



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Office of the Regional Administrator

1601 Lind Avenue S.W.
Renton, WA 98057-3356

APR 10 2017

Mayor Lucy Krakowiak
City of Burien
400 SW 152nd Street, Suite 300
Burien, WA 98166

Dear Mayor Krakowiak:

Re: North Flow Departures from SeaTac Airport over the City of Burien

On March 28, 2017, the July 26, 2016 Approach Control Service and Coordination Procedures Letter of Agreement (LOA) between Seattle Terminal Radar Approach Control (S46) and Seattle Airport Traffic Control Tower (SEA) was amended. Specifically, the following paragraph from page 6 of the LOA has been removed:

5: PROCEDURES:

d. Departures. Tower must:

(9) Assign the following automatic turns to departing IFR Groups B, C, and D aircraft:

(b) North Flow:

3) E, F, Q, Y, I, U, Z and L Gate, a heading of 250° and ensure the aircraft is established on that heading within 1 NM of runway departure end. If unable to assign heading 250°, assign runway heading to 9,000 and coordinate with the appropriate departure controller.

This amendment removes the pre-coordinated 250° heading assigned to departing propeller-driven aircraft during north flow. There were no other changes made to the LOA.

The FAA is currently evaluating the use of this pre-coordinated 250° heading and conducting a comprehensive review of the historic use of this flight corridor. For many years, the FAA has utilized the 250° heading for propeller driven aircraft departures during north flow operations as a safe and efficient way to disperse and separate the propeller driven aircraft from jet aircraft. Before the July 26, 2016 LOA, S46 was required to manually coordinate with SEA to turn propeller driven aircraft. The coordination between S46 and SEA increased complexity and entered a safety risk into the National Airspace System. Therefore, the above paragraph was added to the LOA which resulted in increased safety and efficiency by eliminating the manual communication necessary to coordinate

each propeller driven aircraft heading assignment. The Seattle-Tacoma International Airport (Sea-Tac) has witnessed a nearly 9% increase in operations between 2015 and 2016. This increase in operations is projected to continue, due to greater demand and additional air carriers entering the market. The historical use of the westbound turn has allowed the FAA to improve safety and balance the additional demand at Sea-Tac.

The FAA would like to meet with you to discuss these departures. Please contact me or David C. Suomi, Deputy Regional Administrator, at (425) 227-2000 to arrange this meeting.

Sincerely,

A handwritten signature in blue ink that reads "KC Yanamura". The signature is written in a cursive, flowing style.

KC Yanamura
Regional Administrator