

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 01/22/2026	APWS Task ID: F4D2C1B75A4A42D4B056F7C4B22C50AF	APWS Project ID: 226492D8A3424B72A9CAA72BAF0257B5
Procedure: SID OLAKE THREE (RNAV) - 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			
<p>Procedure Comments: Active airport data was used.</p> <p>Project is to change departure routing for Rwy 10L and Rwy 14.</p> <p>Waiver - Non standard climb gradient to BAGGR. Waiver - Non standard climb gradient LNAV engagement. Waiver (cancellation) - TARGETS leg construction.</p> <p>Contact Casimir Tabaka 405-954-7931.</p>					



1. FLIGHT PROCEDURE IDENTIFICATION:

West Palm Beach, FL
Palm Beach International Airport (KPBI)
OLAKE (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

REQUEST WAIVER FOR RWY 32 NON-STANDARD CLIMB GRADIENT (CG) TO BAGGR WEST PALM BEACH, FL (KPBI), OLAKE (RNAV) SID.

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

PALM BEACH INTERNATIONAL AIRPORT (KPBI) IS SURROUNDED BY HEAVILY POPULATED COMMUNITIES. PERFORMANCE BASED NAVIGATION (PBN) DEPARTURE PROCEDURES WERE DEVELOPED AND AIMED AT FACILITATING MORE EFFICIENT TRAFFIC FLOW AROUND THOSE SURROUNDING COMMUNITIES. THESE DEPARTURE PROCEDURES WERE DESIGNED TO GET AIRCRAFT AS HIGH AS POSSIBLE, AND AS QUICKLY AS POSSIBLE. TO ACHIEVE THIS, AN ALTITUDE CONSTRAINT OF AT/ABOVE 10000 WAS PLACED AT BAGGR TO FACILITATE THE AIRCRAFT GAINING ALTITUDE QUICKLY AS WELL AS MATCH ANOTHER SIMILARLY DESIGNED RNAV DEPARTURE FROM KPBI, THE TBIRD SID. AS A RESULT, THE RESTRICTION AT BAGGR OF AT/ABOVE 10000 ON THE TBIRD (RNAV) DEPARTURE IS CREATING A NON-STANDARD CG FOR RWY 32 OF 517 FT/NM.

THIS CONSTRAINT AT BAGGR IS CURRENTLY PUBLISHED AND BEING FLOWN BY INDUSTRY FROM RWY 32 AND WITHIN NORMAL OPERATING PARAMETERS WITH NO PROBLEMS NOTED.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

ATC CLIMB GRADIENT FOR EACH RWY WILL BE IN THE TAKEOFF MINIMUMS SECTION AND AN ADVISORY WILL BE IN THE DEPARTURE ROUTE DESCRIPTION AS FOLLOWS:

ALL AIRCRAFT: CLIMB GRADIENTS: IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO DEPARTURE. RUNWAYS 10L, 14, 28R, 32: 500FT/NM TO 520.

THIS WILL ALLOW ATC TIME TO COORDINATE WITH CONTROLLERS IN THE ADJACENT AIRSPACE OR TAKE ALTERNATIVE ACTION.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

DISCARDING THE CLIMB GRADIENTS IF FAVOR OF A STANDARD CLIMB WAS CONSIDERED, BUT DUE TO TRAFFIC DENSITY WITHIN THE PALM BEACH AND SOUTH FLORIDA COMPLEX AIRSPACE, THE RISK OF INCREASED CONTROLLER TRANSMISSIONS AND AFFECTED TRAFFIC FLOW BECAME TO GREAT OF A RISK AND SAFETY ISSUE.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

PALM BEACH ATCT, NATCA, AFS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
10/16/25	AJV-A430	MANAGER

Digitally signed by
CASIMIR L TABAKA

SIGNATURE

Oct 22, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

1. FLIGHT PROCEDURE IDENTIFICATION:

West Palm Beach, FL
Palm Beach International Airport (KPBI)
OLAKE (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

REQUEST WAIVER FOR NON-STANDARD CLIMB GRADIENT (CG) FOR LNAV ENGAGEMENT: WEST PALM BEACH, FL (KPBI), OLAKE (RNAV) SID.

