

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 01/22/2026	APWS Task ID: E9F2F6A7DF1741A686DFF3E2A6BFAEBA	APWS Project ID: 14E427DD02044A48A5C05CBB6E817130
Procedure: WELLY FOUR DEPARTURE (RNAV)		Enroute: YES	Specialist: Kunkler, Jamie		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 DATA USED FOR AIRPORT AND RUNWAYS.

WAIVER: RADAR VECTOR ATC REQUESTED MAINTAINED ALTITUDE LOWER THAN UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION.

WAIVER: RADAR VECTOR USING LESS ROC THAN REQUIRED FOR DP LEVEL OCS.

CONTACT CASIMIR TABAKA 405.954.7931.



## FIPC BASIC FORM

<b>PROCEDURE:</b> WELLY FOUR DEPARTURE (RNAV)		<b>AIRPORT NAME:</b> PALM BEACH INTL		<b>AIRPORT ID:</b> KPBI	<b>SPECIAL CONTROL NO:</b> AG-10-199-25
<b>FAC ID:</b> WELLY4		<b>CITY:</b> WEST PALM BEACH		<b>ST:</b> FL	<b>ORIG CHART DATE:</b> 01/22/2026
<b>DFL TYPE:</b> PROC/B	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> E9F2F6A7DF1741A686DFF3E2A6BFAEBA	

### PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X <input type="checkbox"/>

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 11/20/2025	<b>CREW #:</b> VN427	<b>N #:</b> N95	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> matthew olstad @ 11/20/2025 13:32		<b>PRINTED NAME:</b> OLSTAD, MATTHEW WILLIAM		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
SAT

### IN-FLIGHT OBSTACLE REPORT

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

West Palm Beach, FL

KPBI

MIXAE DEPARTURE (RNAV), SLIDZ DEPARTURE (RNAV), WELLY 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 549 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. Palm Beach 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. Palm Beach ATCT/TRACON has a need to separate the flow for departures and arrivals. Palm Beach ATCT/TRACON has a need turn departures based on a range of headings using runway 32 and 14 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 11000 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 Palm Beach ATCT/TRACON, NATCA, AJV-A, and FS

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
10/20/25	AJV-A430	MANAGER

*Digitally signed by*  
**CASIMIR L TABAKA**  
Oct 22, 2025

**SIGNATURE**

**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

West Palm Beach, FL

KPBI

MIXAE DEPARTURE (RNAV), SLIDZ DEPARTURE (RNAV), WELLY 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 32/10L: 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 Palm Beach 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: RWY 32: .81NM; RWY 14: .81NM; RWY 10L: 1.32NM

DER Elevation = RWY 32: 17 MSL; RWY 14: 16 MSL; RWY 10L: 16 MSL

RWY 32: 25 NM - .81 NM = 24.19 NM

RWY 14: 25NM - .81 NM = 24.19 NM

RWY 10L: 25NM - 1.32 NM = 23.68 NM

Diverse Assessment:

RWY 32: 24.19 NM x 200 FT/NM + 17 = 4855 MSL (rounds to 4900).

RWY 14: 24.19 NM X 200 FT/NM + 16 = 4854 MSL (rounds to 4900).

RWY 10L: 23.68 NM x 200 FT/NM +16 = 4752 MSL (rounds to 4800).

(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). Palm Beach 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 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	Digitally signed by	SIGNATURE
10/20/25	AJV-A430	MANAGER	CASIMIR L TABAKA	
			Oct 22, 2025	

**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

**COMMENTS:**

**DATE                      ROUTING SYMBOL                      SIGNATURE**

**1. FLIGHT PROCEDURE IDENTIFICATION:**

**INFORMATION ONLY**

**PALM BEACH, FL (KPBI)**

**WELLY (RNAV) SID**

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Waiver requirement to chart MCA at the IF for Radar Vectors (RV). Order 8260.46 F, Appendix E, para 10.C. "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):**

This KPBI RNAV SID is designed with no coded/charted MCA at the IF, and there are no issues with clearances or safety. This variation in SID design produced an inherent inconsistency and unnecessary complexity in formulating departure clearances. As a result of this change by AJV-A and in order to adhere to 7110.65 requirements, departure clearances are required to be specifically tailored dependent upon the departure procedure as well as the departure runway assigned. This inconsistency has created a safety issue resulting in the potential for the issuance of an erroneous clearance. Clearance Delivery (CD) does not know what runway the aircraft will be assigned for departure at the time the departure clearance is initially issued. A failure to issue a required amendment to the departure clearance by Ground or Local Control due to a runway reassignment can result in the aircraft departing with an incorrect departure clearance.

Removal of the charted/coded MCA at the IF will eliminate the safety issue and the inconsistency, therefore allowing the same departure clearance to be issued regardless of the departure procedure or departure runway assigned.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

With a standard climb gradient of 200 FT/NM all surfaces are clear to IF (SLAAM) which is 20.58 NM from the closest DER. The departure route description for KPBI runways 10L/28R will provide instruction for the aircraft to climb to 4000, runways 14/32 will provide instruction for the aircraft to climb to 1500 which is above the MVA from the airport to the IF.

ATC will ensure aircraft departing KPBI runways 10L, 14, 32 and 28R cross the IF at or above 4000 ft. MSL.

An OCS with a starting elevation of 500 ft. (1500 MVA-1000 ROC) was evaluated for the route and the surface was clear.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Eastern Service Area PBN FAA and NATCA leads.  
ZMA ARTCC  
PBI Approach Control.

