

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: Hold 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. 04/29/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/06/2026: 8260-15B: 1. REMARKS: ADDED "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," "ATC IS REQUIRED TO VALIDATE THE ALTITUDE ON INITIAL CONTACT," "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" AND "LEVEL ROC ON APPROACH IS 500/250 IN THE TERMINAL ENVIRONMENT. THE AIRCRAFT WOULD ONLY BE ASSIGNED THE INITIAL ALTITUDE BASED ON THE MVA FOR A SHORT PERIOD OF TIME TO ENSURE INITIAL SEPARATION. THE AIRCRAFT WILL THEN BE ASSIGNED THE MAINTAIN ALTITUDE."					



FIPC BASIC FORM						
PROCEDURE: PORTLAND SEVEN DEPARTURE (SID)			AIRPORT NAME: PORTLAND INTL JETPORT		AIRPORT ID: KPWM	SPECIAL CONTROL NO: YP-03-103-26
FAC ID: PWM7		CITY: PORTLAND			ST: ME	ORIG CHART DATE: 07/09/2026
DFL TYPE: PROC/T	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: A32E10EBE0634135A3597E76DB2E079C		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					☐ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES
					CPV COMPLETE?	
					X	
PROCEDURE RESULTS						
INSPECTION DATE: 03/25/2026	CREW #: VN364	N #: N70	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: kevin riese @ 03/25/2026 15:13			PRINTED NAME: RIESE, KEVIN JOHN			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: PORTLAND SEVEN DEPARTURE (SID) Completed satisfactory.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

PORTLAND, ME
PWM
PORTLAND 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 attachment 1 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 attachment 1 for RWY assessments.
- e. Climb gradient for obstacle assessment: See attachment 1 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:

The objective of this waiver is to bridge the identified design discrepancies between Terminal Instrument Procedures (TERPS) and Air Traffic Control (ATC) operational regulations. This initiative is critical to harmonizing the standards and practices used in evaluating TERPS procedures and ensuring their compatibility with ATC operations.

TERPS establishes criteria for designing instrument flight procedures, while ATC regulations govern air traffic management and operations. A misalignment between TERPS evaluations and ATC operational protocols has been identified, which poses a risk to the National Airspace System (NAS) by potentially leading to premature and frequent deviations of departures from Standard Instrument Departures (SIDs).

Furthermore, restricting all aircraft to fly the same headings slows the traffic flow and causes delays to airlines. If a straight ahead route is 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
04/29/26	AJV-A42	MANAGER

SIGNATURE

BEV BORDY

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by

RAKE MCGRAW

Apr 30, 2026

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

PORTLAND, ME
PWM
PORTLAND 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 attachment 1 for 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 attachment 1 for 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 attachment 1 for 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
04/29/26	AJV-A42	MANAGER

SIGNATURE

BEV BORDY

Digitally signed by

RAKE MCGRAW

Apr 30, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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HSKEL THREE DEPARTURE (RNAV)
(HSKEL3.HSKEL) 13SEP18

PORTLAND, MAINE
PORTLAND INTL JETPORT (P W J)

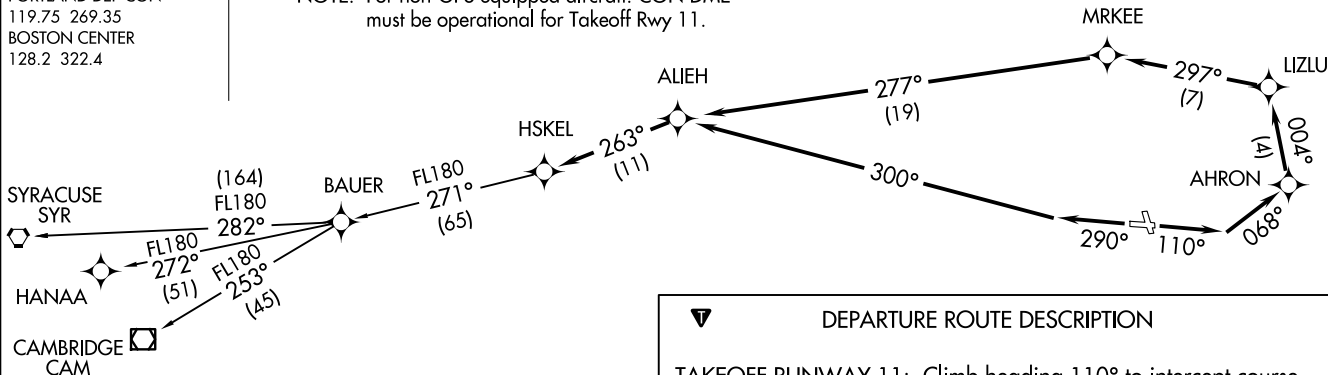
ATIS 119.05
CLNC DEL 121.9
GND CON 121.9
PORTLAND TOWER ★
120.9 (CTAF) 257.8
PORTLAND DEP CON ★
119.75 269.35
BOSTON CENTER
128.2 322.4



NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CON DME
must be operational for Takeoff Rwy 11.

OLD

TOP ALTITUDE:
3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 110° to intercept course 068° to AHRON, then on depicted route to HSKEL, thence....

TAKEOFF RUNWAY 29: Climb heading 290° to intercept course 300° to ALIEH, then on depicted route to HSKEL, thence....

....Maintain 3000 or as assigned by ATC (5000 when tower closed, contact Boston Center). Expect clearance to filed altitude five (5) minutes after departure.

BAUER TRANSITION (HSKEL3.BAUER):
CAMBRIDGE TRANSITION (HSKEL3.CAM):
HANAA TRANSITION (HSKEL3.HANAA):
SYRACUSE TRANSITION (HSKEL3.SYR):

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via HSKEL RNAV route to requested altitude or 10000, whichever is lower.

TAKEOFF MINIMUMS:

Rwy 11: Standard with minimum climb of 350' per NM to 1300.

Rwy 29: Standard.

NOTE: Chart not to scale.

(HSKEL3.HSKEL) 21056

AL-329 (FAA)

PORTLAND INTL JETPORT (P W J)
PORTLAND, MAINE