

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 11/27/2025	APWS Task ID: 376B4447D6CF4CFDB0FF7676383CEC6E	APWS Project ID: 7F957266DAE64EFE9316F32513AAF751
Procedure: CSHEL EIGHT DEPARTURE (RNAV)		Enroute: YES	Specialist: Keefer, John		Agreement Number:
Airport ID: KRSW			Airport City: FORT MYERS		State: FL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

QUALITY
9
CHECKED
BEGUE

QUALITY
42
CHECKED

Procedure Comments:

Active data used for KRSW, KAPF, KMKY, KFMY.

Tasking: Removed route SMELZ to PATOY and replaced with SMELZ to JINOS to PATOY.

WAIVER (4) - (ATC REQUESTED MAINTAIN ALTIUDE LOWER THAN UNRESTRICTED CLIMB).

WAIVER (4) - (USING ROC LESS THAN REQUIRED FOR DP LEVEL OCS).

APPROVAL- (NON STANDARD NOTE).

Contact Casimir Tabaka 405-954-7931.

9/24/2025: THIS IS AN UPDATED COPY OF THE FORMS DEVELOPED ON 5/16/2025.

1. DP ROUTE DESCRIPTION: RSW: CHANGED FROM

SOUTHWEST FLORIDA INTL (KRSW):

TAKEOFF RWY 6: CLIMB ON HEADING 058.10 TO 530, THEN ON HEADING 058.10 FOR RADAR VECTORS TO CSHEL, THENCE...

TAKEOFF RWY 24: CLIMB ON HEADING 238.11 TO 530, THEN CONTINUE CLIMB DIRECT MAPUL, THEN ON TRACK 270.00 TO CROSS SNOKE AT OR ABOVE 1800 AND AT OR BELOW 220 KIAS, THEN RIGHT TURN DIRECT WITAR, THEN ON TRACK 012.01 TO LOSBY, THEN ON TRACK 033.80 TO YALOO, THEN ON TRACK 030.74 TO CSHEL, THENCE... TO

RSW:

TAKEOFF RWY 6: CLIMB ON ASSIGNED HEADING FOR VECTORS TO CSHEL ON ASSIGNED TRANSITION. MAINTAIN 4000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TAKEOFF RWY 24: CLIMB ON HEADING 238.11 TO 530, THEN CONTINUE CLIMB DIRECT MAPUL, THEN ON TRACK 270.00 TO CROSS SNOKE AT OR ABOVE 1800 AND AT OR BELOW 220 KIAS, THEN RIGHT TURN DIRECT WITAR, THEN ON TRACK 012.01 TO LOSBY, THEN ON TRACK 033.80 TO YALOO, THEN ON TRACK 030.74 TO CSHEL, THENCE...

... ON ASSIGNED TRANSITION. MAINTAIN 4000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. - REWRITE PER AFS DIRECTION.

2. DP ROUTE DESCRIPTION: FMY: CHANGED FROM

PAGE FLD (KFMY):

TAKEOFF RWY 5, 13, 23, 31: CLIMB ON ASSIGNED HEADING FOR RADAR VECTORS TO CSHEL, THENCE... TO

FMY:

TAKEOFF RWY ALL RUNWAYS: CLIMB ON ASSIGNED HEADING FOR VECTORS TO CSHEL ON ASSIGNED TRANSITION. MAINTAIN 2000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. - REWRITE PER AFS DIRECTION.

3. DP ROUTE DESCRIPTION: MKY: CHANGED FROM

MARCO ISLAND EXEC (KMKY):

TAKEOFF RWY 17: CLIMB ON ASSIGNED HEADING FOR RADAR VECTORS TO CSHEL, THENCE...

TAKEOFF RWY 35: CLIMB ON HEADING 005.00 TO 700, FOR RADAR VECTORS TO CSHEL, THENCE... TO

MKY:

TAKEOFF RWY 17: CLIMB ON ASSIGNED HEADING FOR VECTORS TO CSHEL ON ASSIGNED TRANSITION. MAINTAIN 2000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TAKEOFF RWY 35: CLIMB ON HEADING 005.00 TO 700 FOR VECTORS TO CSHEL, THENCE...

... ON ASSIGNED TRANSITION. MAINTAIN 2000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. - REWRITE PER AFS DIRECTION.

4. DP ROUTE DESCRIPTION: APF: CHANGED FROM

NAPLES MUNI (KAPF):

TAKEOFF RWY 5, 23, 32: CLIMB ON ASSIGNED HEADING FOR RADAR VECTORS TO CSHEL, THENCE...

TAKEOFF RWY 14: CLIMB ON HEADING 137.22 TO 600, FOR RADAR VECTORS TO CSHEL, THENCE... TO

APF:

TAKEOFF RWY 5, 23, 32: CLIMB ON ASSIGNED HEADING FOR VECTORS TO CSHEL ON ASSIGNED TRANSITION. MAINTAIN 2000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TAKEOFF RWY 14: CLIMB ON HEADING 137.22 TO 600 FOR VECTORS TO CSHEL, THENCE...

... ON ASSIGNED TRANSITION. MAINTAIN 2000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. - REWRITE PER AFS DIRECTION.

5. THENCE PORTION REMOVE OR INCORPORATED INTO AIRPORT/RUNWAY SPECIFIC ROUTING "...ON ASSIGNED TRANSITION. SOUTHWEST FLORIDA INTL: MAINTAIN 4000. PAGE FLD, MARCO ISLAND, NAPLES MUNI: MAINTAIN: 2000. EXPECT CLEARANCE TO FILED ALTITUDE WITHIN 10

MINUTES AFTER DEPARTURE." - REWRITE PER AFS DIRECTION.

6. REMARKS: ADDED:FAA JO 7110.65, PARAGRAPH 5-6-3.B. "AFTER REACHING THE FIRST MVA/MIA SECTOR, ALL SUBSEQUENT MVA/MIA SECTORS ENCOUNTERED MUST BE MET." THIS REQUIRES THE CONTROLLER TO ENSURE THE AIRCRAFT DOESN'T GO INTO A HIGHER MVA ONCE THEY REACHED THE FIRST MVA SECTOR ALTITUDE. - THIS REMARK ADDED PER DIRECTION FROM AFS.



1. FLIGHT PROCEDURE IDENTIFICATION:

Fort Myers, FL
KRSW
CSHEL DEPARTURE (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

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

- a. Two different rounding criteria are used for evaluation. The controlling obstacle for the MVA is 548 feet.
 - (1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.
 - (2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.
- b. Fort Myers ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.
- c. The TERPS evaluation doesn't account for the ATC hold down at 1500 feet.
- d. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. Fort Myers ATCT/TRACON has a need to separate the flow for departures and arrivals. Fort Myers ATCT/TRACON has an LOA requirement to turn departures based on a range of headings using runway 6 and the lowest altitude assigned would be 1500 feet based on the MVA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. Aircraft will be required to climb to 1500 feet based on radar and the MVA so controllers will know where the aircraft is.
- b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.
- c. ATC is required to validate the altitude on initial contact.
- d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.
- e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned 1500 feet for a short period of time to ensure initial separation. The aircraft will then be assigned 10000 feet.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restrict all aircraft to fly the same headings would slow the traffic flow and cause delays to airspace users.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
08/04/25	AJV-A430	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

Fort Myers, FL
KRSW
CSHEL 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):

RWY 6: 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:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

(1). Per RSW Approach the lowest assigned altitude will be: 1500 FT MSL and the overlying MVA is 1500.

(2). Diverse Assessment Distance = 25 NM

DER Distance to DRP: 1.65 NM

DER Elevation = RWY 6: 30 MSL.

RWY 6: 25 NM - 1.65 NM = 23.35 NM

Diverse Assessment:

RWY 6: 23.35 NM x 200 FT/NM + 30 = 4700 MSL.

(3). Radar is required for the SID.

(4). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.

(5). ATC is not allowed to let an aircraft climbing to 1500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a.

(1) or(2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).

(6). RSW Approach will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines and other industry participants.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/05/25	AJV-A430	MANAGER

SIGNATURE

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Naples, FL
KAPF
CSHEL DEPARTURE (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

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

- a. Two different rounding criteria are used for evaluation. The controlling obstacle for the MVA is 548 feet.
 - (1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.
 - (2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.
- b. Fort Myers ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.
- c. The TERPS evaluation doesn't account for the ATC hold down at 1500 feet.
- d. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. Fort Myers ATCT/TRACON has a need to separate the flow for departures and arrivals. Fort Myers ATCT/TRACON has an LOA requirement to turn departures based on a range of headings using runways 05/23/14/32 and the lowest altitude assigned would be 1500 feet based on the MVA.
- e. This applies to all KAPF runways.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. Aircraft will be required to climb to 1500 feet based on radar and the MVA so controllers will know where the aircraft is.
- b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.
- c. ATC is required to validate the altitude on initial contact.
- d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.
- e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned 1500 feet for a short period of time to ensure initial separation. The aircraft will then be assigned 10000 feet.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restrict all aircraft to fly the same headings would slow the traffic flow and cause delays to airspace users.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
08/05/25	AJV-A430	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

1. FLIGHT PROCEDURE IDENTIFICATION:

Naples, FL
KAPF
CSHEL 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). This applies to all KAPF runways.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

(1). Per Fort Myers ATCT/TRACON, the lowest assigned altitude will be: 1500 FT MSL and the overlying MVA is 1500.

(2). Diverse Assessment Distance = 25 NM

DER Distance to DRP: .76 NM

DER Elevation = RWY 05/23/32: 6 MSL; RWY14: 7 MSL.

RWY 05/23: 25 NM - .76 NM = 24.24NM; RWY14/32: 25 NM - .49 NM = 24.51 NM.

Diverse Assessment:

RWY05/23: 24.24 NM x 200 FT/NM + 6 = 4854 MSL (rounds to 4900 MSL).

RWY14: 24.51 NM x 200 FT/NM + 7 = 4909 MSL (rounds to 5000 MSL).

RWY32: 24.51 NM x 200 FT/NM + 6 = 4908 MSL (rounds to 5000 MSL).

(3). Radar is required for the SID.

(4). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.

(5). ATC is not allowed to let an aircraft climbing to 1500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a.

(1) or(2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).

(6). Fort Myers ATCT/TRACON Approach will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to user base.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/05/25	AJV-A430	MANAGER

SIGNATURE

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Fort Myers, FL
KFMY
CSHEL DEPARTURE (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

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

- a. Two different rounding criteria are used for evaluation. The controlling obstacle for the MVA is 548 feet.
 - (1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.
 - (2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.
- b. Fort Myers ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.
- c. The TERPS evaluation doesn't account for the ATC hold down at 1500 feet.
- d. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. Fort Myers ATCT/TRACON has a need to separate the flow for departures and arrivals. Fort Myers ATCT/TRACON has an LOA requirement to turn departures based on a range of headings using runways 05/13/23/31 and the lowest altitude assigned would be 1500 feet based on the MVA.
- e. This applies to all KFMY runways.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. Aircraft will be required to climb to 1500 feet based on radar and the MVA so controllers will know where the aircraft is.
- b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.
- c. ATC is required to validate the altitude on initial contact.
- d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.
- e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned 1500 feet for a short period of time to ensure initial separation. The aircraft will then be assigned 10000 feet.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restrict all aircraft to fly the same headings would slow the traffic flow and cause delays to airspace users.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
08/05/25	AJV-A430	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

1. FLIGHT PROCEDURE IDENTIFICATION:

Fort Myers, FL

KFMY

CSHEL 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). This applies to all KFMY runways.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

(1). Per Fort Myers ATCT/TRACON, the lowest assigned altitude will be: 1500 FT MSL and the overlying MVA is 1500.

(2). Diverse Assessment Distance = 25 NM

DER Distance to DRP: RWY 05/23: .73 NM; RWY 13/31: .48 NM.

DER Elevation = RWY05: 17 MSL; RWY13: 15 MSL; RWY23: 13 MSL; RWY31: 14 MSL.

RWY05/23: 25 NM - .73 NM = 24.27 NM; RWY13/31: 25 NM - .48 NM = 24.52 NM.

Diverse Assessment:

RWY 05: 24.27 NM x 200 FT/NM + 17 = 4871 MSL (rounds to 4900 MSL).

RWY 13: 24.52 NM x 200 FT/NM + 15 = 4919 MSL (rounds to 5000 MSL).

RWY 23: 24.27 NM x 200 FT/NM + 13 = 4867 MSL (rounds to 4900 MSL).

RWY 31: 24.52 NM x 200 FT/NM + 14 = 4918 MSL (rounds to 5000 MSL).

(3). Radar is required for the SID.

(4). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.

(5). ATC is not allowed to let an aircraft climbing to 1500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a.

