

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 10/29/2026	APWS Task ID: 15B9928AF0FB40EF9F6644B91F252FDF	APWS Project ID: B88017F063A543E085B00EFEC637C3A8
Procedure: SID EXECUTIVE TWO (RNAV) CHARLESTON SC KJZI		Enroute: YES	Specialist: Clark, Jacob		Agreement Number:
Airport ID: KJZI			Airport City: CHARLESTON		State: SC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: EXECUTIVE TWO DEPARTURE (RNAV) BUILT USING ACTIVE AIRPORT/RUNWAY DATA. ATC REQUESTING TO CROSS RNDAH AT 2000. 1 EA WAIVER FOR RWY 22 OEA CONSTRUCTION FOR VA-DF OEA COULD NOT BE CONSTRUCTED BECAUSE THE OUTSIDE WIND SPIRAL ROLLOUT POINT IS AN INSUFFICIENT DISTANCE FROM THE DF FIX. RDO306. 1 EA WAIVER FOR RWY 4 VA-DF OEA ENDING AT ALD, FIBRO, AND LWCTY, STANDARD VA-DF OEA COULD NOT BE CONSTRUCTED DUE TO DF FIX FALLING WITHIN THE OUTSIDE WIND SPIRAL BOUNDARIES. RDO305 1 EA WAIVER FOR RWY 4 THE PROCEDURE IS NON-STANDARD BECAUSE THE OUTSIDE WIND SPIRAL ROLL-OUT POINT IS TOO CLOSE TO THE DF FIX, DUE TO THE MINIMUM 3 NM DISTANCE OR THE DTA REQUIRED BY THE FIX. RWY 4 IS EVALUATED FOR OBSTACLES; "RDO305F: 1 EA WAIVER FOR RWY 4 THE PROCEDURE IS NON-STANDARD BECAUSE THE OUTSIDE WIND SPIORAL ROLL-OUT POINT IS TOO CLOSE TO THE DF FIX, DUE TO THE MINIMUM 3NM DISTANCE OR THE DTA REQUIRED BY THE FIX. 1 EA WAIVER FOR RWY 4. THE PROCEDURE IS CODED VA-DF FOR RWY 4 DEPARTURES WHICH CREATES A TURN MORE THAN 90 DEGREES (110.10) TO RANHD. REQUEST WAIVER TO 8260.58B_1-2-5.A.3 ALIGNMENT. CONTACT: APRIL SARMENTO: 405-954-0337. 8/03/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 4/07/2026 1. ALL WAIVER FORMS BLOCK 1: CHANGED PROCEDURE NAME FROM EXTVE DEPARTURE (RNAV) TO EXECUTIVE (RNAV) DEPARTURE					

