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Revision Letter For Cycle 04-2012
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General Information

Location: Kapolei HI USA
IATA Code: JRF
Lat/Long: N21° 18.4' W158° 04.2'
Elevation: 30 ft

Airport Use: Public
Magnetic Variation: 9.7°E

Fuel Types: 100 Octane (LL), Jet 5
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1654 Z
Sunset: 0436 Z,

Runway Information

Runway: 04L
Length x Width: 4500 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, Pilot controlled

Runway: 04R
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 11
Length x Width: 6000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, Pilot controlled

Runway: 22L
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, Pilot controlled

Runway: 22R
Length x Width: 4500 ft x 200 ft

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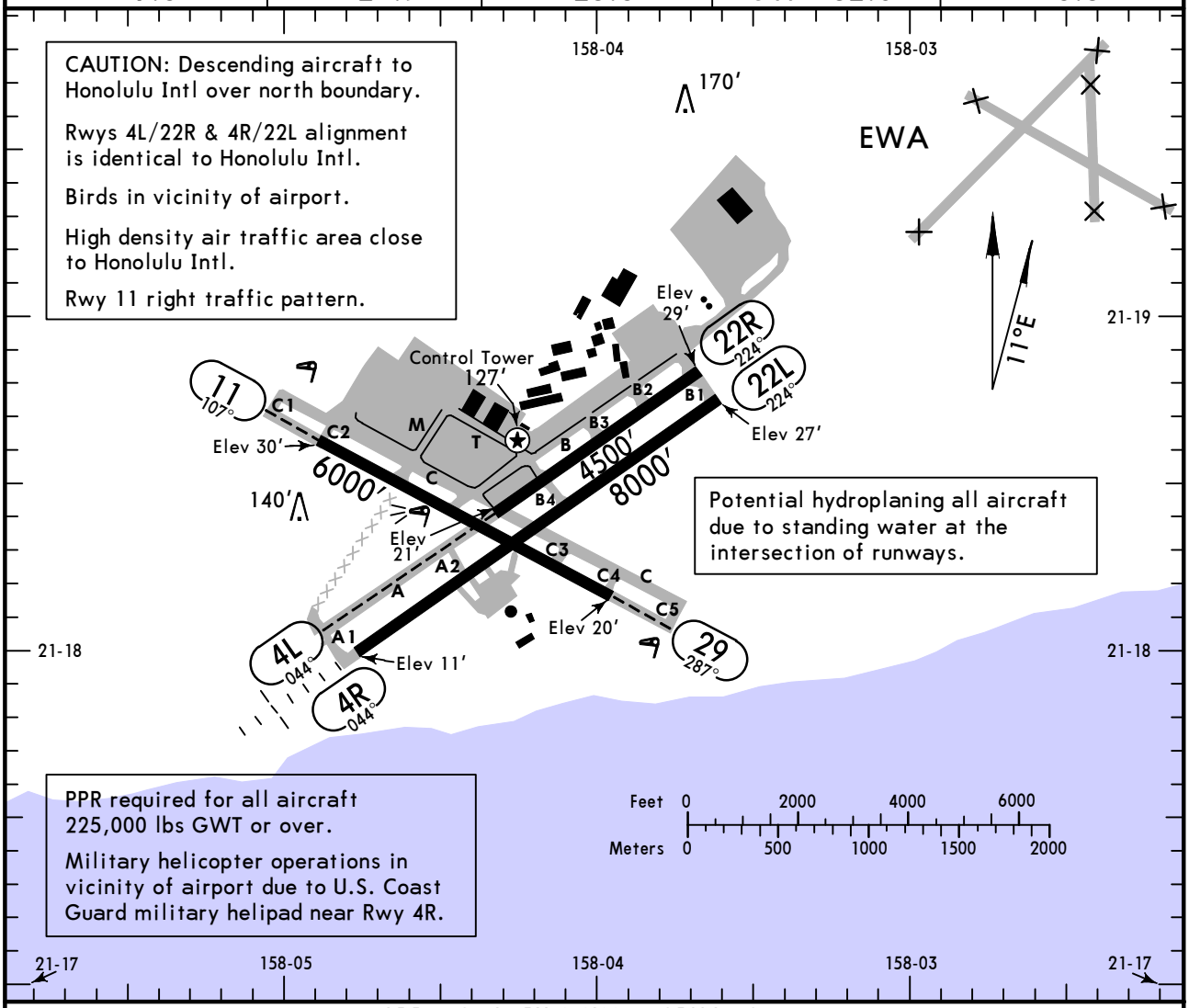
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 6000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 119.8
ASOS 119.8
Kalaeloa Tower 132.6 CTAF PCL
Barbers Point Ground Control 123.8
Kalaeloa Clearance Delivery 121.7
Hcf Approach Approach Control 118.3
Hcf Approach Departure Control 118.3
Honolulu Approach Radar 135.1
Honolulu Approach Radar 134.4
Base Operations Operations 672.3

ATIS (ASOS when Twr inop)	*KALAELOA Clearance	*Ground	*Tower	HCF Departure (R)
119.8	121.7	123.8	CTAF 132.6	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4R 22L	❶ HIRL ❶ MALSF PAPI-L (angle 3.00°) ❶ HIRL PAPI-L (angle 3.00°)				200′
4L 22R	❶ MIRL PAPI-L (angle 3.00°)				200′
11 29	❶ MIRL PAPI-L (angle 3.00°)				200′

❶ Activate on 132.6 when Twr closed.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	VOR DME Rwy 4R	NDB Rwy 4R
A	800-2	800-2
B		
C		800-2 1/4
D		800-2 1/2

OBSTACLE DP: Note: DME required.

Rwys 4L/R, 11: Climb heading 200° to intercept HNL VOR R-241 outbound to GECKO/D22.4 HNL before proceeding on course.

Rwys 22L/R: Climb heading 224° to intercept HNL VOR R-241 outbound to GECKO/D22.4 HNL before proceeding on course.

Rwy 29: Climb heading 210° to intercept HNL VOR R-241 outbound to GECKO/D22.4 HNL before proceeding on course.

AMEND 0

CHANGES: Departure procedure.

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BRIEFING STRIP™

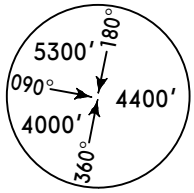
ATIS (ASOS when Twr inop)	HCF Approach (R)	*KALAELOA Tower	*Ground
119.8	118.3	CTAF 132.6	123.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 30′
HNL 114.8	074°	HPKNS 1700′ (1683′)	560′ (543′)	TDZE 17′

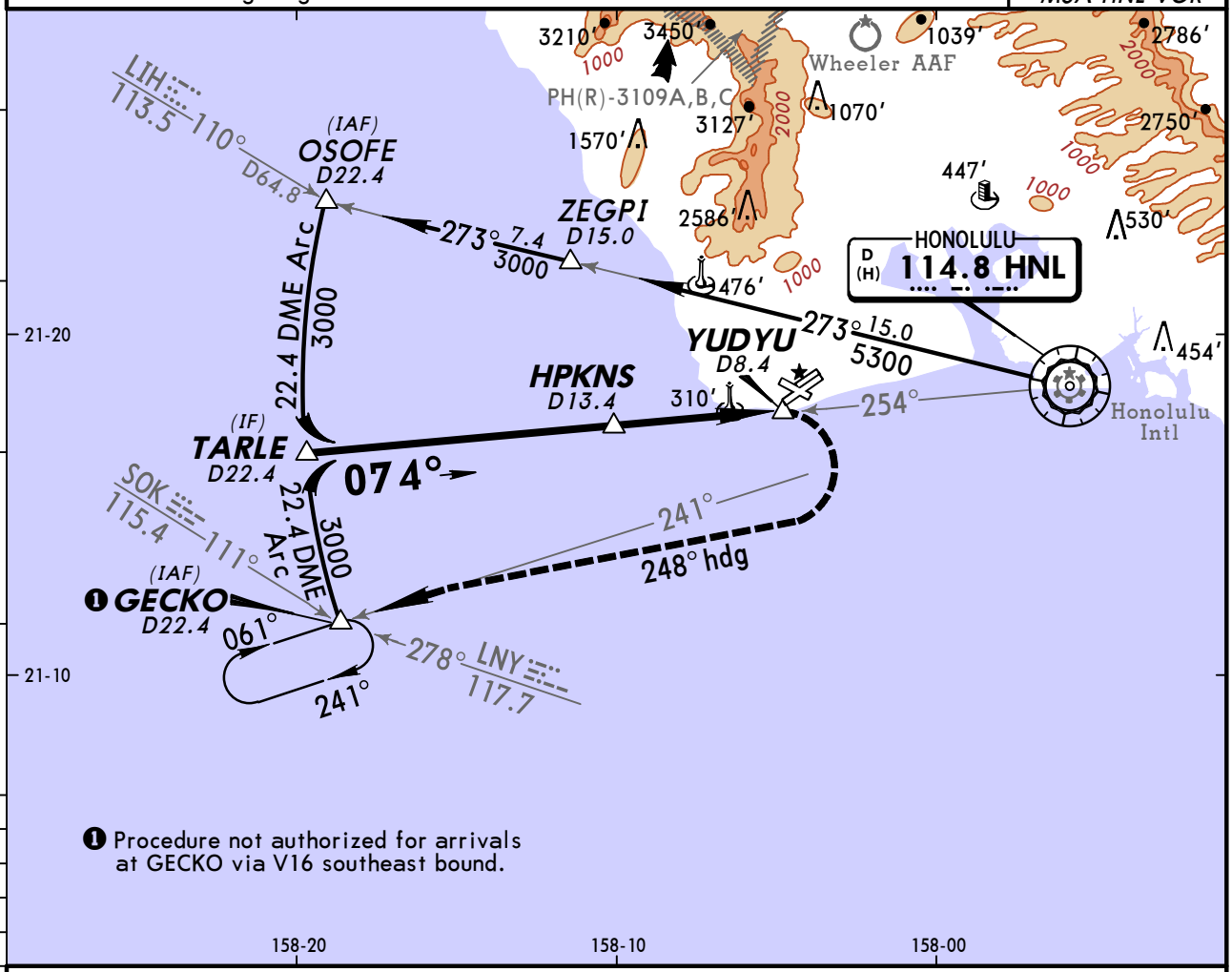
MISSED APCH: Climbing RIGHT turn to 3000′ via 248° heading and outbound on HNL VOR R-241 to GECKO/D22.4 HNL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

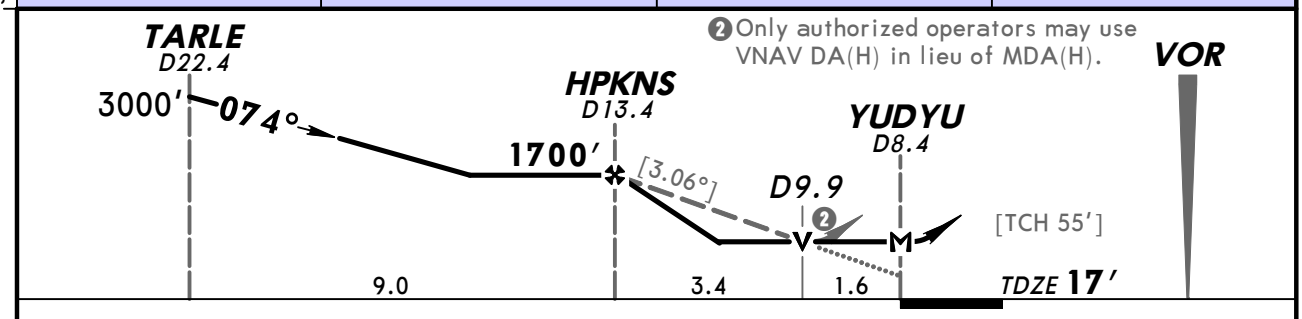
1. Pilot controlled lighting 132.6.



