
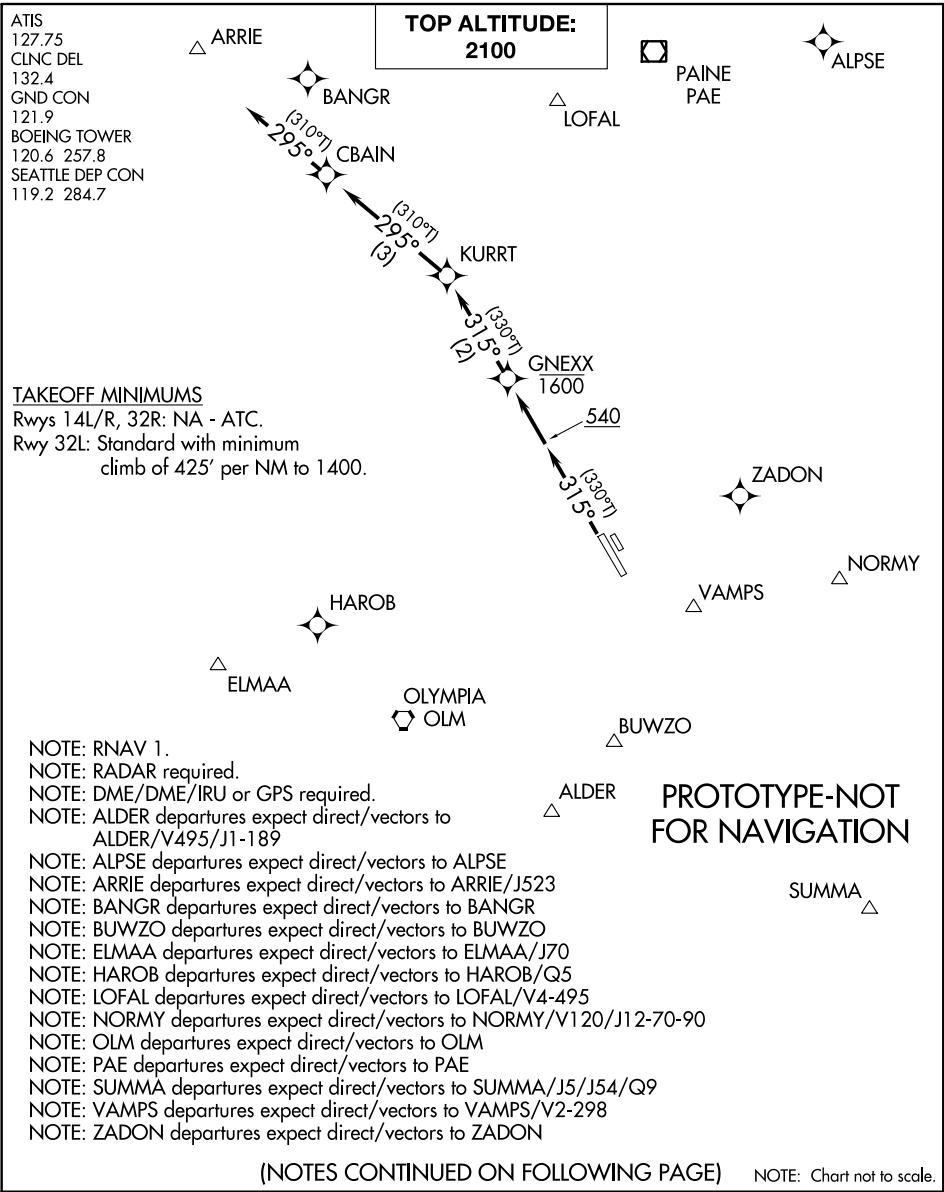


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|---|---------------|--------------------------------|---|---|---------------------------------------|-------------------------------------|
| Flight Procedure Tracking Form | | Action: FLIGHT CHECK | Task Type: SID | Date Open: 10/06/2015 | Task #: 2014080614561401001 | Request #: 20140806145614 |
| Procedure: SID CBAIN (RNAV) ONE SEATTLE WA KBFI | | | Airport ID: KBFI | Airport: BOEING FIELD/KING COUNTY INTL | | Reimbursable #: NO |
| City: SEATTLE | ST: WA | GPS #: | Estimated Chart Date: 08/17/2017 | | FICO #: | |
| Fac ID: N/A | | Fac. Type: | | | Specialist: ROBERT GRIM | |
| Procedure Review | | | | | | |
| | Rec'd | Rel'd | Full Name | Comments | | |
| Lead: | 01/27/2017 | | |  | | |
| QA: | | | | | | |
| Liaison: | | | | | | |
| Procedure Comments: | | | ENROUTE | Remark Type: INFORMATION | | |
| CONTACT INFO: DON LANIER AJV-5431 MANAGER, 405.954.8242 | | | | | | |



CBAIN ONE DEPARTURE (RNAV)