(1) or(2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).

(6). Fort Myers ATCT/TRACON Approach will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to user base.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/05/25	AJV-A430	MANAGER

SIGNATURE

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
-------------	-----------------------	------------------

1. FLIGHT PROCEDURE IDENTIFICATION:

Marco Island, FL
KMKY
CSHEL DEPARTURE (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

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

- a. Two different rounding criteria are used for evaluation. The controlling obstacle for the MVA is 548 feet.
 - (1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.
 - (2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.
- b. Fort Myers ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.
- c. The TERPS evaluation doesn't account for the ATC hold down at 1500 feet.
- d. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. Fort Myers ATCT/TRACON has a need to separate the flow for departures and arrivals. Fort Myers ATCT/TRACON has an LOA requirement to turn departures based on a range of headings using runways 17/35 and the lowest altitude assigned would be 1500 feet based on the MVA.
- e. This applies to all KMKY runways.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. Aircraft will be required to climb to 1500 feet based on radar and the MVA so controllers will know where the aircraft is.
- b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.
- c. ATC is required to validate the altitude on initial contact.
- d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.
- e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned 1500 feet for a short period of time to ensure initial separation. The aircraft will then be assigned 10000 feet.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restrict all aircraft to fly the same headings would slow the traffic flow and cause delays to airspace users.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
08/05/25	AJV-A430	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

1. FLIGHT PROCEDURE IDENTIFICATION:

**Marco Island, FL
KMKY
CSHEL 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). This applies to all KMKY runways.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

- (1). Per Fort Myers ATCT/TRACON, the lowest assigned altitude will be: 1500 FT MSL and the overlying MVA is 1500.
- (2). Diverse Assessment Distance = 25 NM
DER Distance to DRP: .49 NM
DER Elevation = RWY17/35: 5 MSL
RWY 17/35: 25 NM - .49 NM = 24.51 NM
Diverse Assessment:
RWY 17/35: 24.51 NM x 200 FT/NM + 5 = 4907 MSL (rounds to 5000).
- (3). Radar is required for the SID.
- (4). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
- (5). ATC is not allowed to let an aircraft climbing to 1500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or(2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
- (6). Fort Myers ATCT/TRACON Approach will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to user base.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Fort Myers ATCT/TRACON, NATCA, AJV-A, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
08/05/25	AJV-A430	MANAGER	

Digitally signed by
CASIMIR L TABAKA
Oct 02, 2025

8. FLIGHT STANDARDS ACTIONS:

APPROVED **DISAPPROVED** **NOT REQUIRED**

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



Federal Aviation Administration

Memorandum

Date: July 29, 2025

To: Christopher Hope, Manager, Flight Technologies and Procedures Division
THRU: Romana Wolf, Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures Coordination Team, AJV-A45

Prepared by: Erik J. John, Sr. ATC Specialist, NAVTAC CTR Support

Subject: Approval Request: Fort Myers, FL (KRSW) CSHEL (RNAV) SID
Non-Standard Chart Note

FAAO 8260.46K Para 2-1-5 h. (9) When ATC has determined that they do not want pilots to “Flight Plan” or file a particular SID (i.e., use will be determined by ATC), ATC will request that a chart note be placed on the SID. In the “Procedural Data Notes” section of FAA Form 8260-15B, use: “CHART: NOTE: DO NOT FILE – TO BE ASSIGNED BY ATC.”

ATC request to use the following Procedural Data Note: “NOTE: TOLLZ TRANSITION FOR APF/MKY DEP ONLY.” This is to support ATC assigned transitions which are required to prevent users from filing unwanted routings. Specifically, aircraft departing APF and MKY are generally at altitudes much higher than traffic departing from RSW when crossing the ZMA/ZJX boundary. This creates a traffic conflict with aircraft landing RSW from ZJX and the TOLLZ transition deconflicts these two routes. These ATC assigned transitions are Data Comm, ERAM, and FMC compliant to allow users to utilize these routes when filing.

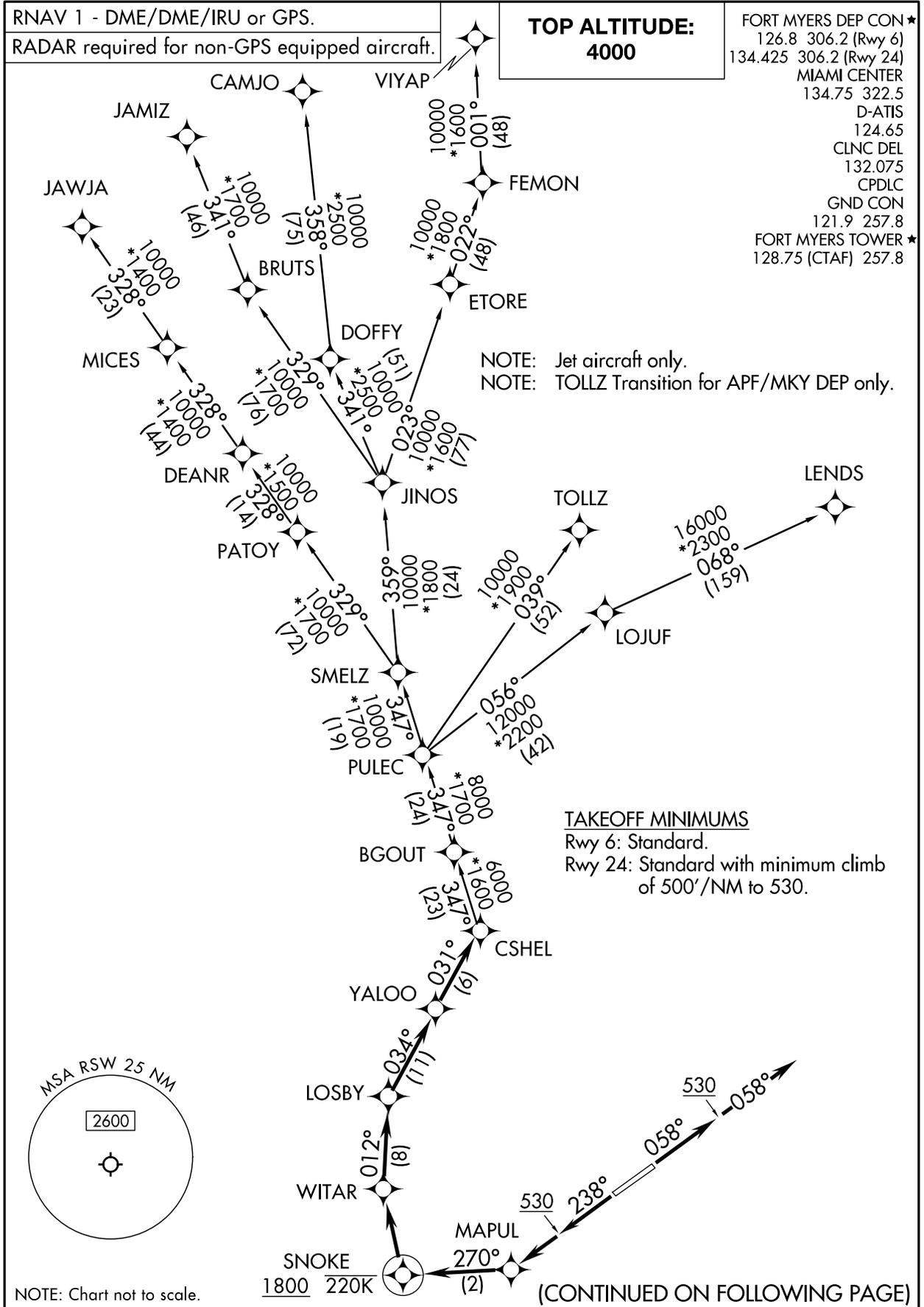
OLD

(CSHEL7.CSHEL) 24305

AL-6757 (FAA)

SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA

CSHEL SEVEN DEPARTURE (RNAV)



CSHEL SEVEN DEPARTURE (RNAV)
(CSHEL7.CSHEL) 31OCT24

FORT MYERS, FLORIDA
SOUTHWEST FLORIDA INTL (RSW)

(CONTINUED ON FOLLOWING PAGE)

CSHEL SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° to 530, then on heading 058° for RADAR vectors to CSHEL, thence...

TAKEOFF RUNWAY 24: Climb on heading 238° to 530, then continue climb direct MAPUL, then on track 270° to cross SNOKE at or above 1800 and at or below 220K, then right turn direct WITAR, then on track 012° to LOSBY, then on track 034° to YALOO, then on track 031° to CSHEL, thence...

...on assigned transition. Maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

CAMJO TRANSITION (CSHEL7.CAMJO)

JAMIZ TRANSITION (CSHEL7.JAMIZ)

JAWJA TRANSITION (CSHEL7.JAWJA)

LENDZ TRANSITION (CSHEL7.LENDZ)

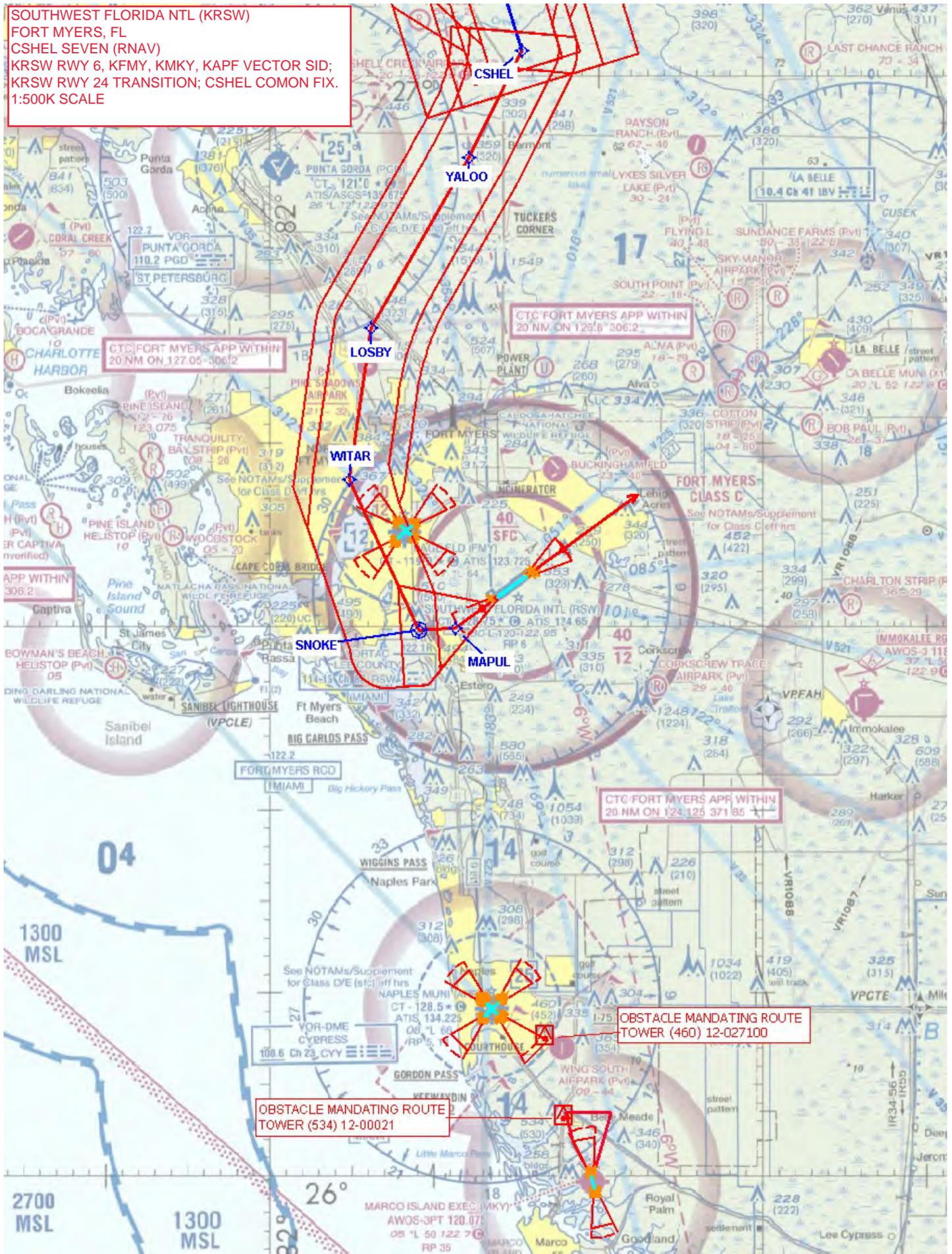
TOLLZ TRANSITION (CSHEL7.TOLLZ)

