

CHINS FIVE ARRIVAL  
(CHINS, CHINS5) 08SEP22

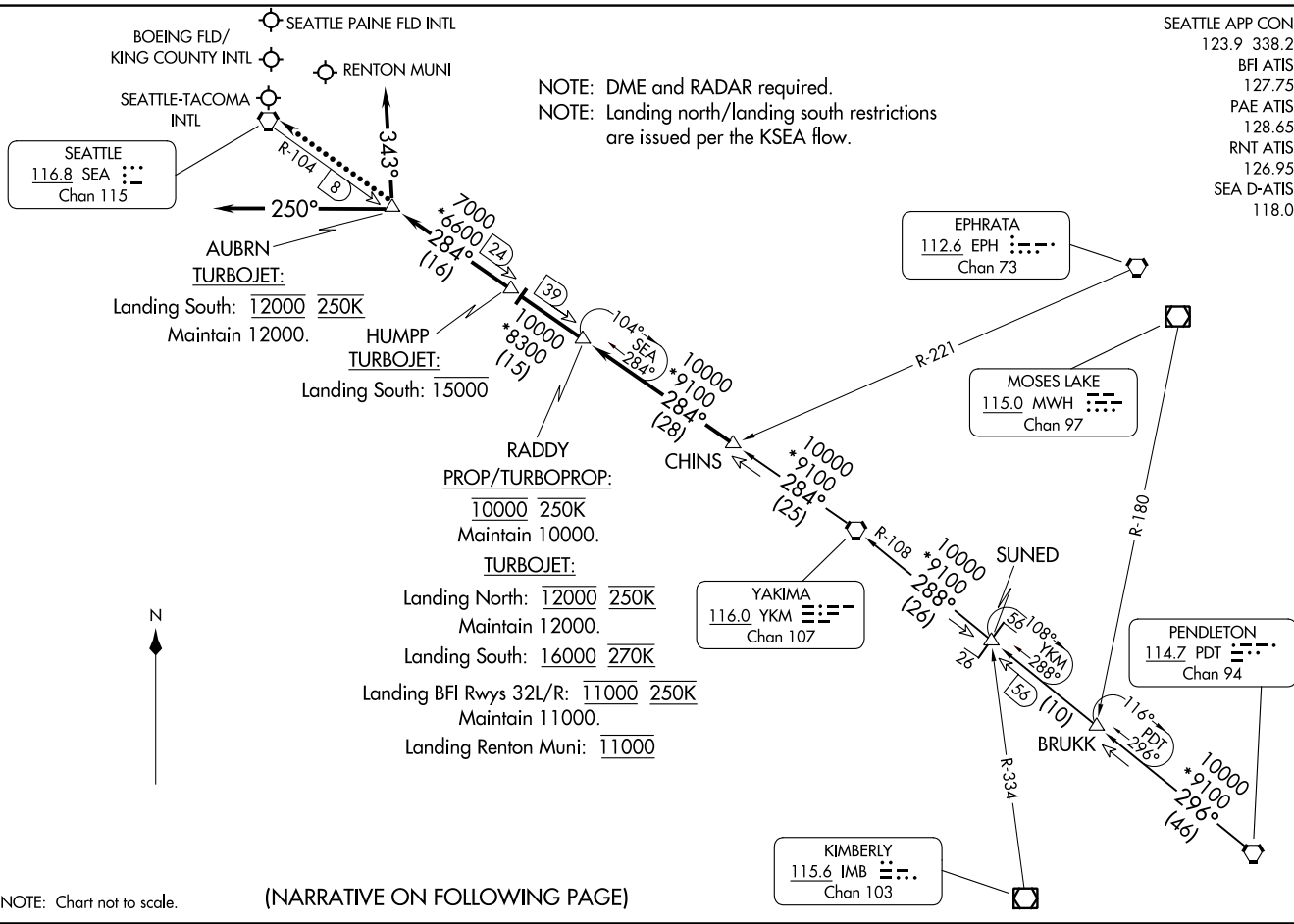
(CHINS, CHINS5) 23278  
CHINS FIVE ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE APP CON  
123.9 338.2  
BFI ATIS  
127.75  
PAE ATIS  
128.65  
RNT ATIS  
126.95  
SEA D-ATIS  
118.0

NOTE: DME and RADAR required.  
NOTE: Landing north/landing south restrictions  
are issued per the KSEA flow.