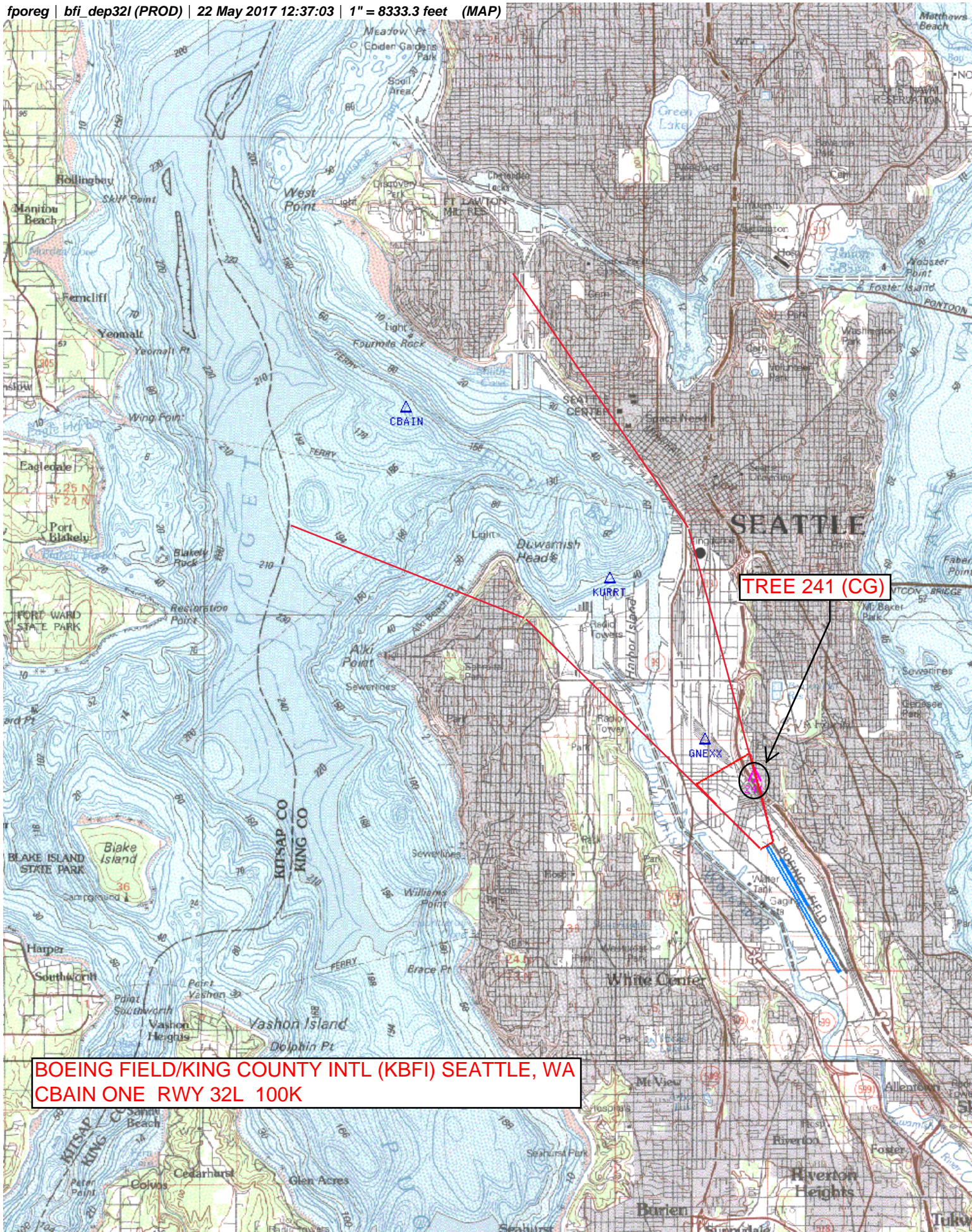
TAKEOFF OBSTACLE NOTES

Rwy 32L: Fence 249' from DER, 452' left of centerline, 26' MSL. Bldg 1022' from DER, 728' left of centerline, 50' MSL. Lt pole 1111' from DER, 683' right of centerline, 50' MSL. Trees and lt pole beginning 1166' from DER, 768' right of centerline, up to 60' MSL. Poles, bldgs and trees beginning 1216' from DER, 571' left of centerline, up to 101' MSL. Trmsn twrs beginning 1598' from DER, 790' right of centerline, up to 68' MSL. Tree 2192' from DER, 403' right of centerline, 54' AGL/81' MSL. Bldg and tree beginning 2286' from DER, 385' right of centerline, up to 85' MSL. Trees beginning 2407' from DER, 261' left of centerline, up to 91' AGL/113' MSL. Trmsn twr and tree beginning 2413' from DER, 350' right of centerline, up to 97' MSL. Trees and poles beginning 2468' from DER, 440' right of centerline, up to 114' MSL. Tree 2640' from DER, 1143' right of centerline, 127' MSL. Trees and poles beginning 2717' from DER, 875' right of centerline, up to 129' MSL. Trees, towers and lt poles beginning 3080' from DER, 431' right of centerline, up to 140' MSL. Tree 3316' from DER, 1366' right of centerline, 148' MSL. Trees beginning 3358' from DER, 821' right of centerline, up to 157' MSL. Trees and poles beginning 3449' from DER, 894' right of centerline, up to 158' MSL. Trees beginning 3606' from DER, 787' right of centerline, up to 180' MSL. Bldgs, trees, poles and stacks beginning 3711' from