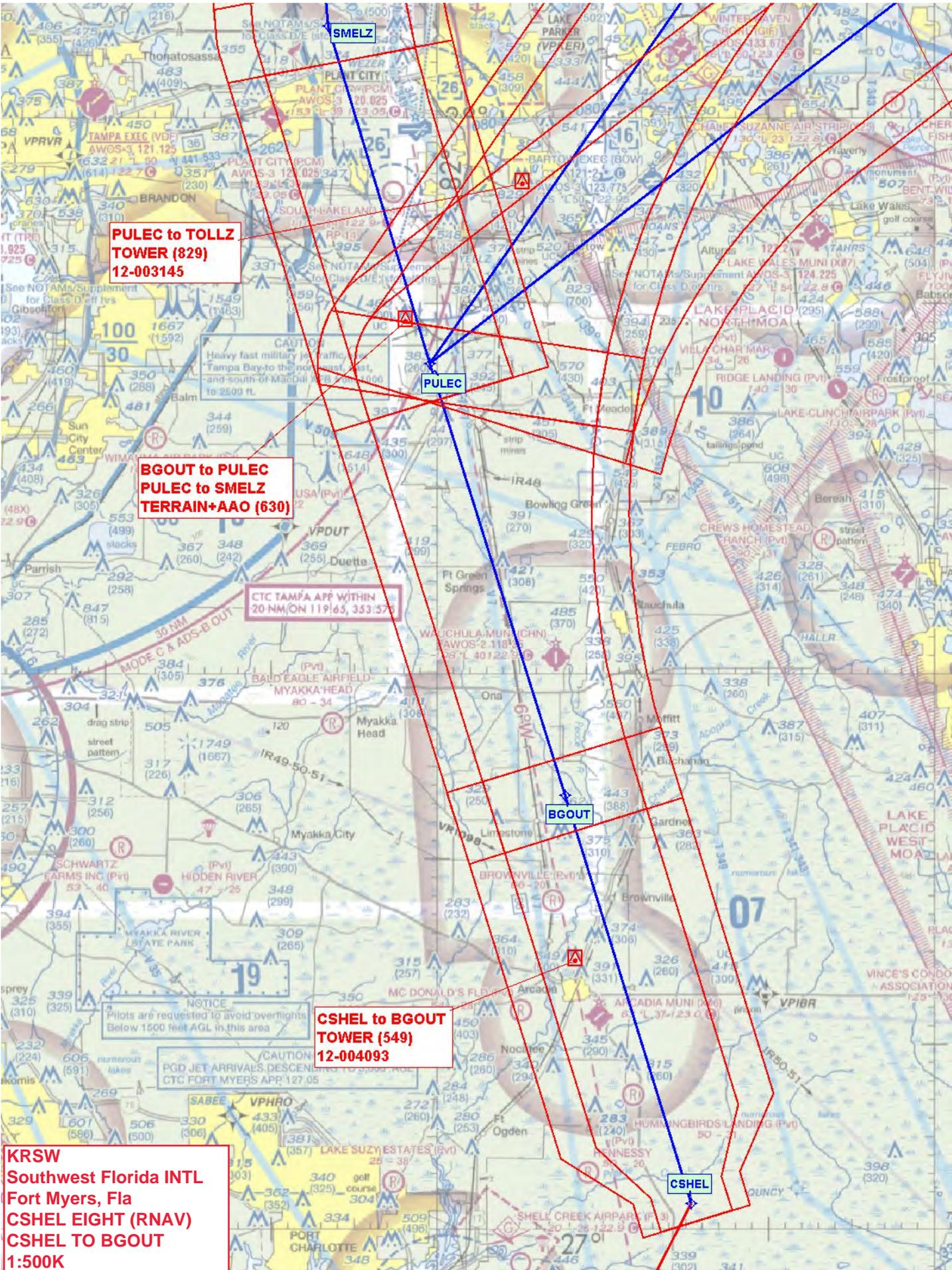
VIYAP TRANSITION (CSHEL7.VIYAP)

SE-3, 17 APR 2025 to 15 MAY 2025

SE-3, 17 APR 2025 to 15 MAY 2025

SOUTHWEST FLORIDA NTL (KRSW)
FORT MYERS, FL
CSHEL SEVEN (RNAV)
KRSW RWY 6, KFMY, KMKY, KAPF VECTOR SID;
KRSW RWY 24 TRANSITION; CSHEL COMON FIX.
1:500K SCALE





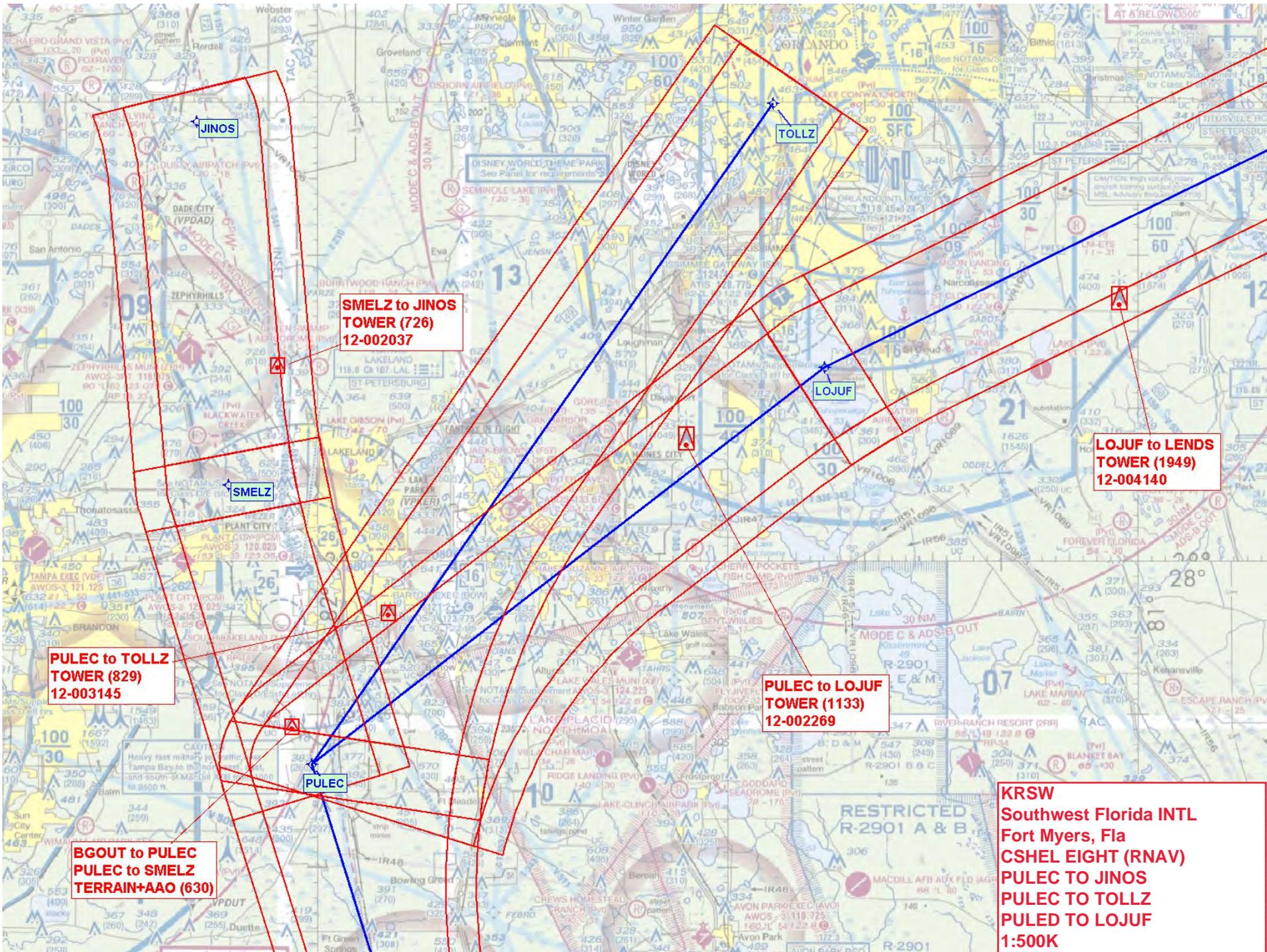
**PULEC to TOLLZ
TOWER (829)
12-003145**

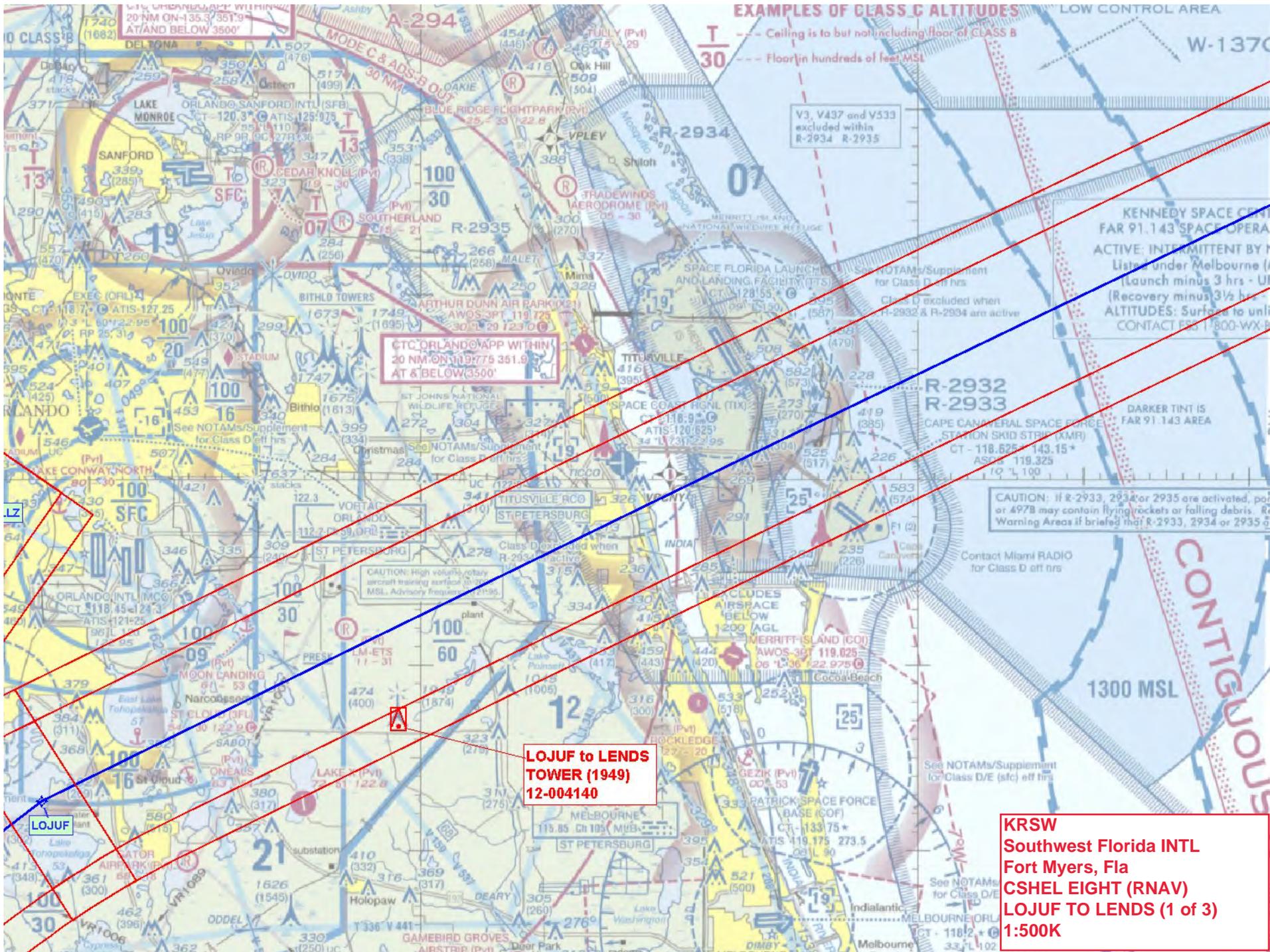
**BGOUT to PULEC
PULEC to SMELZ
TERRAIN+AAO (630)**

**CTC TAMPA APP WITHIN
20 NM ON 119.65, 353.575**

**CSHEL to BGOUT
TOWER (549)
12-004093**

**KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT (RNAV)
CSHEL TO BGOUT
1:500K**





EXAMPLES OF CLASS G ALTITUDES

--- Ceiling is to but not including floor of CLASS B
 --- Floor in hundreds of feet MSL

**CTC ORLANDO APP WITHIN
 20 NM ON 119.775 351.9
 AT & BELOW 3500'**

**LOJUF to LENDS
 TOWER (1949)
 12-004140**

**KRSW
 Southwest Florida INTL
 Fort Myers, Fla
 CSHEL EIGHT (RNAV)
 LOJUF TO LENDS (1 of 3)
 1:500K**

**KENNEDY SPACE CENTER
 FAR 91.143 SPACE OPERATIONS
 ACTIVE: INTERMITTENT BY NOTAMS
 Listed under Melbourne (MCO)
 (Launch minus 3 hrs - UPL) (Recovery minus 3 1/2 hrs)
 ALTITUDES: Surface to unlimited
 CONTACT FSS 1-800-WX-8888**

CAUTION: If R-2933, 2934 or 2935 are activated, portions of Class G airspace may contain flying rockets or falling debris. R-2933, 2934 or 2935 are active when R-2932 & R-2934 are active. Contact Miami RADIO for Class D off hrs.

