

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 07/11/2024	APWS Task ID: 9864ACBCD2EE4647A55FF6199BA887C9	APWS Project ID: 765584548F5F44889CF53DB5457A466D
Procedure: HAWKZ EIGHT (RNAV)		Enroute: YES	Specialist: Christensen, Richard		Agreement Number:
Airport ID: KSEA			Airport City: SEATTLE		State: WA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATA USED.</div> <div>TABLETOP REVIEW OF THE UPDATETD COPY REQUESTED</div> <div>ADDED NEW ENROUTE TRANSITIONS: BLYTZ AND KNGDM. ADDED HOLDING PATTERN AT GRIFY FOR LOST COMM.</div> <div>CONTACTS: ERIC SUSKI (AJV-A431), 405.954.7331 BEVERLY L. BORDY (AJV-A430), 405.954.8293</div> <div><div>Digitally signed by</div><div>BEV L BORDY</div><div>May 17, 2024</div></div> <div>5/14/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 1/3/24. . 1. ARRIVAL ROUTE DESCRIPTION: LANDING RWY 16L/C/R: ADDED SPEED RESTRICTION AT BREVE AT 250 KIAS.</div> <div>J ZEDER 05/14/2024</div> <div><div>03/28/2024</div><div>14</div><div>41</div></div>					

FIPC BASIC FORM						
PROCEDURE: HAWKZ EIGHT (RNAV)			AIRPORT NAME: SEATTLE-TACOMA INTL		AIRPORT ID: KSEA	SPECIAL CONTROL NO: SG-04-034-24
FAC ID: HAWKZ8		CITY: SEATTLE			ST: WA	ORIG CHART DATE: 07/11/2024
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: 9864ACBCD2EE4647A55FF6199BA887C9		
PREFLIGHT NOTES						
REVIEWER: gary j veer					DATE: 04/23/2024	
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: 04/23/2024	CREW #: VN362	N #: N83	INSTRUMENT PROCEDURE STATUS:		ARINC CODING:	
			<input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE:			PRINTED NAME:			NOTAM INITIATED?
gary j veer @ 04/23/2024 22:55			VEER, GARY JOHN			<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Updated amendment, removed MEA/MOCAs inside of Transition WP, added/revised MEA/MOCAs outside of transition WP IAW with current criteria. DME/DME altitudes lowered on transition routes from LKV and LMT flown SAT. All MOCA obstacles verified with check of MVA/MIA charts. SEATTLE-TACOMA INTL, SEATTLE, WA, HAWKZ EIGHT ARRIVAL, SAT. Procedure Satisfactory for GNSS operations, DME/DME awaiting approval by the applicable AJV Operations Support Group.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