QUALITY
46
CHECKED

QUALITY
38
CHECKED

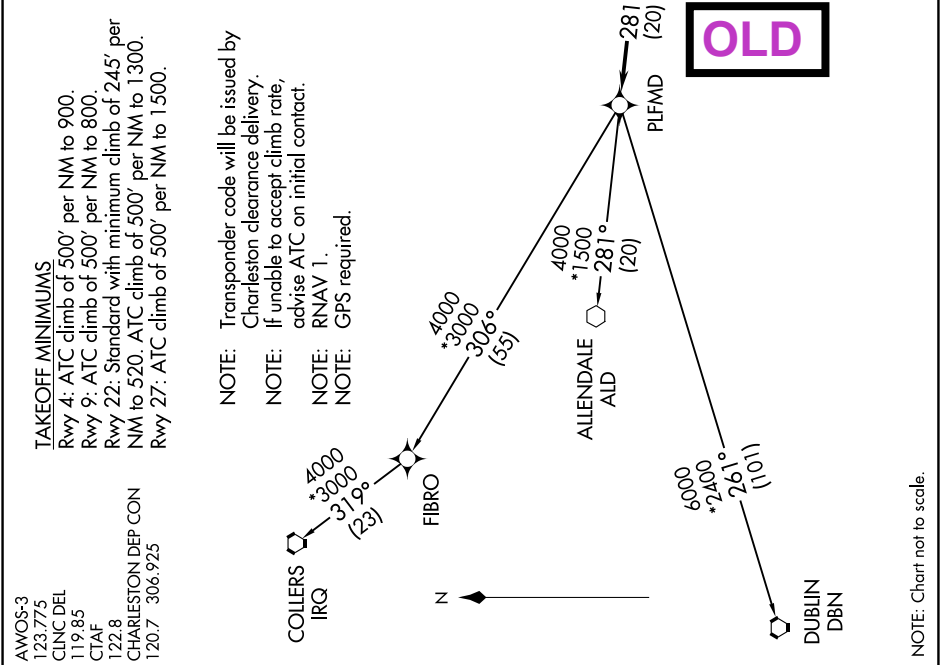
QUALITY
23
CHECKED

FIPC DME/DME FORM						
PROCEDURE: EXECUTIVE TWO DEPARTURE (RNAV)			AIRPORT NAME: CHARLESTON EXEC		AIRPORT ID: KJZI	SPECIAL CONTROL NO: AG-07-087-26
FAC ID: EXTVE2		CITY: CHARLESTON			ST: SC	ORIG CHART DATE: 10/29/2026
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 15B9928AF0FB40EF9F6644B91F252FDF		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT YES NO	
					CPV COMPLETE? X	
PROCEDURE RESULTS						
INSPECTION DATE: 07/30/2026	CREW #: VN387	N #: N90	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: justus r bray @ 08/04/2026 09:11			PRINTED NAME: BRAY, JUSTUS ROBERT			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☒ SAT ☐ UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 08/05/2026 07:26			PRINTED NAME: Dave Cook	
SPECIALIST REMARKS: Procedure SAT for DME/DME/IRU flight.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM						
PROCEDURE: EXECUTIVE TWO DEPARTURE (RNAV)			AIRPORT NAME: CHARLESTON EXEC		AIRPORT ID: KJZI	SPECIAL CONTROL NO: AG-07-087-26
FAC ID: EXTVE2		CITY: CHARLESTON			ST: SC	ORIG CHART DATE: 10/29/2026
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 15B9928AF0FB40EF9F6644B91F252FDF		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT YES NO	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 07/30/2026	CREW #: VN387	N #: N90	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: justus r bray @ 08/04/2026 09:11			PRINTED NAME: BRAY, JUSTUS ROBERT			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:		

SE-2, 19 MAR 2026 to 16 APR 2026

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 4: Climb heading 037° to 520 MSL, then left turn direct RNDAH, cross RNDAH at or above 2000, direct GECHC and then on depicted route to PLFMD, thence. . . . TAKEOFF RUNWAY 9: Climb heading 094° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECHC and then on depicted route to PLFMD, thence. . . . TAKEOFF RUNWAY 22: Climb heading 217° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECHC and then on depicted route to PLFMD, thence. . . . TAKEOFF RUNWAY 27: Climb heading 274° to 520 MSL, then direct RNDAH, cross RNDAH at or above 2000, direct GECHC and then on depicted route to PLFMD, thence. via assigned transition, maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure. <u>ALLEDALE TRANSITION (EXTVE1.ALD)</u> <u>COLLIERS TRANSITION (EXTVE1.IRQ)</u> <u>DUBLIN TRANSITION (EXTVE1.DBN)</u>



SE-2, 19 MAR 2026 to 16 APR 2026

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLESTON, SC
JZI
EXECUTIVE (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

RDO306: [Waiver Required] In the route beginning at RW22 and ending at ALD, FIBRO and LWCTY, standard VA-DF OEAs could not be constructed because the outside wind spiral rollout point is an insufficient distance from the DF fix. An alternate construction was applied.

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

The guidance in FAAO 8260.58D, paragraph 5-3-1.b cannot be used to construct the standard OEA when the outside wind spiral rollout point is an insufficient distance from the DF fix. Flight Standards "JIRA" Ticket # FPS-1248 is a record of decision to allow MITRE to program an alternate means of construction that widens the OEA to encompass the IDF and allows automation to evaluate for obstructions. While this alternate construction is accepted by AFS, its application still requires submission of a waiver.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. Flight Standards approved the logic and programming MITRE used in TARGETS to address this error that provides obstacle evaluation and protection.

b. The Charleston (CHS) instrument flight procedure work-group members have reviewed and accepted the provided designs. Furthermore, the designs have received approval from both the commercial airlines and the technical pilots representing them.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Due to the extreme noise sensitivity of the designs and complexity of airspace, moving fixes to eliminate the need for alternate construction is not feasible. The workgroup designed this procedure with the intent of creating a balance between the implementation of NextGen and noise relief through specific tracks over non-sensitive noise areas.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area Flight Procedures Team
Charleston ATCT (CHS)
Allied Pilots Association (APA)

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

Digitally signed by

APRIL T SARMENTO

Jun 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLESTON, SC
JZI
EXECUTIVE (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The procedure is non-standard because the outside wind spiral roll-out point is too close to the DF fix, due to the minimum 3NM distance or the DTA required by the fix.

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

TARGETS defines the following run error message when the VA-DF leg on RWY 4 is evaluated for obstacles; "RDO305: [Waiver Required] In the route beginning at RW 4 and ending at ALD, FIBRO and LWCTY, standard VA-DF OEAs could not be constructed because the outside wind spiral roll out point is an insufficient distance from the DF fix. An alternate construction was applied. MITRE has stated that this is an issue with TARGETS (CEW24: There was an unexpected evaluation failure. Results may not be correct). AJV-A does not have a work around for this error.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. An obstacle assessment was completed using departure sector criteria. The sector evaluated encompassed the OEA for the VA-DF leg. No 40:1 obstacle penetrations were identified using the sector criteria.
2. Once MITRE has identified and mitigated the issue the procedure will be reevaluated using TARGETS.
3. FAA Order 7110.65 PARA 4-5-6 and 5-6-1 requires air traffic personnel to vector aircraft at altitude assignments above the minimum IFR altitude /minimum vectoring altitude (MIA/MVA). This should not introduce any new risk into the system.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Change the initial to RIGHT TURN. This introduced a new environmental assessment requirement and more coordination. RIGHT TURN was deemed unacceptable.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area FPT, FAA and NATCA leads.