CAUTION: High volume rotary aircraft training surface (HVRAS) MSL. Advisory frequency 121.95.

See NOTAMS/Supplement for Class D/E (stc) off hrs

See NOTAMS/Supplement for Class D/E (stc) off hrs

CONTIGUOUS

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

Warning: National Defense Operating Areas
Operations hazardous to the flight of aircraft
conducted within these areas.

37F

W-140F

30° 29°

W-139F

SOUTH FLORIDA
LOW CONTROL AREA

W-137G

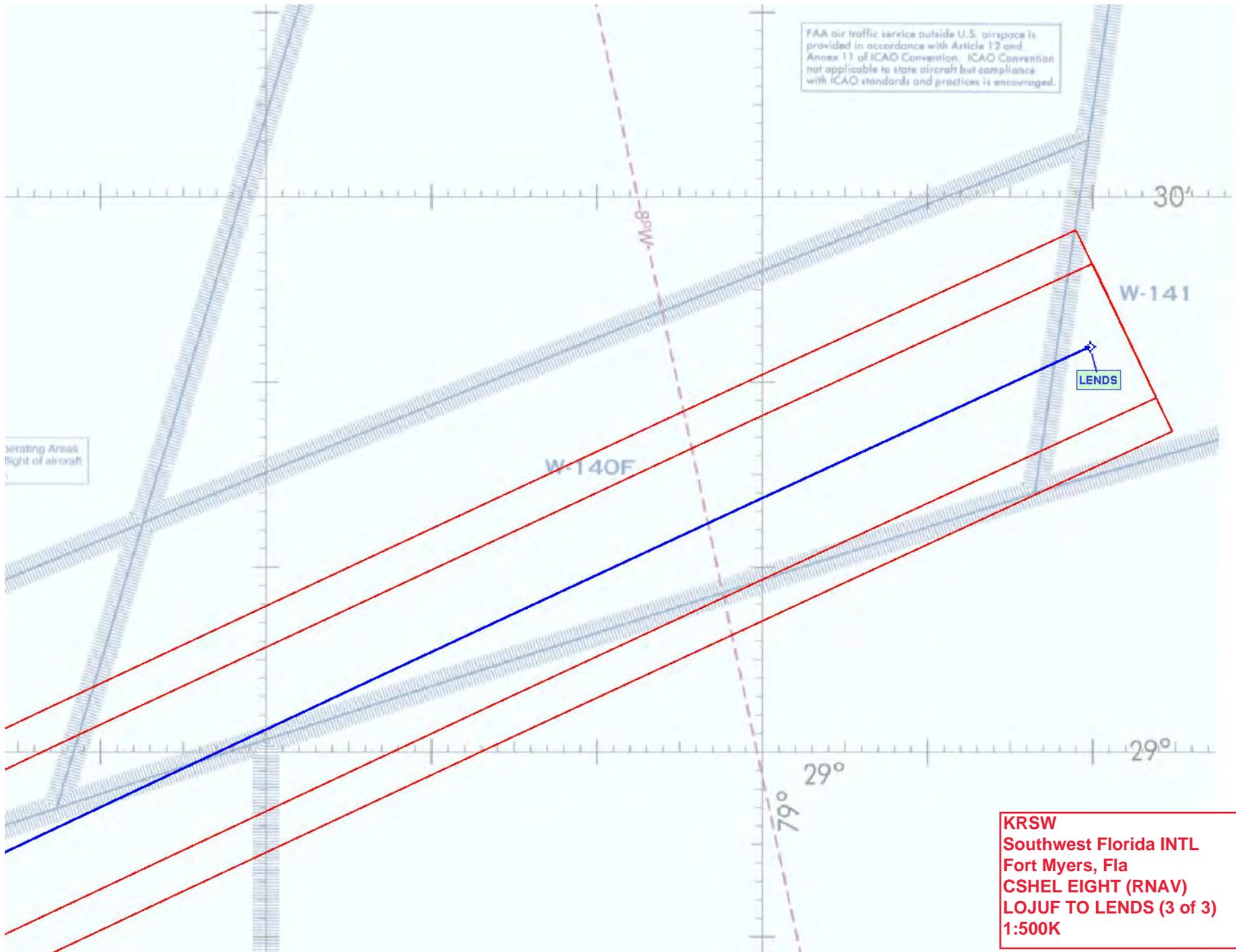
Warning: National Defense Operating Areas
Operations hazardous to the flight of aircraft
conducted within these areas.

W-497A

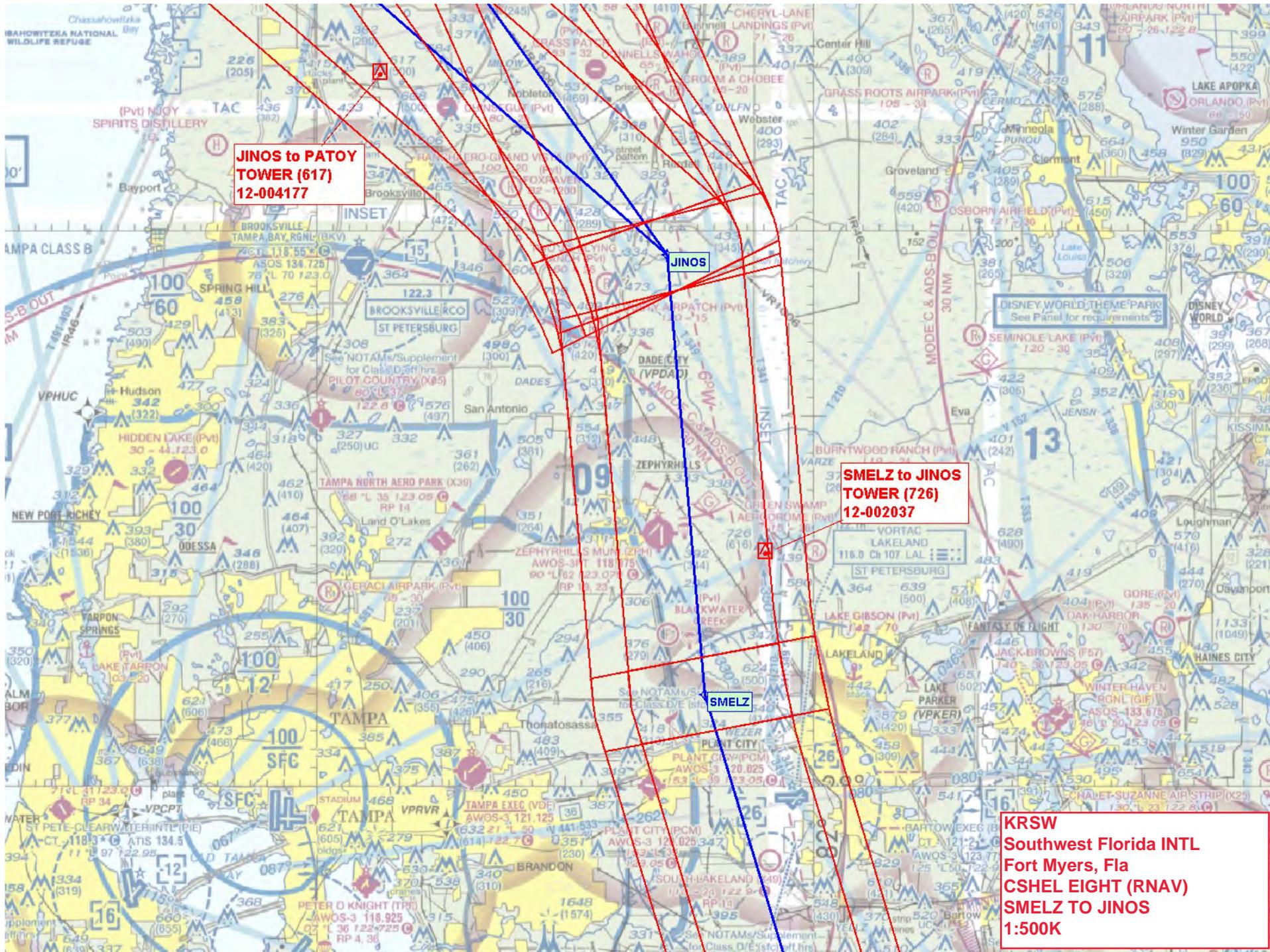
KENNEDY SPACE CENTER
FAR 91.143 SPACE OPERATIONS
ACTIVE: INTERMITTENT BY NOTAM
Listed under Melbourne (MLB)
(Launch minus 3 hrs - UFN)
(Recovery minus 3 1/2 hrs - UFN)
ALTITUDES: Surface to unlimited
CONTACT FSS 1-800-WX-BRIEF

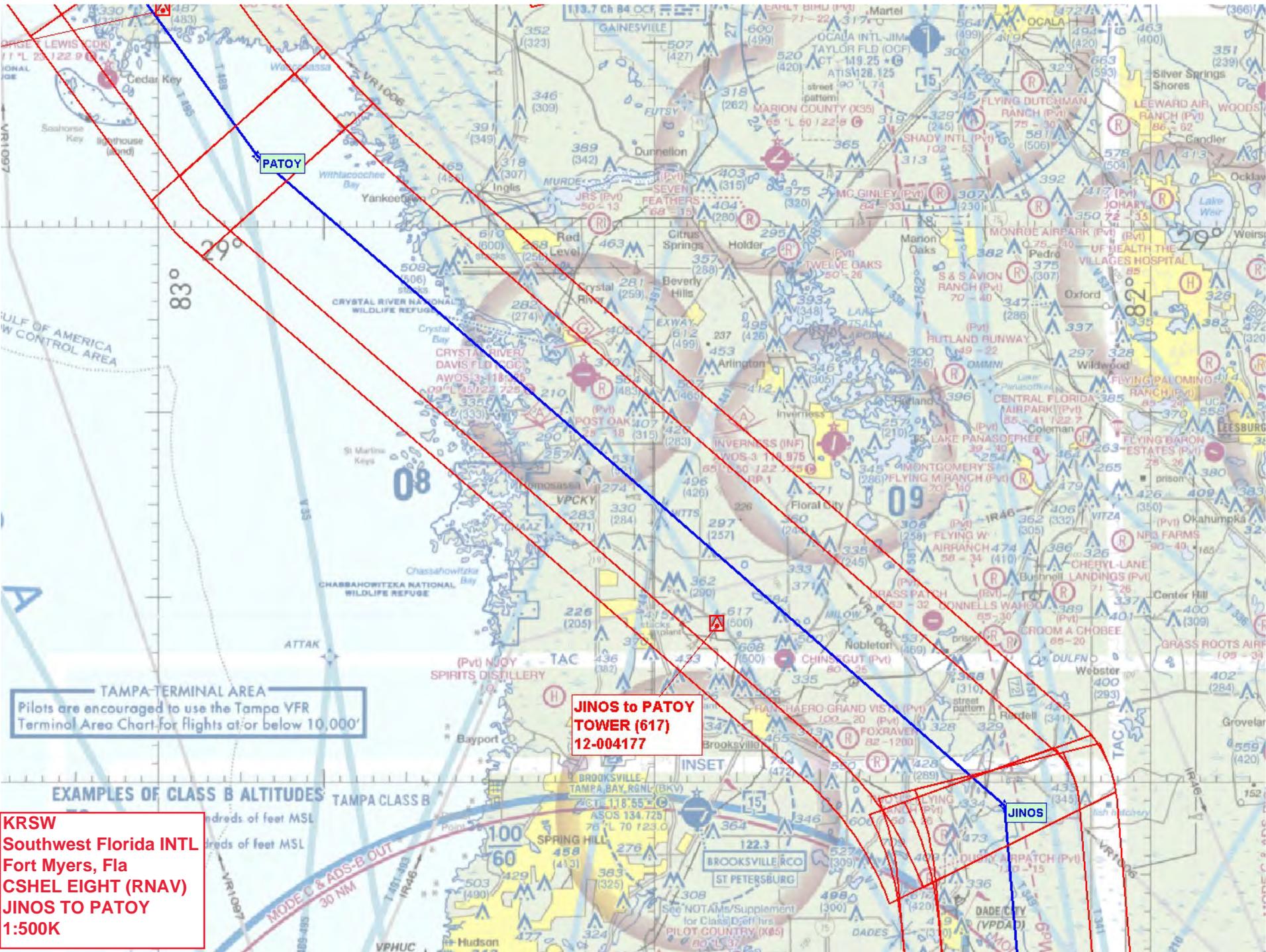
KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT (RNAV)
LOJUF TO LENDS (2 of 3)
1:500K