OLD

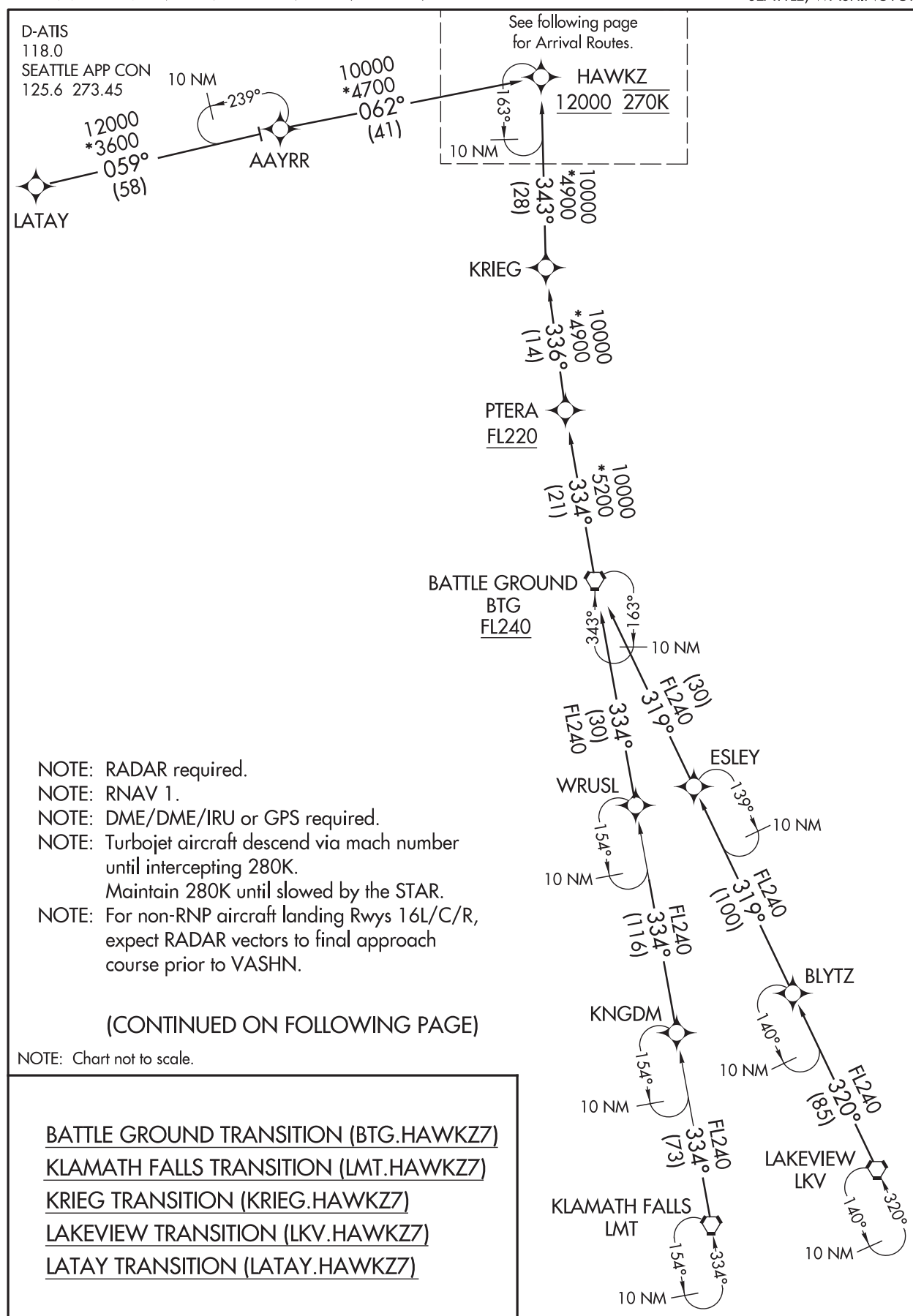
(HAWKZ.HAWKZ7) 18256

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

SEATTLE, WASHINGTON

HAWKZ SEVEN ARRIVAL (RNAV) Transition Routes



NW-1, 30 NOV 2023 to 28 DEC 2023

NW-1, 30 NOV 2023 to 28 DEC 2023

HAWKZ SEVEN ARRIVAL (RNAV) Transition Routes

(HAWKZ.HAWKZ7) 13SEP18

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)

HAWKZ SEVEN ARRIVAL (RNAV) Arrival RoutesSEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON**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 to RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

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 8000, then on track 014° to cross SONDR at 6000 and at 230K. Expect RNAV (RNP)/ILS/VISUAL approach as assigned by ATC.

LOST COMMUNICATIONS

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

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

NOTE: RADAR required.

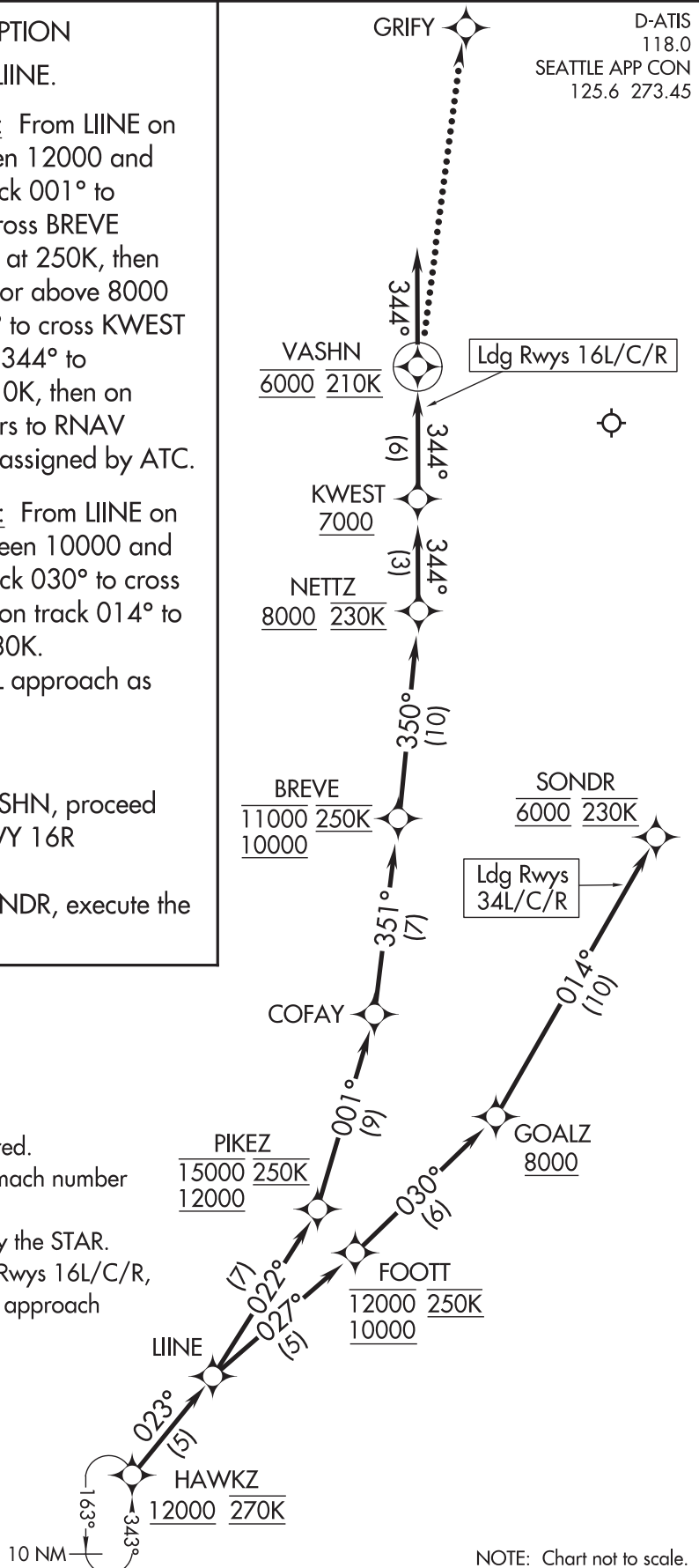
NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet 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.



NOTE: Chart not to scale.

HAWKZ SEVEN ARRIVAL (RNAV) Arrival RoutesSEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA)

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

SEATTLE, WASHINGTON



(HAWKZ.HAWKZ8) FIG

(HAWKZ.HAWKZ8) FIG

AL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

HAWKZ EIGHT ARRIVAL(RNAV) Arrival Routes

SEATTLE, WASHINGTON

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 on the ILS RWY 16R approach.

