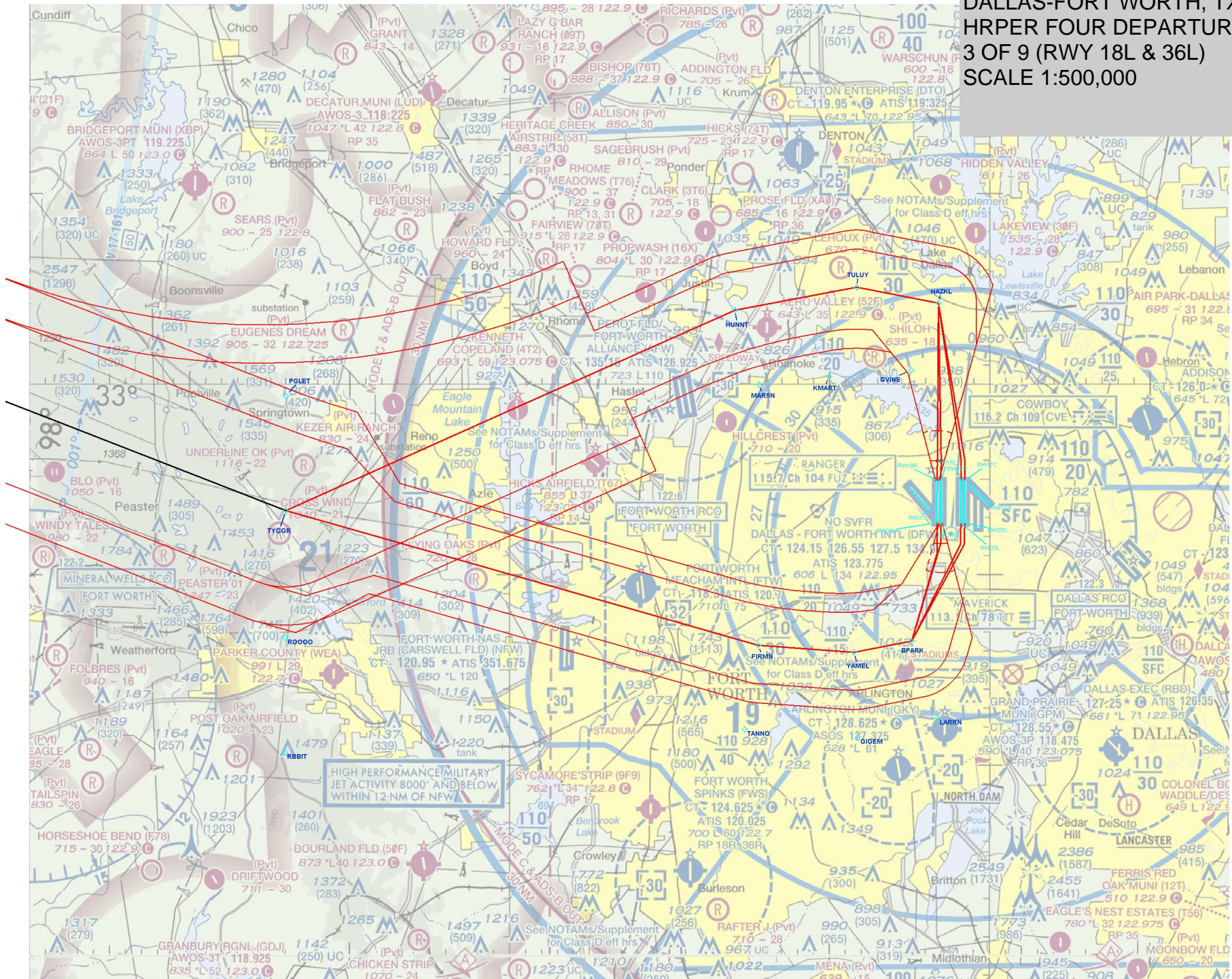
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
1 OF 9 (RWY 17R & 35L)
SCALE 1:500,000



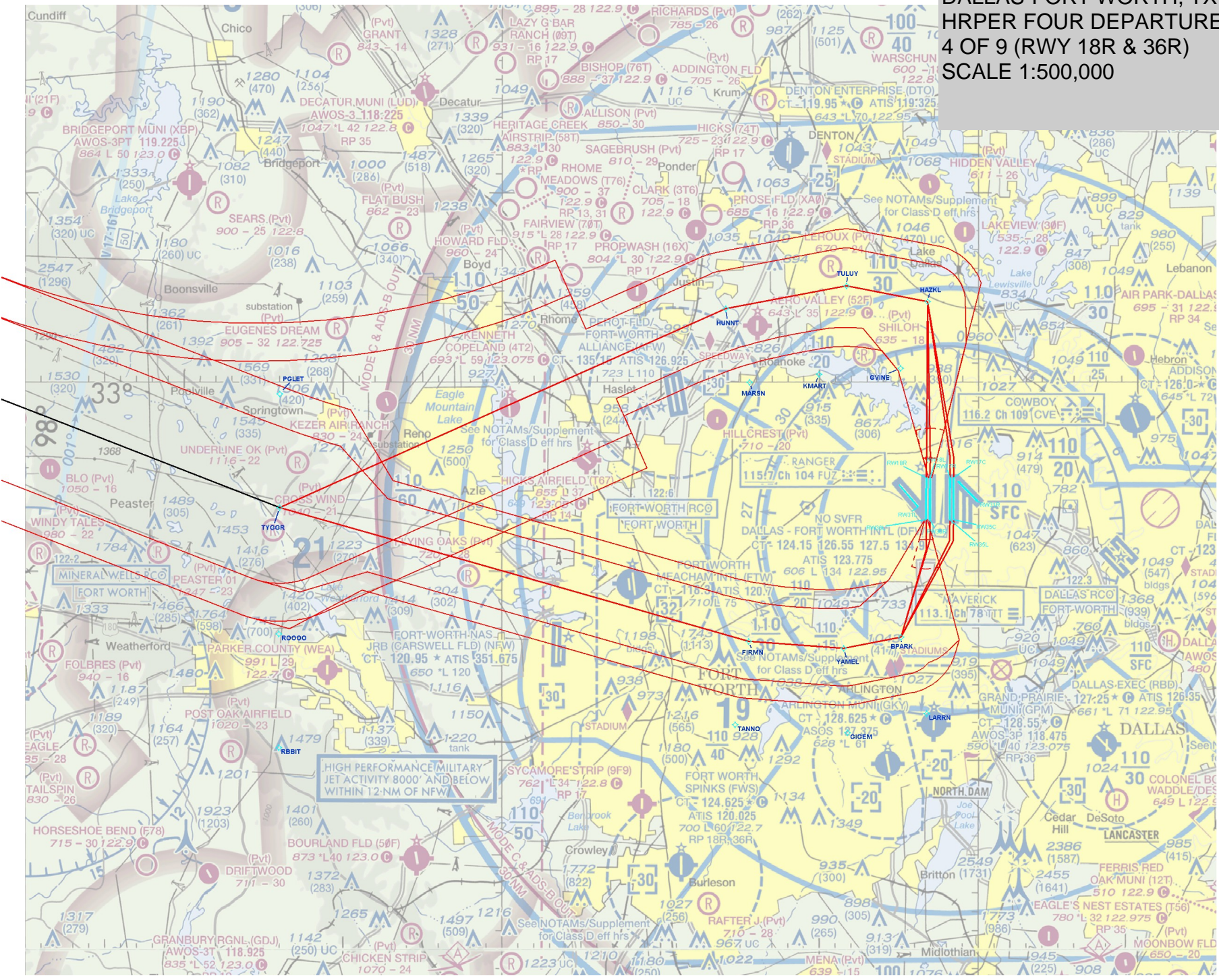
