

FIPC BASIC FORM							
PROCEDURE: SID SEATTLE EIGHT SEATTLE WA KSEA			AIRPORT NAME: SEATTLE-TACOMA INTL		AIRPORT ID: KSEA	SPECIAL CONTROL NO: SP-01-172-22	
FAC ID: SEA8		CITY: SEATTLE			ST: WA	ORIG CHART DATE: 05/19/2022	
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER: gary j veer					DATE: 02/08/2022		
COMMENTS:					CHECK ONE:		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 02/08/2022		CREW #: VN362	N #: N55	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: gary j veer @ 02/08/2022 22:24			PRINTED NAME: VEER, GARY JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS: Revised heading from Rwy 34R from 345 to 341, to join SEA R-341, SAT. All else remained the same. SEATTLE-TACOMA INTL, SEATTLE, WA, SEATTLE EIGHT DEPARTURE, SAT.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

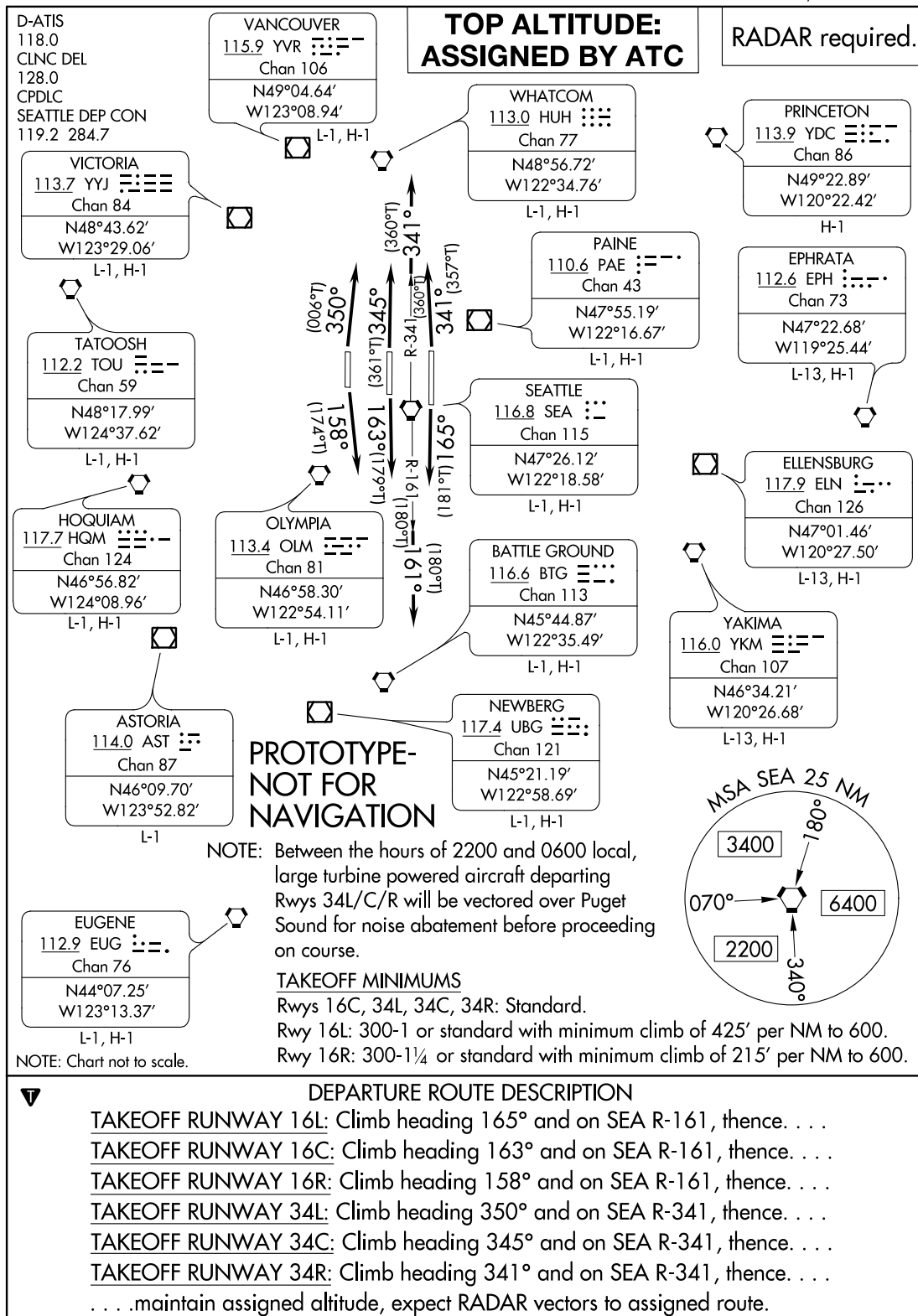
(SEA8.SEA) FIG

SEATTLE EIGHT DEPARTURE

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON



AUTOMATED AL-582 SEATTLE DEPARTURE

NW-1
12-22-21
COMPILER: HD
REVIEWER:
DBL CHKR:
EFF DATE: FIG

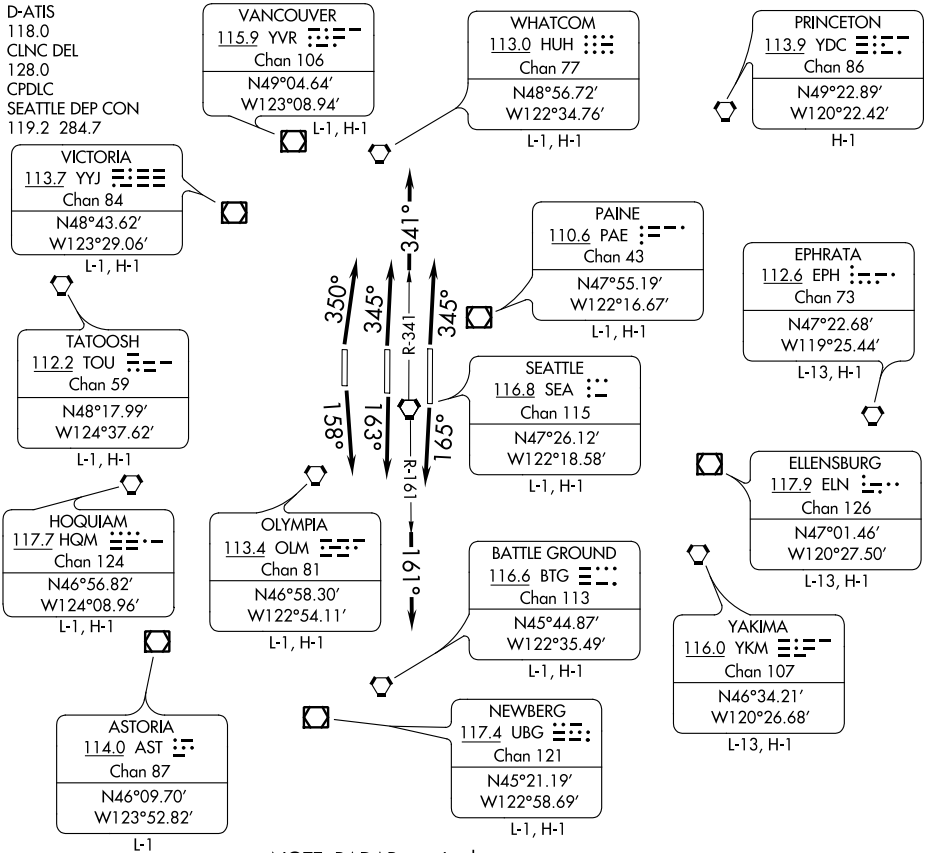
(SEA7.SEA) 18256

SEATTLE SEVEN DEPARTURE

OLD

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON



NOTE: RADAR required.

NOTE: Between the hours of 2200 and 0600 local, large turbine powered aircraft departing Rwy's 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course.

TAKEOFF MINIMUMS

Rwys 16C, 34L, 34C, 34R: Standard.

Rwy 16L: 300-1 or standard with minimum climb of 425' per NM to 600.

Rwy 16R: 300-1¼ or standard with minimum climb of 215' per NM to 600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climb heading 165° and on SEA R-161, thence. . .

TAKEOFF RUNWAY 16C: Climb heading 163° and on SEA R-161, thence. . .

TAKEOFF RUNWAY 16R: Climb heading 158° and on SEA R-161, thence. . .

TAKEOFF RUNWAY 34L: Climb heading 350° and on SEA R-341, thence. . .

TAKEOFF RUNWAYS 34C/R: Climb heading 345° and on SEA R-341, thence. . .

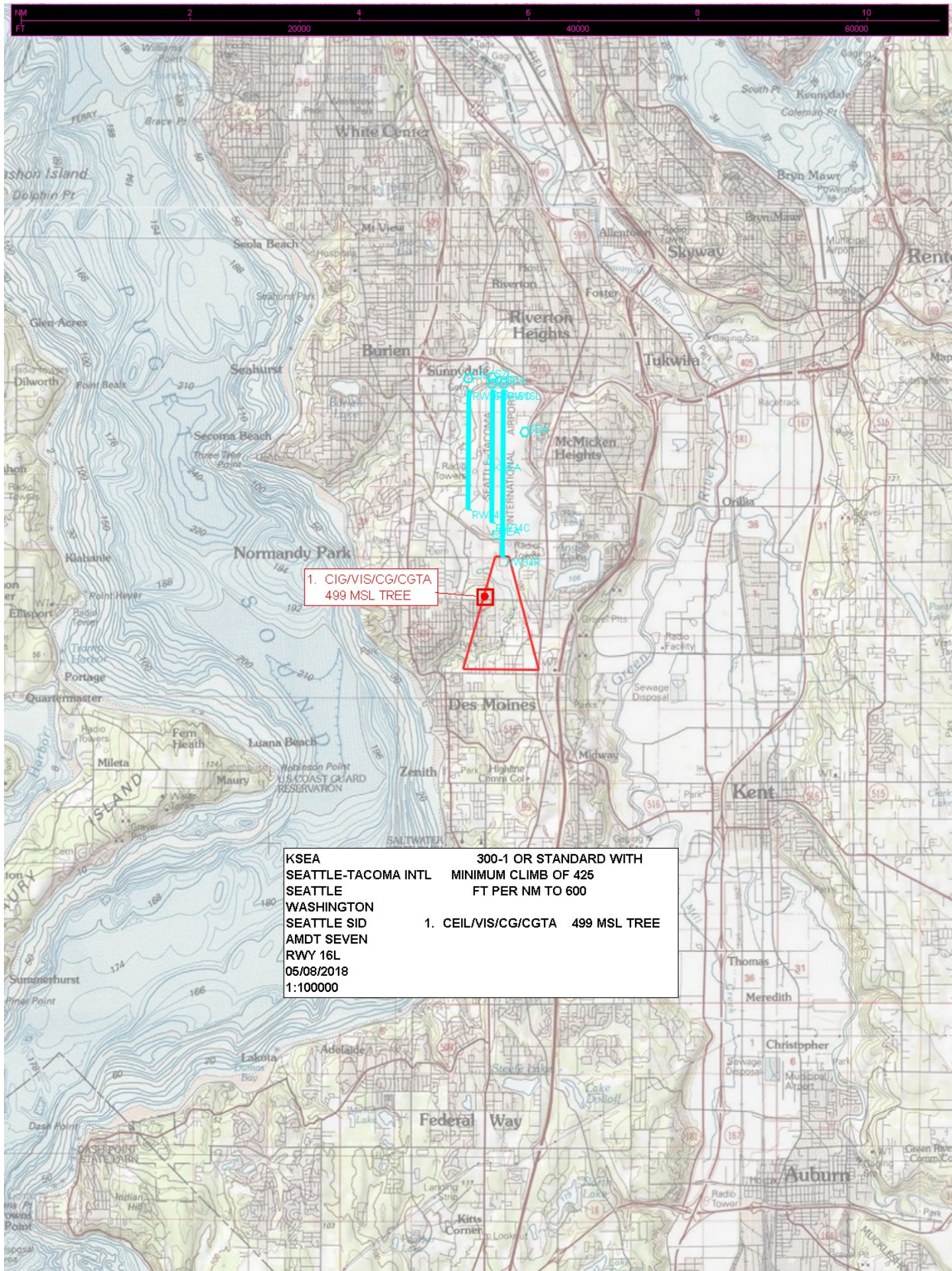
. . . maintain assigned altitude, expect RADAR vectors to assigned route.