SEATTLE, WASHINGTON

ARRIVAL ROUTE DESCRIPTION

PENDLETON TRANSITION (PDT.CHINS5): From over PDT VORTAC on PDT R-296 to BRUKK, then on PDT R-296 to SUNED, then on YKM R-108 to YKM VORTAC, then on YKM R-284 to CHINS, thence . . . .

SUNED TRANSITION (SUNED.CHINS5): From SUNED on YKM R-108 to YKM VORTAC, then on YKM R-284 to CHINS, thence . . . .

YAKIMA TRANSITION (YKM.CHINS5): From over YKM VORTAC on YKM R-284 to CHINS, thence . . . .

. . . . from CHINS on YKM R-284 and SEA R-104 to RADDY, then on SEA R-104 to HUMPP, then on SEA R-104 to AUBRN, thence . . . .

LANDING NORTH: Heading 250° for vectors to final approach course.

LANDING SOUTH: Heading 343° for vectors to final approach course.

LANDING RENTON MUNI: Heading 343° for vectors to final approach course.

LANDING SEATTLE PAINE FLD INTL: Heading 343° for vectors to final approach course.

LOST COMMUNICATIONS: After AUBRN proceed direct SEA VORTAC.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

DME and RADAR required.

GLASR THREE ARRIVAL  
(GLASR, GLASR3) 251AN24

GLASR THREE ARRIVAL  
(GLASR, GLASR3) 24025

SEATTLE APP CON  
123.9 338.2  
BFI ATIS  
127.75  
KTCM D-ATIS  
135.825 270.1  
RNT ATIS  
126.95  
SEA D-ATIS  
118.0

JAKSN  
PROP/TURBOPROP: 10000 250K  
Maintain 10000.  
JET AIRCRAFT: Landing North: 16000 270K  
Landing South: 12000 250K  
Maintain 12000.  
Landing BFI or RNT: 11000 250K  
Maintain 11000.

CRANBROOK  
112.1 YXC  
Chan 58

PAINE  
110.6 PAE  
Chan 43

WOODI  
JET AIRCRAFT:  
Landing North:  
14000

HETHR  
JET AIRCRAFT:  
Landing North:  
12000 250K  
Maintain 12000.

BOEING FLD/  
KING COUNTY  
INTL

RENTON MUNI

SEATTLE-TACOMA  
INTL

SEATTLE  
116.8 SEA  
Chan 115

MCCHORD FLD  
(JOINT BASE LEWIS-MCCHORD)

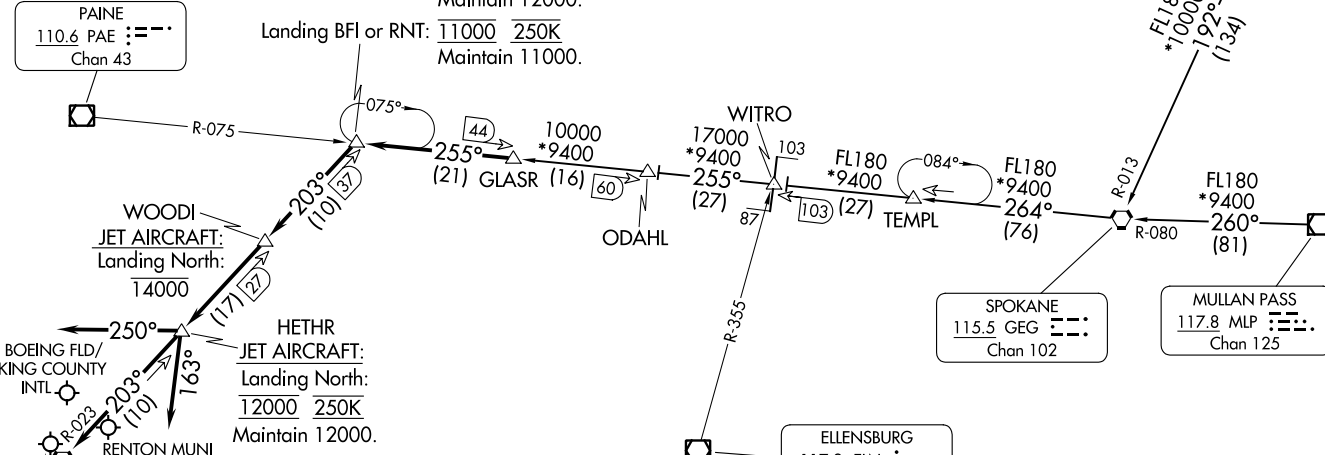
ELLENSBURG  
117.9 ELN  
Chan 126

SPOKANE  
115.5 GEG  
Chan 102

MULLAN PASS  
117.8 MLP  
Chan 125

AL-582 (FAA)