SPACE SERVICE
STATION (KMP)
143.15*
18.325
100
DARKER TINT IS
FAR 91.143 AREA
TAC



KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT (RNAV)
LOJUF TO LENDS (3 of 3)
1:500K





TAMPA-TERMINAL AREA
 Pilots are encouraged to use the Tampa VFR Terminal Area Chart for flights at or below 10,000'

**JINOS to PATOY
 TOWER (617)
 12-004177**

KRSW
 Southwest Florida INTL
 Fort Myers, Fla
 CSHL EIGHT (RNAV)
 JINOS TO PATOY
 1:500K

EXAMPLES OF CLASS B ALTITUDES

hundreds of feet MSL
 hundreds of feet MSL

MODE C & ADS-B OUT
 30 NM

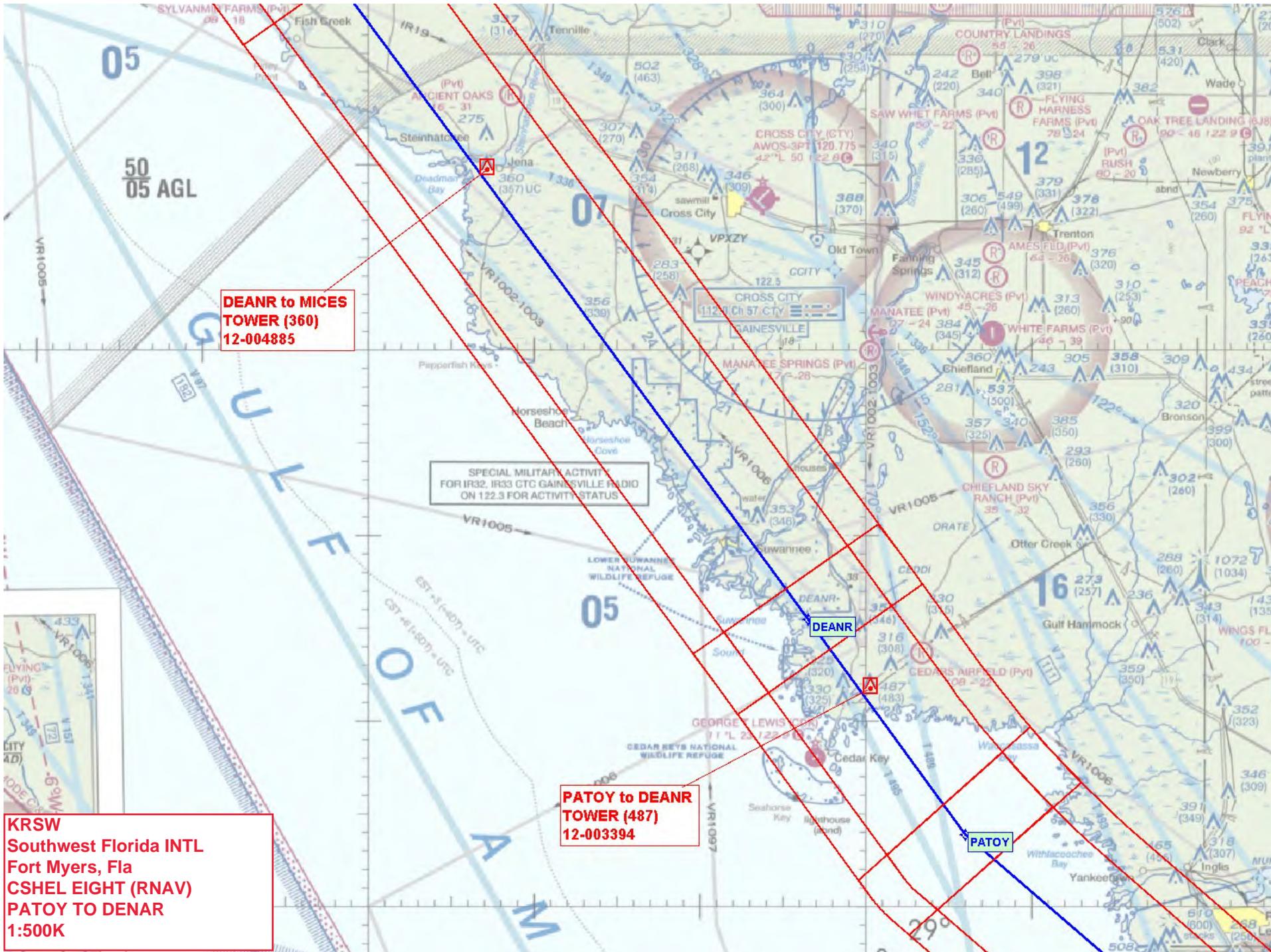
TAMPA CLASS B

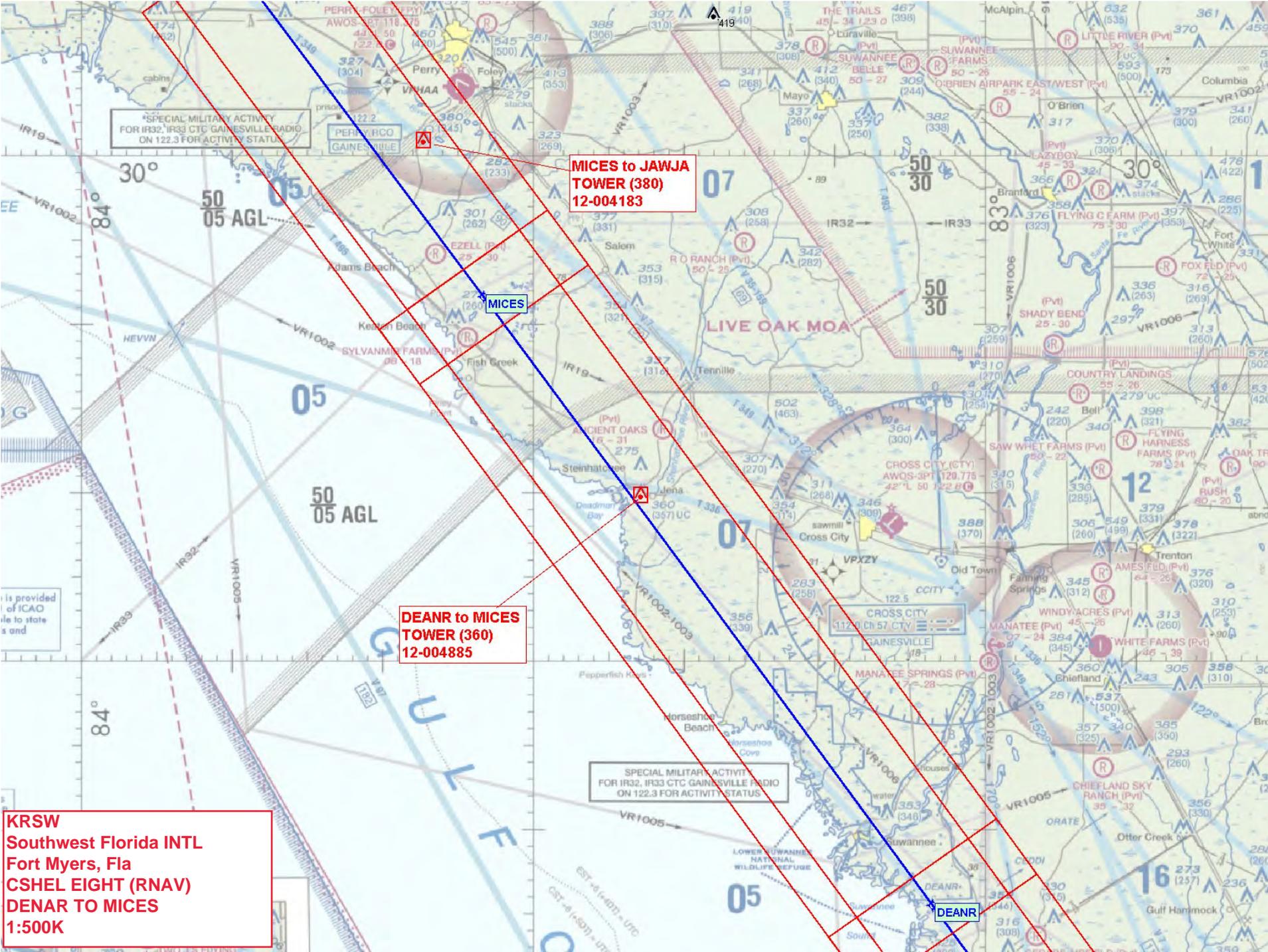
100
60

BROOKSVILLE (CO)
ST PETERSBURG

JINOS

TAC





**MICES to JAWJA
TOWER (380)
12-004183**

MICES

**DEANR to MICES
TOWER (360)
12-004885**

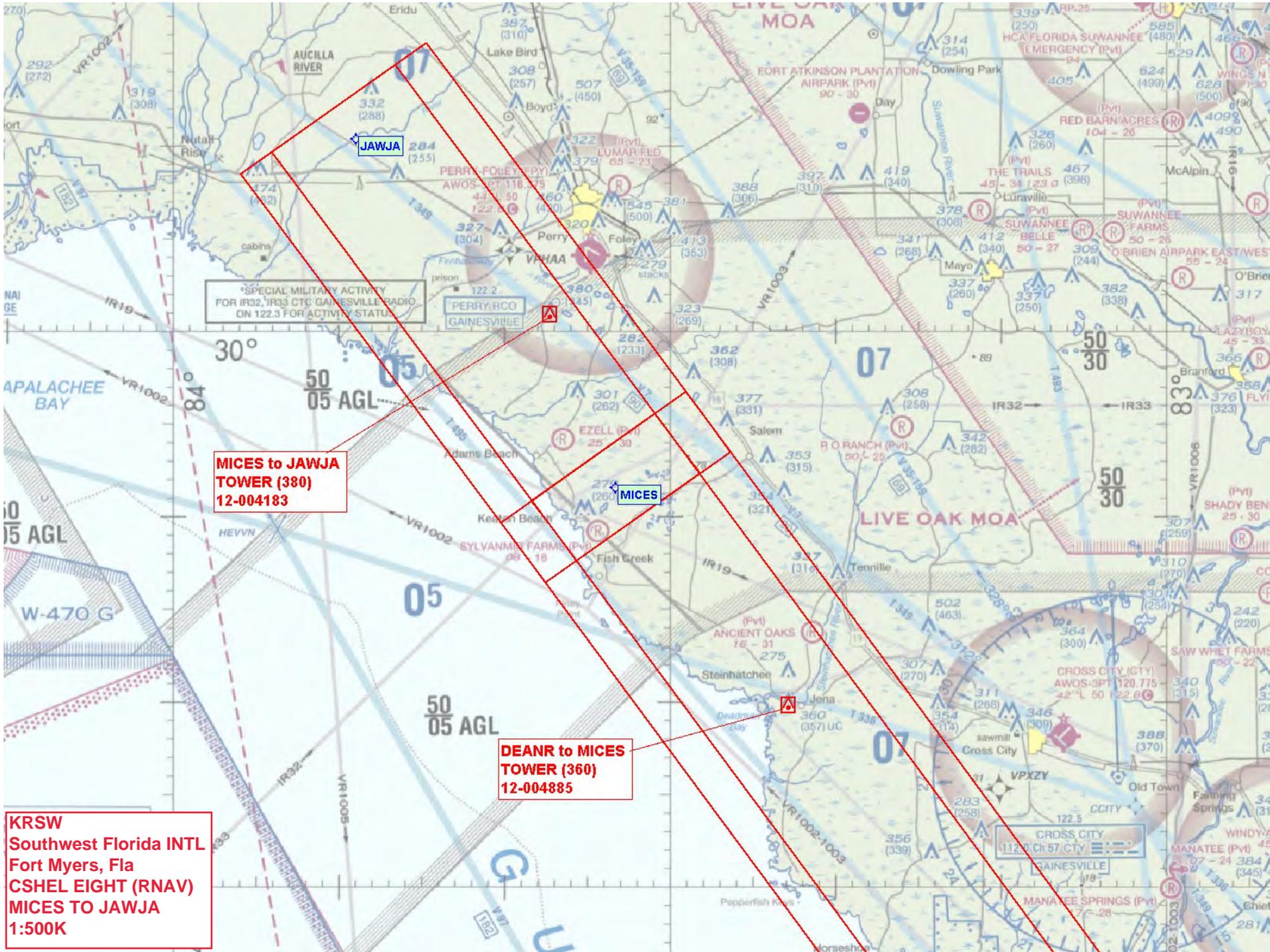
DEANR

**KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT (RNAV)
DENAR TO MICES
1:500K**

SPECIAL MILITARY ACTIVITY
FOR IR32, IR33 CTC GAINESVILLE RADIO
ON 122.3 FOR ACTIVITY STATUS

SPECIAL MILITARY ACTIVITY
FOR IR32, IR33 CTC GAINESVILLE RADIO
ON 122.3 FOR ACTIVITY STATUS

is provided
of ICAO
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*SPECIAL MILITARY ACTIVITY
FOR IR32, IR33 CTC GAINESVILLE RADIO
ON 122.3 FOR ACTIVITY STATUS