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

PALM BEACH INTERNATIONAL AIRPORT IS SURROUNDED BY HEAVILY POPULATED COMMUNITIES. A NON-STANDARD CLIMB GRADIENT ON THE OLAKE (RNAV) SID WAS DESIGNED TO SHORTEN THE ICA TO ENSURE LNAV ENGAGEMENT OCCURRED AS EARLY AS POSSIBLE TO AVOID THESE SENSITIVE AREAS. ADDITIONALLY, OTHER RNAV DEPARTURES SERVING KPBI HAVE THE SAME CG OF 500FT/NM TO 520FT. KEEPING THIS CG ON THE OLAKE (RNAV) SID WILL ALLOW THE DEPARTURE TO REMAIN CONSISTENT WITH OTHER PROCEDURES TO AVOID ATC AND PILOT CONFUSION. CURRENTLY THE OLAKE (RNAV) SID HAS THESE MINIMUMS CHARTED AND THE FLYING COMMUNITY HAS HAD NO ADVERSE EFFECTS OR PROBLEMS MEETING THEM.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

ATC CLIMB GRADIENT FOR EACH RWY WILL BE IN THE TAKEOFF MINIMUMS SECTION AND AN ADVISORY WILL BE IN THE DEPARTURE ROUTE DESCRIPTION AS FOLLOWS:

ALL AIRCRAFT: CLIMB GRADIENTS: IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO DEPARTURE. RUNWAYS 10L, 14, 28R, 32: 500FT/NM TO 520.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

DISCARDING THE CLIMB GRADIENTS IF FAVOR OF A STANDARD CLIMB WAS CONSIDERED, BUT DUE TO TRAFFIC DENSITY WITHIN THE PALM BEACH AND SOUTH FLORIDA COMPLEX AIRSPACE, THE RISK OF INCREASED CONTROLLER TRANSMISSIONS AND AFFECTED TRAFFIC FLOW BECAME TO GREAT OF A RISK AND SAFETY ISSUE.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

PBI, NATCA, AFS.

7. SUBMITTED BY:

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

Digitally signed by
CASIMIR L TABAKA

SIGNATURE

Oct 22, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Palm Beach, FL (KPBI)

OLAKE (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver requirement to utilize the departure sector criteria to evaluate OLAKE TWO (RNAV) DEPARTURE RWY 14 for obstacles. FAA Order 8260.588, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, Paragraph 5-3-1a(1)(b). Turn following VI Leg.

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

TARGETS defines the following run error message when the VI-CF leg on RWY 14 is evaluated for obstacles; "CEW26: The OEA for the leg from CF to CRRMN in the route beginning at RWY 14 and ending at JAYMC could not be constructed." MITRE has stated that this is an issue with TARGETS. AJV-A does not have a work around for this error.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- 1. An obstacle assessment was completed using departure sector criteria. The sector evaluated encompassed the OEA for the VI-CF leg. No 40:1 obstacle penetrations were identified using the sector criteria.
- 2. Flight inspection has completed a satisfactory flight validation.
- 3. Once MITRE has identified the issue and fixed it the procedure will be reevaluated using TARGETS.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Changes to the lateral path (including speed and altitude) introduce a new environmental assessment and coordination with Palm Beach County Aviation Department and their Community Noise Groups. These delays are not acceptable to ATC.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area PBN FAA and NATCA leads.
KPBI ATCT

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
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SIGNATURE

VICKI LYNN
TURNER

Digitally signed by VICKI LYNN TURNER
Date: 2022.04.04
07:56:28 -04'00'

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Cancel Waiver.
TARGETS evaluates leg construction.

Date 10/21/2025

Office AJV-A430

Title Manager

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

OLAKE TWO DEPARTURE (RNAV)