DER, 543' right of centerline, up to 196' MSL. Bldgs, trees and lt pole beginning 3979' from DER, 883' right of centerline, up to 216' MSL. Trees, bldgs, lt poles, trmsn twrs, antenna, parking lot and grd beginning 4213' from DER, 706' right of centerline, up to 241' MSL. Trees, bldgs, trmsn twrs and lt poles beginning 5403' from DER, 764' right of centerline, up to 248' MSL. Trees, bldgs, trmsn twrs, lt poles and grd beginning 1 NM from DER, 851' right of centerline, up to 260' MSL. Trees, grd, trmsn twr and poles beginning 1.1 NM from DER, 1141' right of centerline, up to 282' MSL. Trees, lt pole, bldgs, trmsn twrs, elec transmission lines and rds beginning 1.2 NM from DER, 1307' right of centerline, up to 345' MSL.

PROTOTYPE-NOT FOR NAVIGATION

NM 1 2 3 4 5 6 7 8 9 10
FT 8000 16000 24000 32000 40000 48000 56000 64000

fporeg | bfi_dep32l (PROD) | 22 May 2017 12:37:03 | 1" = 8333.3 feet (MAP)



BOEING FIELD/KING COUNTY INTL (KBFI) SEATTLE, WA
CBAIN ONE RWY 32L 100K

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Instrument Flight Procedures Environmental Processing Form**

**This form is intended to streamline the environmental processing for
ONLY the Instrument Flight Procedure actions listed below**

• Section A is to be completed by the Requestor who provides all the relevant information and attachments for environmental analysis

• Section B is to be completed by the Operations Support Group (OSG) Environmental Specialist.