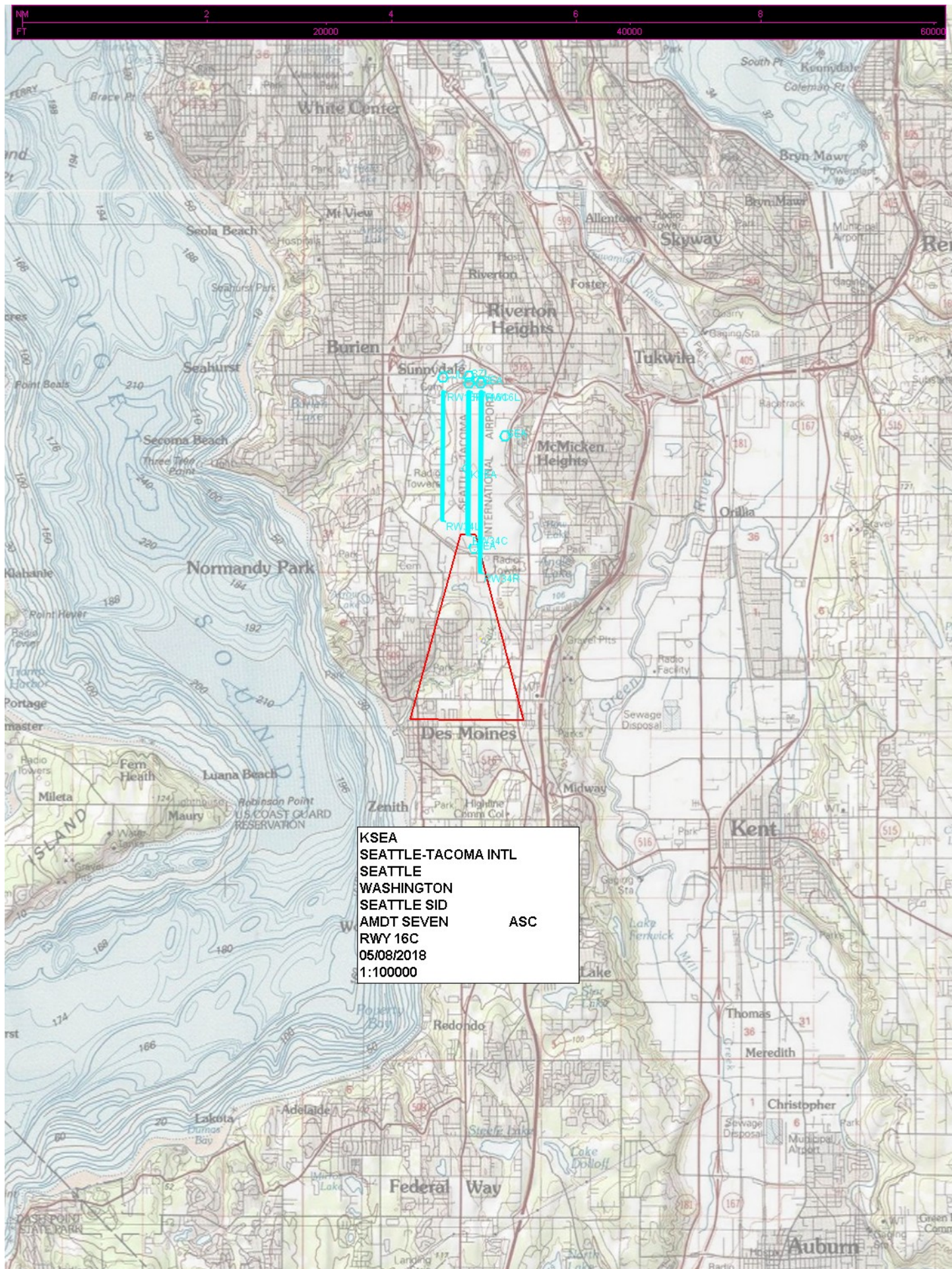
SEATTLE SEVEN DEPARTURE

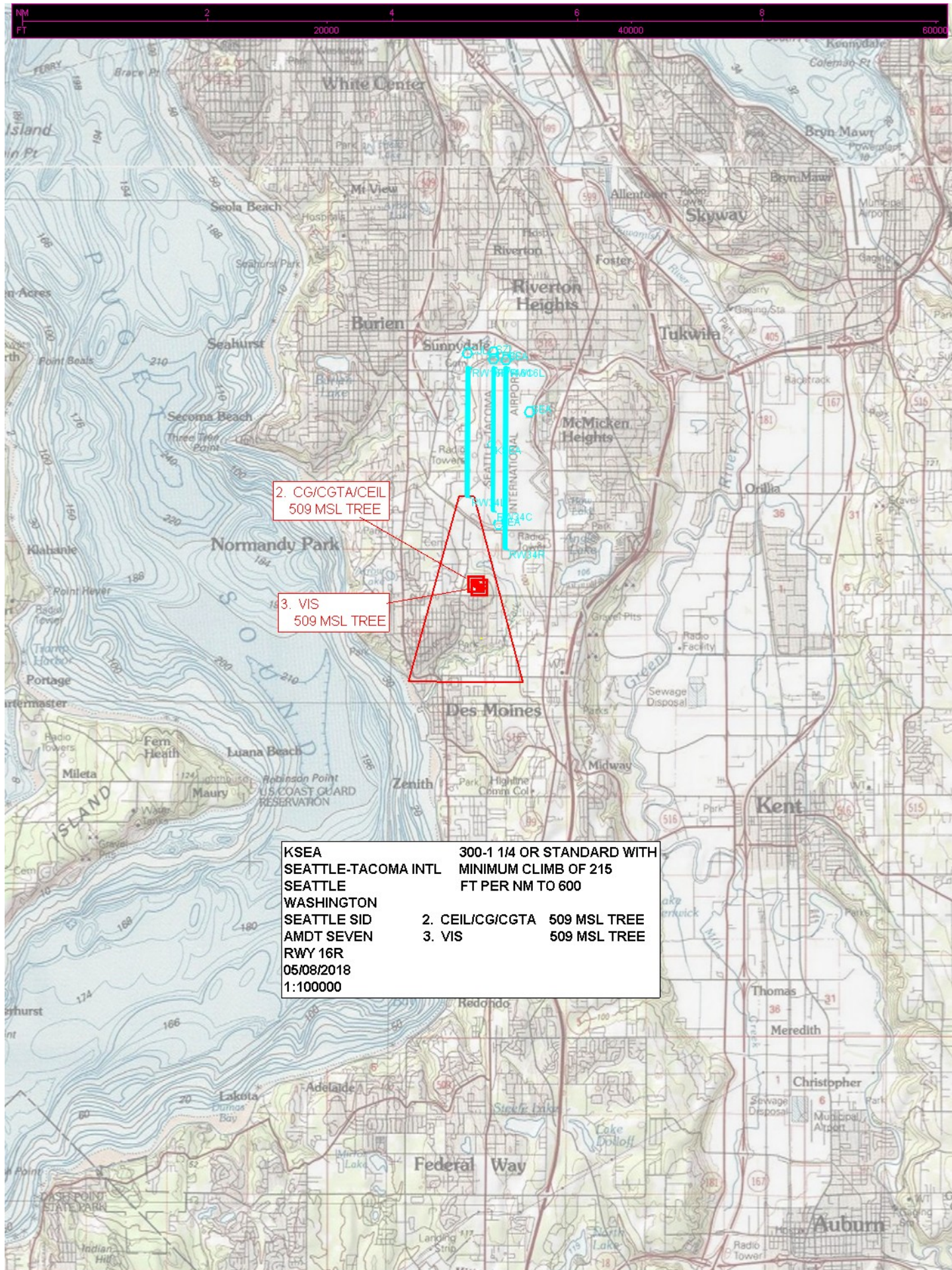