MSA HNL VOR



❶ Procedure not authorized for arrivals at GECKO via V16 southeast bound.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at YUDYU						

MALSF
PAPI

3000′ RT via 248° hdg and HNL 114.8 R-241 GECKO

STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND
MDA(H) 560′ (543′)		Not Authorized North of Rwys 11 & 22R

	ALS out	Max Kts.	MDA(H)
A	1	90	560′ (530′) -1
B		120	620′ (590′) -1
C	1½	140	620′ (590′) -1½
D	1¾	165	620′ (590′) -2

TERPS AMEND 1 22 OCT 2009

CHANGES: Procedure.

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BRIEFING STRIP TM

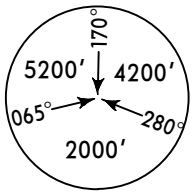
ATIS (ASOS when Twr inop)	HCF Approach (R)	*KALAELOA Tower	*Ground
119.8	118.3	CTAF 132.6	123.8

LOM	Final Apch Crs		MDA(H)	Apt Elev 30′
HN 242	037°	No FAF	800′ (783′)	TDZE 17′

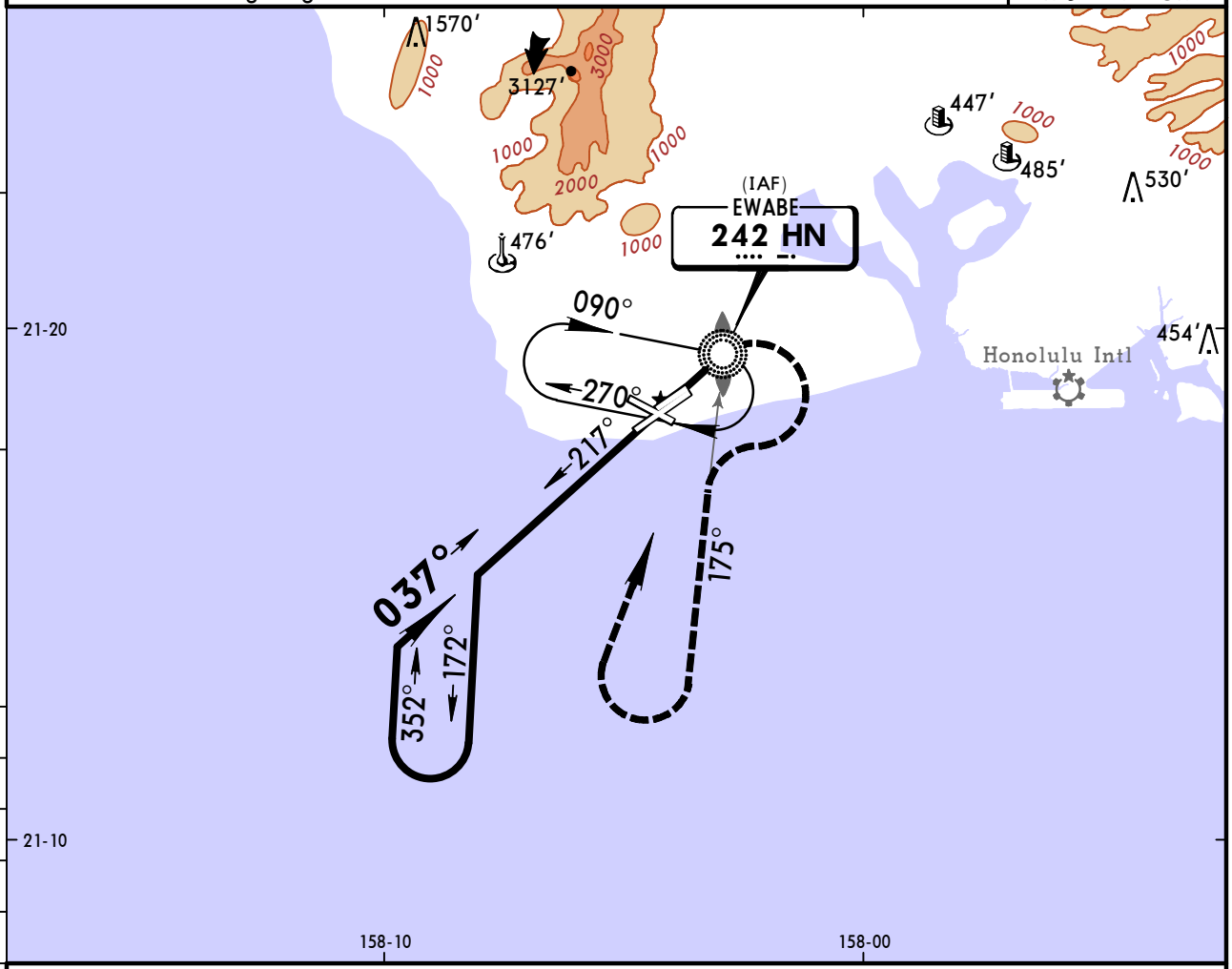
MISSED APCH: Climbing RIGHT turn to 2600′ via 175° bearing from HN LOM, then climbing RIGHT turn to 4900′ direct HN LOM and hold.

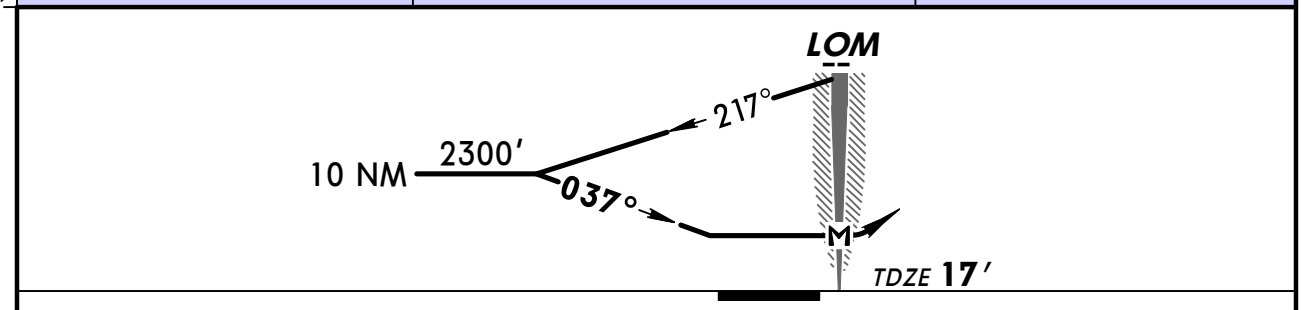
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 132.6.



MSA HN LOM





MAP at LOM						MALSF PAPI	2600′ RT	HN 242 175° via	then 4900′ RT	D	HN 242

STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND	
MDA(H) 800′ (783′)		Not Authorized North of Rwys 11 & 22R	
	ALS out	Max Kts.	MDA(H)
A	1	90	800′ (770′) - 1
B	1¼	120	800′ (770′) - 1¼
C	2¼	140	800′ (770′) - 2¼
D	2½	165	800′ (770′) - 2½

AMENDO TERPS

CHANGES: REIL removed, charted obstructions.

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General Information

Location: Kailua-Kona HI USA
IATA Code: KOA
Lat/Long: N19° 44.3' W156° 02.7'
Elevation: 47 ft

Airport Use: Public
Magnetic Variation: 9.7°E

Repair Types: Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1457 ft AGL

Sunrise: 1645 Z
Sunset: 0429 Z,

Runway Information

Runway: 17
Length x Width: 11000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 47 ft
Lighting: Edge, ALS, REIL
Stopway: 400 ft

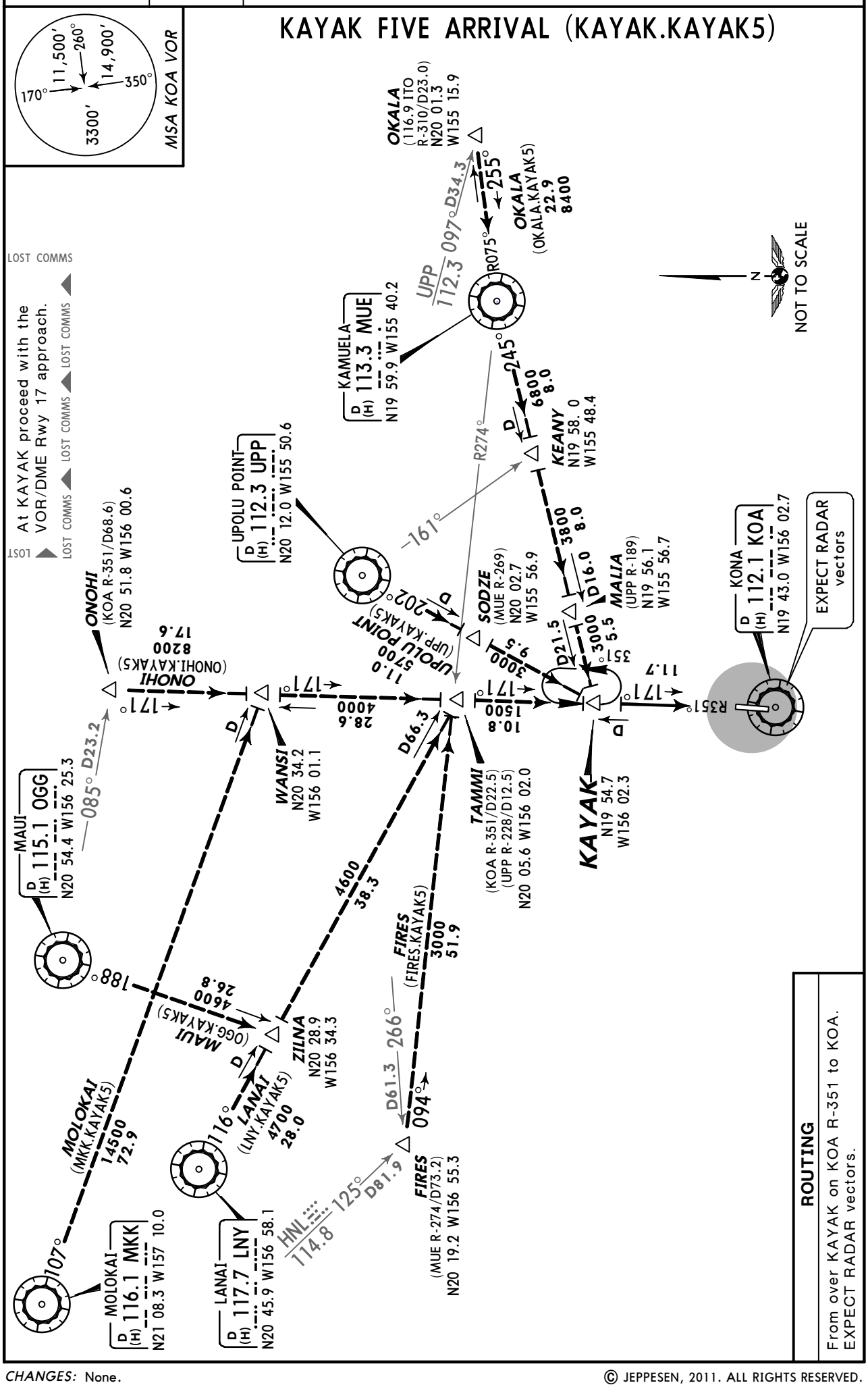
Runway: 35
Length x Width: 11000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 37 ft
Lighting: Edge
Stopway: 400 ft

Communication Information

ATIS 127.4
ASOS 127.4
Kona Tower 120.3 CTAF
Kona Ground Control 121.9
Keahole-Kona Intl Clearance Delivery 121.9
Hcf Approach Approach Control 126.0 Remote Communications Air-Ground
Hcf Approach Departure Control 126.0 Remote Communications Air-Ground

ATIS (ASOS when Tower inop)	Apt Elev	
127.4	47′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **RADAR or DME required.**

KAYAK FIVE ARRIVAL (KAYAK.KAYAK5)



ROUTING

From over KAYAK on KOA R-351 to KOA.
EXPECT RADAR vectors.

