

FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS SERVICE

STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
BOWIE	EIGHT	UKW.UKW8	SEVEN	02/23/2023	11 JUL 2024

TRANSITION ROUTES:

Transition Name	Transition Computer Code	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	MAA	Crossing Altitude/Fixes
WILL ROGERS	IRW.UKW8	IRW VORTAC	IRW VORTAC						
		IRW VORTAC	MOOSE	166.27 (IRW R-166)	62.96	10000	3100		
		MOOSE	ACKME	195.00 (UKW R-015)	30.00	5000	2600		
		ACKME	MASTY	194.63 (UKW R-015)	08.28	5000	2600		
		MASTY	UKW VORTAC	194.63 (UKW R-015)	11.72	5000	2600		
PANHANDLE	PNH.UKW8	PHN VORTAC	PNH VORTAC						
		PHN VORTAC	HEATR	096.57 (PHN R-097)	94.41	15000	5200		
		HEATR	SPS VORTAC	119.17 (SPS R-299)	80.00	10000	3100		
		SPS VORTAC	HUNKI	114.78 (SPS R-115)	22.00	5000	3100		
		HUNKI	DOPEY	119.20 (UKW R-299)	17.00	5000	2600		
		DOPEY	UKW VORTAC	119.20 (UKW R-299)	08.15	5000	2600		
WICHITA FALLS	SPS.UKW8	SPS VORTAC	SPS VORTAC						
		SPS VORTAC	HUNKI	114.78 (SPS R-115)	22.00	5000	3100		
		HUNKI	DOPEY	119.20 (UKW R-299)	17.00	5000	2600		

FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS SERVICE

STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

Arrival Name		Number		STAR Computer Code	Superseded Number		Dated	Effective Date
BOWIE		EIGHT		UKW.UKW8	SEVEN		02/23/2023	11 JUL 2024
		DOPEY	UKW VORTAC	119.20 (UKW R-299)	08.15	5000	2600	
TULSA	TUL.UKW8	TUL VORTAC	TUL VORTAC					
		TUL VORTAC	IMPCO	208.59 (TUL R-209)	96.00	FL220	2900	
		IMPCO	MOOSE	208.59 (TUL R-209)	43.49	FL220	2900	
		MOOSE	ACKME	195.00 (UKW R-015)	30.00	5000	2600	
		ACKME	MASTY	194.63 (UKW R-015)	08.28	5000	2600	
		MASTY	UKW VORTAC	194.63 (UKW R-015)	11.72	5000	2600	
TURKI	TURKI.UKW8	TURKI	TURKI					
		TURKI	GANJA	086.00 (TXO R-086)	40.52	FL180	4500	
		GANJA	ZANTO	102.90 (UKW R-283)	40.98	FL180	3200	
		ZANTO	KAJAY	102.90 (UKW R-283)	37.00	10000	2800	
		KAJAY	PLEBS	102.90 (UKW R-283)	21.00	5000	2600	
		PLEBS	UKW VORTAC	102.90 (UKW R-283)	29.00	5000	2600	
TEXICO	TXO.UKW8	TXO VORTAC	TXO VORTAC					
		TXO VORTAC	TURKI	086.00 (TXO R-086)	89.08	FL180	5600	
		TURKI	GANJA	086.00 (TXO R-086)	40.52	FL180	4500	

FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS SERVICE

STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
BOWIE	EIGHT	UKW.UKW8	SEVEN	02/23/2023	11 JUL 2024

GANJA	ZANTO	102.90 (UKW R-283)	40.98	FL180	3200
ZANTO	KAJAY	102.90 (UKW R-283)	37.00	10000	2800
KAJAY	PLEBS	102.90 (UKW R-283)	21.00	5000	2600
PLEBS	UKW VORTAC	102.90 (UKW R-283)	29.00	5000	2600

ARRIVAL ROUTE DESCRIPTION:

ALL AIRCRAFT: FROM OVER UKW ON UKW R-129 AND TTT R-310. THENCE...
JETS LANDING SOUTH: UKW TO BEWTS (MEA 5000), TO NCONA (MEA 3900), EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.
JETS LANDING NORTH: UKW TO VKTRY (MEA 5000), TO JOVEM (MEA 3900), TO HIKAY (MEA 3800), TO SILER DEPART HEADING 175.00 (MEA 3800), EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.
PROPS LANDING SOUTH: UKW TO VKTRY (MEA 5000), TO JOVEM (MEA 3900), TO HIKAY (MEA 3800), EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.
PROPS LANDING NORTH: UKW TO VKTRY (MEA 5000), TO JOVEM (MEA 3900), TO HIKAY DEPART HEADING 160.00 (MEA 3800), EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.

PROCEDURAL DATA NOTES:

NOTE: RADAR REQUIRED
NOTE: JETS LANDING SOUTH: EXPECT TO CROSS BEWTS AT 10000 AND 250 KIAS. JETS LANDING NORTH: CROSS VKTRY AT 280 KIAS; JOVEM AT 270 KIAS. EXPECT TO CROSS HIKAY AT 12000 AND 250 KIAS, EXPECT TO CROSS SILER AT 12000 AND 210 KIAS.

FIXES AND/OR HOLDING PATTERNS:

CHART HOLDING AT:
ACKME, N, RT, 195.00 INBOUND;
HEATR, NW, LT, 119.17 INBOUND;
KAJAY, W, RT, 102.90 INBOUND;
MOOSE, N, LT, 195.00 INBOUND;
PLEBS, W, LT, 102.90 INBOUND;
TURKI, W, RT, 086.00 INBOUND;
ZANTO, W, LT, 102.90 INBOUND;
SPS VORTAC, N, LT, 168.00 INBOUND;
UKW VORTAC, W, LT, 102.90 INBOUND.

COMMUNICATIONS:

CHART: REGIONAL APP CON 119.87 284.65

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
BOWIE	EIGHT	UKW.UKW8	SEVEN	02/23/2023	11 JUL 2024

AIRPORTS SERVED:

AIRPORT NAME	CITY	STATE
KDFW	DALLAS-FORT WORTH	TX

LOST COMMUNICATIONS PREFERENCES:

REMARKS:

ABBREVIATED AMDT DOES NOT MEET PERIODIC REVIEW REQUIREMENTS.

ADDITIONAL FLIGHT DATA:

FLIGHT INSPECTED BY:

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF- 17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION VALIDATION.

ORGANIZATION:

DATE:

Digitally signed by
ROBERT G HAMILTON
Jan 29, 2024
Flight Inspected Signature:

DEVELOPED BY:

GUY COPELAND

AJV-A433 12/1/2023

Digitally signed by
ROBERT G HAMILTON
Jan 29, 2024
Developed By Signature:

APPROVED BY:

BEV BODRY

AJV-A430

Digitally signed by
ROBERT G HAMILTON
Jan 29, 2024
Approved By Signature:

CHANGES:

- 1. CHANGED HIKAY SPEED RESTRICTION FROM 260 TO 250.
- 2. CHANGED TURBOJET TO JET.
- 3. REMOVED AIRPORT NAME FROM AIRPORTS SERVED.

REASONS:

- 1. REQUEST FROM DALLAS-FORT WORTH TRACON.
- 2-3. CURRENT DOCUMENTATION STANDARDS.