(SEA7.SEA) 13SEP18

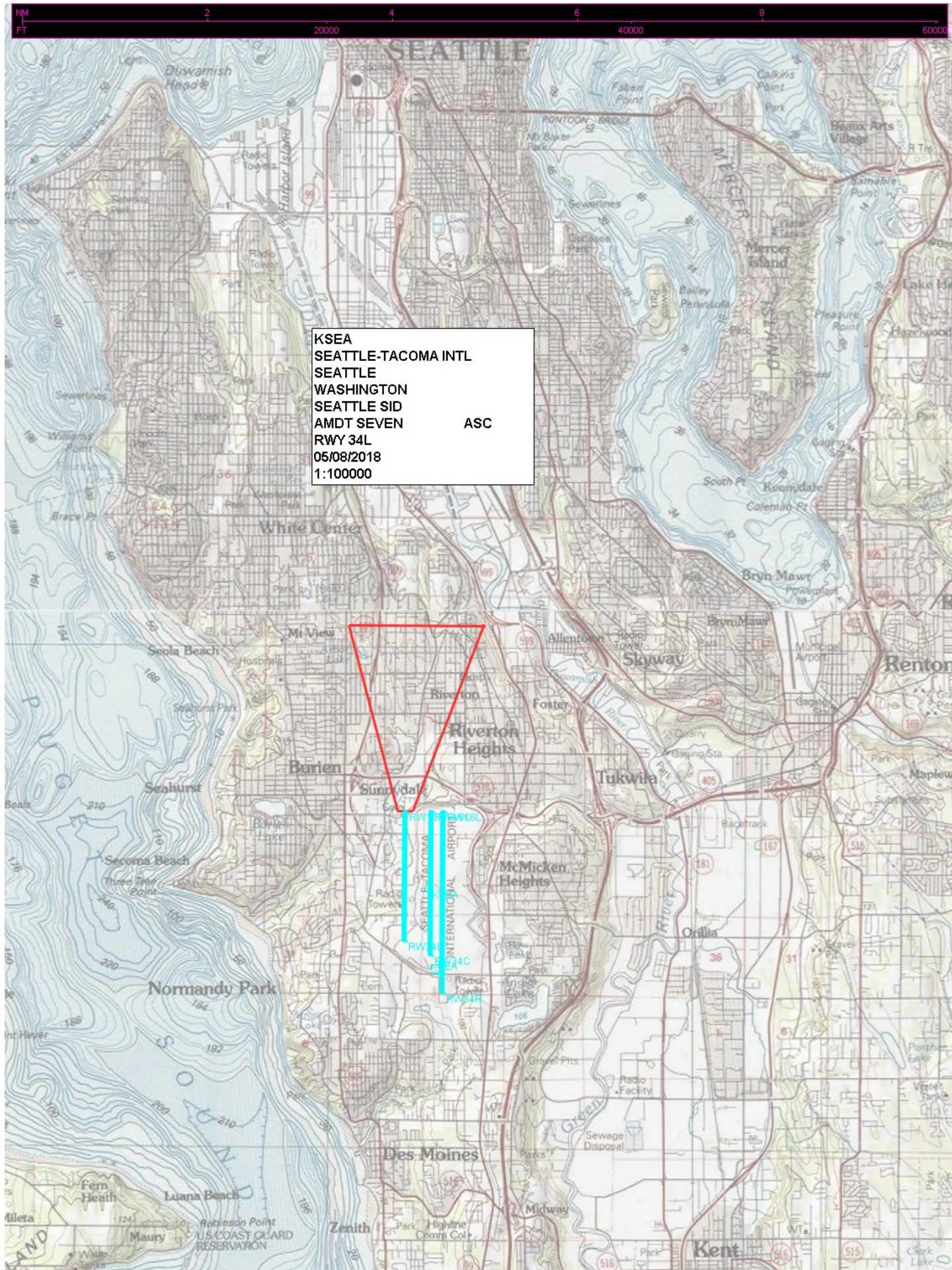
SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