ACTIVE

PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

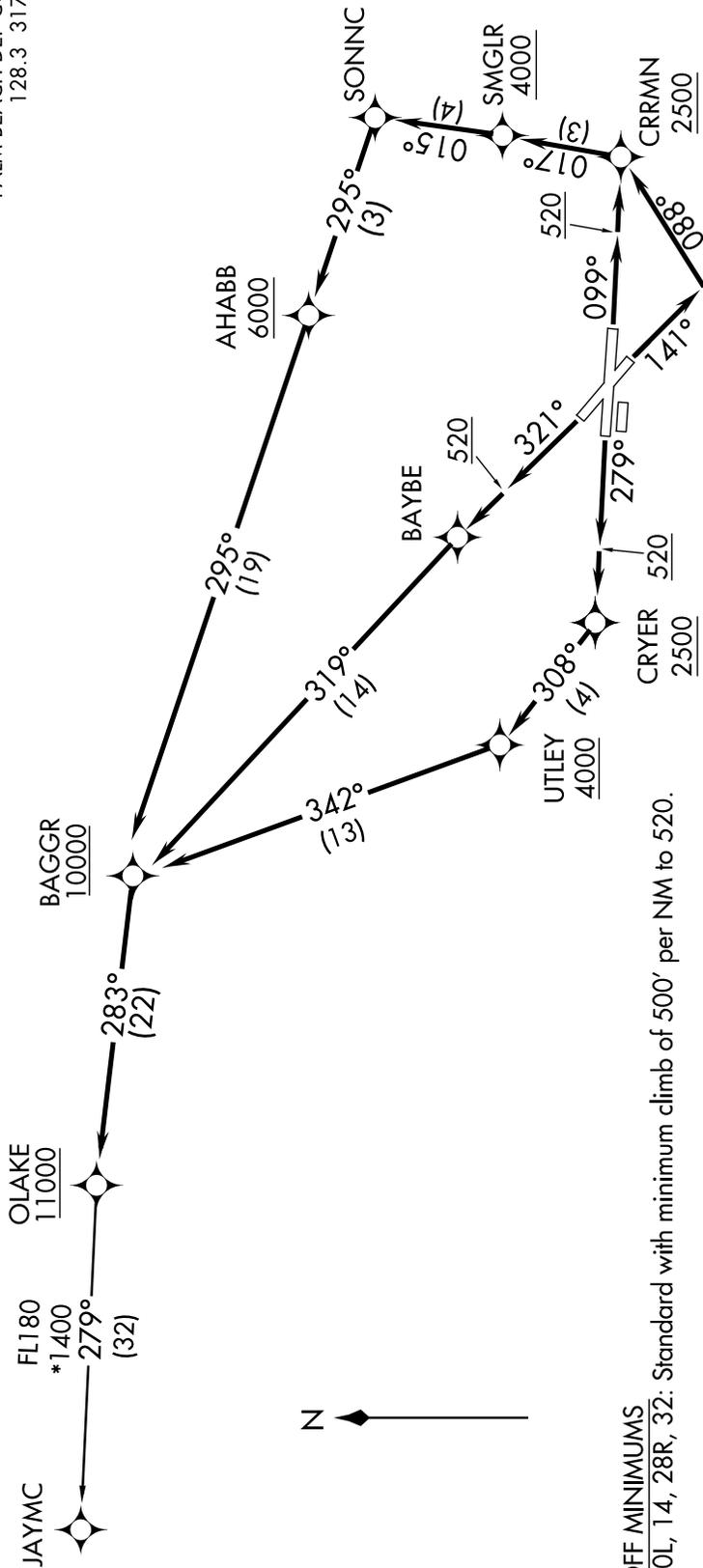
SE-3, 02 OCT 2025 to 30 OCT 2025

**TOP ALTITUDE:
11000**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

D-ATIS
123.75
CINC DEL
121.6 284.6
CPDLC
GND CON
121.9 284.6
PALM BEACH TOWER
119.1 257.8
PALM BEACH DEP CON
128.3 317.4



TAKEOFF MINIMUMS
Rwys 10L, 14, 28R, 32: Standard with minimum climb of 500' per NM to 520.

NOTE: Turbo-jets only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 02 OCT 2025 to 30 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb on heading 099° to 520, then direct CRRMN at or above 2500, then on track 017° to cross SMGLR at or above 4000, then on track 015° to SONNC, then on track 295° to cross AHABB at or above 6000, then on track 295° to cross BAGGR at or above 10000, thence ...

TAKEOFF RUNWAY 14: Climb on heading 141° to intercept course 088° to cross CRRMN at or above 2500, then on track 017° to cross SMGLR at or above 4000, then on track 015° to SONNC, then on track 295° to cross AHABB at or above 6000, then on track 295° to cross BAGGR at or above 10000, thence ...

TAKEOFF RUNWAY 28R: Climb on heading 279° to 520, then direct CRYER at or above 2500, then on track 308° to cross UTLEY at or above 4000, then on track 342° to cross BAGGR at or above 10000, thence ...

TAKEOFF RUNWAY 32: Climb on heading 321° to 520, then direct BAYBE, then on track 319° to cross BAGGR at or above 10000, thence ...

...on track 283° to cross OLAKE at or above 11000, then on transition.
Maintain 11000, expect filed altitude within 10 minutes after departure.

JAYMC TRANSITION (OLAKE2.JAYMC)

SE-3, 02 OCT 2025 to 30 OCT 2025

SE-3, 02 OCT 2025 to 30 OCT 2025