SEATTLE, WASHINGTON



NOTE: Landing north/landing south restrictions  
are issued per the KSEA flow.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CRANBROOK TRANSITION (YXC.GLASR3): From over YXC VOR/DME on YXC R-192 and GEG R-013 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

MULLAN PASS TRANSITION (MLP.GLASR3): From over MLP VOR/DME on MLP R-260 and GEG R-080 to GEG VORTAC, then on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

SPOKANE TRANSITION (GEG.GLASR3): From over GEG VORTAC on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

TEMPL TRANSITION (TEMPL.GLASR3): From over TEMPL on GEG R-264 to WITRO, then on PAE R-075 to GLASR. Thence. . . .

. . . .from GLASR on PAE R-075 to JAKSN, then on SEA R-023 to WOODI, then on SEA R-023 to HETHR. Thence. . . .

LANDING NORTH: Heading 163° for vectors to final approach course.

LANDING SOUTH: Heading 250° for vectors to final approach course.

LANDING MCCHORD FLD: From over HETHR, proceed direct to SEA VORTAC.

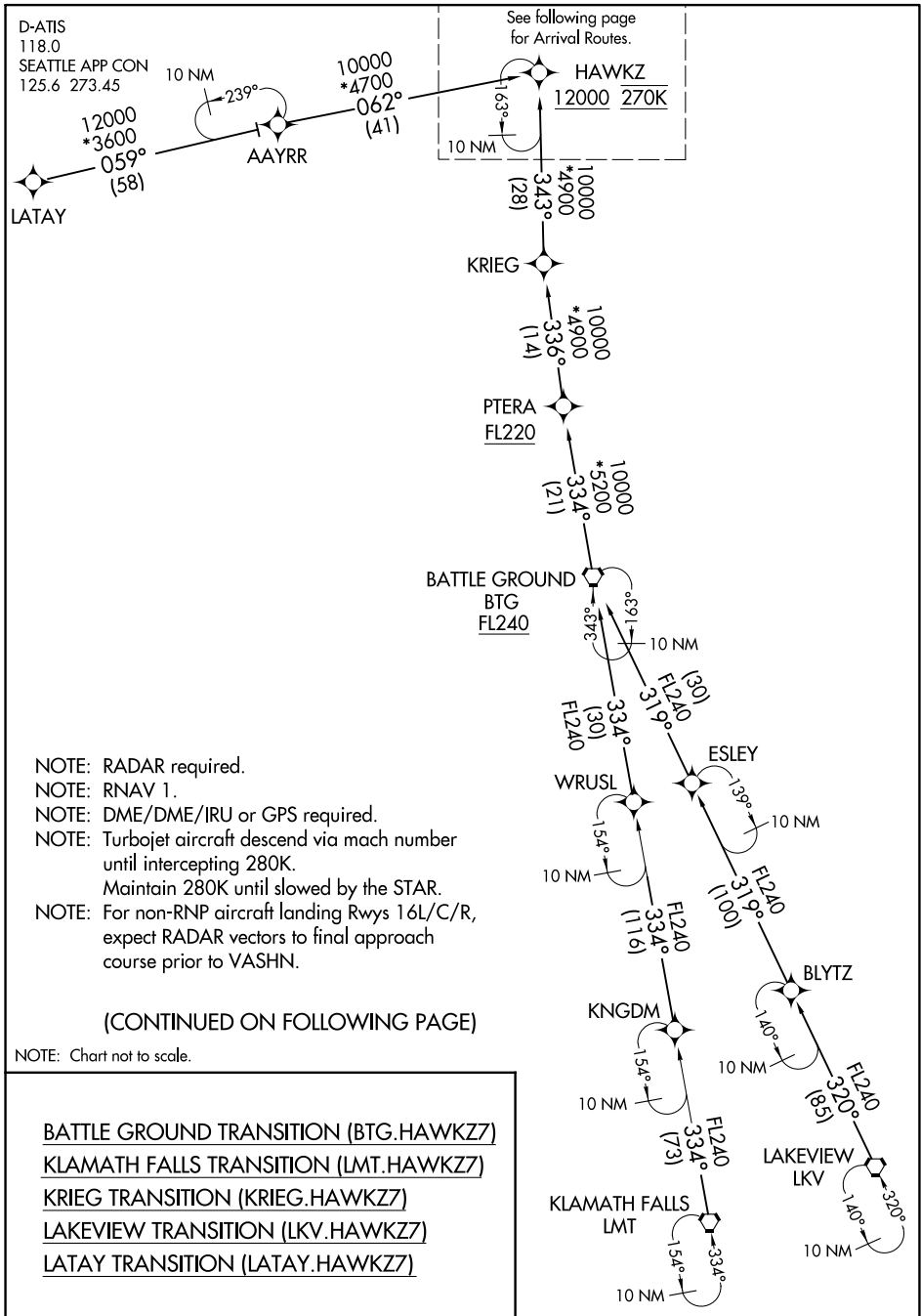
LANDING RENTON MUNI: From over HETHR, proceed direct to SEA VORTAC.