Airport Name and State/ICAO: KBFI

Instrument Flight Procedure(s): CBAIN ONE and NRVNA ONE Standard Instrument Departures

Requestor Name and Phone Number: Kurtis J. Proctor, SM Airspace Seattle TRACON (206) 214-4620

Additional Procedures: (List additional IFPs below or insert list as an additional page in this file)

SECTION A – FOR REQUESTOR USE ONLY

Does the requested procedure include the following? (check all that apply):

Advisory Actions (FAA Order 1050.1F, Paragraph 2-1.2)

- ☐ Diverse Vectoring Areas (DVA) without a prescribed heading
- ☐ Terminal Arrival Areas (excluding Initial Segments)

If the requested procedure change is limited to ONLY the Advisory Actions listed above, no further environmental review/documentation is required. Please forward package to Environmental Specialist.

New or Revised Air Traffic Control Procedures (Paragraph 5-6.5i)

- ☐ Changes to and/or additional Lines of Minimum
- ☒ Altitude increases
- ☐ IFR Takeoff Minimums and (Obstacle) Departure Procedure:
- Only close in obstacle notes
- ☐ Minimum Safe Altitudes

Emergency Actions (Paragraph 5-6.5j)

- ☐ Missed approaches and/or Missed approach holding patterns
- ☐ Changes to circling areas

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☐ Arrival holding patterns, not including Hold in Lieu of a Procedure Turn

Publication Actions (Paragraph 5-6.5k)

- ☐ Name changes (Airport, Fix, Procedure, etc.)
- ☐ Adding, amending, removing notes to procedures
- ☐ Magnetic Variation (MagVar) adjustments
- ☐ Visual Climb Over Airport (VCOA) without a route
- ☐ Coding changes with no track/altitude changes
- ☐ Cancellation of IFPs not currently being flown

Note: Please include any airspace modeling output and charts, drawings, etc that will help explain the actions being taken. **THE FAA is proposing to implement an RNAV SID to support airport operations at Boeing Field/King County International Airport (KBFI). Development of the RNAV SID has been requested WITH A WAY POINT OTHER THAN THE SEA VOR TO ENSURE THAT THE AIRCRAFT NOT DEPART AND TURN DIRECT TO THE VOR AND INTO TRAFFIC AT SEA.**

Boeing Field is located 4 miles north of Seattle-Tacoma International. Because of the interaction between these two airports, Air Traffic and users will benefit from increased safety by protecting BF/ departures from turning towards SEA inadvertently. Air Traffic will also benefit from repeatable and predictable flows from the airport within a very complex terminal airspace.

SECTION B - FOR OSG ENVIRONMENTAL PROTECTION SPECIALIST USE ONLY

FAA Order 1050.1F categorical exclusions that apply to the instrument flight procedure actions listed in Section A:

☒ 5-6.5 i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied.

☐ 5-6.5 j. Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts.

☒ 5-6.5 k. Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks.

CATEGORICAL EXCLUSION DETERMINATION:

The applicability of Categorical Exclusion 5-6.5 i and k for the proposed FAA procedure described above provides the appropriate exclusion from further environmental review based on the following determination as outlined in FAA Order 1050.1F regarding a Categorical Exclusions' conditions and Extraordinary Circumstances:

1. The procedure action clearly fits within the definition of one or more of the categories of excludable actions listed in FAA Order 1050.1F, Chapter 5-6.5 (Categorical Exclusions for Procedural Actions).

**DEPARTMENT OF TRANSPORTATION
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Instrument Flight Procedures Environmental Processing Form**

2. The action is not a smaller subset of a larger action.

3. No extraordinary circumstances exist based on the absence of the extraordinary circumstances listed in FAA Order 1050.1F, Paragraph 5-2.

STATEMENT OF DETERMINATION: The FAA has reviewed the above described proposed action and it has been determined, by the undersigned, to be excluded from further environmental review in accordance with the provisions of FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The above-described proposed action is not expected to involve or result in any extraordinary circumstances as defined by FAA Order 1050.1F

BASIS OF DETERMINATION: This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

Environmental Specialist Concurrence/Reviewed By:

Signed:  Date: 8/4/2016