Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 10/29/2026	APWS Task ID: 79DCCAE7CCCE406FB35C9D9ABA296557	APWS Project ID: 8E66AF7A2CE048BAA6F3EE79AD0042CA
Procedure: SID SEFUD ONE (RNAV) MYRTLE BEACH SC KMYR		Enroute: YES	Specialist: Palmer, Leo		Agreement Number:
Airport ID: KMYR			Airport City: MYRTLE BEACH		State: SC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
NEW RADAR VECTOR SID FOR MYR, GGE, CRE

ACTIVE AIRNAV DATA USED:
MYR: PUB 4/21/22
GGE: PUB 7/18/19
CRE: PUB 4/18/24

AFS WAIVER ACTION:
NO ALTITUDE AT IF
TOP ALTITUDE LOWER THAN TERPS UNLIMITED CLIMB
USING LESS ROC THAN DP LEVEL OCS

ALL AIRPORTS: ORDER 8260.3G, LEGACY ICA USED FOR DESIGN AND EVALUATION

CONTACT MANAGER: APRIL SARMENTO (405)954-0337

10/20/2026:THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/27/2026.
ACTUAL EFFECTIVE DATE: ADDED HARD DATE 12/24/2026







Data as of: 04/28/2026 10:28:51 CDT

1. FLIGHT PROCEDURE IDENTIFICATION:

MYRTLE BEACH, SC, MYR;
NORTH MYRTLE BEACH, SC, CRE;
GEORGETOWN, SC, GGE
SEFUD 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:

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.

a. TERPS MAINTAIN/TOP ALTITUDE: AS ASSIGNED BY ATC. (SEE ATTACHMENT HOLD DOWN ALTITUDES SUPPORTING EQUIVALENT LEVEL OF SAFETY (ELS) CALCULATIONS)

b. LOWEST ASSIGNED ALTITUDE BY ATC: PER MYRTLE BEACH ATCT/TRACON LETTER OF AGREEMENT (LOA), THE LOWEST ASSIGNED ALTITUDE WILL BE 3000 MSL (OR HIGHER). (SEE ATTACHMENT HOLD DOWN ALTITUDES SUPPORTING EQUIVALENT LEVEL OF SAFETY (ELS) CALCULATIONS)

c. DIVERSE ASSESSMENT DISTANCE (AND ALTITUDE): A 25 NM diverse assessment distance was utilized. The Departure End of Runway (DER) to Departure Reference Point (DRP) distance must be subtracted to yield precise evaluation distances. Reference the attachment for "Hold Down Altitudes supporting Equivalent Level of Safety (ELS) calculations" for the resulting calculated assessment altitudes.

d. The MVA Assessment: Defined the Minimum Vectoring Altitude (MVA) for the relevant runways/sectors based on the MVA controlling obstacles, the climbing OCS from DER to the lowest assigned altitude of 3000. Then, TERPS evaluated a level surface evaluation at 3000 ft to find that the MVA is based on a different rounding convention than TERPS, which resulted in less than 1000 ft of ROC in the level surface evaluation. The ATO is permitted to round down when the obstacle clears the MVA boundary by 49 feet or less, so a separate AFS waiver for the 49-foot ATC round-down is included for TERPS.

e. Initial MVA Climb Restriction: TERPS defined specific climb restrictions within the initial MVA sector and assigned an altitude of 3000 to ensure obstacle clearance is maintained until the aircraft transitions to higher terrain-clearing altitudes.

f. DP RESTRICTIONS FOR ATC FACILITIES INFORMATION: 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 does not enter a higher MVA once they reach the first MVA sector altitude. This includes subsequent controllers when the aircraft is handed off.

g. RADAR is required for the SID.

h. 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 reach the first MVA sector altitude.

i. ATC is not allowed to let an aircraft climbing to the initially assigned altitude in (b) above 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).

j. Affected MYR ATC Facilities 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 Myrtle Beach ATCT/TRACON, NATCA, AJV-A, and FS.

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Aug 14, 2026

8. AFS ACTIONS:

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

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

MYRTLE BEACH, SC, MYR;
NORTH MYRTLE BEACH, SC, CRE;
GEORGETOWN, SC, GGE
SEFUD 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 distinct rounding criteria are applied during the evaluation process. In accordance with FAA Order 8260.3, when determining the controlling obstacle for the Minimum Vectoring Altitude (MVA), a minimum of 1,000 feet of level Required Obstacle Clearance (ROC) must be provided during level flight assessment, and the resulting altitude is rounded up to the next higher 100-foot increment. Conversely, Air Traffic Organization (ATO) policy permits the altitude to be rounded down to the next lower 100-foot increment when the obstacle penetration is 49 feet or less.

