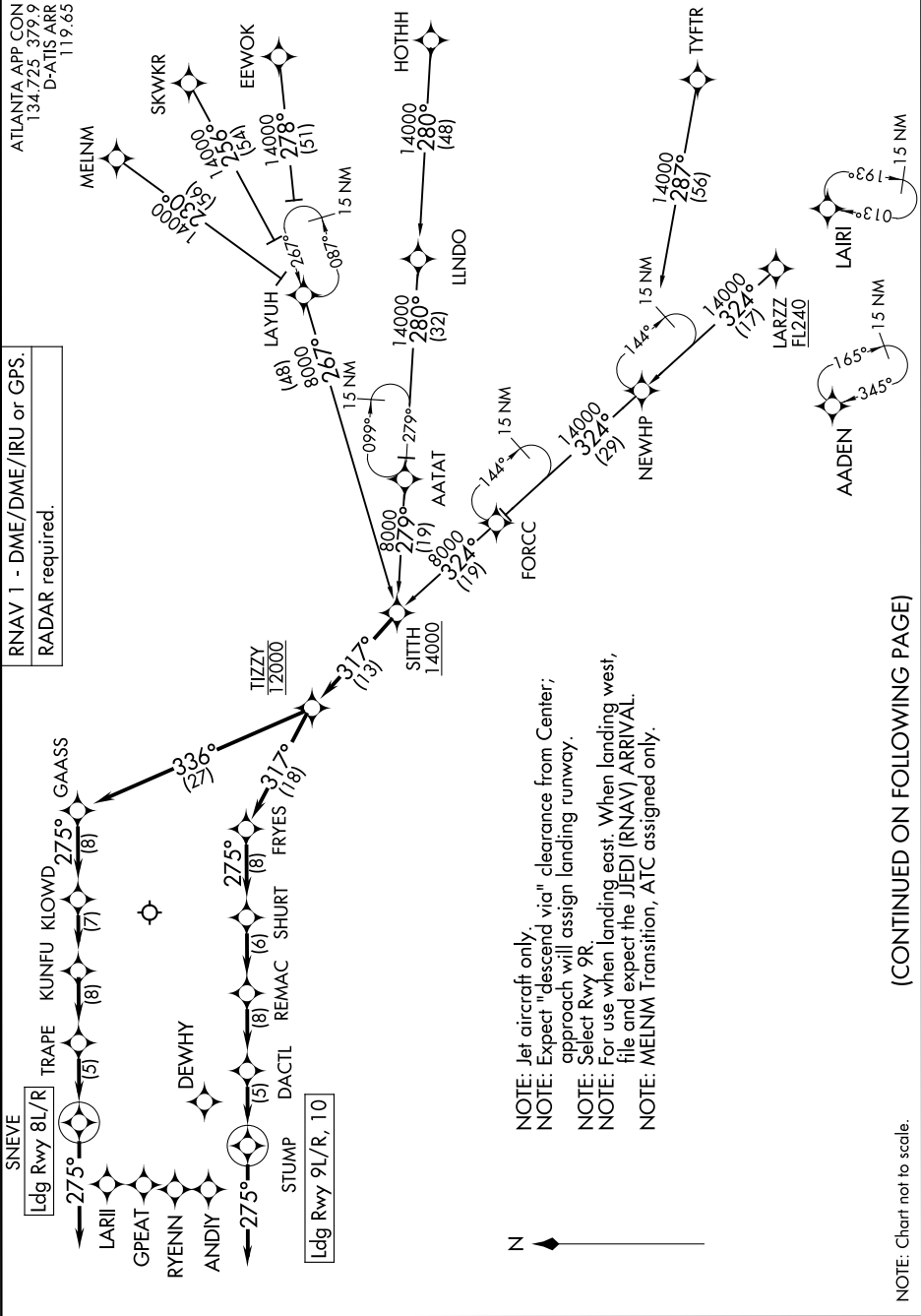


SE-4, 06 AUG 2026 to 03 SEP 2026



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ARRIVAL ROUTE DESCRIPTION

- EEWOK TRANSITION (EEWOK.SITTH3)
- HOTHH TRANSITION (HOTHH.SITTH3)
- LARZZ TRANSITION (LARZZ.SITTH3)
- LAYUH TRANSITION (LAYUH.SITTH3)
- MELNM TRANSITION (MELNM.SITTH3)
- SKWKR TRANSITION (SKWKR.SITTH3)
- TYFTR TRANSITION (TYFTR.SITTH3)

From SITTH on track 317° to cross TIZZY at 12000.

- LANDING RUNWAYS 8L/R: From TIZZY on track 336° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.
- LANDING RUNWAYS 9L/R, 10: From TIZZY on track 317° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

- ASSIGNED RUNWAY 10 OR RUNWAY NOT ASSIGNED: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV RWY 10 approach.
- ASSIGNED RUNWAY 9L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV RWY 9L approach.
- ASSIGNED RUNWAY 9R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV RWY 9R approach.
- ASSIGNED RUNWAY 8L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV RWY 8L approach.
- ASSIGNED RUNWAY 8R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV RWY 8R approach.