CHANGES: None.

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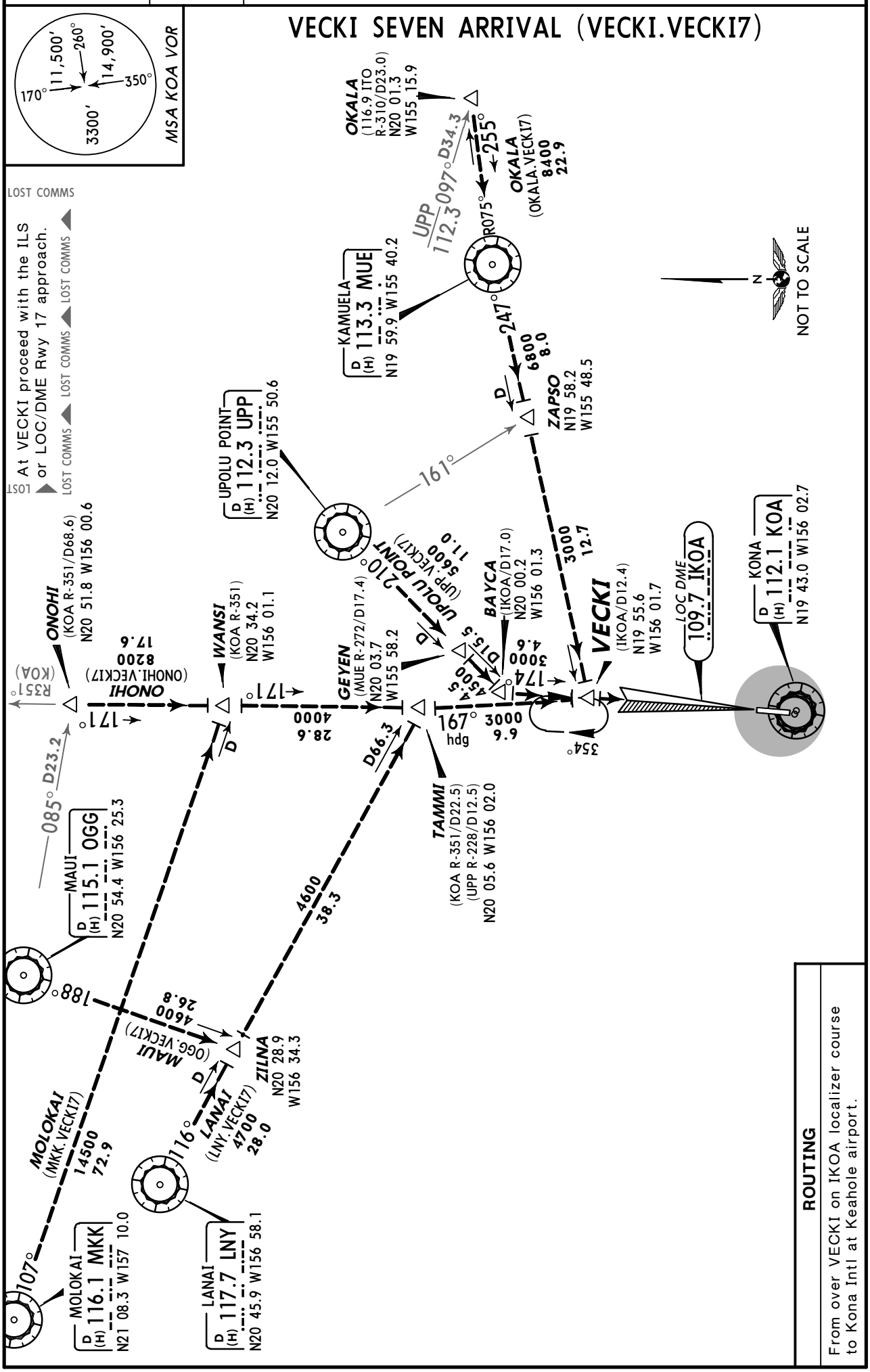
ATIS (ASOS when Tower inop)	Apt Elev	
127.4	47′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′ **RADAR or DME required.**

VECKI SEVEN ARRIVAL (VECKI.VECKI7)



ROUTING

From over VECKI on IKOA localizer course to Kona Intl at Keahole airport.

CHANGES: KOA frequency.

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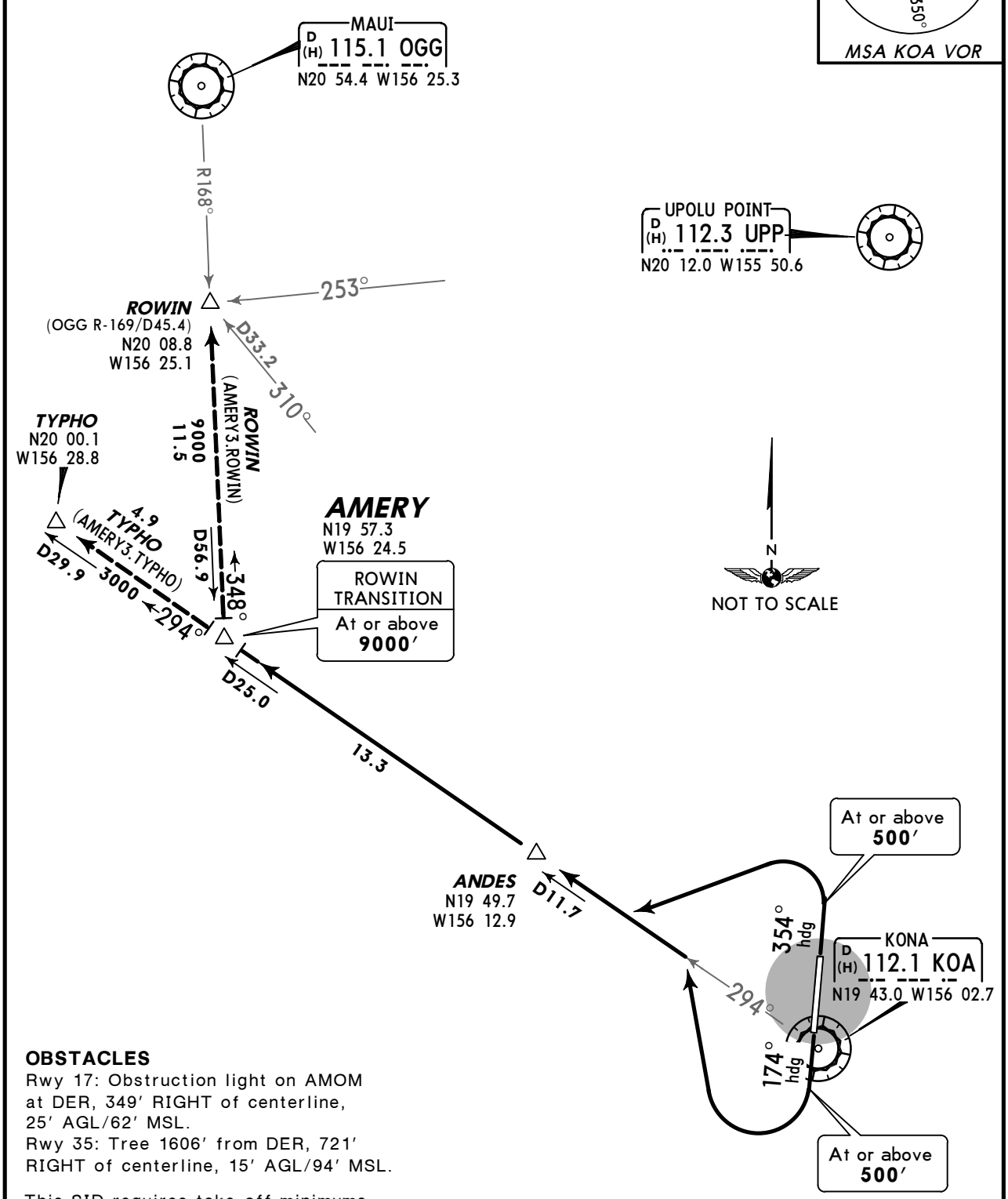
HCF Approach (DEP)	Apt Elev	Trans level: FL 180 Trans alt: 18000′
126.0	47′	**DME required.**

AMERY THREE DEPARTURE (AMERY3.AMERY)



OBSTACLES
Rwy 17: Obstruction light on AMOM at DER, 349′ RIGHT of centerline, 25′ AGL/62′ MSL.
Rwy 35: Tree 1606′ from DER, 721′ RIGHT of centerline, 15′ AGL/94′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 17, 35: Standard (or lower than standard, if authorized). Minimum climb of 300′ per NM to **7500′.**

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB
17	Climb heading 174° to **500′**, then climbing RIGHT turn to intercept KOA R-294 to AMERY, then via transition.
35	Climb heading 354° to **500′**, then climbing LEFT turn to intercept KOA R-294 to AMERY, then via transition.

CHANGES: MSA, procedure renumbered, revised.

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GATEHOLD PROCEDURES

The following gatehold procedures are established for overseas turbojet departures from Kona Intl at Keahole Airport:

a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.

b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or pushback within 10 minutes after receiving enroute ATC clearance.

c. When ATC specifies a release (takeoff) time of more than 15 minutes for your requested altitude/route, alternatives with no or less delay will be offered, if available. If your choice involves a release time of more than 15 minutes, advise Clearance Delivery if you desire to wait at the gate.

d. Depart the blocks within 10 minutes after receiving enroute clearance when release time is less than 15 minutes. Ready to taxi means ready to immediately depart the blocks/ taxi, tow, or pushback. Failure to do so will result in ATC canceling your clearance when other aircraft are requesting the same altitude/route and are ready to taxi.

e. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearance will receive no altitude/ route priority.