b. MYR ATCT/TRACON will utilize radar vectoring in conjunction with the established MVA to ensure the safe and efficient separation of aircraft within its designated airspace. This enables controllers to maintain required obstacle clearance while providing optimal traffic management and sequencing services.

c. The TERPS evaluation does not consider scenarios in which Air Traffic Control (ATC) may be required to assign altitudes below the TERPS uninterrupted climb altitude. Consequently, procedural obstacle clearance assessments may not fully address operational situations where ATC issues lower altitudes for sequencing or traffic management purposes.

d. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. MYR ATCT/TRACON has a need to separate the flow for departures and arrivals. MYR ATCT/TRACON and CRE ATCT have a Letter of Agreement (LOA) and/or Standard Operating Procedures (SOP) requirement to turn departures based on a range of headings using all runways and the lowest altitude assigned would be based on the MVA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. Aircraft shall climb to the altitude assigned by ATC, in accordance with radar coverage and MVA, to ensure positive identification and situational awareness by controllers.

b. ATC is responsible for validating the aircraft's altitude readout to ensure accuracy on initial contact.

c. WHILE STANDARD TERPS CRITERIA REQUIRES 1,000 FEET OF REQUIRED OBSTACLE CLEARANCE (ROC) FOR A LEVEL-SURFACE DEPARTURE EVALUATION, AIRCRAFT OPERATING IN THE TERMINAL ENVIRONMENT DURING AN INSTRUMENT APPROACH SAFELY MANEUVER WITH INTERMEDIATE AND FINAL SEGMENT ROC VALUES OF 500 FEET AND 250 FEET, RESPECTIVELY. THE INITIALLY ASSIGNED MVA PROVIDES A MINIMUM OF 951 FEET OF ROC (ACCOUNTING FOR THE MAXIMUM 49-FOOT ATC ROUND-DOWN ALLOWANCE). BECAUSE DEPARTING AIRCRAFT WILL ONLY BE HELD AT THIS INITIAL MVA FOR A SHORT PERIOD TO ENSURE INITIAL SEPARATION BEFORE CLIMBING TO THE ASSIGNED MAINTAIN ALTITUDE, THIS >950-FOOT CLEARANCE PROVIDES AN EQUIVALENT LEVEL OF SAFETY THAT FAR EXCEEDS THE 500-FOOT AND 250-FOOT ROC DEEMED SAFE FOR ARRIVING AIRCRAFT MANEUVERING IN THE SAME AIRSPACE.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Raising the MVA by 100 feet to align with the TERPS-derived MVA will have significant operational implications, particularly with respect to LOAs, SOPs and existing ATC procedures. Such a change may necessitate comprehensive revisions to current inter-and intra-facility agreements and would adversely impact established traffic flows, coordination protocols, and separation standards.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

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

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

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CONTROL NO.

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DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Aug 14, 2026

8. AFS ACTIONS:

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2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.46J, Appendix E, Section 1.2.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):

The SEFUD DEPARTURE (RNAV) will serve MYRTLE BEACH INTL AIRPORT (KMYR), GRAND STRAND AIRPORT (KCRE) and GEORGETOWN COUNTY AIRPORT (KGGE).

It is the opinion of Air Traffic Control (ATC) and the MYR Instrument Flight Procedure (IFP) collaborative work-group that the absence of a coded altitude at the IF (FLNDR) allows for a more effective, efficient, and safer routing. This allows for different altitudes to be assigned as it relates to the various types of aircraft utilizing this procedure. This ensures the separation of departures from other MYR ATCT arrival and departure flows and prevents pilots from removing a minimum crossing altitude (if one were published) and replacing it with the assigned altitude during critical phases of flight.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. Clearance Delivery will issue initial altitude for each departure. In the event MYR is unable to communicate with departing aircraft, the pilots will follow the initial departure routing and climb to the initial altitude issued by ATC.

b. In order to evaluate an RNAV Departure SID where aircraft are issued radar vectors to the Initial Fix (IF) and there is no Minimum Crossing Altitude (MCA) published, TARGETS Reference Software requires a Minimum Vectoring Altitude (MVA) to be entered at or prior to the IF to complete the evaluation.

c. ATC will ensure that aircraft are at or above 4000 as determined by the DMEDME evaluation.

d. Radar is required for this procedure.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Publishing a Minimum Crossing Altitude (MCA) at the Initial Fix (IF) reduces the flexibility of assigning varying altitudes to the different types of aircraft utilizing this procedure and increases pilot and controller workload.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area Flight Procedures Team
Washington ARTCC (ZDC)
MYR Air Traffic Control Tower (KMYR ATCT)
CRE Air Traffic Control Tower (KCRE ATCT)
American Airlines
Allied Pilots Association (APA)

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