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

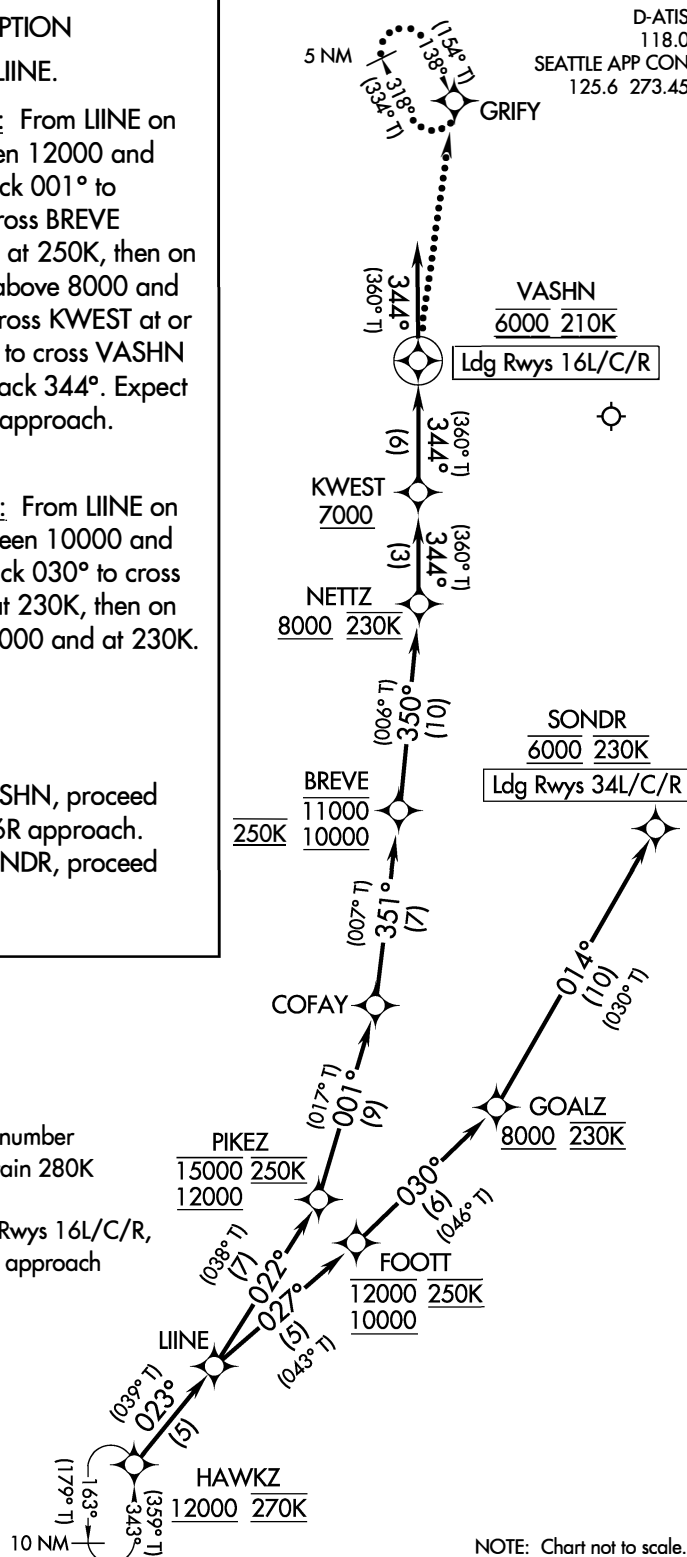
RNAV1 - DME/DME/IRU or GPS

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.

PROTOTYPE: NOT
FOR NAVIGATION



AUTOMATED AL-582 HAWKZ ARRIVAL (CONT PAGE)

NW-1

25 MAR 2024

COMPILER: CG

REVIEWER:

DBL CHKR:

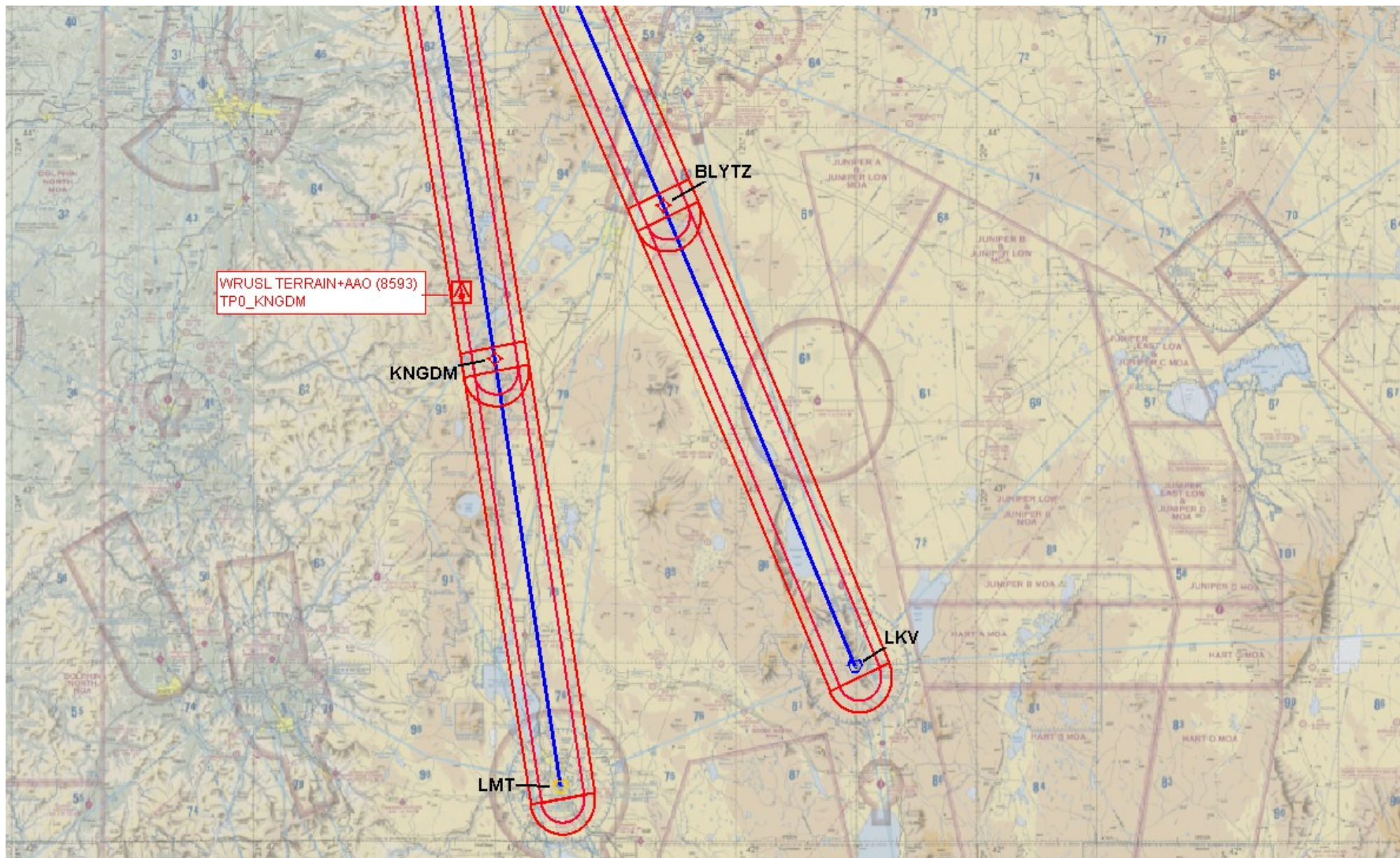
EFF: FIG

HAWKZ EIGHT ARRIVAL(RNAV) Arrival Routes

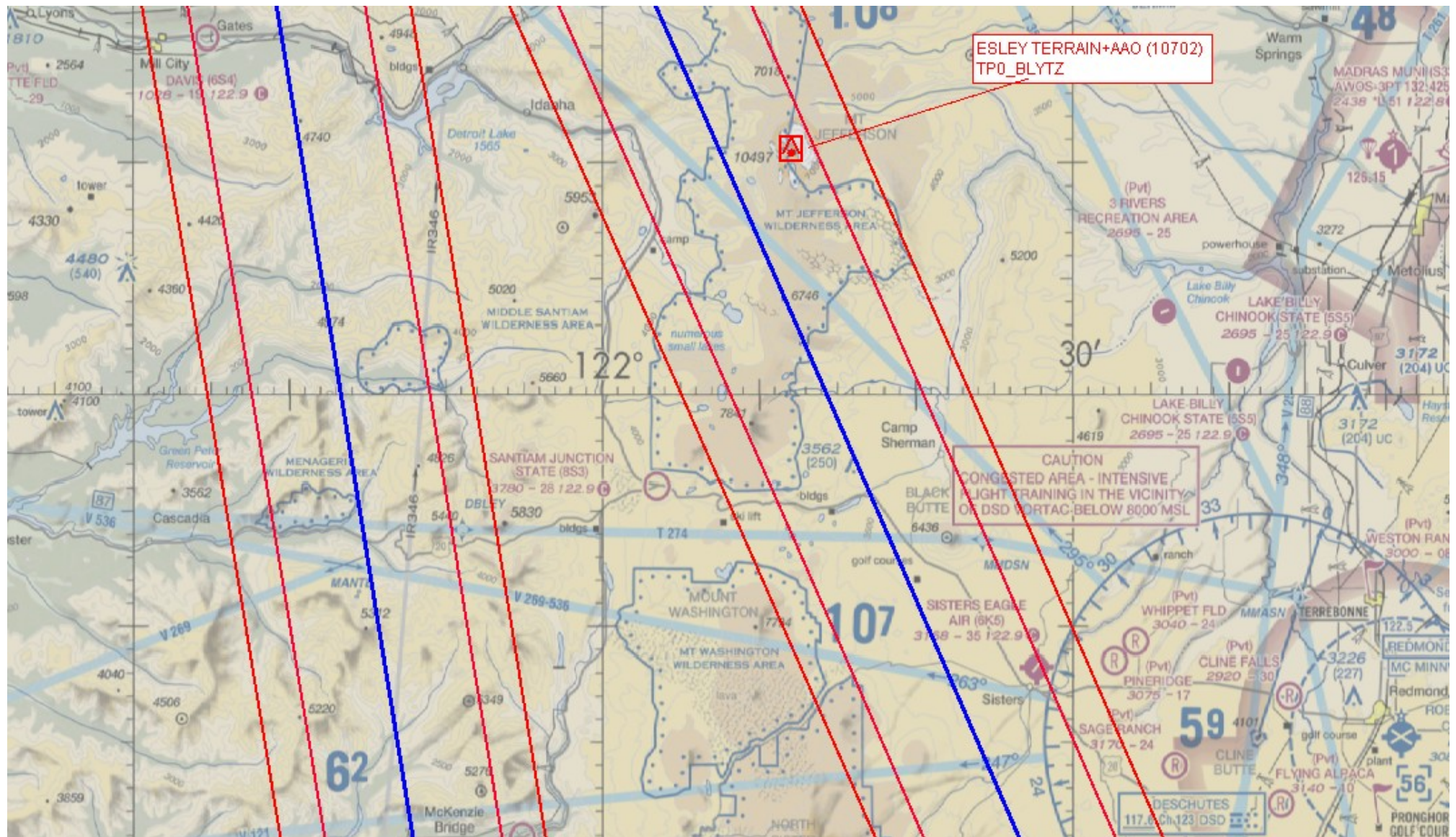