NOTES:

1. *Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.*
2. *Oceanic departures are sequenced primarily with Honolulu, Maui, and Hilo traffic.*

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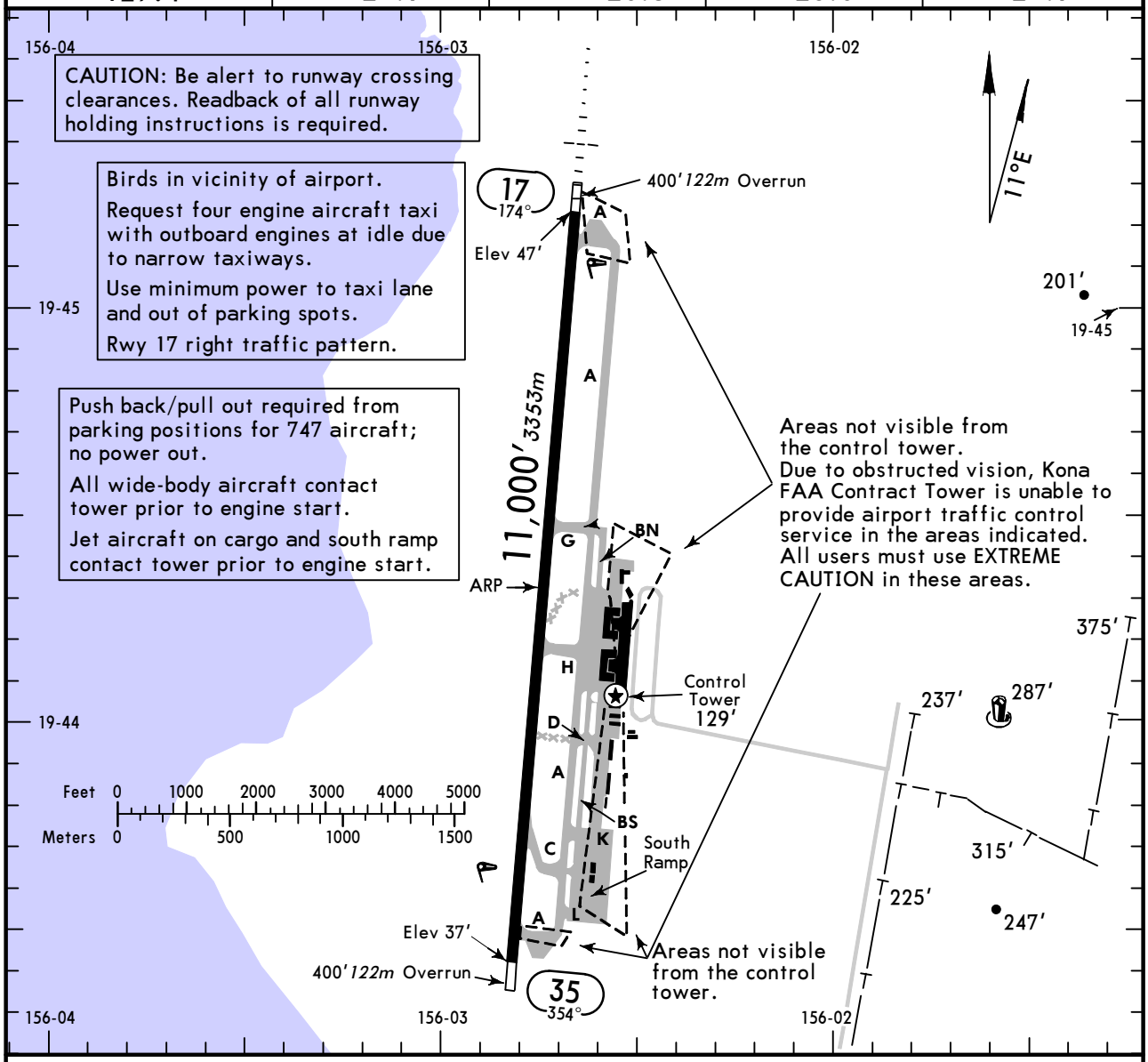
ATIS (ASOS when Twr inop)	*KONA Clearance	*Tower	HCF Approach	Ground
127.4	121.9	CTAF 120.3	126.0	121.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17	❶HIRL ❶MALSR REIL PAPI-L (angle 3.0°) grooved		9851′ 3003m		150′ 46m
35	❶HIRL PAPI-L (angle 3.0°) grooved				

❶ Activate on 120.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 17	LOC Rwy 17	Authorized Only When Local Weather Available: LOC DME (BC) Rwy 35, RNAV (GPS) Y Rwy 17, RNAV (GPS) Y Rwy 35, RNAV (GPS) Z Rwy 35, RNAV (RNP) Z Rwy 17, VOR DME Rwy 17, VOR DME Rwy 35
A, B, C, D	600-2	800-2	800-2

OBSTACLE DP: Rwy 17, Climb on heading 173° to 500′ then climbing right turn heading 357° and KOA R-327 to MYNAH INT for assigned route. Rwy 35, Eastbound climb on heading 354° to intercept MUE R-246 for assigned route; northwest bound climb heading 354° to 500′ then climbing left turn to assigned route.

AMEND 5

CHANGES: Alternate minimums, obstacle DP.

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PHKO/KOA
KONA INTL AT KEAHOLE

JEPPESEN

19 AUG 11
Eff 25 Aug
(11-1)

KAILUA-KONA, HAWAII
ILS or LOC DME Rwy 17

ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

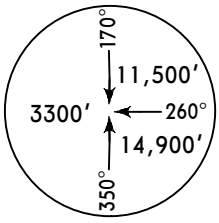
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 47′
IKOA 109.7	174°	EGIPT 1500′ (1453′)	247′ (200′)	Rwy 17 47′

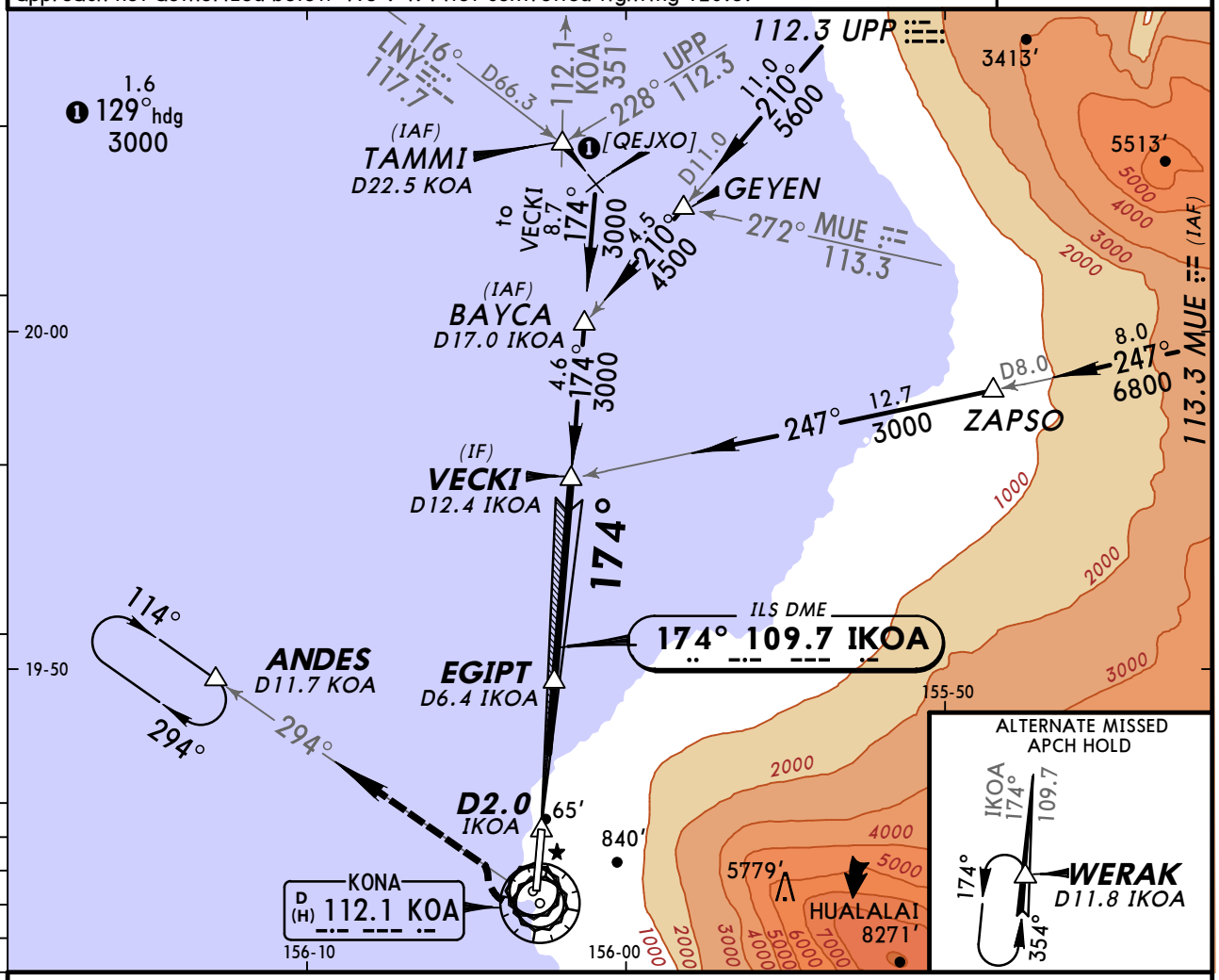
MISSED APCH: Climb to 460′ then climbing RIGHT turn to 5000′ outbound on KOA VOR R-294 to ANDES INT/D11.7 KOA and hold, continue climb-in-hold to 5000′, or as directed by ATC.

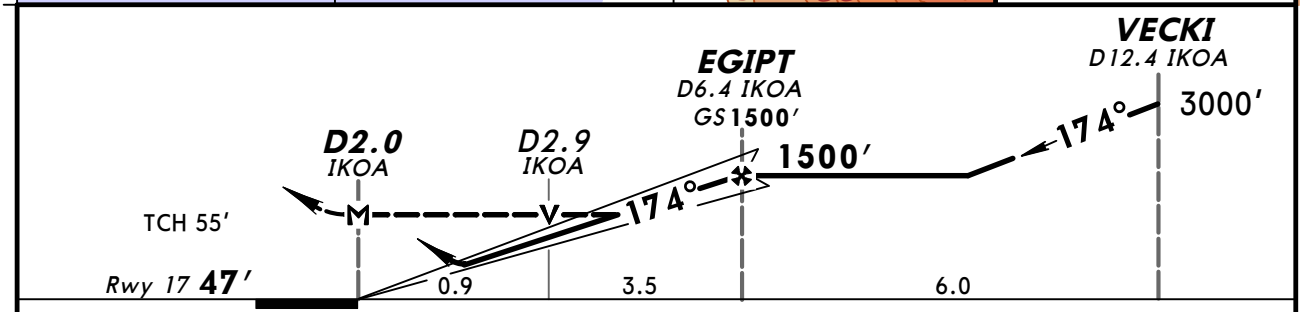
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME Required. 2. Use IKOA DME when on the LOC course. 3. Autopilot coupled approach not authorized below 415′. 4. Pilot controlled lighting 120.3.