LOST COMMUNICATIONS: From HETHR, proceed direct SEA VORTAC.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

# HAWKZ SEVEN ARRIVAL (RNAV) Transition Routes



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

- BATTLE GROUND TRANSITION (BTG.HAWKZ7)
- KLAMATH FALLS TRANSITION (LMT.HAWKZ7)
- KRIEG TRANSITION (KRIEG.HAWKZ7)
- LAKEVIEW TRANSITION (LKV.HAWKZ7)
- LATAY TRANSITION (LATAY.HAWKZ7)

# HAWKZ SEVEN ARRIVAL (RNAV) Transition Routes

# HAWKZ SEVEN ARRIVAL (RNAV) Arrival Routes

SEATTLE-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 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.

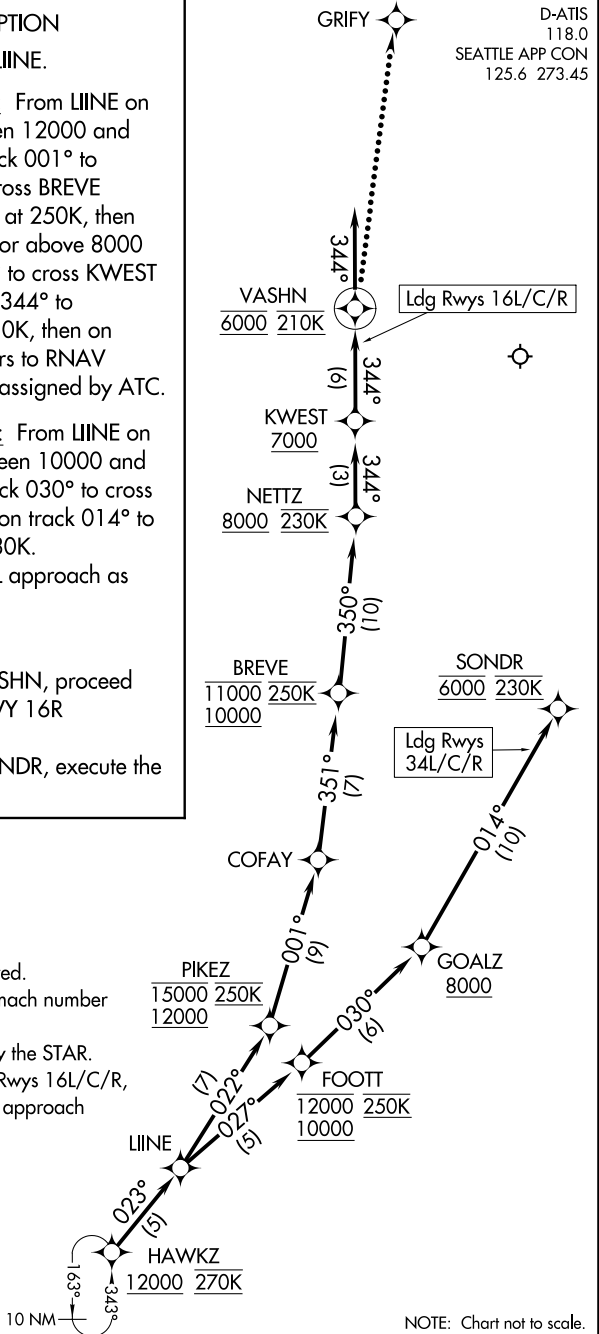
NOTE: RNAV 1.

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.