**MICES to JAWJA
TOWER (380)
12-004183**

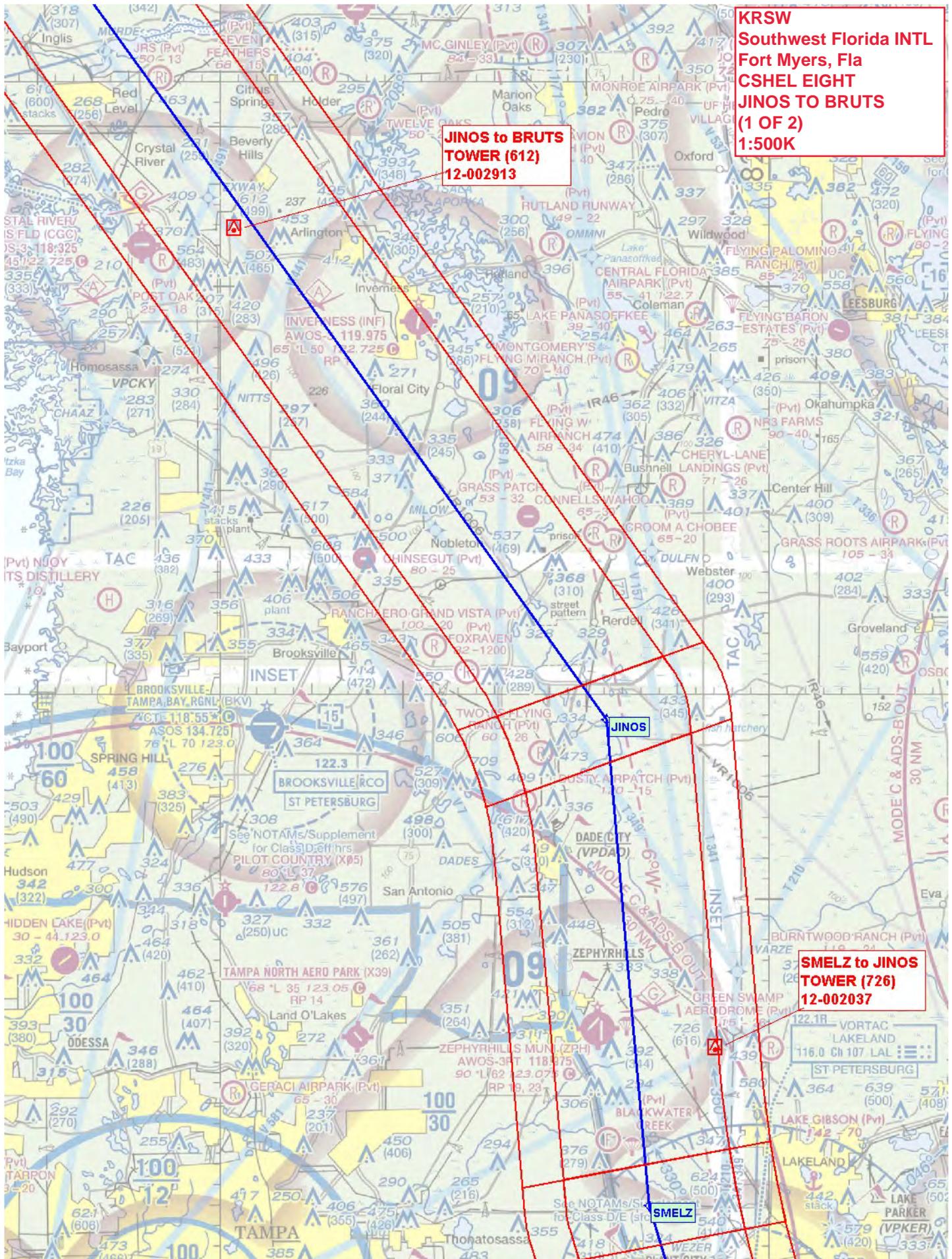
**DEANR to MICES
TOWER (360)
12-004885**

**KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT (RNAV)
MICES TO JAWJA
1:500K**

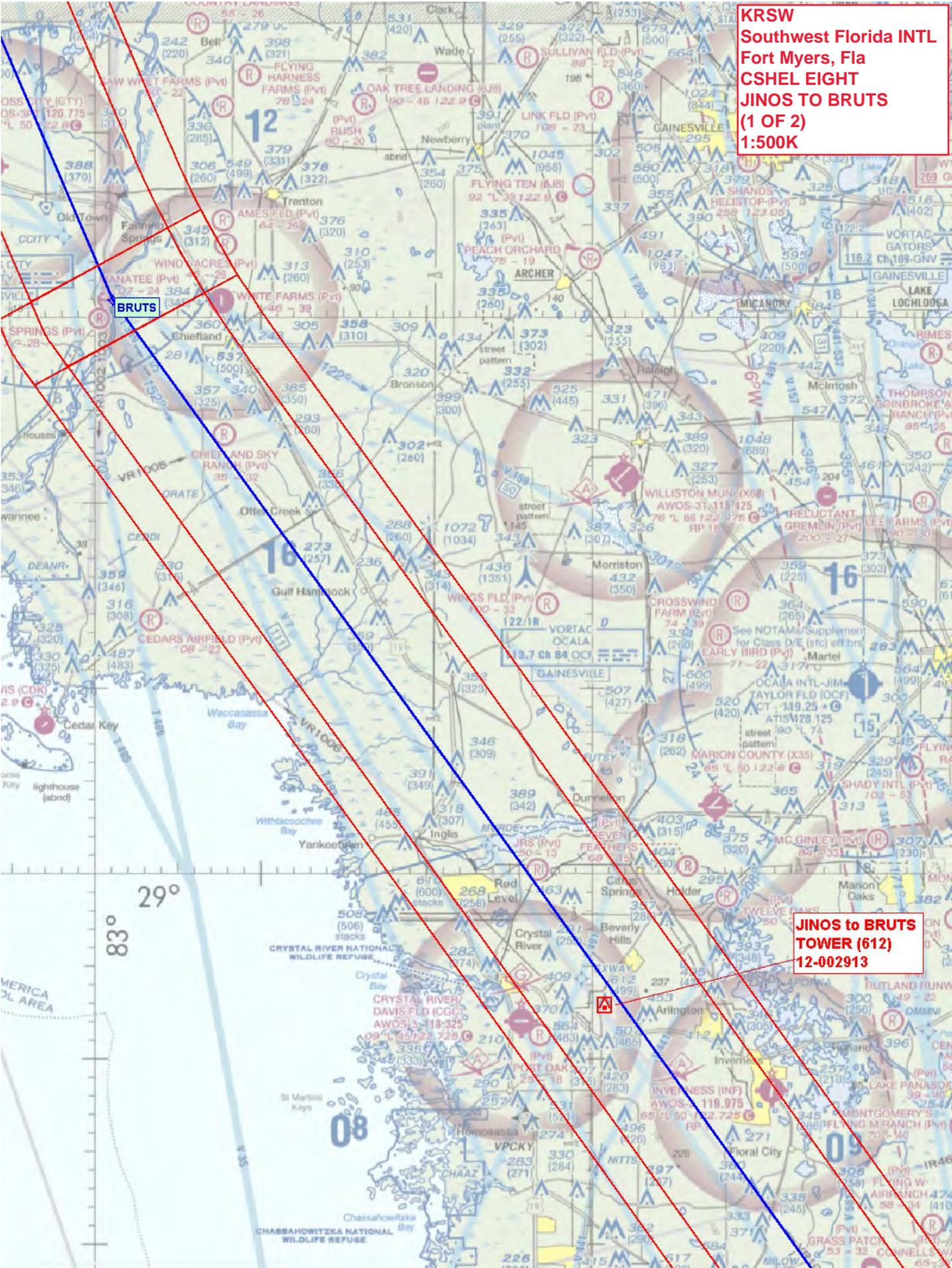
KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
JINOS TO BRUTS
(1 OF 2)
1-500K

JINOS to BRUTS
TOWER (612)
12-002913

SME LZ to JINOS
TOWER (726)
12-002037



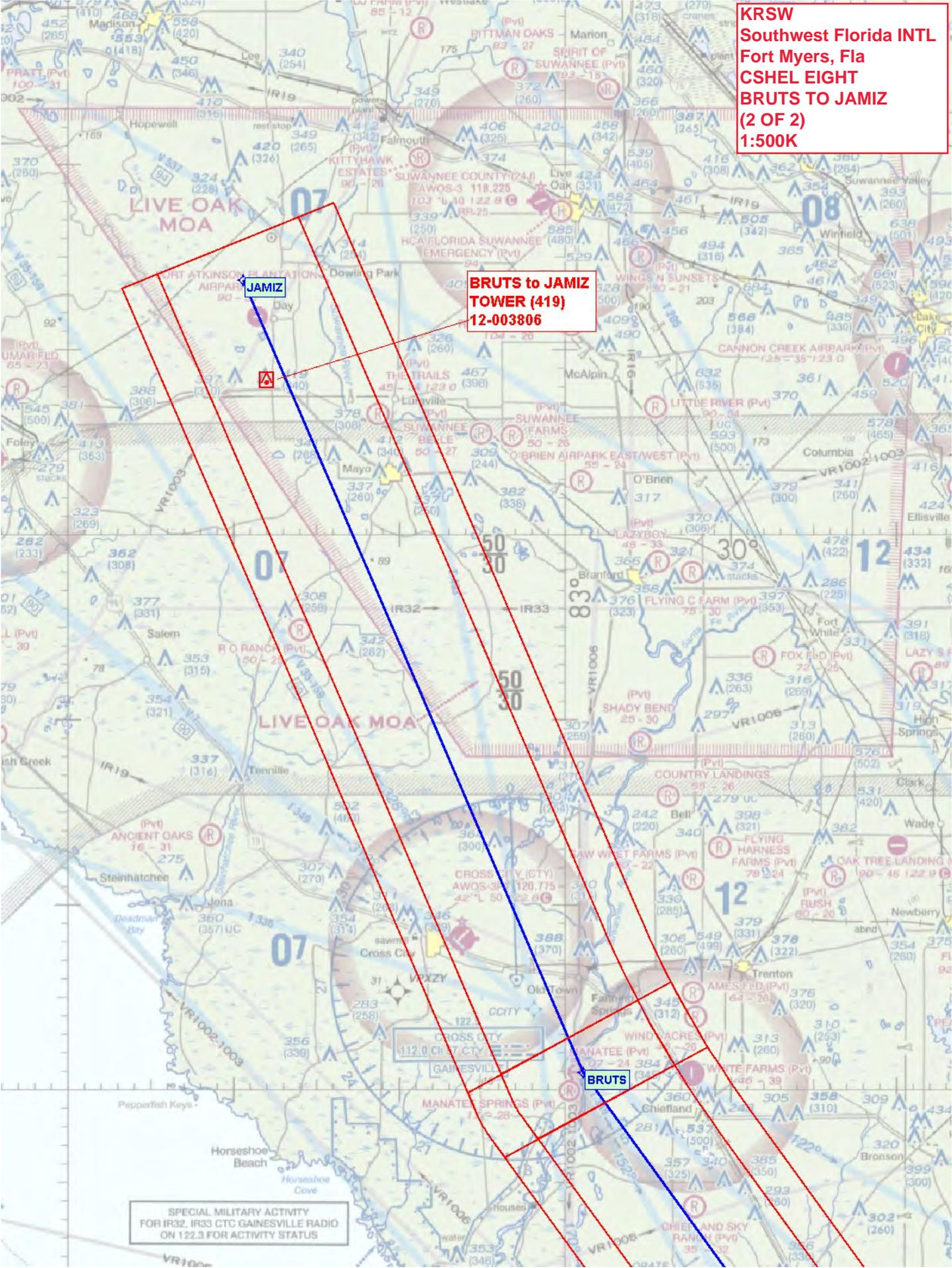
KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
JINOS TO BRUTS
(1 OF 2)
1:500K