MSA KOA VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IKOA						

MALSR
REIL
PAPI

460′

5000′ RT via KOA 112.1 R-294 ANDES

STRAIGHT-IN LANDING RWY 17

	ILS DA(H) 247′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 400′ (353′)	LOC RAIL out	LOC ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			5/8		
D					

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	MDA(H)
90	520′ (473′) -1
120	
140	520′ (473′) -1½
165	600′ (553′) -2

TERPS AMEND 2 25 AUG 2011

CHANGES: Procedure.

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PHKO/KOA
KONA INTL AT KEAHOLE

JEPPESEN 19 AUG 11 Eff 25 Aug

KAILUA-KONA, HAWAII
(11-2) LOC DME (BACK CRS) Rwy 35

ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 47′
IKOA 109.7	354° (Front Crs 174°)	HOXLY 1700′ (1663′)	460′ (423′)	Rwy 35 37′

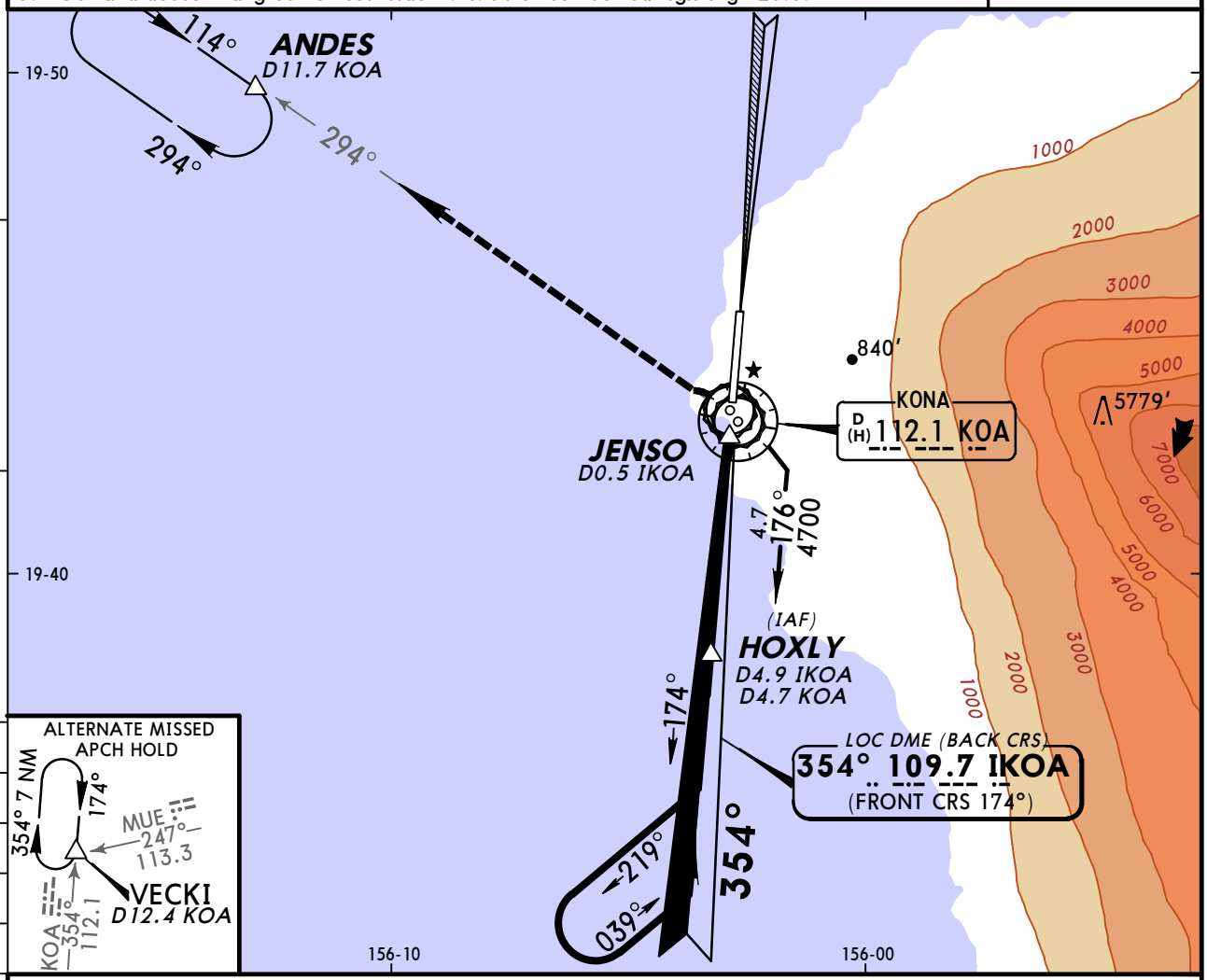
BRIEFING STRIP ™

MISSED APCH: Climbing LEFT turn to 5000′ outbound on KOA VOR R-294 to ANDES/D11.7 KOA and hold, continue climb-in-hold to 5000′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

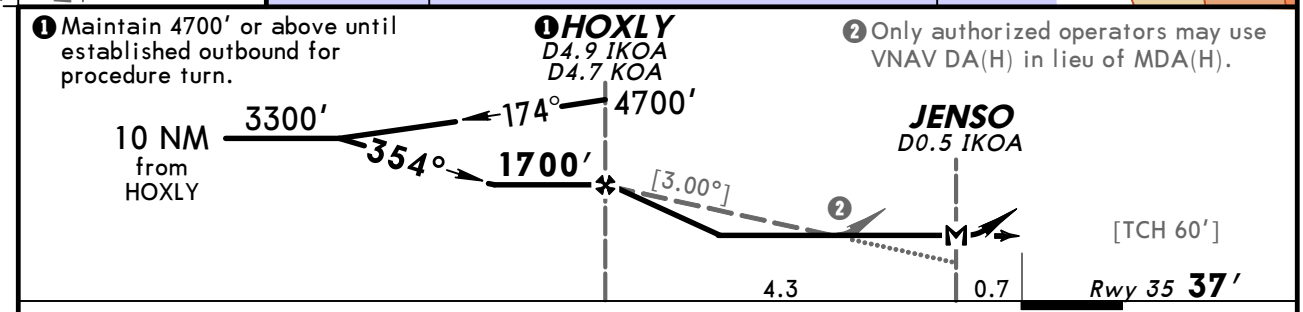
1. Use IKOA DME when on LOC course. 2. Disregard glide slope indications.
3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 120.3.

MSA KOA VOR: 170° 11,500′; 260° 14,900′; 350° 3300′



❶ Maintain 4700′ or above until established outbound for procedure turn.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at JENSO						

PAPI-L 5000′ LT on KOA 112.1 R-294 ANDES

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND Not Authorized East of Rwy 17-35	
MDA(H) 460′(423′)		Max Kts	MDA(H)
A	1	90	520′(473′)-1
B		120	
C	1¼	140	520′(473′)-1½
D	1½	165	600′(553′)-2

TERPS AMEND 10 25 AUG 2011

CHANGES: Procedure.

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PHKO/KOA
KONA INTL AT KEAHOLE

JEPPESEN

9 DEC 11
Eff 15 Dec

(12-1)

KAILUA-KONA, HAWAII
RNAV (GPS) Y Rwy 17

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

RNAV	Final Apch Crs	Minimum Alt EGIPT	LNAV/VNAV DA(H)	Apt Elev 47′
	174°	1500′ (1453′)	540′ (493′)	Rwy 17 47′

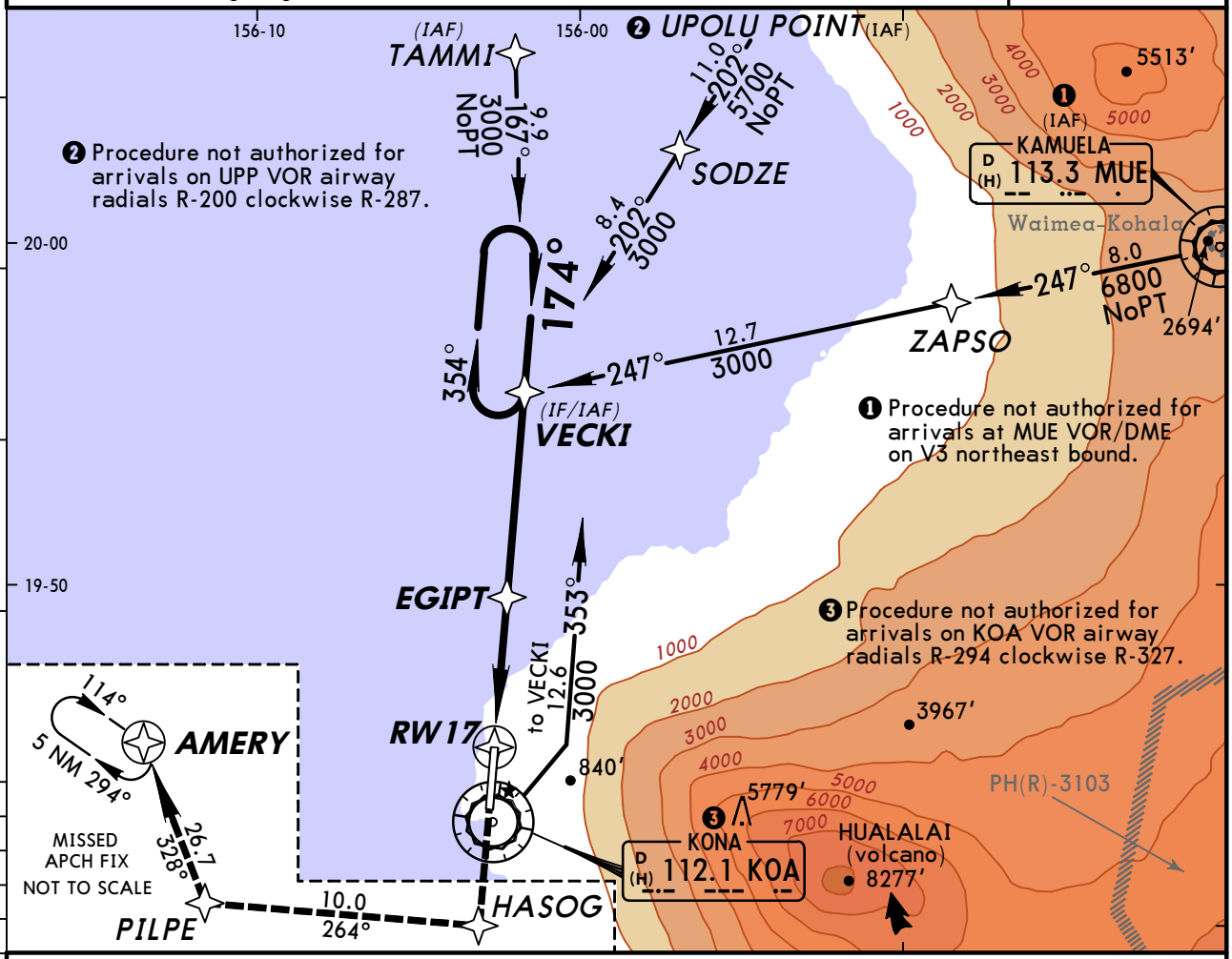
MISSED APCH: Climb to 5000′ direct HASOG and on track 264° to PILPE and on track 328° to AMERY and hold.