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DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
2 OF 9 (RWY 17C & 35C)
SCALE 1:500,000



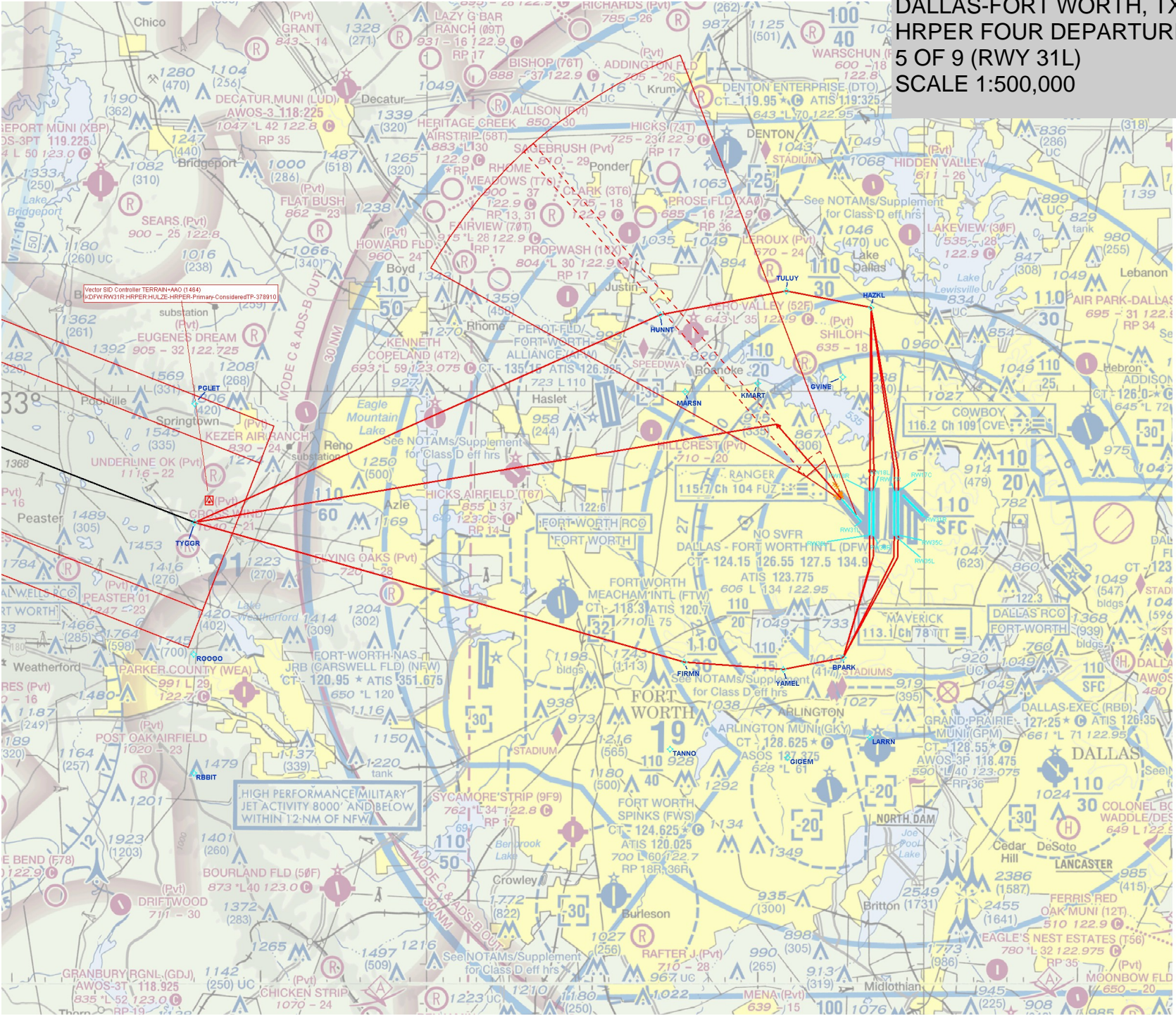
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