BRUTS

JINOS to BRUTS
TOWER (612)
12-002913

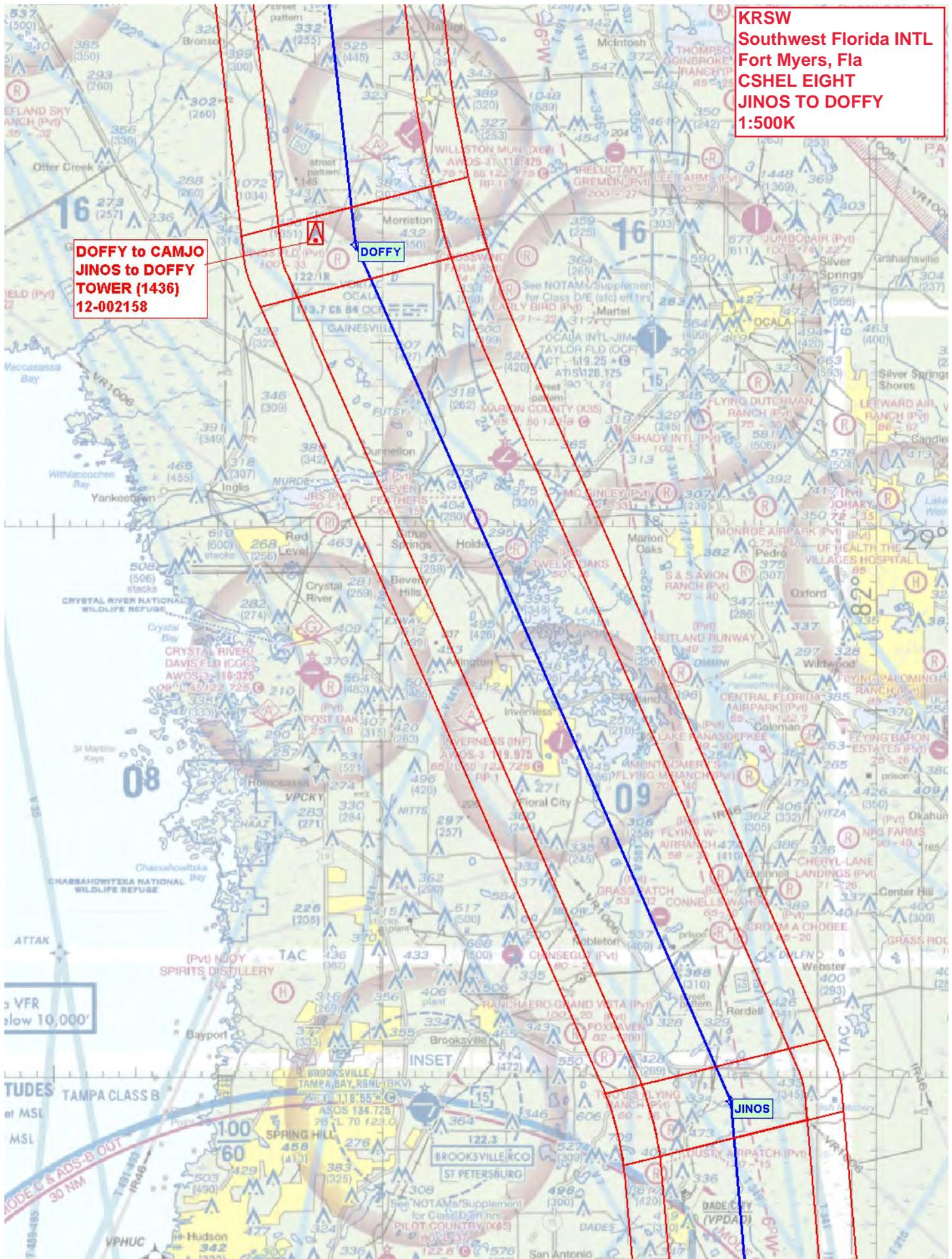
KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
BRUTS TO JAMIZ
(2 OF 2)
1:500K



SPECIAL MILITARY ACTIVITY
FOR IR32, IR33 CTC GAINESVILLE RADIO
ON 122.3 FOR ACTIVITY STATUS

KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
JINOS TO DOFFY
1:500K

DOFFY to CAMJO
JINOS to DOFFY
TOWER (1436)
12-002158



VFR
slow 10,000'