D-ATIS  
118.0  
SEATTLE APP CON  
125.6 273.45

Ldg Rwys 16L/C/R

Ldg Rwys 34L/C/R

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

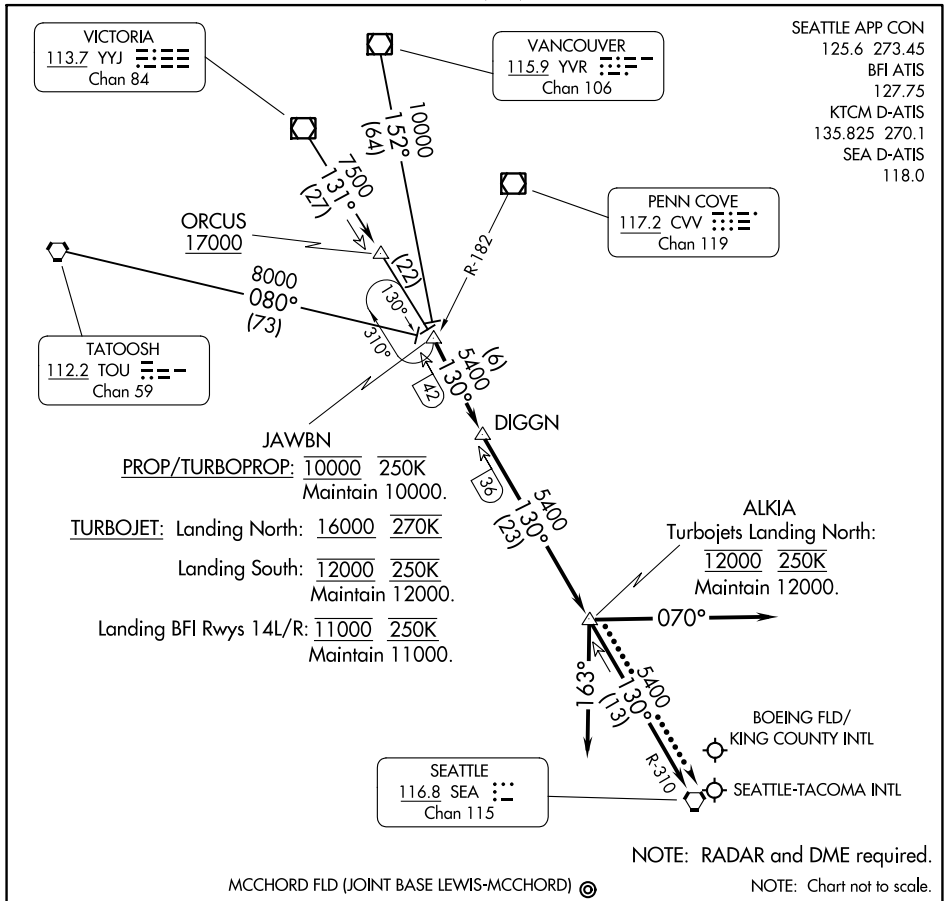
# HAWKZ SEVEN ARRIVAL (RNAV) Arrival Routes

SEATTLE, WASHINGTON  
SEATTLE-TACOMA INTL (SEA)

# JAWBN SIX ARRIVAL

AL-582 (FAA)

SEATTLE, WASHINGTON



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

## ARRIVAL ROUTE DESCRIPTION

TATOOSH TRANSITION (TOU.JAWBN6): From over TOU VORTAC on TOU R-080 to JAWBN. Thence . . .

VANCOUVER TRANSITION (YVR.JAWBN6): From over YVR VOR/DME on YVR R-152 to JAWBN. Thence . . .

VICTORIA TRANSITION (YYJ.JAWBN6): From over YYJ VOR/DME on YYJ R-131 to JAWBN. Thence . . .

. . . from over JAWBN on SEA R-310 to DIGGN then on SEA R-310 to ALKIA thence . . .

LANDING SOUTH: depart ALKIA heading 070° for vectors to final approach course.

LANDING NORTH: depart ALKIA heading 163° for vectors to final approach course.

LANDING MCCHORD FLD: depart ALKIA proceed direct SEA VORTAC.

LOST COMMUNICATIONS: After ALKIA, proceed direct SEA VORTAC.