(HAWKZ.HAWKZ8) FIG

SEATTLE, WASHINGTON

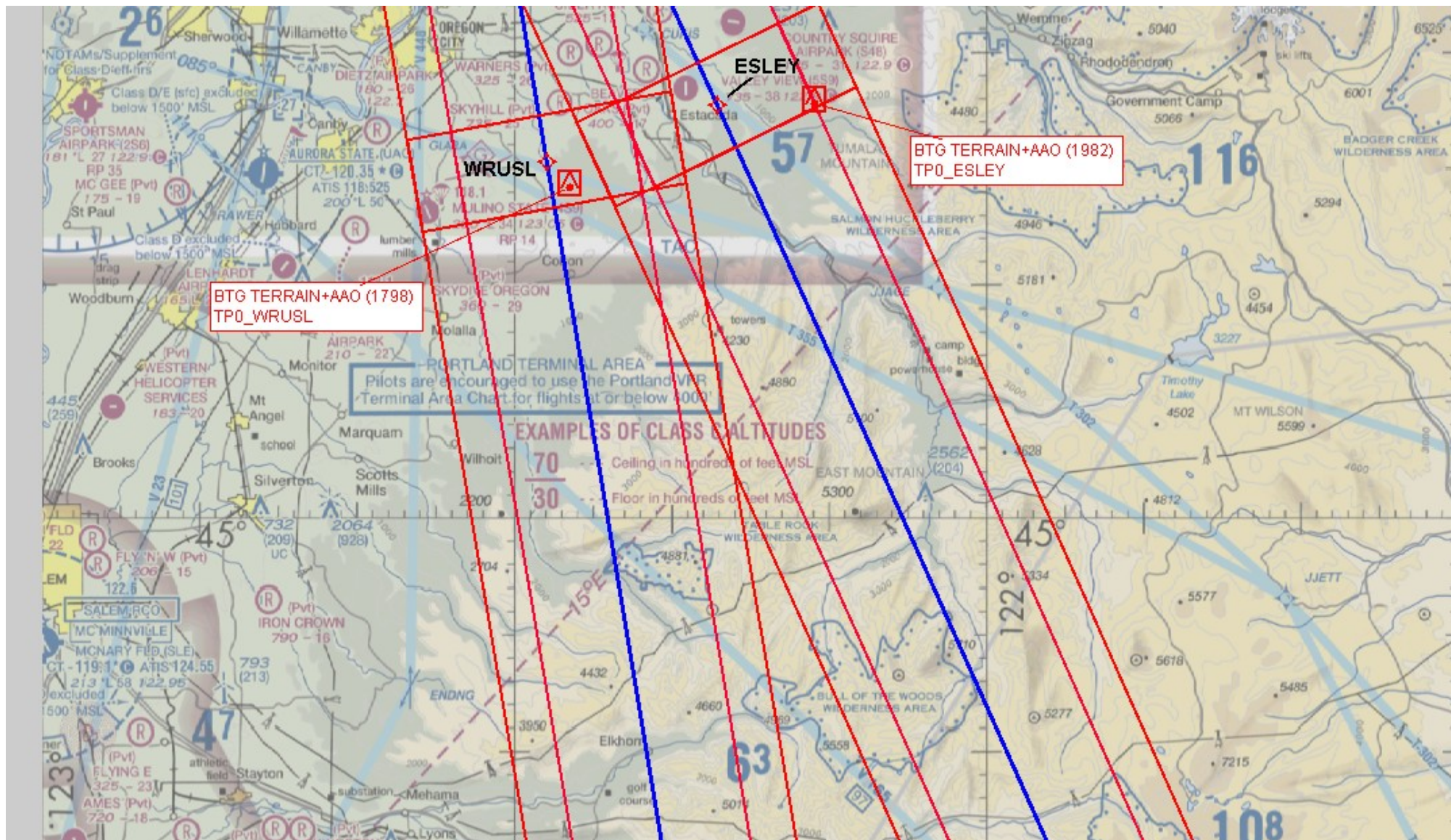
SEATTLE-TACOMA INTL (SEA)



