

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 07/09/2026	APWS Task ID: A32E10EBE0634135A3597E76DB2E079C	APWS Project ID: 62D611A85B424920B4988C966C827416
Procedure: PORTLAND SEVEN DEPARTURE (SID)		Enroute: YES	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KPWM			Airport City: PORTLAND		State: ME
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: ACTIVE AIRPORT DATA USED. UPDATED TAKEOFF MINIMUMS. 2 EA WAIVERS: (1) FOR AN ATC REQUESTED MAINTAINED ALTITUDE LOWER THAN THE UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION. (1) FOR USING LESS ROC THAN REQUIRED FOR DP LEVEL OCS. CONTACT: RAKE MCGRAW (AJV-A422), 405.954.8711. QUALITY 41 CHECKED QUALITY 42 CHECKED					

1. FLIGHT PROCEDURE IDENTIFICATION:

Portland, ME: PORTLAND INTL JETPORT (KPWM)

PORTLAND SEVEN DEPARTURE

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 to maintain altitudes 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: See attached for each airport assessment.
- b. Lowest assigned altitude by ATC for traffic: Based on the MVA of 1800 FT.
- c. Diverse Assessment Distance: See attached for RWY assessments.
- d. The MVA assessment: See attached for RWY assessments.
- e. Climb gradient for obstacle assessment: See attached for each airport assessment.
- f. Radar is required for the SID.
- g. 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 will not enter a higher MVA once they reached the first MVA sector altitude.
- h. 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).
- i. Affected PWM 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 airlines. If a straight ahead route was used, there are departure timing issues. ATC needs to vector aircraft for separation within a constrained airspace (Class C) as well as for noise abatement requirements. The design requirement for vectors is compliant with FAA Order 8260.58, Appendix E.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with PWM TRACON, ZBW ARTCC, Portland Tower, stakeholder airlines, NATCA, AJV-A, Eastern Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
------	-----------------------	-------	-----------

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

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

1. FLIGHT PROCEDURE IDENTIFICATION:

Portland, ME: PORTLAND INTL JETPORT (KPWM)

PORTLAND SEVEN DEPARTURE

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.

(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.

c. PWM ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.

d. The TERPS evaluation doesn't account for the ATC hold down/lowest assigned altitude.

e. PWM ATCT/TRACON has a need to separate the flow for departures and arrivals. PWM ATCT/TRACON has an LOA requirement to turn departures from KPWM based on a range of headings using all runways when needed and the lowest altitude assigned would be based on the 1800 FT MVA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. Aircraft will be required to climb to an ATC assigned altitude based on radar and the MVA so controllers will know where the aircraft is (see attached supporting documentation for the ATC hold down/lowest altitude).

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 via vectors 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 the initial altitude based on the MVA (see attached supporting documentation for the controlling obstacle information) for a short period of time to ensure initial separation. The aircraft will then be assigned the maintain altitude (see attached supporting documentation for the maintain altitude assigned by ATC).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Climbing the aircraft to an altitude 100 ft higher will cause major issues with LOA and other ATC existing agreements.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with PWM TRACON, ZBW ARTCC, Portland Tower, stakeholder industry airlines, NATCA, AJV-A, Eastern Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

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

PORTLAND SIX DEPARTURE

ATIS 119.05
CLNC DEL
121.9
GND CON
121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
PORTLAND DEP CON ★
119.75 269.35
BOSTON CENTER
128.2 322.4

TOP ALTITUDE:
3000

BURLINGTON
117.5 BTV
Chan 122

MONTPELIER
116.9 MPV
Chan 116

AUGUSTA
114.95 AUG
Chan 96 (Y)

SYRACUSE
117.0 SYR
Chan 117

KENNEBUNK
117.1 ENE
Chan 118

CONCORD
112.9 CON
Chan 76

CAMBRIDGE
115.0 CAM
Chan 97

TAKEOFF MINIMUMS:
Rwy 18, 29: Standard.
Rwy 11: 300-1¼ or standard with minimum
climb of 272' per NM to 400.
Rwy 36: 400-2¾ or standard with minimum
climb of 235' per NM to 600.