# JAWBN SIX ARRIVAL

SEATTLE, WASHINGTON

# MARNR SEVEN ARRIVAL (RNAV) Transition Routes

- BUHNR TRANSITION (BUHNR.MARNR7)
- JIGEB TRANSITION (JIGEB.MARNR7)
- ROESH TRANSITION (ROESH.MARNR7)
- TATOOSH TRANSITION (TOU.MARNR7)
- VANCOUVER TRANSITION (YVR.MARNR7)
- VICTORIA TRANSITION (YYJ.MARNR7)

VANCOUVER  
YVR  
FL200

D-ATIS  
118.0  
SEATTLE APP CON  
125.6 273.45

- 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: Non-RNP AR aircraft landing Rwys 34L/C/R, expect RADAR vectors to final approach course prior to EMMSS.

VICTORIA  
YYJ  
FL200

ROESH

10000  
\*3500  
132°  
(27)

9000  
\*2800  
153°  
(27)

ORCUS  
17000 280K

9000  
\*4400  
153°  
(36)

JIGEB  
12000

BUHNR  
12000

TATOOSH  
TOU  
FL200

10000  
\*5100  
086°  
(51)

LOO00  
17000 280K

10000  
\*5000  
087°  
(22)

1333°  
\*47000  
90000  
(14)  
\*4400  
9000 (8)

152°  
152°

10 NM  
312°  
MARNR  
12000 270K

NOTE: Chart not to scale. (CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

NW-1, 22 FEB 2024 to 21 MAR 2024

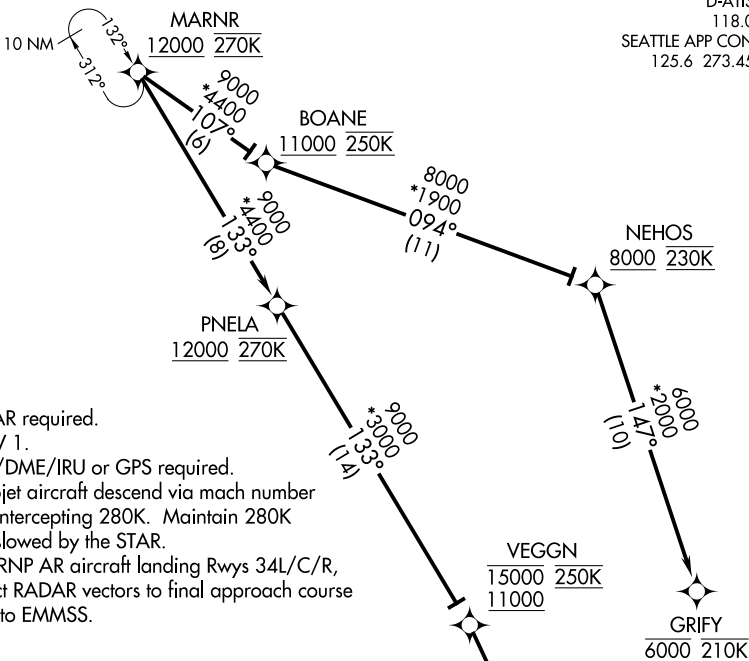
NW-1, 22 FEB 2024 to 21 MAR 2024

# MARNR SEVEN ARRIVAL (RNAV) Transition Routes



# MARNR SEVEN ARRIVAL (RNAV) Arrival Routes

D-ATIS  
118.0  
SEATTLE APP CON  
125.6 273.45



- 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: Non-RNP AR aircraft landing Rwsy 34L/C/R, expect RADAR vectors to final approach course prior to EMMSS.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

**LANDING RUNWAYS 16L/C/R:** From MARNR on track 107° to cross BOANE at or above 11000 and at 250K, then on track 094° to cross NEHOS at or above 8000 and at 230K, then on track 147° to cross GRIFY at 6000 and at 210K. Expect assigned instrument approach prior to GRIFY.

**LANDING RUNWAYS 34L/C/R:** From MARNR on track 133° to cross PNELA at or above 12000 and at 270K, then on track 133° to cross VEGGN between 11000 and 15000 and at 250K, then on track 139° to cross UNITT at or above 10000 and at 230K, then on track 164° to cross WUBET at or above 8000, then on track 164° to cross SHIPZ at 7000 and at 210K, then on track 164° to EMMSS, then on track 164°.

