

(HAWKZ,HAWKZ8) 24249

AI-582 (FAA)

HAWKZ EIGHT ARRIVAL (RNAV) Transition Routes

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

SEATTLE APP CON
125.6 273.45
D-ATIS
118.0

LATAY 12000
*5100 059° (58) +239° AAYRR

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.

NOTE: For non-RNP aircraft landing Rwy 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BATTLE GROUND TRANSITION (BTG.HAWKZ8)
BLYTZ TRANSITION (BLYTZ.HAWKZ8)
KLAMATH FALLS TRANSITION (LMT.HAWKZ8)
KNGDM TRANSITION (KNGDM.HAWKZ8)
KRIEG TRANSITION (KRIEG.HAWKZ8)
LAKEVIEW TRANSITION (LKV.HAWKZ8)
LATAY TRANSITION (LATAY.HAWKZ8)

See following page
for Arrival Routes.

HAWKZ
12000 270K

KRIEG

PTERA
FL220

BATTLE GROUN
BTG
FL240

Map showing the locations of KNGDM, MATH FALLS LMT, and LAKEVIEW LKV. KNGDM is at 10 NM, 154°. MATH FALLS LMT is at 10 NM, 334°. LAKEVIEW LKV is at 10 NM, 320° (85). FL200 is at 10700, 334° (73). FL230 is at 10200, 320°.

ARRIVAL ROUTE DESCRIPTION

From HAWKZ on track 023° to LIINE.

LANDING RUNWAYS 16L/C/R: From LIINE on track 022° to cross PIKEZ between 12000 and 15000 and at 250K, then on track 001° to COFAY, then on track 351° to cross BREVE between 10000 and 11000 and at 250K, then on track 350° to cross NETTZ at or above 8000 and at 230K, then on track 344° to cross KWEST at or above 7000, then on track 344° to cross VASHN at 6000 and at 210K, then on track 344°. Expect RADAR vectors for RNAV or ILS approach.

LANDING RUNWAYS 34L/C/R: From LIINE on track 027° to cross FOOTT between 10000 and 12000 and at 250K, then on track 030° to cross GOALZ at or above 9000 and at 230K, then on track 014° to cross SONDR at 6000 and at 230K. Expect RNAV or ILS approach.

LOST COMMUNICATIONS

LANDING RUNWAY 16: At VASHN, proceed to GRIFY and then on the ILS RWY 16R approach.

LANDING RUNWAY 34: At SONDR, proceed on the ILS RWY 34L approach.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

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NOTE: For non-RNP aircraft landing Rwy 16L/C/R, expect RADAR vectors to final approach course prior to VASHN.