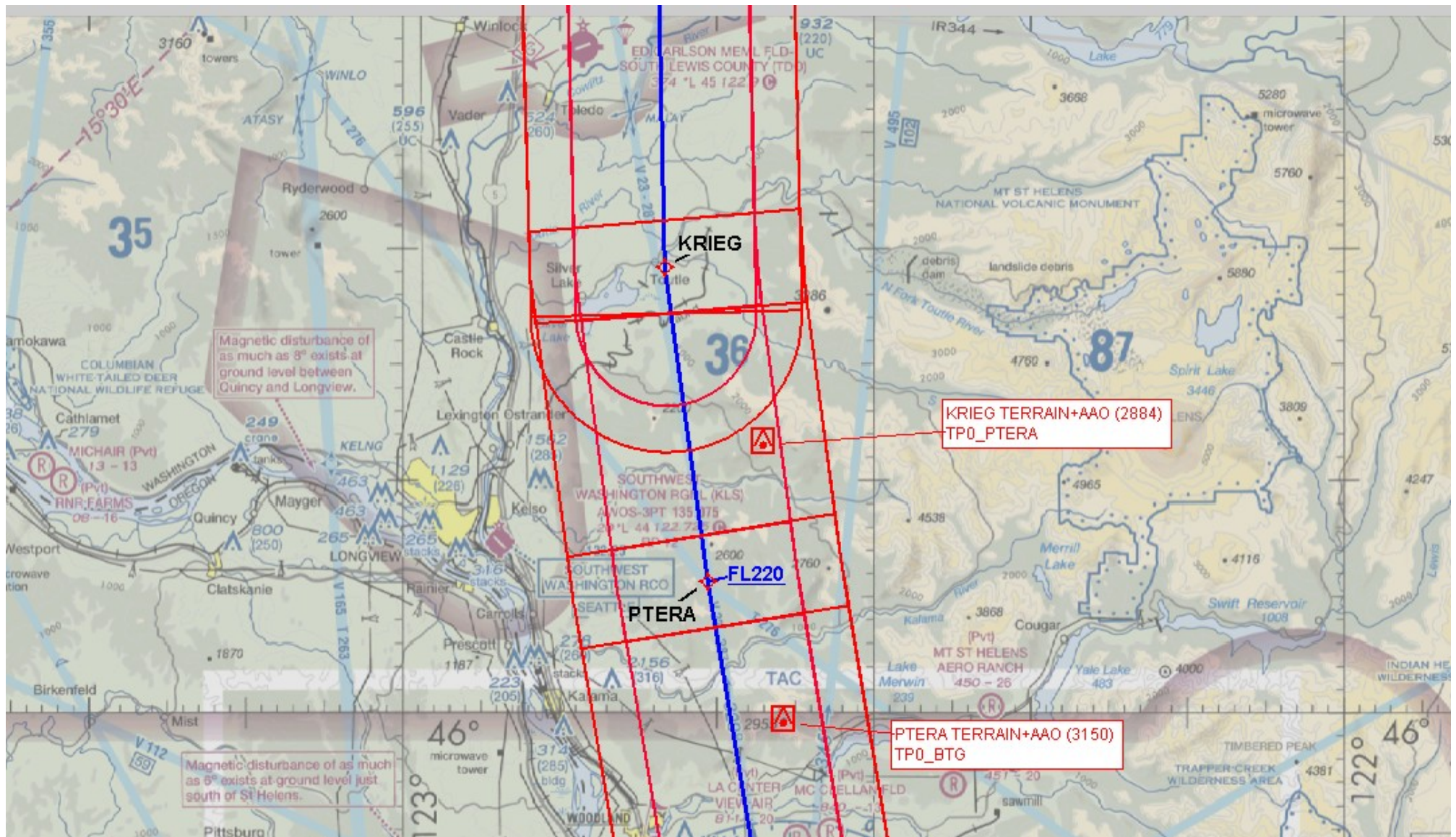
HAWKZ (RNAV)



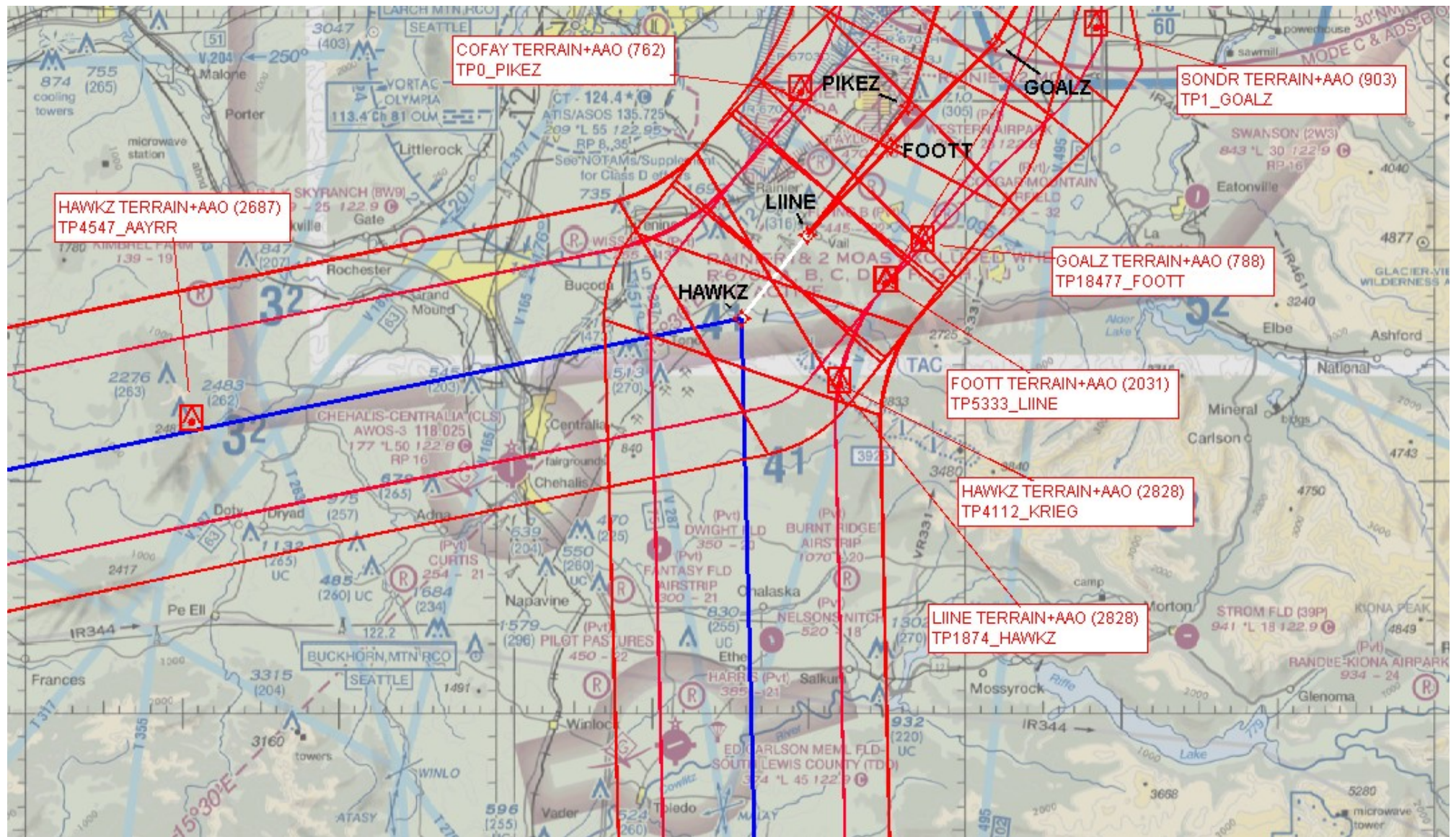
HAWKZ (RNAV)