TUDES TAMPA CLASS B

MSL

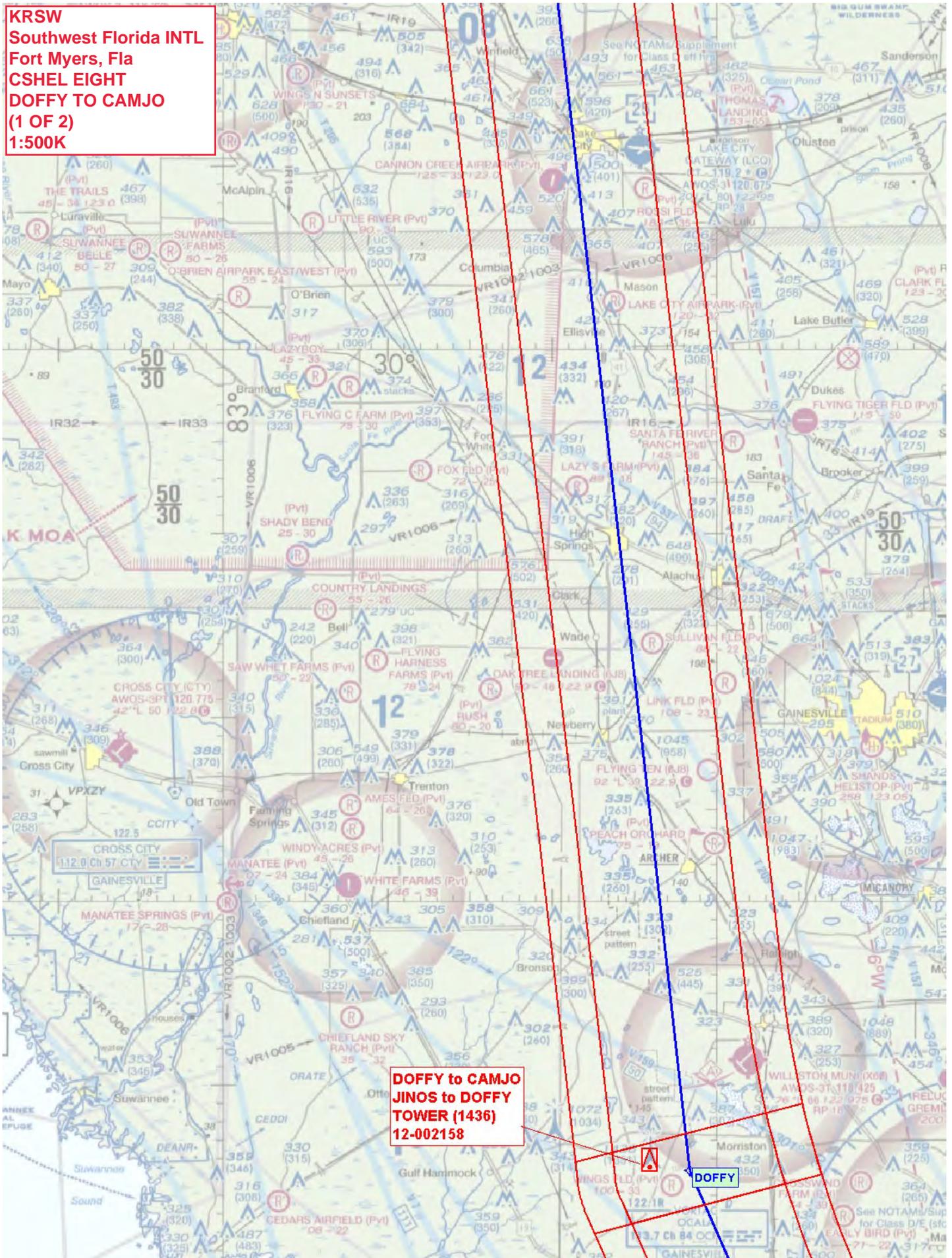
MODE C & ADS-B OUT
30 NM

VPHUC

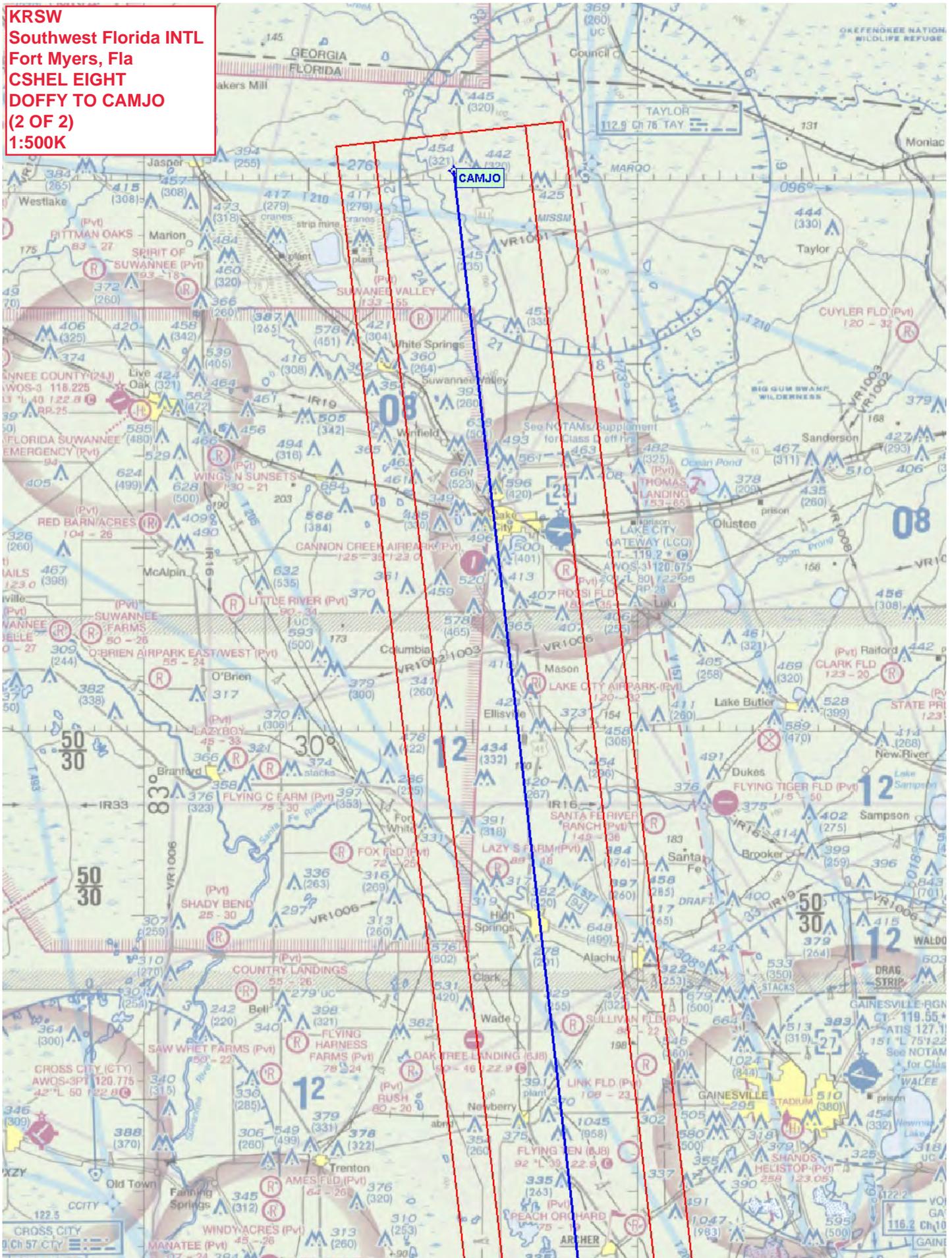
7 485-485

12-002158

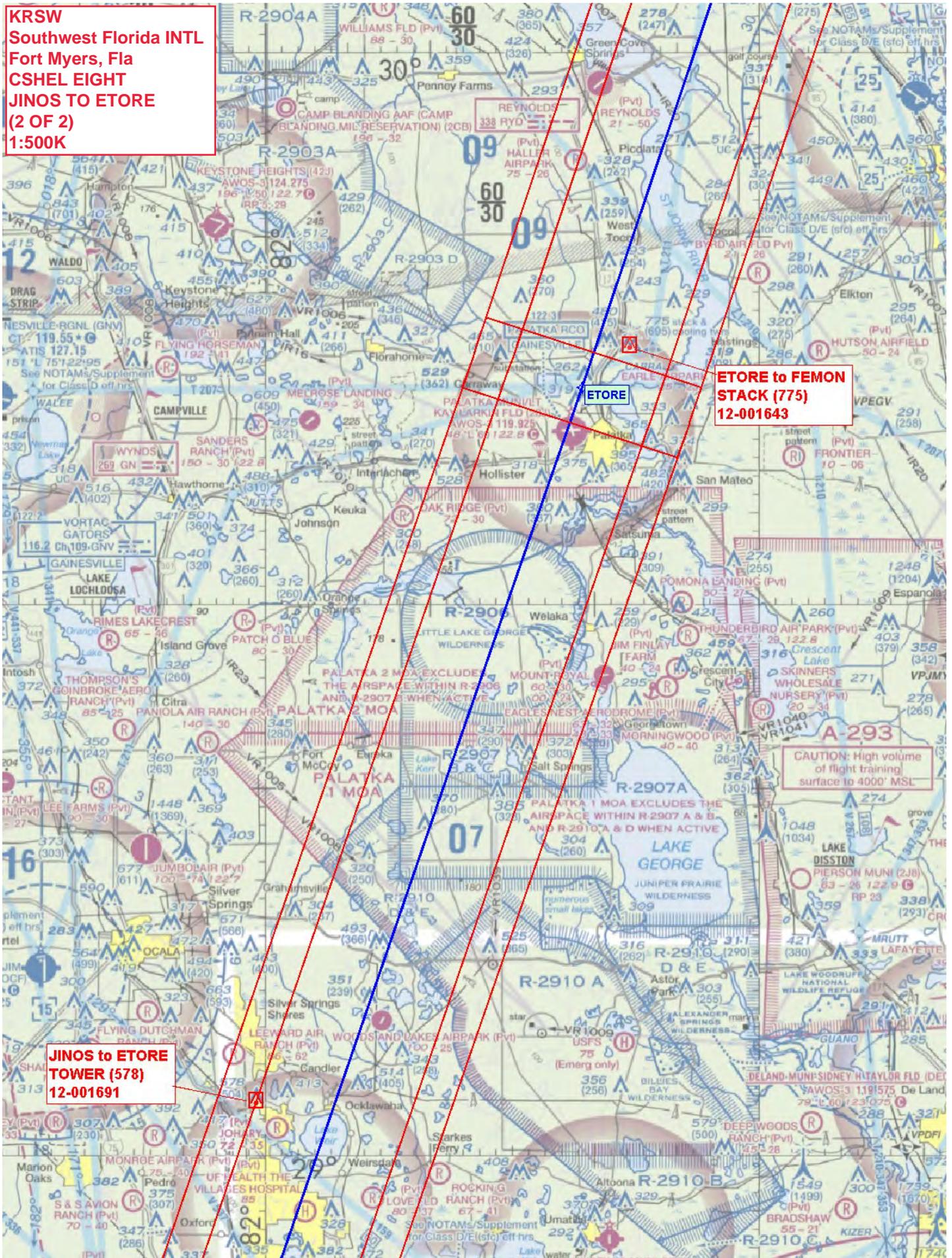
KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
DOFFY TO CAMJO
(1 OF 2)
1:500K



KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
DOFFY TO CAMJO
(2 OF 2)
1:500K



KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
JINOS TO ETORE
(2 OF 2)
1:500K

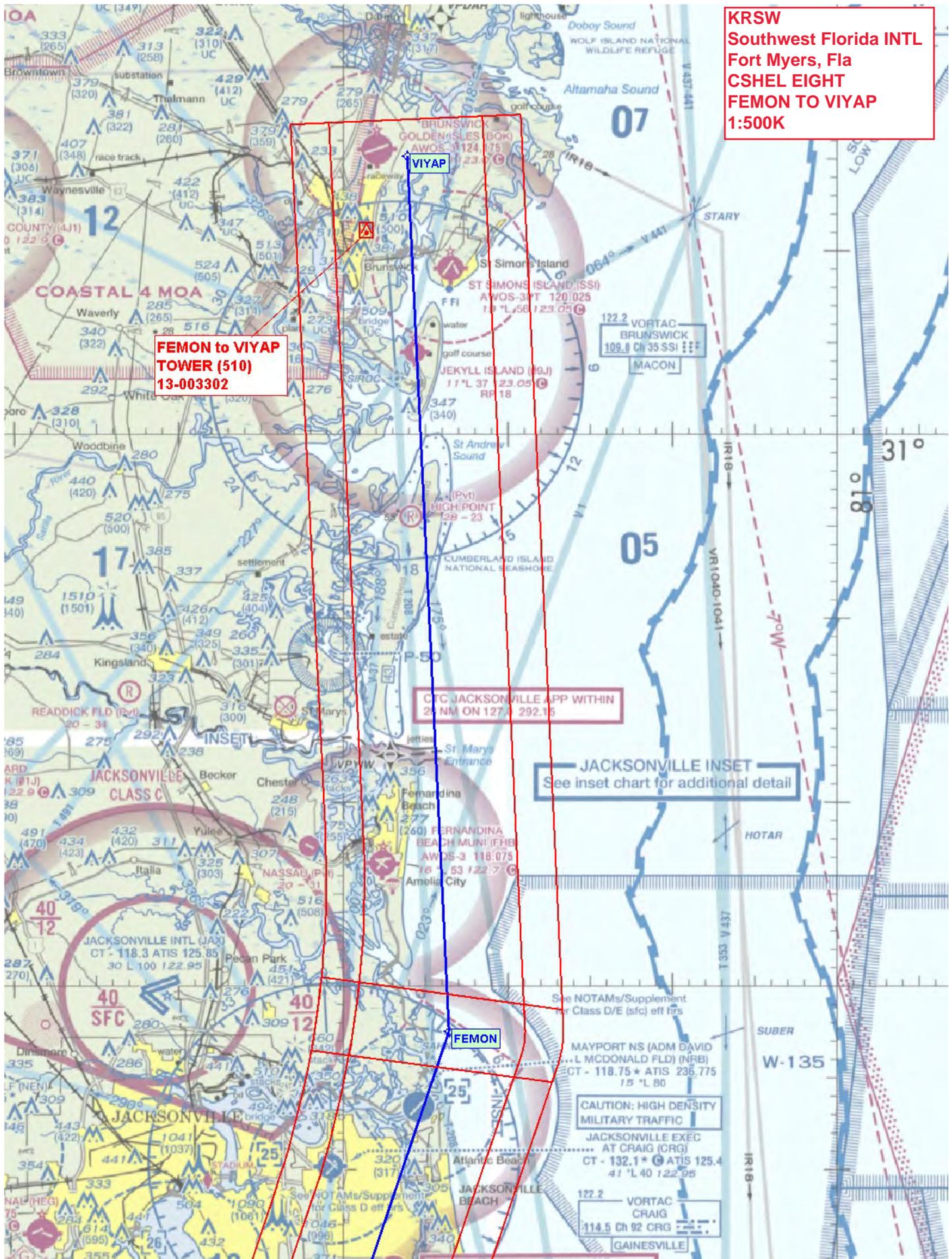


**ETORE to FEMON
STACK (775)
12-001643**

**JINOS to ETORE
TOWER (578)
12-001691**

**CAUTION: High volume
of flight training
surface to 4000' MSL**

KRSW
Southwest Florida INTL
Fort Myers, Fla
CSHEL EIGHT
FEMON TO VIYAP
1:500K



FEMON to VIYAP
TOWER (510)
13-003302

CTC JACKSONVILLE APP WITHIN
25 NM ON 127.1 292.15

JACKSONVILLE INSET
See inset chart for additional detail

See NOTAMS/Supplement
for Class D/E (sfc) eff hrs

MAYPORT NS (ADM DAVID
L MCDONALD FLD) (NRB)
CT - 118.75 * ATIS 235.775
15 °L 80

CAUTION: HIGH DENSITY
MILITARY TRAFFIC
JACKSONVILLE EXEC
AT CRAIG (CRG)
CT - 132.1 * ATIS 125.4
41 °L 40 122.95

122.2 VORTAC
CRAIG
114.5 Ch 92 CRG
GAINESVILLE

INFORMATION ONLY

20240226-8364 page 1 of 2

Waiver 1 of 1

1. FLIGHT PROCEDURE IDENTIFICATION:

Fort Myers, FL
Southwest Florida International Airport (KRSW)
CSHEL (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver required to not chart IF altitude at the IF for radar vectors (RV). Per Order 8260.46J, Appendix E, Section 1, Para 2.m.3 : "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, its unnecessary to add an altitude restriction at CSHEL as the aircraft will be issued an initial departure clearance containing "MAINTAIN 4000" for KRSW RWY 6 departures and "MAINTAIN 2000" for satellite departures and will be receiving radar vectors to the waypoint CSHEL to join the procedure. When aircraft depart from KRSW RWY 6 they will be climbing to 4000 and for FMY, APF, and MKY departures, they will be climbing to 2000 and 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 or obstacles.

Adding an unnecessary altitude at CSHEL creates workload for pilots as it could create a climb gradient higher than 200 feet per NM depending on where ATC vectors the aircraft before clearing them to CSHEL. Additionally, it could increase communication between ATC and pilots who will be asking questions about the altitude restriction, which ties up the radios. It also adds pilot workload once airborne when ATC issues an altitude higher than the IDF constraint by stating "CLIMB and MAINTAIN (altitude)". The use of "CLIMB and MAINTAIN (altitude)" deletes any published altitude restrictions, therefore pilots will be heads down deleting the IDF restriction from the FMC.

AFS has approved other procedures within the NAS provided an evaluation has been completed. In this case, the evaluation has been accomplished and is contained under number 4 below.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

With a standard climb gradient of 200FT/NM, all surfaces are clear to the IF (CSHEL) with the exception of KAPF RWY 14 and KMKY RWY 35. The departure route descriptions have the following instruction to provide uninterrupted climb.

KAPF: TAKEOFF RWY 14: CLIMB ON HEADING 137 TO 600, THEN ON RADAR VECTORS TO CSHEL, THENCE...

KMKY: TAKEOFF RWY 35: CLIMB ON HEADING 005 TO 700, THEN ON RADAR VECTORS TO CSHEL, THENCE...

Additionally, ATC will ensure that all aircraft are assigned altitudes at or above the Minimum Vectoring Altitude (MVA). An OCS with a starting elevation of 1500FT (2500 MVA-1000 ROC) was evaluated for the route starting at CSHEL and the surface was clear.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Modifying the SID so as 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):

ESC PBN Co-leads
Southwest Florida International Airport
Miami ARTCC
American Airlines
Southwest Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
11/14/23	ESC OSG AJV E-24	ESC OSG PBN CO-LEAD MANAGEMENT

SIGNATURE

Reginald E Davis
Digitally signed by
Reginald E Davis
Date: 2023.11.14
07:56:01 -05'00'

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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

DATE	ROUTING SYMBOL	SIGNATURE
		Jim Rose Signed By: Jim Rose Mon Apr 22 2024 15:46:12 GMT- 05:00:00 (Central standard Time)



Federal Aviation Administration

Memorandum

Date: January 31, 2023

To: Instrument Flight Procedure Service Providers

WADE EK TERRELL Digitally signed by WADE
EK TERRELL
Date: 2023.01.31 09:21:16
-06'00'

From: Wade E.K. Terrell, Manager, Flight Procedures and Airspace Group

Subject: Waiver to FAA Order 8260.58C paragraph 1-2-5.c.(3), Maximum bank angle

Background: The Performance Based Navigation (PBN) Aviation Rulemaking Committee (PARC) made a recommendation that the FAA adjust the turn parameters used in PBN instrument flight procedure (IFP) design to reflect modern avionics values. The Flight Procedures and Airspace Group analyzed current avionics specifications with the help of several FAA offices and RTCA SC-227 to identify the new bank angles necessary for current IFP design. The Flight Procedures and Airspace Group then conducted an Operational Safety Review (OSR) for this amendment to bank angle criteria. The outcome of the OSR was that no new hazard is introduced into the National Aerospace System (NAS).

Purpose: This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, paragraph 1-2-5.c.(3) and authorizes use of a maximum bank angle of 23 degrees above FL195 up to FL245 and a maximum bank angle of 16 degrees above FL245.

This waiver remains in effect until rescinded. No additional waiver request action is required. Please direct all inquiries to Thomas J. Nichols, Standards Section Manager, Flight Procedures and Airspace Group at 405-954-1171 or thomas.j.nichols@faa.gov