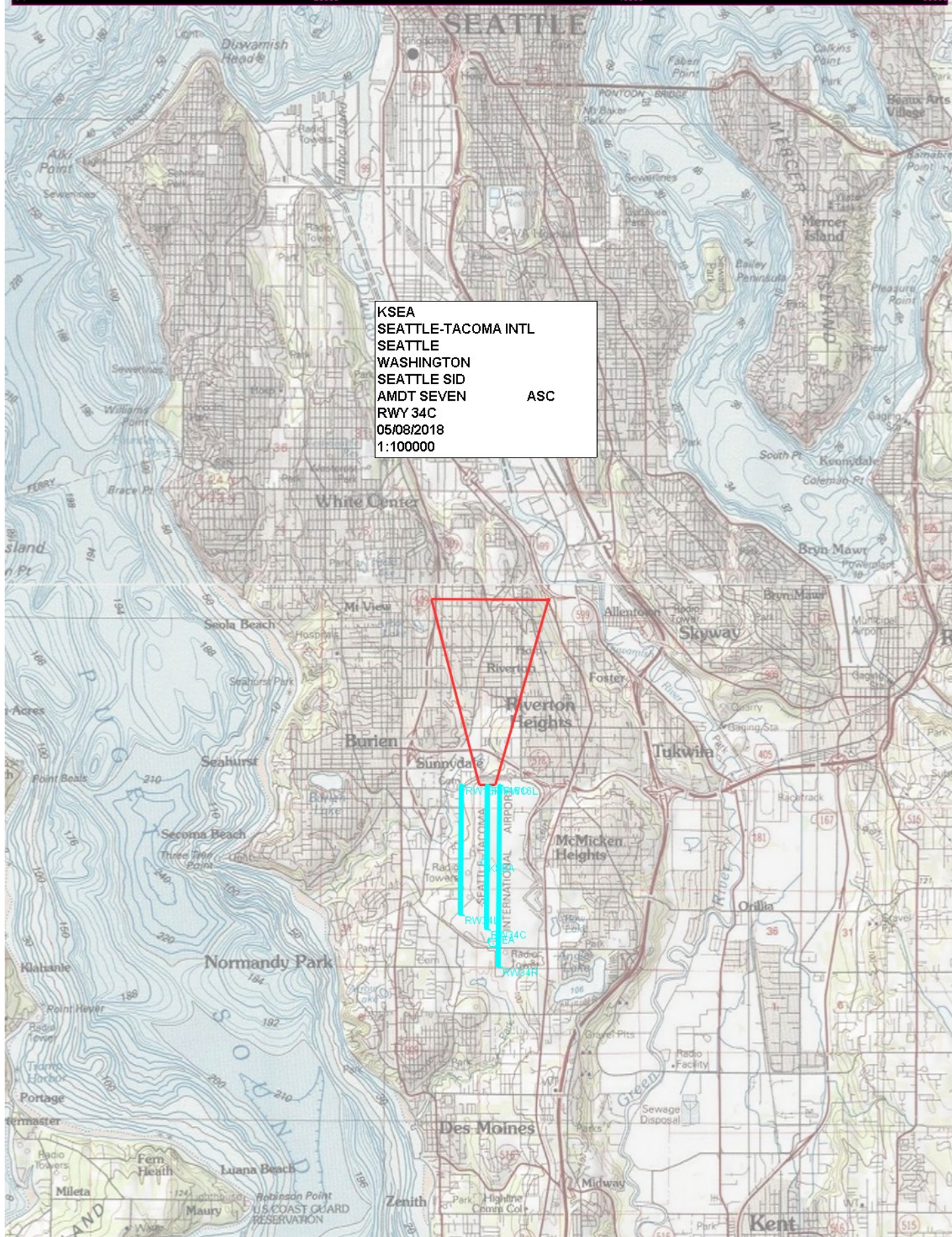
NW-1, 02 DEC 2021 to 30 DEC 2021

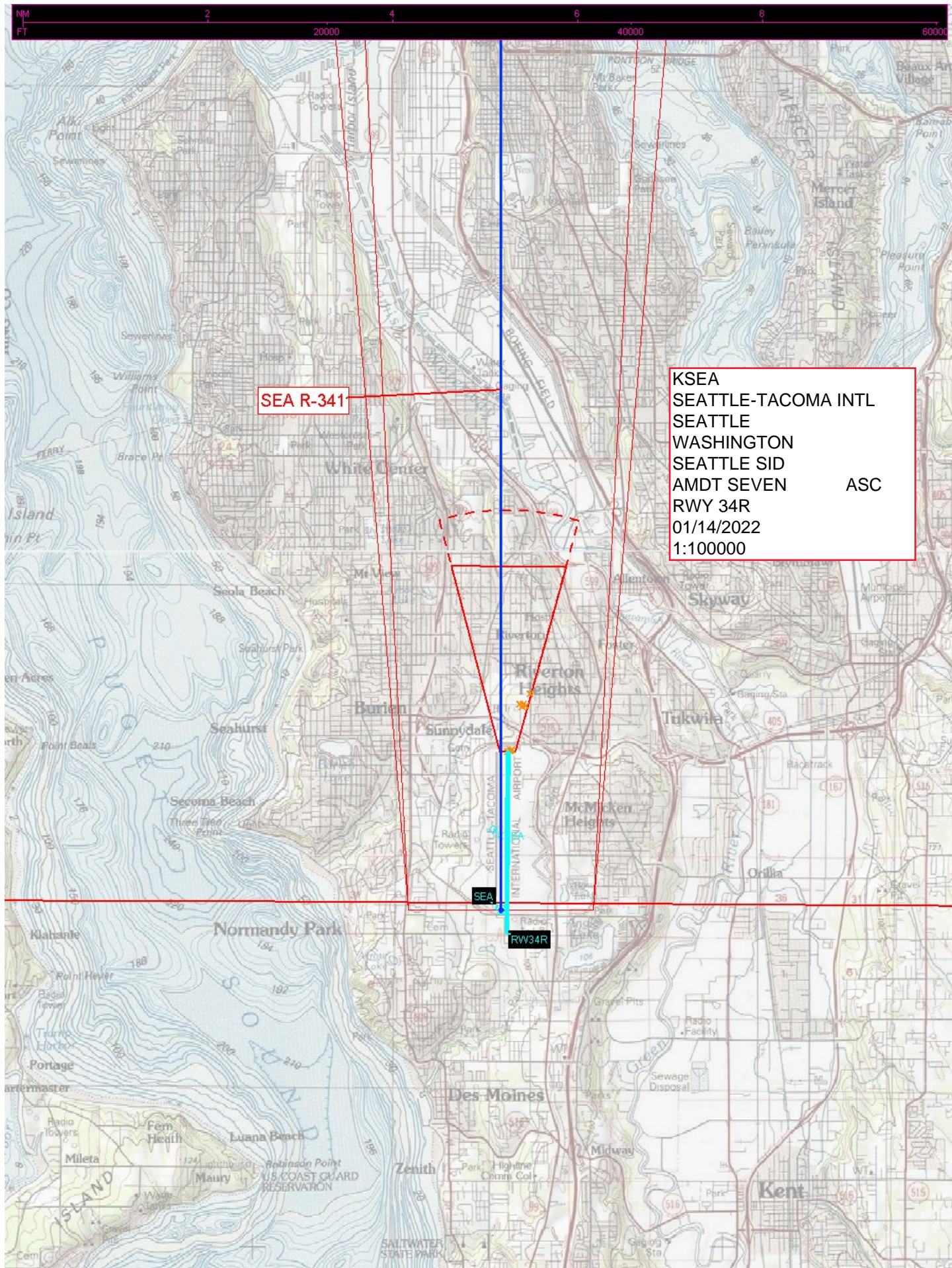












SEA R-341

KSEA
SEATTLE-TACOMA INTL
SEATTLE
WASHINGTON
SEATTLE SID
AMD'T SEVEN
RWY 34R
01/14/2022
1:100000

ASC

SEA

RWY34R

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

**Seattle-Tacoma International Airport
Seattle, Washington**

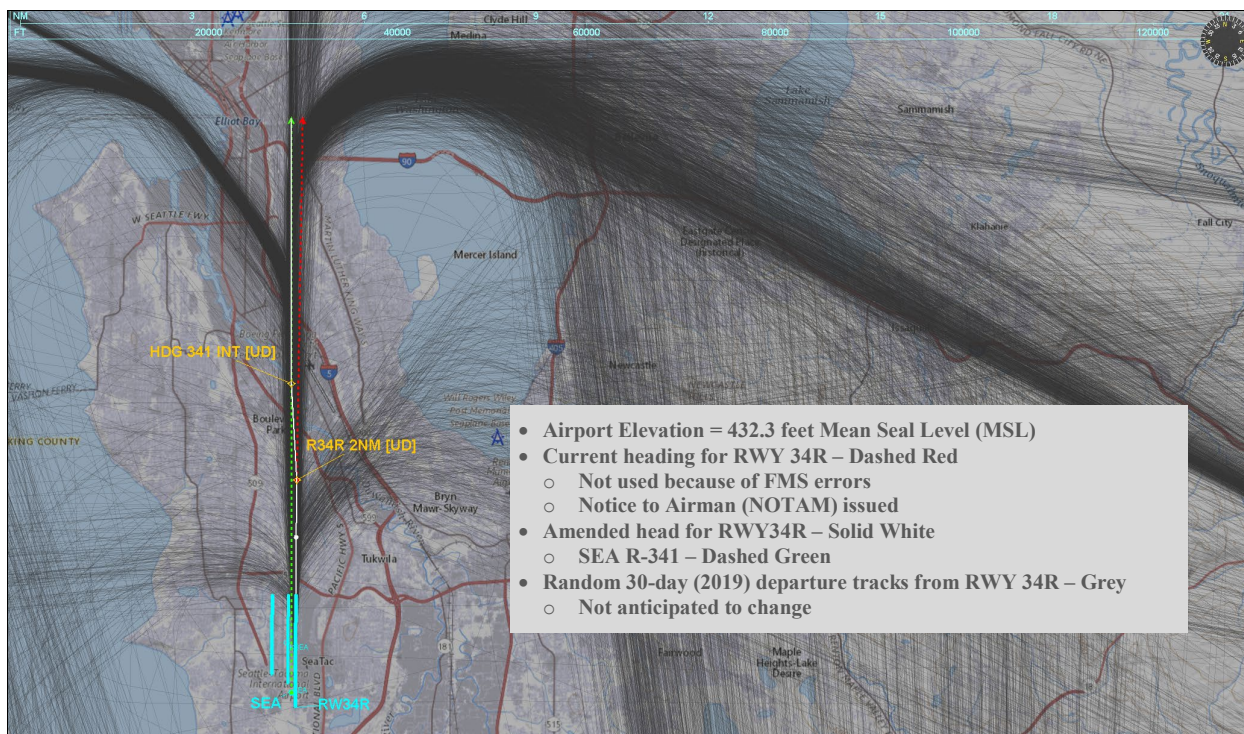
SEATTLE EIGHT DEPARTURE (amend)

Description of Action:

The Federal Aviation Administration (FAA) is proposing to amend the SEATTLE SEVEN DEPARTURE procedure for Seattle-Tacoma International Airport (KSEA), Seattle, Washington. The SEATTLE SEVEN Runway (RWY) 34C/R departure route instructions require a turn to heading 345° to intercept SEA R-341. However, this heading for RWY 34R diverges from the SEA R-341 by 1° and never intersects. This causes issues with the on-board flight management system (FMS) computer.

The amended procedure would change the 345° heading to a 341° heading for RWY 34R that would intercept the SEA R-341 at a point 3.7 nautical miles (NM) north of the RWY 34R departure end. Additionally, the 341° heading matches the heading already published and used on the MOUNTAIN ONE DEPARTURE. The RWY 34C departure heading will remain unchanged at 345°.

The amended RWY 34R departure instructions would read “Climb heading 341° and on SEA R-341, thence...” The rest of the procedure would remain unchanged. The proposed amendment is depicted in the following figure.



KSEA data for 2019 indicates that of the approximately 620 daily departures, 27 percent departed from RWY 34R.¹ The departure tracks from RWY 34R and the number of operations are not expected to change because of the proposed action. Therefore, air traffic would not be introduced to new areas because of the proposed action.

The proposed action does not involve land acquisition, physical disturbance, or construction activities. The following environmental impact categories were considered either not to be present or to have negligible or non-existent effects from the proposed action and, in accordance with Council on Environmental Quality (CEQ) regulations, did not warrant further analysis:

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Land use
- Natural resources and energy supply
- Socioeconomic impacts and children's environmental health and safety risks
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Visual effects