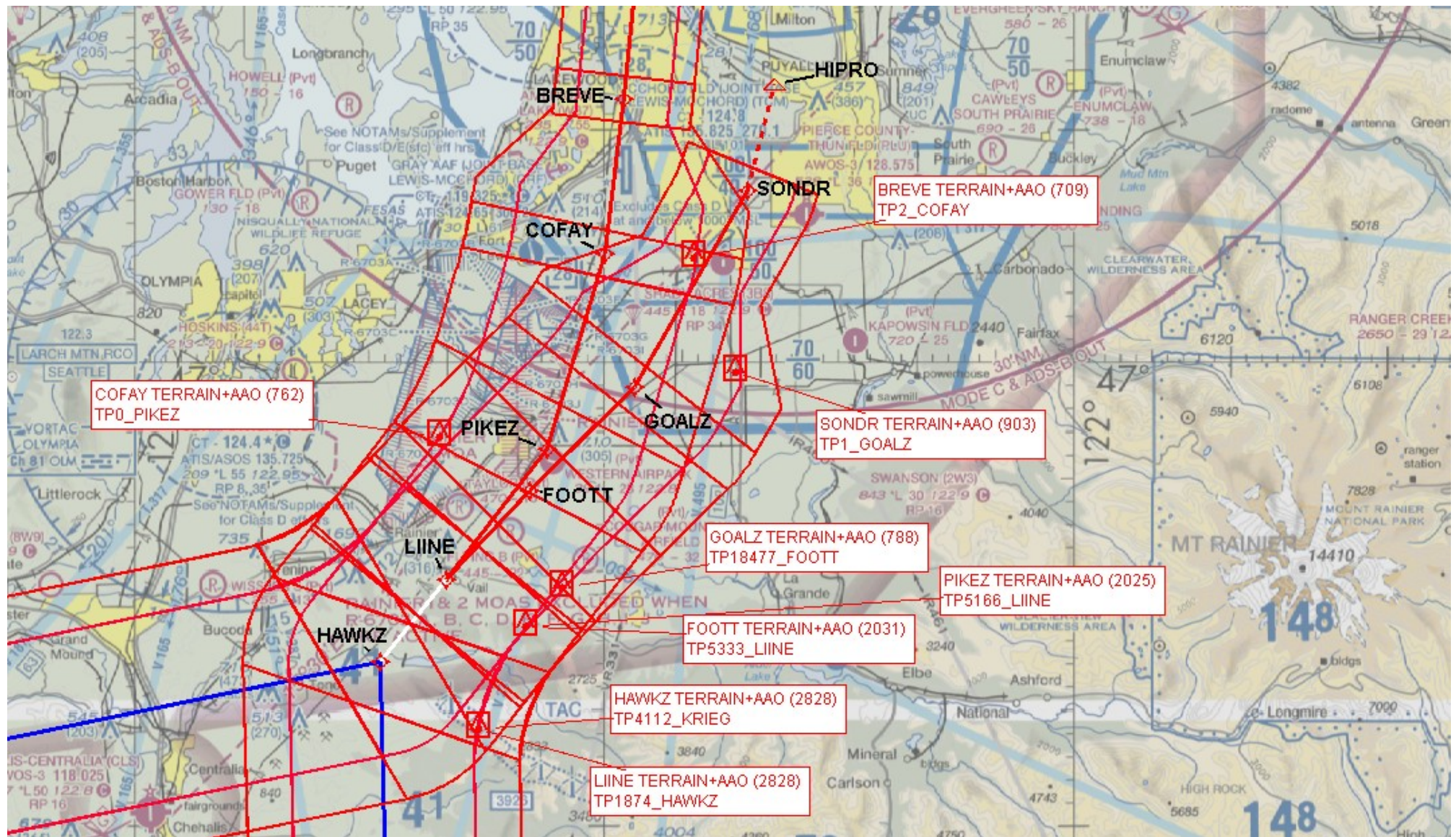
HAWKZ (RNAV)



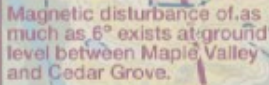
HAWKZ (RNAV)