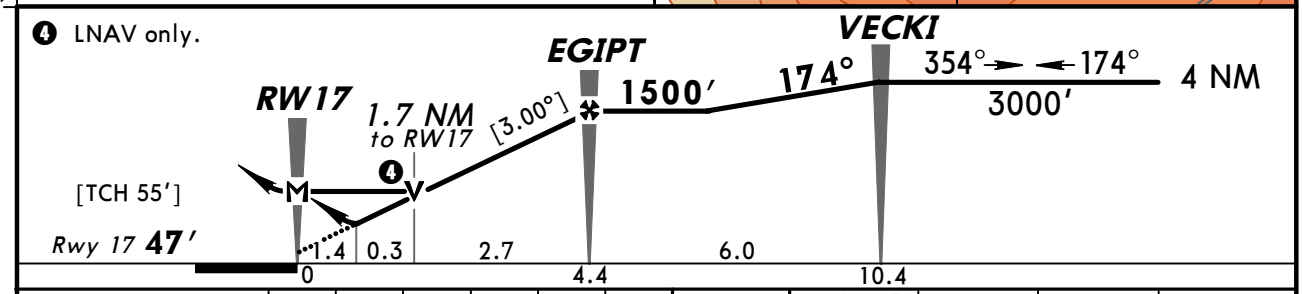
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. WAAS VNAV not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 120.3.

14,200′

MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW17						

MALSR
REIL
PAPI

5000′

HASOG

TERPS STRAIGHT-IN LANDING RWY 17

	LNAV/VNAV DA(H) 540′ (493′)		LNAV MDA(H) 640′ (593′)		
		RAIL out	ALS out	RAIL out	ALS out
A	1¼	1⅝	½	¾	1
B					
C			1¼	1¾	
D					

CIRCLE-TO-LAND
Not Authorized
East of Rwy 17-35

Max Kts	MDA(H)
90	640′(593′)-1
120	
140	640′(593′)-1¾
165	640′(593′)-2

TERPS AMEND 1A 25 AUG 2011

CHANGES: Transition altitudes.

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PHKO/KOA
KONA INTL AT KEAHOLE

JEPPESEN

9 DEC 11
Eff 15 Dec

(12-2)

KAILUA-KONA, HAWAII
RNAV (GPS) Y Rwy 35

BRIEFING STRIP ™

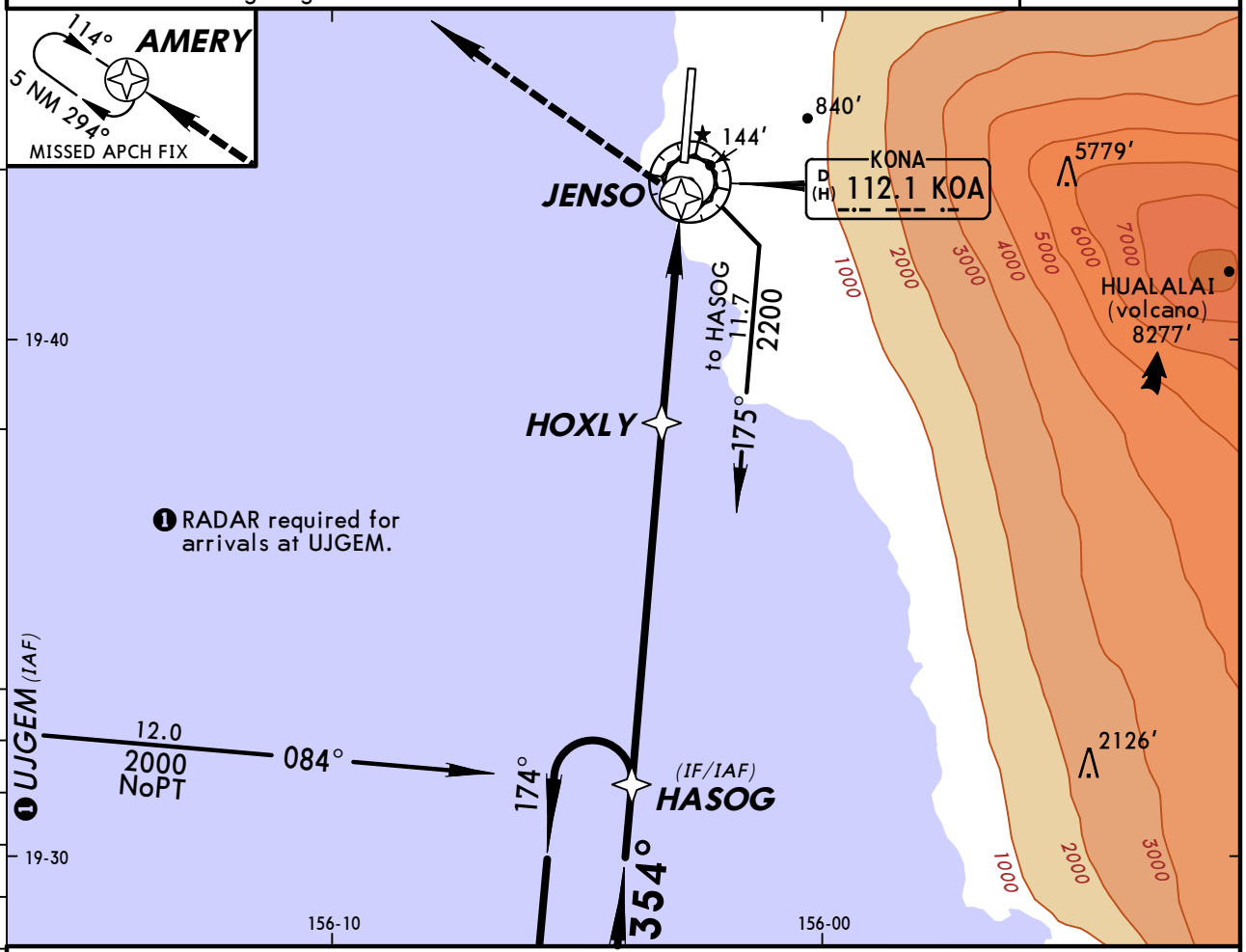
ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

RNAV	Final Apch Crs	Minimum Alt HOXLY	LNAV MDA(H)	Apt Elev 47′
	354°	1700′ (1663′)	560′ (523′)	Rwy 35 37′

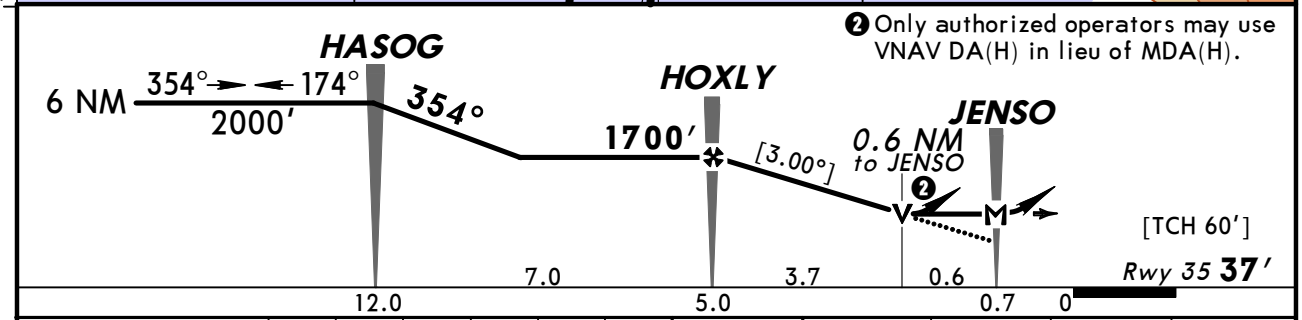
14,900′
MSA JENSO

MISSED APCH: Climbing LEFT turn to 5000′ direct AMERY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. Pilot controlled lighting 120.3.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at JENSO						

PAPI-L 5000′ LT D AMERY

TERPS

STRAIGHT-IN LANDING RWY 35
LNAV
MDA(H) 560′ (523′)

A	1
B	
C	1½
D	

CIRCLE-TO-LAND
Not Authorized
East of Rwy 17-35

Max Kts	MDA(H)
90	560′ (513′)-1
120	
140	560′ (513′)-1½
165	600′ (553′)-2

TERPS AMEND 1 25 AUG 2011

CHANGES: Obstructions.

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PHKO/KOA
KONA INTL AT KEAHOLE

19 AUG 11
Eff 25 Aug

JEPPESEN

(12-3)

KAILUA-KONA, HAWAII
RNAV (GPS) Z Rwy 35

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

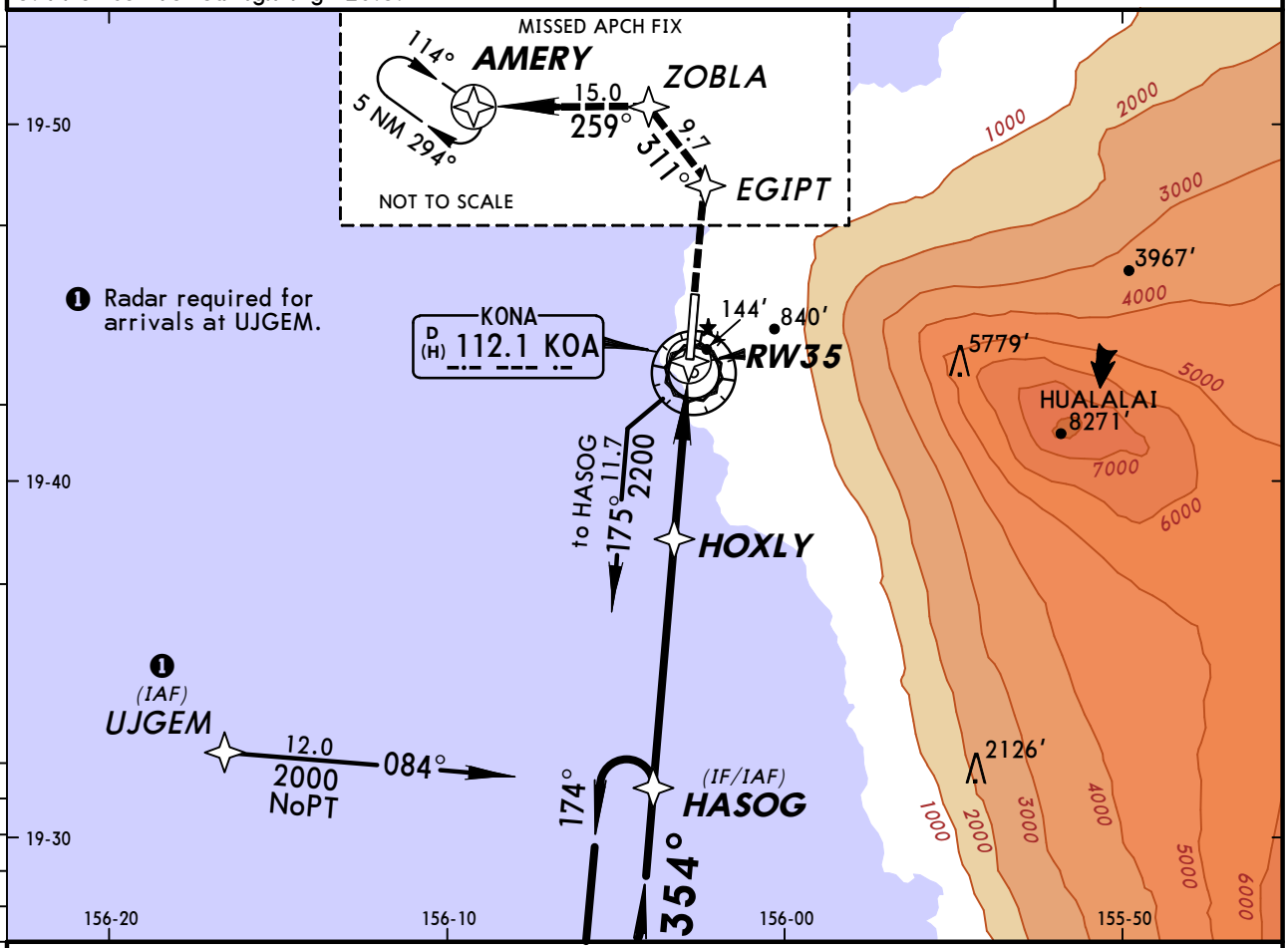
RNAV	Final Apch Crs	Minimum Alt HOXLY	LNAV/VNAV DA(H)	Apt Elev 47′
	354°	1700′ (1663′)	540′ (503′)	Rwy 35 37′