### LOST COMMUNICATIONS:

**LANDING RUNWAY 16:** At GRIFY, execute the ILS RWY 16R approach.

**LANDING RUNWAY 34:** At EMMSS, proceed direct to SONDR and execute the ILS RWY 34L approach.

NW-1, 22 FEB 2024 to 21 MAR 2024

# MARNR SEVEN ARRIVAL (RNAV) Arrival Routes

# OLYMPIA TWO ARRIVAL

AL-582 (FAA)

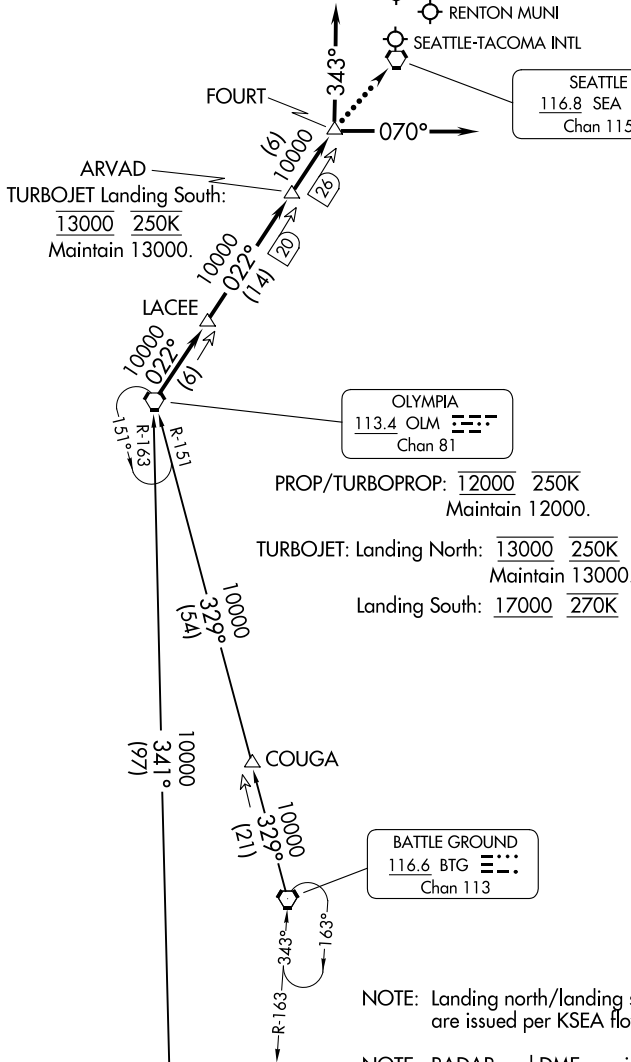
SEATTLE, WASHINGTON

SEATTLE APP CON  
 125.6 273.45  
 BFI ATIS  
 127.75  
 PAE ATIS  
 128.65  
 RTN ATIS  
 126.95  
 SEA D-ATIS  
 118.0

SEATTLE PAINE FLD INTL

BOEING FLD/  
 KING COUNTY INTL  
 RENTON MUNI  
 SEATTLE-TACOMA INTL

SEATTLE  
 116.8 SEA  
 Chan 115



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# OLYMPIA TWO ARRIVAL

SEATTLE, WASHINGTON

ARRIVAL ROUTE DESCRIPTION

BATTLE GROUND TRANSITION (BTG.OLM2): From over BTG VORTAC on BTG R-329 to COUGA, then on BTG R-329 and OLM R-151 to OLM VORTAC. Thence. . . .

NEWBERG TRANSITION (UBG.OLM2): From over UBG VOR/DME on UBG R-341 and OLM R-163 to OLM VORTAC. Thence. . . .

. . . . from over OLM VORTAC on OLM R-022 to LACEE, then on OLM R-022 to ARVAD, then on OLM R-022 to FOURT, thence. . . .

. . . . LANDING NORTH SEA/BFI: Depart FOURT heading 070° for vectors to final approach course.

. . . . LANDING SOUTH SEA/BFI: Depart FOURT heading 343° for vectors to final approach course.

. . . . LANDING SEATTLE PAINE FLD INTL: Depart FOURT heading 343° for vectors to final approach course.

. . . . LANDING RENTON MUNI: Depart FOURT heading 343° for vectors to final approach course.

LOST COMMUNICATIONS: From over FOURT, proceed direct SEA VORTAC.

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

SKYKO ONE ARRIVAL  
(SKYKO.SKYKO1) 19MAY22

(SKYKO.SKYKO1) 23334  
SKYKO ONE ARRIVAL

SEATTLE APP CON  
123.9 338.2  
BFI ATIS  
127.75  
RTN ATIS  
126.95  
SEA D-ATIS  
118.0

ARRIVAL ROUTE DESCRIPTION

EPHRATA TRANSITION (EPH.SKYKO1): From over EPH VORTAC on EPH R-266 and PAE R-085 to SKYKO. Thence . . .