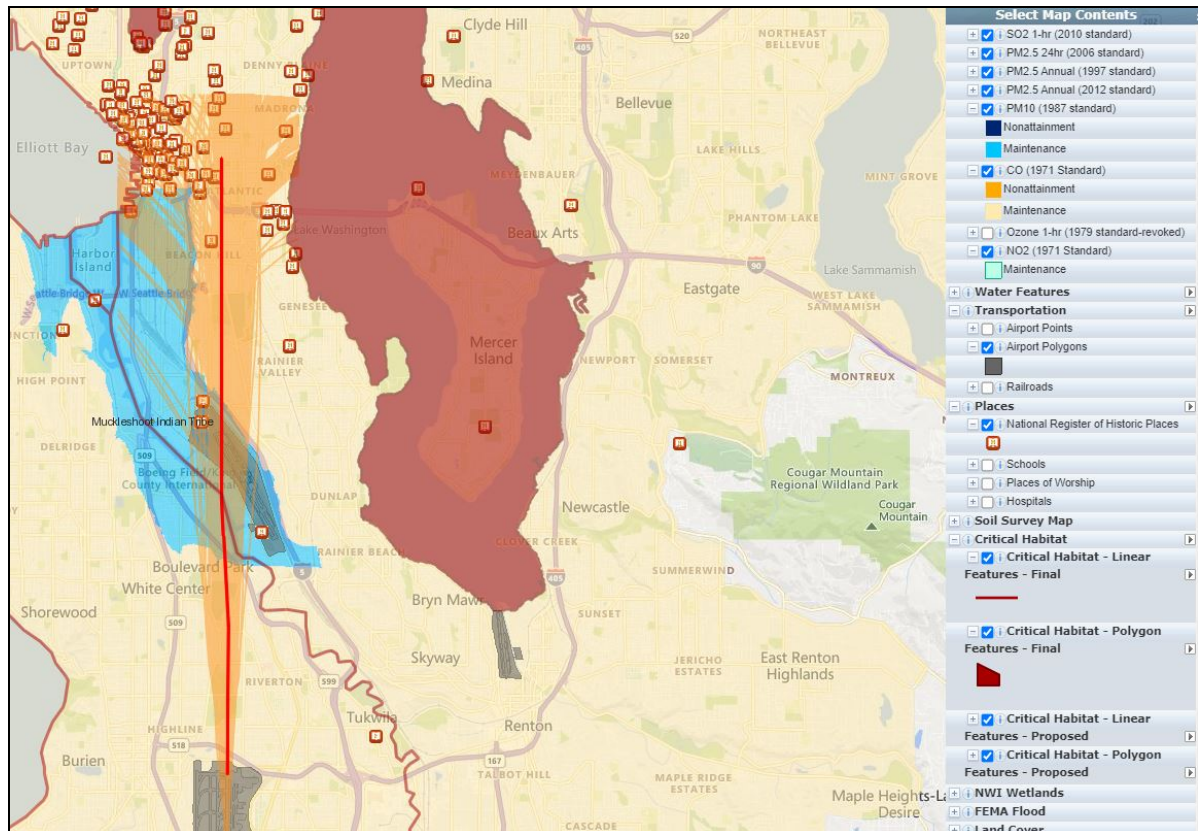
The NEPAAssist Tool (<https://nepassisttool.epa.gov/nepassist/nepamap.aspx>) was used to determine the potential to impact the following environmental categories:

- Air quality²
- Department of Transportation Act, Section 4(f)
- National Historic Preservation Act of 1996 (NHPA), Section 106
- Noise and noise-compatible land use
- Environmental justice

The following figure identifies the location of historical properties (brown icons), particulate matter maintenance areas (light blue), carbon monoxide maintenance areas (light orange), and critical habitat areas for bull trout (brown) in the vicinity of the proposed action (solid orange line) and historical tracks (light orange lines).

¹ The flight data was obtained from the FAA's Instrument Flight Procedure (IFP), Operations, and Airspace Analytics (IOAA) Tool (<https://sda.tc.faa.gov/AfsTools/#/>).

² Implementation of the proposed action is not expected to affect air quality and is presumed to conform as Category 14, "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations," as identified in the General Conformity Rule, 72 Fed. Reg. 41565-41580 (July 30, 2007).



The airport master plan website (<https://www.portseattle.org/plans/sustainable-airport-master-plan-samp>) was reviewed for cumulative impacts of the proposed action. Additionally, the Instrument Flight Procedures (IFP) Information Gateway was reviewed for planned air traffic projects (https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/) to assess cumulative impacts of the proposed action. Following projects were listed in the IFP Gateway:

Procedure Name	Scheduled Pub Date	Status
SID SUMMA FOUR	9/8/2022	Pending
ELMAA FOUR DEPARTURE	7/14/2022	Pending
MOUNTAIN TWO DEPARTURE	7/14/2022	Pending
STAR CHINS FIVE	7/14/2022	Pending
STAR GLASR TWO	6/15/2023	Pending
STAR SKYKO TWO (RNAV)	6/15/2023	Pending
STAR EPHRATA EIGHT	3/24/2022	Awaiting Cancellation
STAR SKYKO ONE	3/24/2022	Pending

It was determined that the proposed action, when considered with other past, present, and reasonably foreseeable projects, would not exceed the thresholds of significance for the resource categories analyzed in this environmental review. Therefore, no cumulative impacts are anticipated.

In accordance with FAA Order 1050.1F, Paragraph 5-2, Extraordinary Circumstances, the FAA has reviewed the proposed action for factors and circumstances in which a normally categorically-excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, *Procedures for Considering Environmental Impacts*, and FAA Order 1050.1F.

The applicable categorical exclusion is:

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.

Recommended by:**Air Traffic Manager Review/Concurrence**

Signature: Benjamin A. Loeb Digitally signed by Benjamin A. Loeb
Date: 2021.11.01
08:31:27 -07'00' Date: _____
Name: Benjamin A. Loeb
Air Traffic Manager
Seattle TRACON

Concurrence by:**Western Service Area Environmental Specialist**

Signature: _____ Date: _____
Name: Vikas Uberoi
Environmental Protection Specialist, Operations Support Group
Western Service Center, AJV-W25

Approval by:**Western Service Area Director or Designee Approval**

Signature: _____ Date: _____
Name: B. G. Chew
Acting Group Manager, Operations Support Group
Western Service Center, AJV-W2