

**ORDER**

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Seattle-Tacoma Tower  
Seattle, Washington

SEA TWR 7110.071C

10/7/80

SUBJ: NOISE ABATEMENT PROCEDURES

1. PURPOSE. This order prescribes action to be taken in the application of noise abatement procedures with aircraft to and from Seattle-Tacoma and Boeing Field Airports.

2. DISTRIBUTION. Seattle-Tacoma Tower, Seattle ARTCC, Boeing Tower, and ANW-530.

3. CANCELLATION. Seattle-Tacoma Tower order SEA TWR 7110.071B dated July 25, 1973.

4. POLICIES.

a. All propeller driven aircraft are excluded from the provisions of this order except as specified.

b. Turbojet aircraft operating locally within the Seattle Approach Control Terminal Area shall be assigned 5,000 feet and above. These aircraft shall be routed over Puget Sound as much as possible.

c. The provisions of this order apply to both VFR and IFR turbojet aircraft.

d. The procedures apply unless safety or urgent traffic requirements dictate otherwise.

5. PROCEDURES.

a. Departures - North Flow. Assign departures runway heading or SID.

(1) Route departures, avoiding areas of dense population, westbound over the middle of Elliott Bay. After leaving Elliott Bay, the aircraft should be at least 1-1/2 NM from the east shoreline while north or southbound over Puget Sound.

(a) Between the hours of 0600 and 2200 local time, aircraft shall not be turned eastbound to recross the shoreline until reaching 8,000' or the 17 NM fix whichever comes first.

(b) Between the hours of 2200 to 0600 local time, aircraft shall not be turned eastbound to recross the shoreline until reaching the 17 NM fix.

Distribution: SEA TWR, SEA ZSE, BFI, and ANW-530

Initiated By: HN

(c) Aircraft may be turned southeast bound to recross the shoreline west of Seattle-Tacoma International Airport after leaving 8,000'.

(2) Exception. Between the hours of 0600 to 2200 local time, Seattle-Tacoma eastbound departures shall be issued a restriction/SID to cross the 8 NM fix at or above 4,000' and, at that point, turn right to conform with established flow. If the pilot does not accept the restriction, the flight shall be handled in accordance with Paragraph 5.a.(1), above.

(3) If in the judgment of the controller--weather, traffic and work load permitting--aircraft which will be routed over Elliott Bay may be instructed to "Turn left heading \_\_\_\_\_, adjust your turn to fly out the middle of Elliott Bay."

b. Departures - South Flow. Assign departures runway heading or SID.

(1) Seattle-Tacoma.

(a) Westbound departures shall not be turned until the aircraft have reached a point at least 3 miles south of the airport and have vacated 3,000 feet.

(b) Eastbound departures shall not be turned until the aircraft have reached a point at least 5 miles south of the airport and have vacated 3,000 feet.

(2) Boeing Field. Aircraft shall not be turned until reaching 3,000 feet.

c. Arrivals - General.

(1) Aircraft being vectored to Boeing Field and/or Seattle-Tacoma shall not be cleared below 5,000 feet until necessary for normal straight-in descent or turn to base leg.

(2) Aircraft should be vectored at least 1-1/2 miles from the east shoreline when north or southbound over Puget Sound.

d. Arrivals - South Flow.

(1) Seattle-Tacoma.

(a) Arrivals from the south shall be vectored over Elliott Bay to the final approach course. If unable to comply with the Elliott Bay routing, add a thousand feet of altitude to the aircraft's base leg for each 3 miles the aircraft is north of Elliott Bay.

(b) Arrivals From the East/North.

1 When the ceiling and visibility at Boeing Field or Seattle-Tacoma is below 3,000 feet and/or 4 miles, arrivals shall be vectored to intercept the final approach course 17 NM north of the airport at 5,000 feet.

2 When the ceiling and visibility at Boeing Field and Seattle-Tacoma is at least 3,000 and 4 miles, aircraft shall be vectored over Puget Sound and through Elliott Bay.

Aircraft from the east shall be routed through the final approach course at or above 8,000 feet.

(c) VFR aircraft shall be instructed to make base leg over Elliott Bay.

(d) Aircraft conducting visual approaches to Runway 16L/R are expected to conform to instructions contained in the Visual Bay Approach. Aircraft which do not have this approach available shall be vectored to base leg at Elliott Bay before approach clearance is issued.

(2) Boeing Field.

(a) VFR aircraft and aircraft on visual approaches should be routed through Elliott Bay whenever possible.

e. Arrivals - North Flow.

(1) Seattle-Tacoma arrivals shall be vectored/instructed to intercept the final approach course south of DONDO LOM.

(2) VFR/visual approach aircraft shall be instructed maintain 3,000 feet or above until on the final approach course.

f. Seattle-Tacoma Landings and Takeoffs.

(1) Preferred takeoff runway south is 16L.

(2) Preferred landing runway north is 34R.

(3) Propeller driven departures shall not be turned after takeoff until reaching 1000' MSL.

(4) Propeller driven arrivals shall not be given approval to make a base leg within the airport boundary.

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6. COMPLIANCE.

a. Full compliance is expected whenever possible, even though it may be necessary to delay traffic.

b. Notify your supervisor of any pilot non-compliance or lack of cooperation regarding these procedures.



RICHARD R. LIEN

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