BOSTON
112.7 BOS
Chan 74

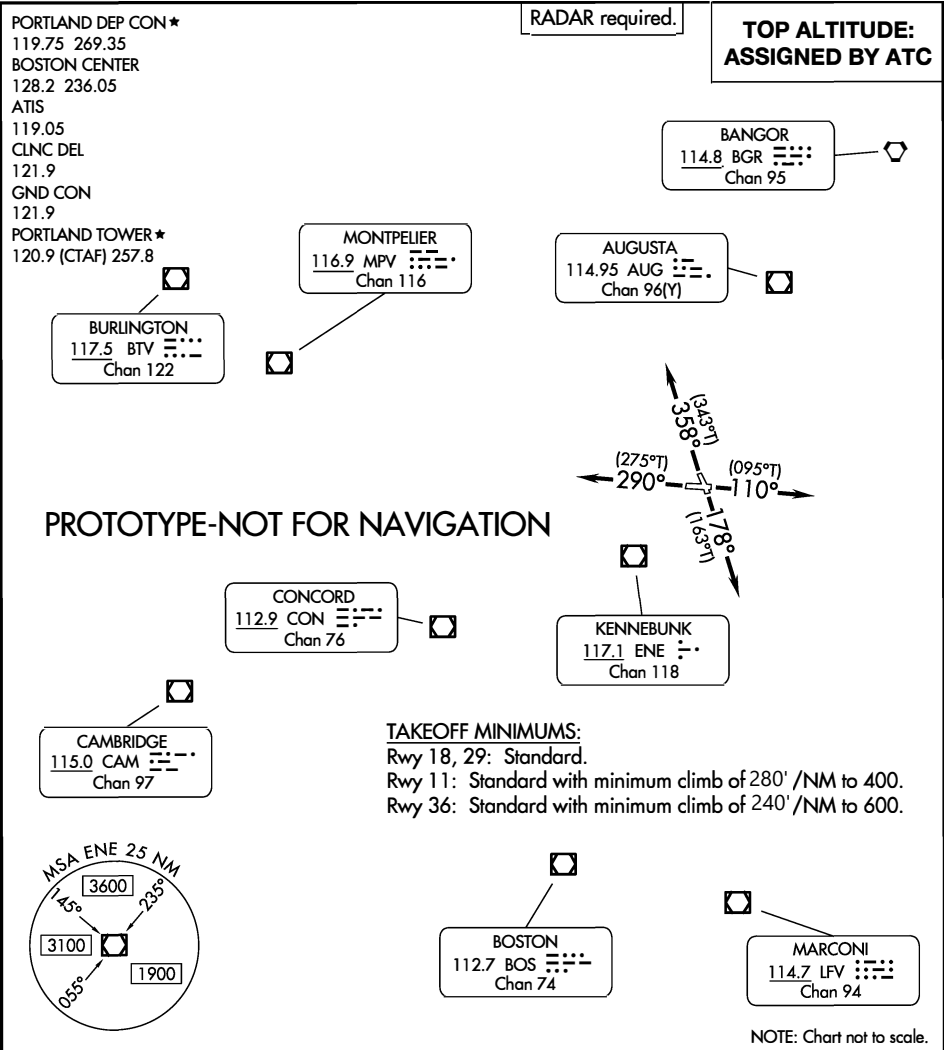
MARCONI
114.7 LFV
Chan 94

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly runway heading or as assigned by ATC;
for radar vectors to assigned route/navaid/fix. Maintain 3000 or as assigned
by ATC. Expect clearance to filed altitude five (5) minutes after departure.
When tower closed maintain 5000, contact Boston Center.

PORTLAND SIX DEPARTURE



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° for vectors to assigned route/NAVAID/fix.
Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

TAKEOFF RUNWAY 18: Climb heading 178° for vectors to assigned route/NAVAID/fix.
Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

TAKEOFF RUNWAY 29: Climb heading 290° for vectors to assigned route/NAVAID/fix.
Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

TAKEOFF RUNWAY 36: Climb heading 358° for vectors to assigned route/NAVAID/fix.
Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.