MYR ATCT

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

06/10/2026

SIGNATURE

Digitally signed by

APRIL T SARMENTO

Jun 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLESTON, SC
JZI
EXECUTIVE (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The procedure is non-standard because the outside wind spiral roll-out point is too close to the DF fix, due to the minimum 3NM distance or the DTA required by the fix.

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

TARGETS defines the following run error message when the VA-DF leg on RWY 4 is evaluated for obstacles; "RDO305F: [Waiver Required] In the route beginning at RW 4 and ending at ALD, FIBRO and LWCTY, standard VA-DF OEAs could not be constructed because the outside wind spiral roll out point is an insufficient distance from the DF fix. An alternate construction was applied. MITRE has stated that this is an issue with TARGETS (CEW24: There was an unexpected evaluation failure. Results may not be correct). AJV-A does not have a work around for this error.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. An obstacle assessment was completed using departure sector criteria. The sector evaluated encompassed the OEA for the VA-DF leg. No 40:1 obstacle penetrations were identified using the sector criteria.
2. Once MITRE has identified and mitigated the issue the procedure will be reevaluated using TARGETS.
3. FAA Order 7110.65 PARA 4-5-6 and 5-6-1 requires air traffic personnel to vector aircraft at altitude assignments above the minimum IFR altitude /minimum vectoring altitude (MIA/MVA). This should not introduce any new risk into the system.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Change the initial to RIGHT TURN. RIGHT TURN was deemed unacceptable.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area FPT, FAA and NATCA leads.
MYR ATCT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
06/10/2026		

SIGNATURE

Digitally signed by
APRIL T SARMENTO
Jun 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLESTON, SC
JZI
EXECUTIVE (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The procedure is non-standard because the outside wind spiral roll-out point is too close to the DF fix, due to the minimum 3NM distance or the DTA required by the fix.

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

TARGETS defines the following run error message when the VA-DF leg on RWY 4 is evaluated for obstacles; "RDO306: [Waiver Required] In the route beginning at RW 4 and ending at ALD, FIBRO and LWCTY, standard VA-DF OEAs could not be constructed because the outside wind spiral roll out point is an insufficient distance from the DF fix. An alternate construction was applied. MITRE has stated that this is an issue with TARGETS (CEW24: There was an unexpected evaluation failure. Results may not be correct). AJV-A does not have a work around for this error.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. An obstacle assessment was completed using departure sector criteria. The sector evaluated encompassed the OEA for the VA-DF leg. No 40:1 obstacle penetrations were identified using the sector criteria.
2. Once MITRE has identified and mitigated the issue the procedure will be reevaluated using TARGETS.
3. FAA Order 7110.65 PARA 4-5-6 and 5-6-1 requires air traffic personnel to vector aircraft at altitude assignments above the minimum IFR altitude /minimum vectoring altitude (MIA/MVA). This should not introduce any new risk into the system.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Change the initial to RIGHT TURN. This introduced a new environmental assessment requirement and possible traffic conflicts with arriving traffic. RIGHT TURN was deemed unacceptable.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area FPT, FAA and NATCA leads.

MYR ATCT

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE
06/10/2026

SIGNATURE

Digitally signed by

APRIL T SARMENTO

Jun 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLESTON, SC
JZI
EXECUTIVE (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

The procedure is coded VA-DF for Rwy 4 departures which creates a Turn more than 90 degrees (110.10) to RANHD. Request Waiver to 8260.58B_1-2-5.a.3 Alignment.

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

TARGETS defines the following error message when the VA-DF leg on RWY 4 is evaluated RDO40: [Waiver Required] In the route beginning at RW04 and ending at ALD, FIBRO and LWCTY the Fix RNDAAH has a change in course of 110.69..., which is greater than the Maximum Change in Course of 90 Degrees. The current KIAWA (RNAV) SID has a Left Turn of 157.00 degrees and Reference Software Evaluations do NOT indicate an RDO 40 waiver is required. Also, the following results from the evaluation were created: CEW24: There was an unexpected evaluation failure. Results may not be correct.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. Once MITRE has identified and mitigated the issue the procedure will be reevaluated using TARGETS.
2. This should not introduce any new risk into the system.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Change Rwy4 to RIGHT TURN direct RANDH. This could introduce a new environmental assessment requirement and generate more traffic conflicts. The Right Turn off RWY 4 introduces new possibilities for traffic conflict by having aircraft turn back over the airport over the Final Approach course. Currently, traffic making a LEFT TURN does not create those scenarios. The current KIAWA2 (RNAV) SID RWY4 departures have the following Departure Instructions:

"TAKEOFF RWUNWAY 4: Climb on a heading 037 degrees to 520, then left turn direct LGRHD, thence.....". RIGHT TURN was deemed unacceptable.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area FPT, FAA and NATCA leads.

MYR ATCT

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

Digitally signed by

APRIL T SARMENTO

Jun 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

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