FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

DP NAME	NUMBER	DP COMPUTER CODE	SUPERSEDED NUMBER	DATED	ACTUAL EFFECTIVE DATE
PORTLAND	SEVEN	PWM7.PWM	SIX	05/21/2020	**09 Jul 2026**

TYPE:

OBSTACLE	COPTER	SID	SPECIAL	RNAV
☐	☐	☒	☐	☐

DP ROUTE DESCRIPTION:

TAKEOFF RWY 11: CLIMB ON HEADING 110.30 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE.
TAKEOFF RWY 18: CLIMB ON HEADING 178.22 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE.
TAKEOFF RWY 29: CLIMB ON HEADING 290.32 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE.
TAKEOFF RWY 36: CLIMB ON HEADING 358.21 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

TRANSITION NAME	TRANSITION COMPUTER CODE	FROM FIX/NAVAID	TO FIX/NAVAID	COURSE	DISTANCE	MEA	MOCA	CROSSING ALTITUDE/FIXES

PBN REQUIREMENT NOTES:

EQUIPMENT REQUIREMENT NOTES:

RADAR REQUIRED.

PROCEDURAL DATA NOTES:

TAKEOFF MINIMUMS:

RWY 18, 29: STANDARD.
RWY 11: STANDARD WITH MINIMUM CLIMB OF 280 FT/NM TO 400.
RWY 36: STANDARD WITH MINIMUM CLIMB OF 240 FT/NM TO 600.

TAKEOFF OBSTACLE NOTES:

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

CONTROLLING OBSTACLES:

RWY 11: 248 FT MSL TREE 433850.16N/0701632.42W.
RWY 36: 429 FT MSL TOWER 434123.60N/0701859.83W.

MSA:

ENE VOR/DME 055 CW 235, 1900; 235 CW 325, 3100; 325 CW 055, 3600

LOST COMMUNICATION PROCEDURES:

ADDITIONAL FLIGHT DATA:

AIRPORT MV: PWM 15W/2020.
DME/DME ASSESSMENT: SAT (RNP 2.0).
CHART: TOP ALTITUDE: ASSIGNED BY ATC.

AIRPORTS SERVED:

AIRPORT ID	CITY	STATE
PWM	PORTLAND	ME

COMMUNICATIONS:

CHART: ATIS, CLNC DEL, GND CNTL, TOWER

QUALITY 42 CHECKED

DP NAME	NUMBER	DP COMPUTER CODE	SUPERSEDED NUMBER	DATED	ACTUAL EFFECTIVE DATE
PORTLAND	SEVEN	PWM7.PWM	SIX	05/21/2020	09 Jul 2026

FIXES AND/OR NAVAIDS:

AUG VOR/DME
BGR VORTAC
MPV VOR/DME
CAM VOR/DME
CON VOR/DME
BTV VOR/DME
BOS VOR/DME
LFV VOR/DME

REMARKS:

ORDER 8260.3G, LEGACY ICA USED FOR DESIGN AND EVALUATION.
VEGETATION HEIGHT OF 100 FT USED PER FPT CHECKLIST.
WAIVERS (2): LESS THAN STANDARD ROC; AN ATC REQUESTED MAINTAINED ALTITUDE LOWER THAN THE UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION.
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.
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.

		OFFICE	DATE	TITLE
FLIGHT INSPECTED BY RIESE, KEVIN JOHN	*Digitally signed by* ***RAKE MCGRAW*** May 08, 2026	FIOG	03/25/2026	
DEVELOPED BY RAKE MCGRAW (JUDITH TUTTLE)	*Digitally signed by* ***RAKE MCGRAW*** May 08, 2026	AJV-A431	01/06/2026	
APPROVED BY RAKE MCGRAW	*Digitally signed by* ***RAKE MCGRAW*** May 08, 2026	AJV-A422	06/04/2026	MANAGER

REQUIRED EFFECTIVE DATE:

ROUTINE

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒
OTHER: ZBW, PWM APP CON, PWM ATCT, AMGR

CHANGES - REASONS:

1. DP ROUTE DESCRIPTION: UPDATED FROM “TAKEOFF RWYS 11, 18, 29, 36: 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” TO “TAKEOFF RWY 11: CLIMB ON HEADING 110.30 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE,” “TAKEOFF RWY 18: CLIMB ON HEADING 178.22 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE,” “TAKEOFF RWY 29: CLIMB ON HEADING 290.32 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE” AND “TAKEOFF RWY 36: CLIMB ON HEADING 358.21 FOR VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN ATC ASSIGNED ALTITUDE. EXPECT FILED ALTITUDE 5 MINUTES AFTER DEPARTURE” – IAW 8260.46K.
2. EQUIPMENT REQUIREMENT NOTES: ADDED “RADAR REQUIRED” – IAW 8260.46K.
3. TAKEOFF MINIMUMS: UPDATED RWY 11: FROM “300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 272 FT PER NM TO 400” TO “STANDARD WITH MINIMUM CLIMB OF 280 FT/NM TO 400” – OBSTACLE CLIMB GRADIENT USED TO MATCH ODP.
4. TAKEOFF MINIMUMS: UPDATED RWY 36 FROM “400-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 235 FT PER NM TO 600” TO “STANDARD WITH MINIMUM CLIMB OF 240 FT/NM TO 600” – OBSTACLE CLIMB GRADIENT USED TO MATCH ODP.
5. CONTROLLING OBSTACLES: UPDATED RWY 11 FROM “251 FT MSL TREE” TO “248 FT MSL TREE 433850.16N/0701632.42W” – UPDATED SURVEY, NEW OBSTACLE IDENTIFIED, IAW 8260.46K.
6. CONTROLLING OBSTACLES: UPDATED RWY 36 FROM “429 FT MSL TOWER 434123.60N/0701859.83W. 432 FT MSL TOWER 434126.41N/0701903.01W” TO “429 FT MSL TOWER 434123.60N/0701859.83W” – UPDATED SURVEY, NEW OBSTACLE IDENTIFIED, IAW 8260.46K.
7. MSA: ADDED ENE VOR/DME 055 CW 235, 1900; 235 CW 325, 3100; 325 CW 055, 3600 – MATCHED CONVENTIONAL IAPS AT KPWM, IAW 8260.46K.
8. ADDITIONAL FLIGHT DATA: UPDATED NOTE FROM “REFERENCE MAG VAR: KPWM 15W EPOCH YR: 2020” TO “AIRPORT MV: PWM 15W/2020” – IAW 8260.46K.

QUALITY 42 CHECKED

9. ADDITIONAL FLIGHT DATA: ADDED “DME/DME ASSESSMENT: SAT (RNP 2.0).” – IAW 8260.46K.
10. COMMUNICATIONS: UPDATED FROM “ATIS, CLNC DEL, GND CNTL, TOWER, PWM DEP CON, ZBW” TO “ATIS, CLNC DEL, GND CNTL, TOWER, PWM DEP CON” – REMOVED ZBW PER ATC REQUEST, UPDATED IAW 8260.46K.
11. FIXES AND/OR NAVAIDS: REMOVED “SYR VORTAC” – DUE TO EXCESSIVE DISTANCE FROM AIRPORT.
12. REMARKS: ADDED “VEGETATION HEIGHT OF 100 FT USED PER FPT CHECKLIST,” “ORDER 8260.3G, LEGACY ICA USED FOR DESIGN AND EVALUATION” AND "WAIVERS (2): LESS THAN STANDARD ROC; AN ATC REQUESTED MAINTAINED ALTITUDE LOWER THAN THE UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION" – FOR FUTURE SPECIALISTS’ INFORMATION, IAW 8260.46K.

04/29/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/06/2026:
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."

QUALITY 42 CHECKED