HAWKZ (RNAV)



HAWKZ (RNAV)



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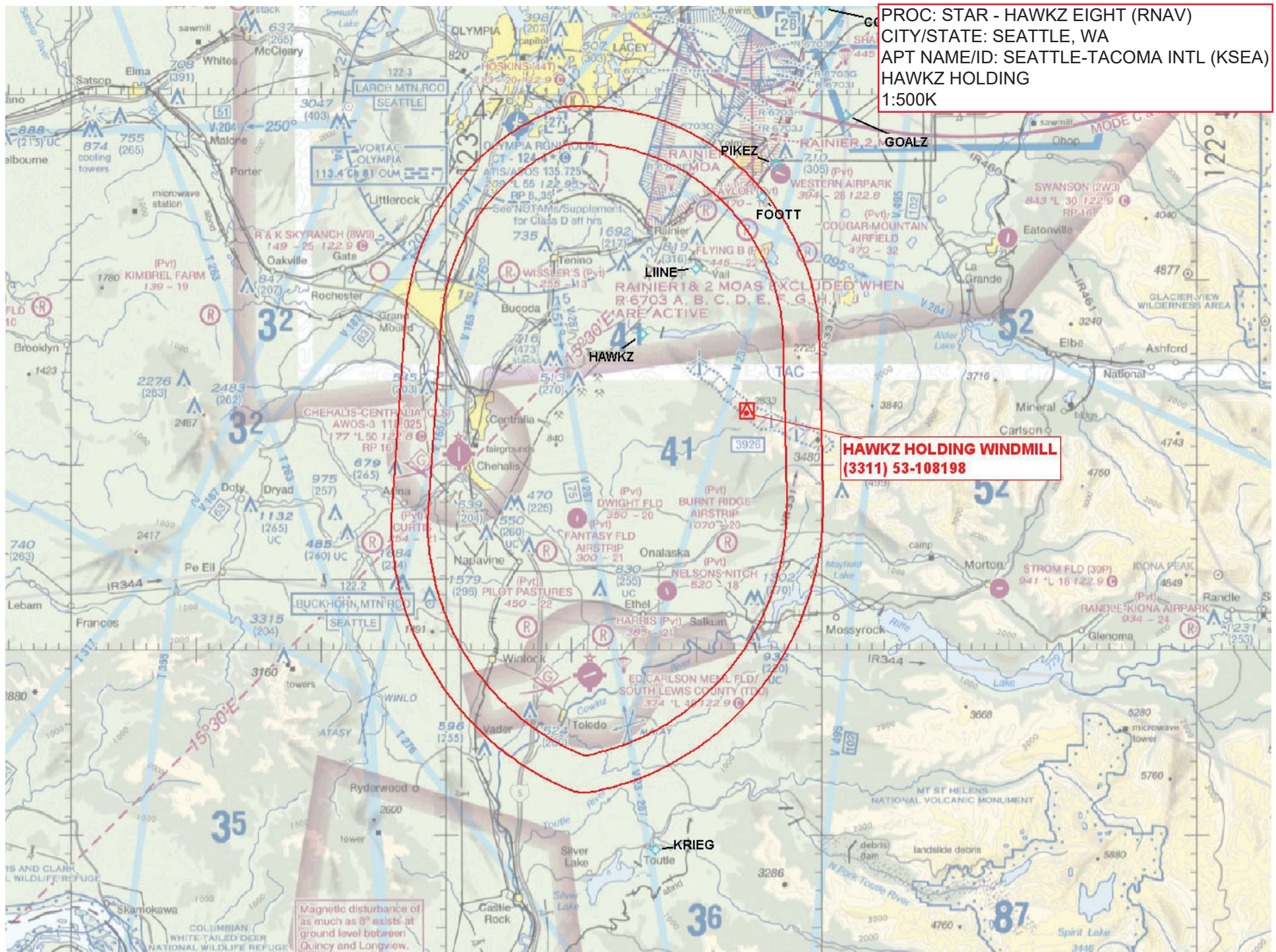
PROC: STAR - HAWK EIGHT (RNAV)
CITY/STATE: SEATTLE, WA
APT NAME/ID: SEATTLE-TACOMA INTL (KSEA)
AAYRR HOLDING
1:500K

AAYRR HOLDING
AAO (2353)

A map of the AAYRR Holding Area (2353). The map shows a coastline with a red line indicating the boundary. A point labeled 'Kipling Beach' is marked on the coast. A contour line labeled '2100' is shown. The map is titled 'AAYRR HOLDING AAO (2353)'.

Magnetic disturbance of as much as 8° exists at ground level between Quincy and Longview.

PROC: STAR - HAWKZ EIGHT (RNAV)
CITY/STATE: SEATTLE, WA
APT NAME/ID: SEATTLE-TACOMA INTL (KSEA)
HAWKZ HOLDING
1:500K



HAWKZ HOLDING WINDMILL
(3311) 53-108198

Magnetic disturbance of
as much as 8° exists at
ground level between
Quincy and Longview.

PROC: STAR - HAWKZ EIGHT (RNAV)
CITY/STATE: SEATTLE, WA
APT NAME/ID: SEATTLE-TACOMA INTL (KSEA)
GRIFY LOST COMM HOLDING
1:500K

GRIFY LOST COMM TOWER (933)
53-000084

GRIFY

VASHN TERRAIN+AAO (670)
TP1_KWEST

KWEST TERRAIN+AAO (693)
TP0 NETTZ

Magnetic disturbance of much as 6° exists at ground level between Maple Valley and Cedar Grove.