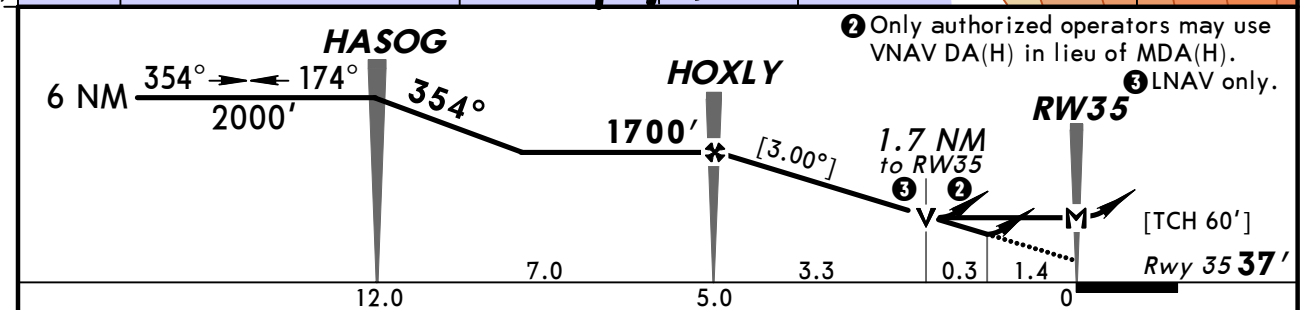
MISSED APCH: Climb to 5000′ direct to EGIPT and on track 311° to ZOBLA and on track 259° to AMERY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 43°C (109°F). 2. WAAS VNAV not authorized.
3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.
5. Pilot controlled lighting 120.3.

14,900′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW35						

PAPI-L 5000′ D EGIPT

STRAIGHT-IN LANDING RWY 35

	LNAV/VNAV DA(H) 540′(503′)	LNAV MDA(H) 640′(603′)
A	1⅝	1
B		
C		1¾
D		

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	MDA(H)
90	640′(593′)-1
120	
140	640′(593′)-1¾
165	640′(593′)-2

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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PHKO/KOA
KONA INTL AT KEAHOLE

19 AUG 11
Eff 25 Aug

JEPPESEN

(12-20)

KAILUA-KONA, HAWAII
RNAV (RNP) Z Rwy 17

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

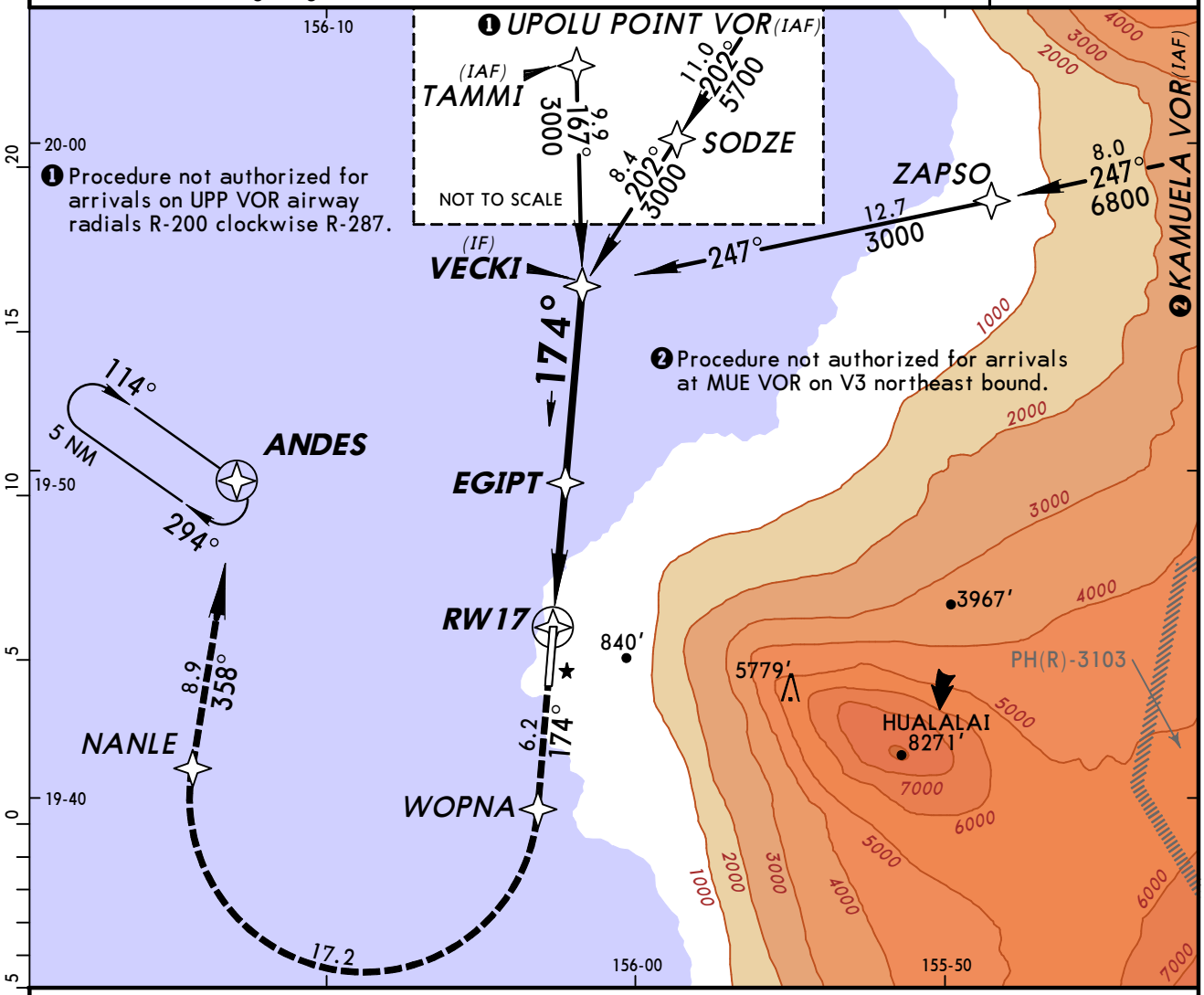
RNAV	Final Apch Crs	Minimum Alt EGIPT	RNP 0.17 DA(H)	Apt Elev / Rwy 17
	174°	1500′ (1453′)	297′ (250′)	47′ / 47′

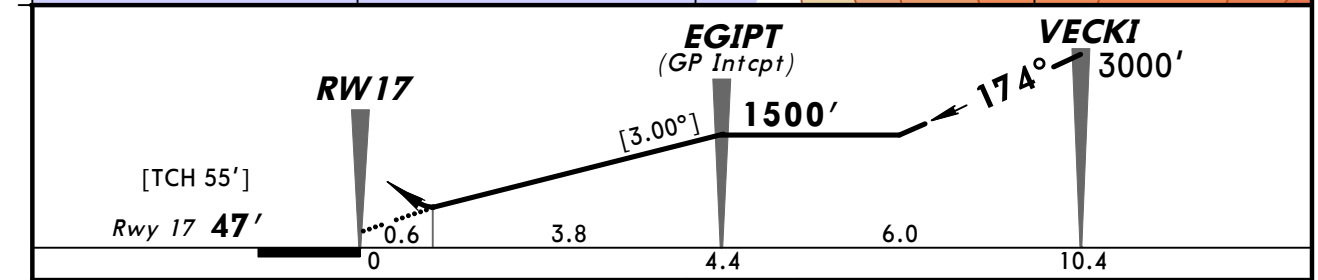
MISSED APCH: Climb to 5000′ on track 174° to WOPNA and RIGHT turn to NANLE, and on track 358° to ANDES and hold.

14,200′
MSA RW17

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS and RF Required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (43°F) or above 48°C (119°F). 4. Pilot controlled lighting 120.3.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
REIL
PAPI

5000′ on 174° WOPNA

STRAIGHT-IN LANDING RWY 17

	RNP 0.17 DA(H) 297′ (250′)		RNP 0.30 DA(H) 484′ (437′)		
	RAIL out	ALS out		RAIL out	ALS out
A	3/4		1		1½
B					
C					
D					

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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PHKO/KOA
KONA INTL AT KEAHOLE

JEPPESEN 19 AUG 11 (13-1) Eff 25 Aug

KAILUA-KONA, HAWAII
VOR DME Rwy 17

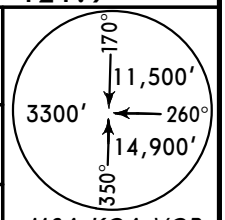
ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 47′
KOA 112.1	171°	INECE 1000′ (953′)	600′ (553′)	Rwy 17 47′

MISSED APCH: Climbing RIGHT turn to 1500′ outbound on KOA VOR R-294 to ANDES/D11.7 KOA and hold.