3 OF 9 (RWY 18L & 36L)
SCALE 1:500,000



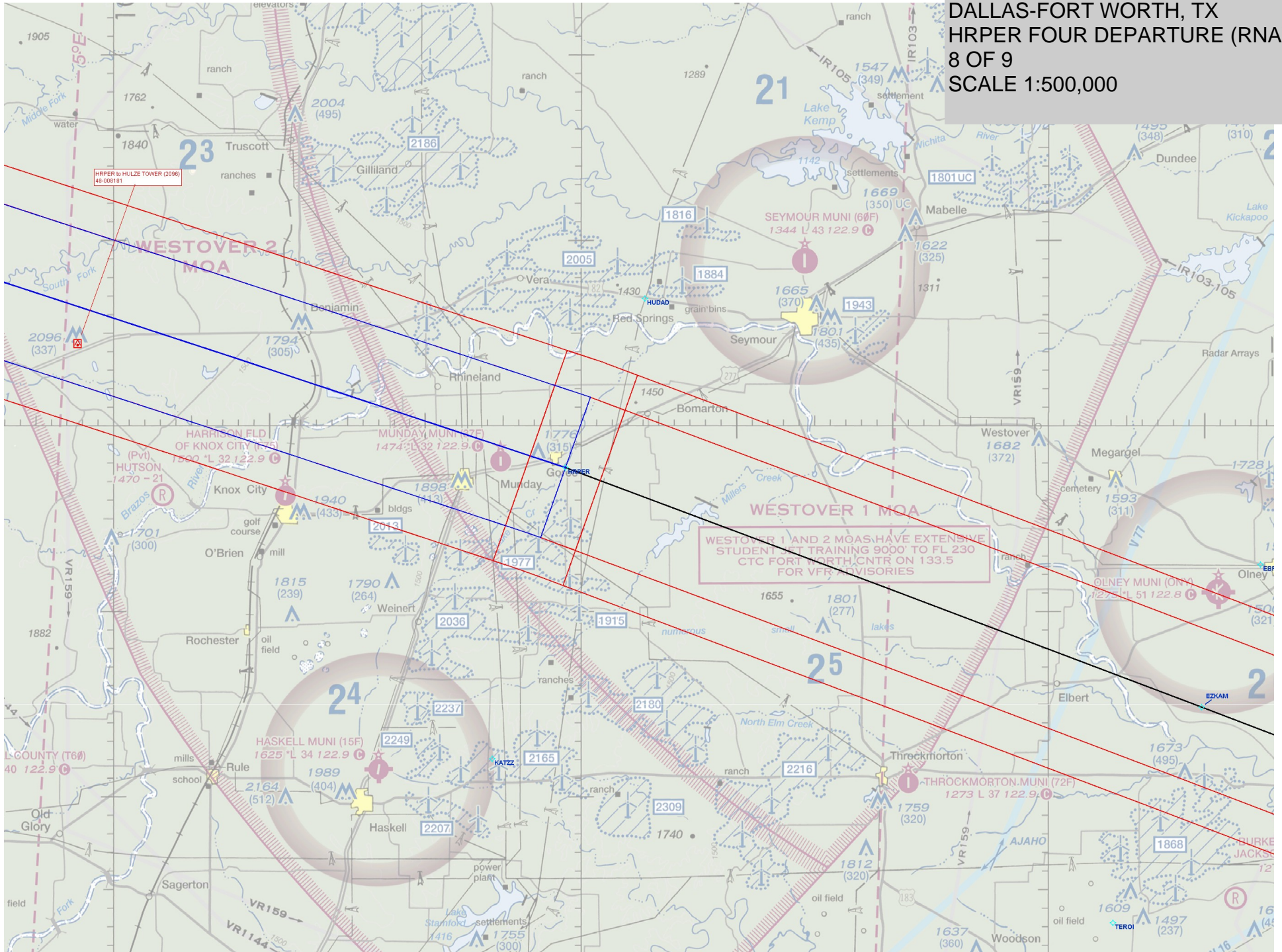
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
4 OF 9 (RWY 18R & 36R)
SCALE 1:500,000



DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TX
HRPER FOUR DEPARTURE (RNAV)
5 OF 9 (RWY 31L)
SCALE 1:500,000



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



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

