

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 01/22/2026	APWS Task ID: 5A262B45143442DFA951CCF3E16B164E	APWS Project ID: 226492D8A3424B72A9CAA72BAF0257B5
Procedure: SID PALM BEACH FOUR - KPBI, FL		Enroute: YES	Specialist: Keefer, John		Agreement Number:
Airport ID: KPBI			Airport City: WEST PALM BEACH		State: FL
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
Active airport data used.

Amend all runways to be "as assigned by ATC" only and remove initial climb heading.

Waiver: Vectoring below the MVA.
Waiver: OCS clearance for vectoring below the MVA.
Approval: Non standard climb gradient.

Contact Casimir Tabaka 405-954-7931.

QUALITY
20
CHECKED

QUALITY
41
CHECKED

FIPC BASIC FORM

PROCEDURE: PALM BEACH FOUR DEPARTURE		AIRPORT NAME: PALM BEACH INTL		AIRPORT ID: KPBI	SPECIAL CONTROL NO: AP-10-193-25
FAC ID: PBI4		CITY: WEST PALM BEACH		ST: FL	ORIG CHART DATE: 01/22/2026
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 5A262B45143442DFA951CCF3E16B164E	

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 <input type="checkbox"/>

PROCEDURE RESULTS

INSPECTION DATE: 11/20/2025	CREW #: VN427	N #: N95	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: matthew olstad @ 11/20/2025 14:14		PRINTED NAME: OLSTAD, MATTHEW WILLIAM		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: Satisfactory
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IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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1. FLIGHT PROCEDURE IDENTIFICATION:

FLIGHT PROCEDURE IDENTIFICATION:

West Palm Beach, FL
Palm Beach Intl (KPBI)
PALM BEACH DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria within the FAAO 8260.3, paragraph 2-1-3. Using less Required Obstacle Clearance (ROC) than required for Departure Procedure (DP) level Obstacle Clearance Surface (OCS).

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

The PALM BEACH DEPARTURE serves only WEST PALM BEACH INTL (PBI).

a. Two different rounding criteria are used for evaluation. The controlling obstacle for the initial 1500 ft MVA is 549 ft (see attachments 1 and 2 for obstacle data and location).

(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. PBI ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.

c. The current TERPS evaluation doesn't account for an ATC hold down altitude.

d. This is an amended procedure designed with the updated criteria. PBI ATCT/TRACON has a need to separate the flow for departures and arrivals. PBI ATCT/TRACON turns departures based on a range of headings using all runways 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 or higher 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. ATC will then assign an altitude to meet the minimum altitude requirements for the SID.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Climbing the aircraft to an altitude 100 feet higher will cause major delays and could infringe on the proposed Special Use Airspace (SUA), requiring aircraft to remain at a higher hold-down altitude longer to maintain separation.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with ZMA ARTCC, Palm Beach TRACON, Palm Beach ATCT (PBI), NATCA, AJVA, Eastern Service Center Flight Procedures Team, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
10/17/25	AJV-A430	MANAGER	

Digitally signed by
CASIMIR L TABAKA

Oct 22, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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

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Digitally signed by
CASIMIR L TABAKA

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APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

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Federal Aviation Administration

Memorandum

Date: 01/22/2026
To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group
From: Casimir L. Tabaka, Manager, Team 3 Sub-Team 2, AJV-A432
Subject: Approval Request: PALM BEACH INTL (PBI), PALM BEACH
DEPARTURE

PALM BEACH DEPARTURE
PALM BEACH INTL
NON STANDARD CLIMB GRADIENT.

Request approval to publish a Climb Gradient (CG) in excess of 500 FT/NM for RWY 10L.
Climb gradients exceed 500 ft per NM, FAAO 8260.46K, PARA 2-1-5 (b).

The computed climb gradient: RWY 10L: 720 ft/NM to 416 (420).

CG ensures shortens the Initial Climb Area (ICA) to ensure all aircraft avoid flight within prohibited SUA.

Request to publish RWY 10L: STANDARD WITH MINIMUM CLIMB OF 720 FT/NM TO 416 (420). TAKEOFF MUST OCCUR NO LATER THAN 2000 PRIOR TO DER. DO NOT EXCEED 210 KIAS UNTIL ESTABLISHED NORTH-NORTHWEST BOUND.

ACTIVE

(PBI3.PBI) 25107

AL-449 (FAA)

PALM BEACH THREE DEPARTURE

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

**TOP ALTITUDE:
ASSIGNED BY ATC**

RADAR and DME required.

PALM BEACH DEP CON
 128.3 317.4 (North)
 127.35 343.6 (South)
 D-ATIS 123.75
 CLNC DEL 121.6 284.6
 CPDLC
 GND CON 121.9 284.6
 PALM BEACH TOWER 119.1 257.8

ORLANDO
 112.2 ORL
 Chan 59

SARASOTA
 117.0 SRQ
 Chan 117

JAYMC

TAKEOFF MINIMUMS
 Rwys 10L/R, 14, 28L/R, 32: Standard.

TURBOJETS: 4000
 ALL OTHER AIRCRAFT: 1500

TURBOJETS: 4000
 ALL OTHER AIRCRAFT: 1500

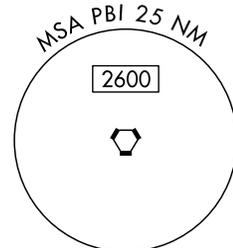
PALM BEACH
 115.7 PBI
 Chan 104

LEE COUNTY
 114.15 RSW
 Chan 88(Y)

FREEPORT
 113.2 ZFP
 Chan 79

FORT LAUDERDALE
 114.4 FLL
 Chan 91

VIRGINIA KEY
 117.1 VKZ
 Chan 118



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-3, 02 OCT 2025 to 30 OCT 2025

SE-3, 02 OCT 2025 to 30 OCT 2025

PALM BEACH THREE DEPARTURE

(PBI3.PBI) 17APR25

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

PALM BEACH THREE DEPARTURE

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TURBOJETS:

TAKEOFF RUNWAY 10L: Climb on heading 099° to 4000 or as assigned by ATC, thence...

TAKEOFF RUNWAY 14: Climb on heading 141° to 1500 or as assigned by ATC, thence...

TAKEOFF RUNWAY 28R: Climb on heading 279° to 4000 or as assigned by ATC, thence...

TAKEOFF RUNWAY 32: Climb on heading 321° to 1500 or as assigned by ATC, thence...

ALL OTHER AIRCRAFT:

TAKEOFF RUNWAYS 10L/R: Climb on heading 099° to 1500 or as assigned by ATC, thence...

TAKEOFF RUNWAY 14: Climb on heading 141° to 1500 or as assigned by ATC, thence...

TAKEOFF RUNWAYS 28L/R: Climb on heading 279° to 1500 or as assigned by ATC, thence...

TAKEOFF RUNWAY 32: Climb on heading 321° to 1500 or as assigned by ATC, thence...

... expect RADAR vectors to assigned/filed route. Maintain ATC assigned altitude.

Expect further clearance to filed altitude 10 minutes after departure.

SE-3, 02 OCT 2025 to 30 OCT 2025

SE-3, 02 OCT 2025 to 30 OCT 2025