SUBMITTED BY:

**DATE OFFICE IDENTIFICATION TITLE**

**SIGNATURE**

*Digitally signed by*

**ALLAN WILL**

Mar 08, 2023

**7. AFS ACTIONS:**

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

**REQUIRED COMMENTS:** Approved Based on the Equivalant Level of Safety in Block 4.

**DATE**

**ROUTING SYMBOL**

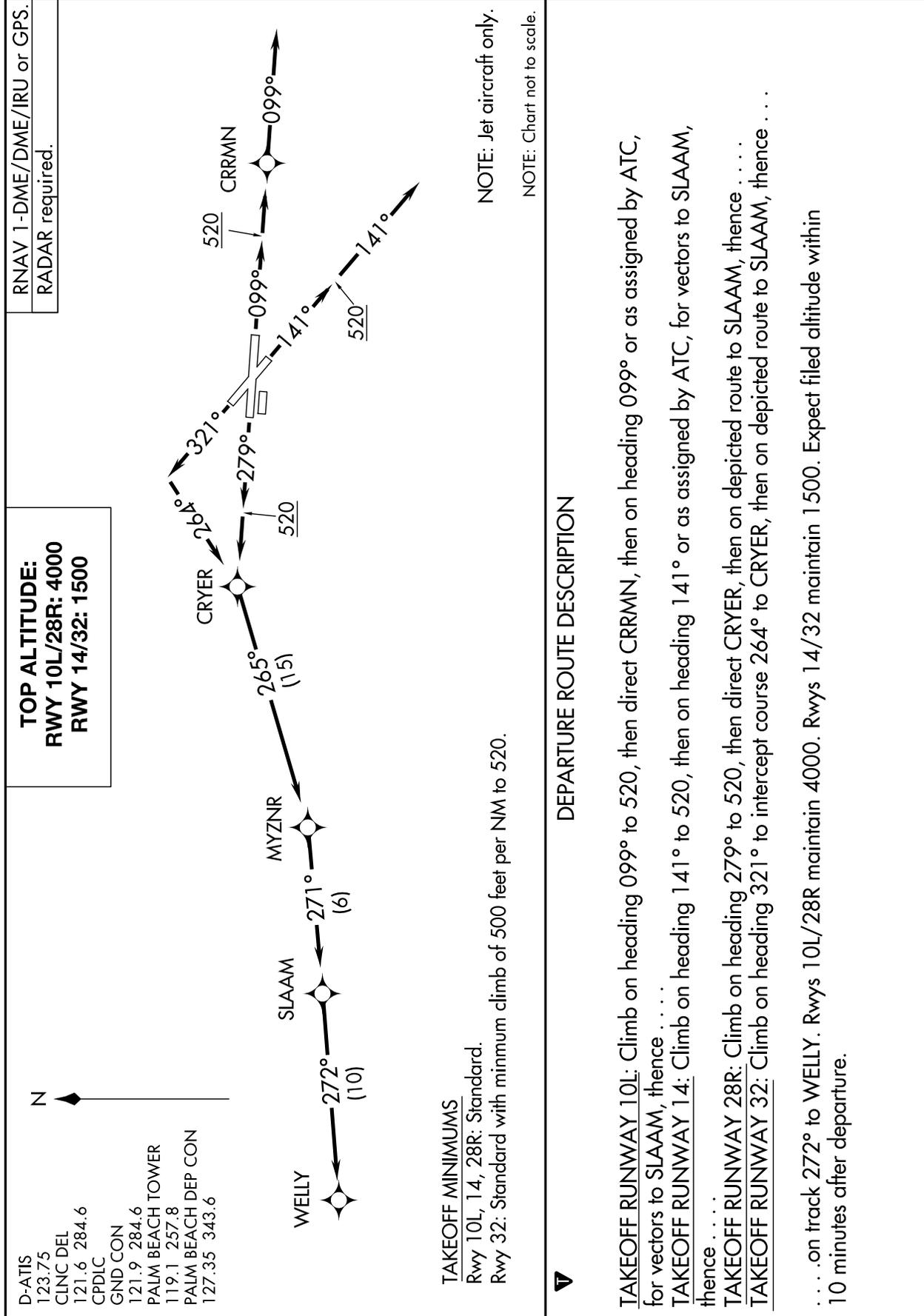
**SIGNATURE**

Wade Terrell  
Signed By: Wade Terrell Fri Mar 17  
2023 07:15:17 GMT-05:00:00  
(Central Standard Time)



# WELLY THREE DEPARTURE (RNAV)

SE-3, 02 OCT 2025 to 30 OCT 2025



# WELLY THREE DEPARTURE (RNAV)

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 10L:** Climb on heading 099° to 520, then direct CRRMN, then on heading 099° or as assigned by ATC, for vectors to SLAAM, thence . . . .

**TAKEOFF RUNWAY 14:** Climb on heading 141° to 520, then on heading 141° or as assigned by ATC, for vectors to SLAAM, thence . . . .

**TAKEOFF RUNWAY 28R:** Climb on heading 279° to 520, then direct CRYER, then on depicted route to SLAAM, thence . . . .

**TAKEOFF RUNWAY 32:** Climb on heading 321° to intercept course 264° to CRYER, then on depicted route to SLAAM, thence . . . .

. . . . on track 272° to WELLY. Rwy 10L/28R maintain 4000. Rwy 14/32 maintain 1500. Expect filed altitude within 10 minutes after departure.

SE-3, 02 OCT 2025 to 30 OCT 2025