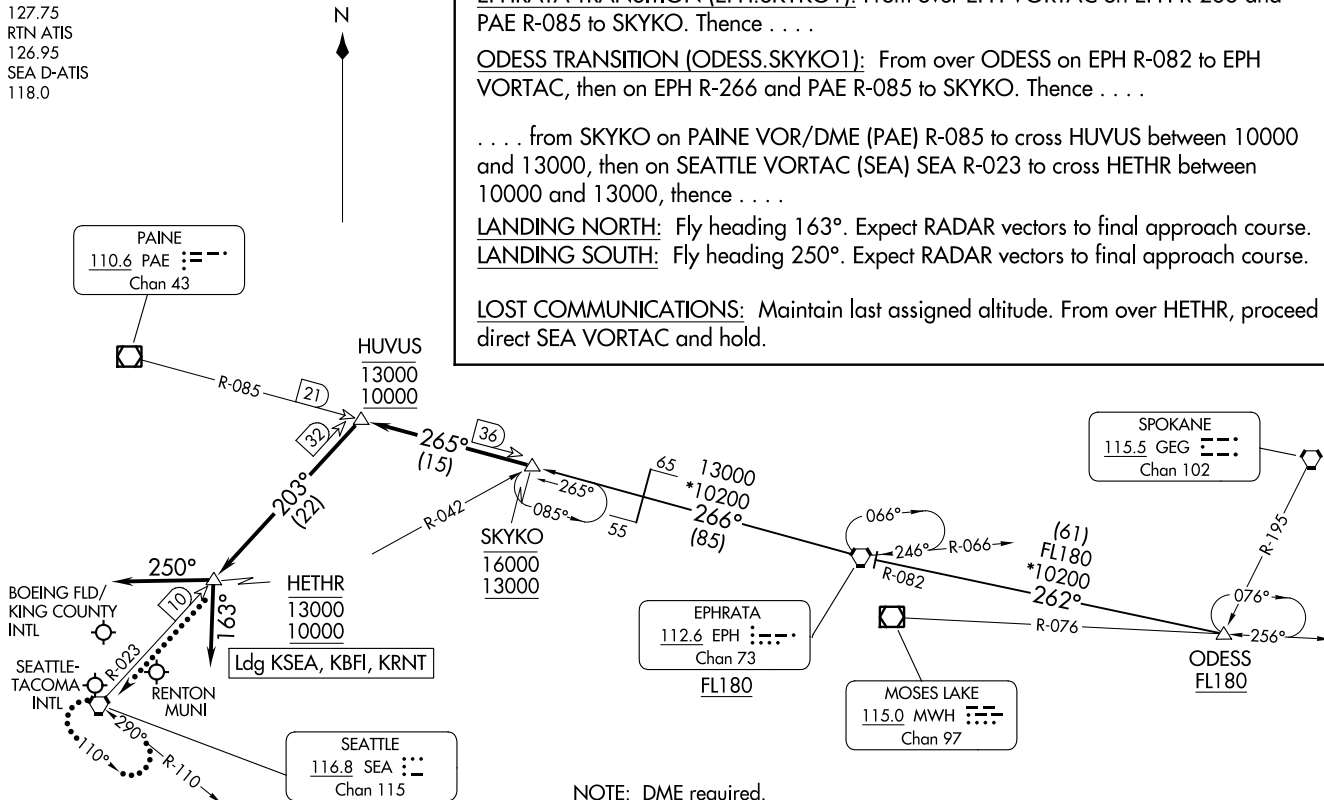
ODESS TRANSITION (ODESS.SKYKO1): From over ODESS on EPH R-082 to EPH VORTAC, then on EPH R-266 and PAE R-085 to SKYKO. Thence . . .

. . . from SKYKO on PAINE VOR/DME (PAE) R-085 to cross HUVUS between 10000 and 13000, then on SEATTLE VORTAC (SEA) SEA R-023 to cross HETHR between 10000 and 13000, thence . . .

LANDING NORTH: Fly heading 163°. Expect RADAR vectors to final approach course.

LANDING SOUTH: Fly heading 250°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Maintain last assigned altitude. From over HETHR, proceed direct SEA VORTAC and hold.



NOTE: DME required.  
NOTE: RADAR required.  
NOTE: Turboprop and prop aircraft only.

NOTE: Chart not to scale.

SEATTLE, WASHINGTON

AL-582 (FAA)

SEATTLE, WASHINGTON