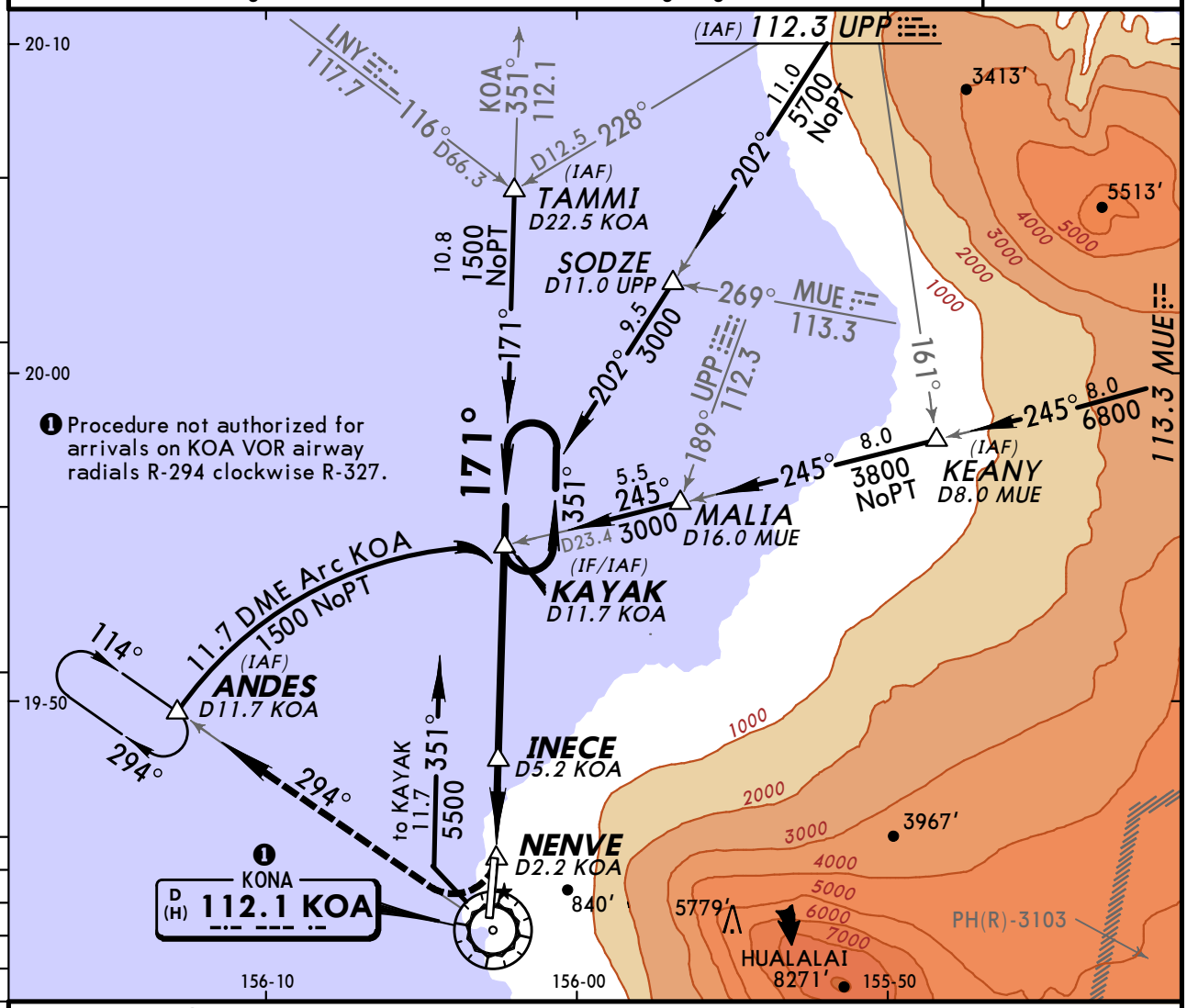
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 120.3.

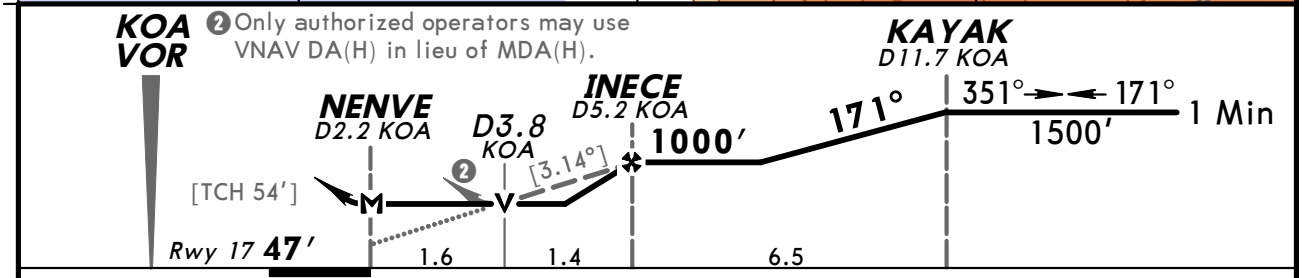


MSA KOA VOR

BRIEFING STRIP™



❶ Procedure not authorized for arrivals on KOA VOR airway radials R-294 clockwise R-327.



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
MAP at NENVE						

MALSR REIL PAPI | 1500′ RT on KOA 112.1 R-294 | ANDES

TERPS AMEND 0 25 AUG 2011

STRAIGHT-IN LANDING RWY 17 MDA(H) 600′(553′)	RAIL out	ALS out
A, B	3/4	1
C	1 1/8	1 3/8
D		1 5/8

CIRCLE-TO-LAND Not Authorized East of Rwy 17-35	Max Kts.	MDA(H)
	90	600′(553′)-1
	120	
	140	600′(553′)-1 5/8
	165	600′(553′)-2

CHANGES: New procedure.

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PHKO/KOA
KONA INTL AT KEAHOLE

JEPPESEN 19 AUG 11 (13-2) Eff 25 Aug

KAILUA-KONA, HAWAII
VOR DME Rwy 35

BRIEFING STRIP TM

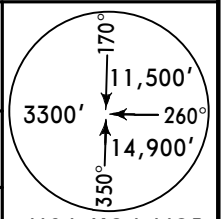
ATIS (ASOS when Twr inop)	HCF Approach	*KONA Tower	Ground
127.4	126.0	CTAF 120.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 35
KOA 112.1	011°	YUCUV 1500′ (1463′)	600′ (563′)	Apt Elev 47′ / Rwy 35 37′

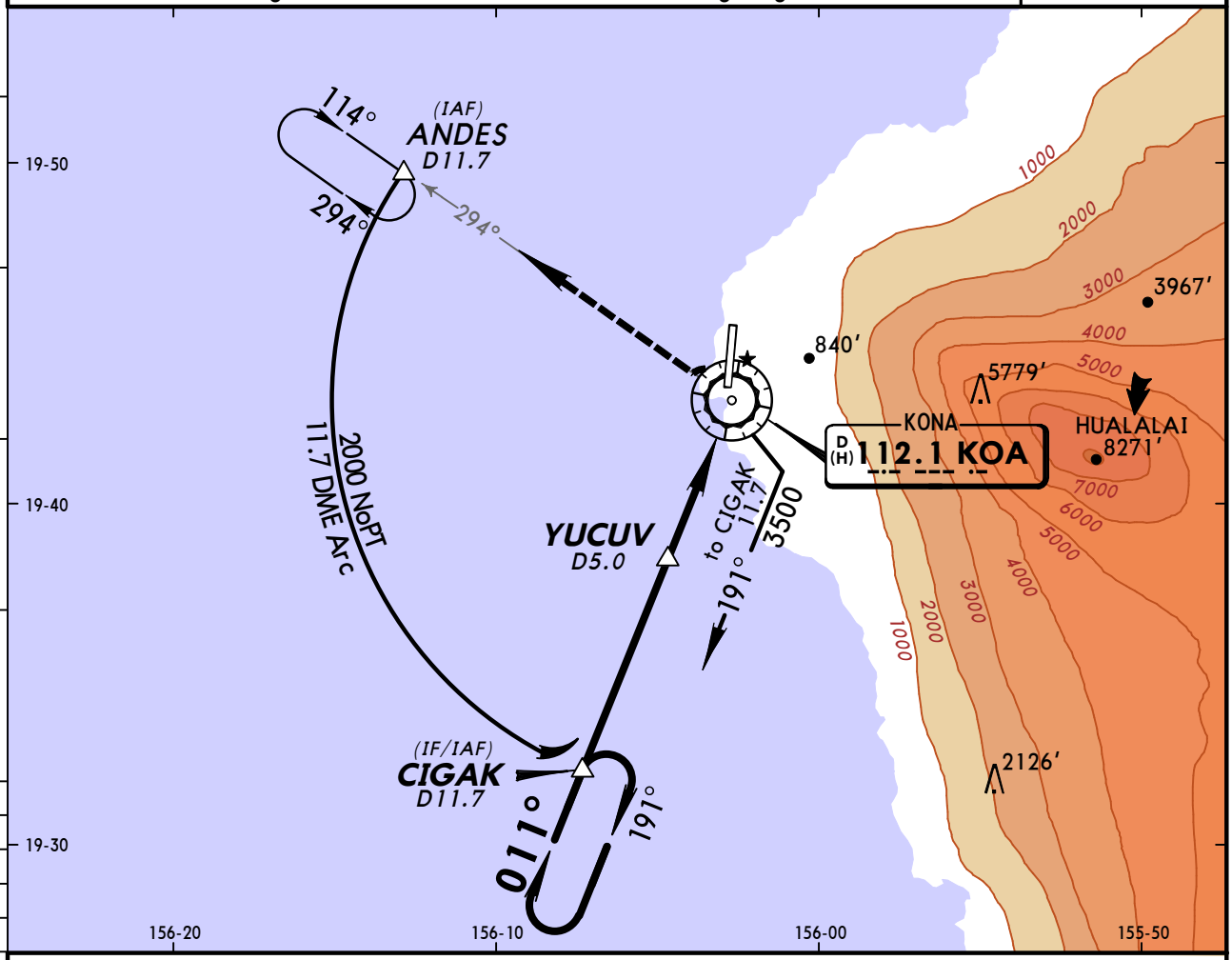
MISSED APCH: Climbing LEFT turn to 2000′ outbound on KOA VOR R-294 to ANDES/D11.7 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

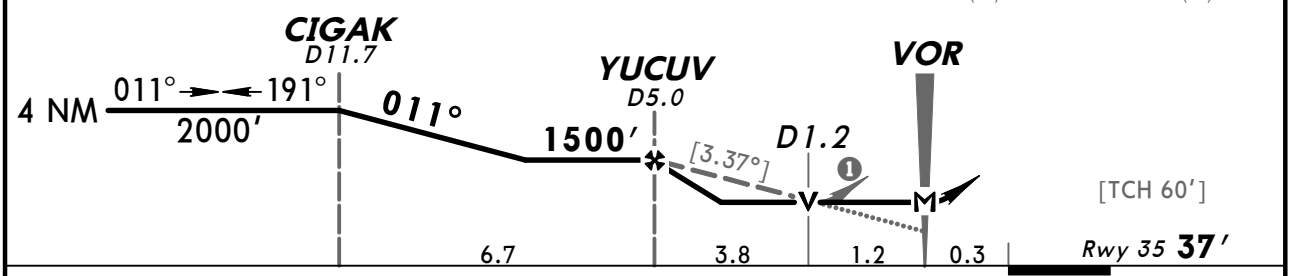
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 120.3.



MSA KOA VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.37°]	417	537	596	716	835	954
MAP at VOR						

PAPI-L 2000′ LT on KOA 112.1 R-294 ANDES

STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND Not Authorized East of Rwy 17-35	
MDA(H) 600′(563′)		Max Kts	MDA(H)
A	1	90	600′(553′)-1
B		120	
C	1⅝	140	600′(553′)-1⅝
D		165	600′(553′)-2

TERPS AMEND 0 25 AUG 2011

CHANGES: New procedure.

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General Information

Location: Lihue HI USA
IATA Code: LIH
Lat/Long: N21° 58.6' W159° 20.3'
Elevation: 153 ft

Airport Use: Public
Magnetic Variation: 9.7°E

Fuel Types: Jet A
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1351 ft AGL

Sunrise: 1700 Z
Sunset: 0440 Z,

Runway Information

Runway: 03
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 153 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 99 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 118 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 205 ft

Runway: 35
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 96 ft
Lighting: Edge, ALS, Pilot controlled

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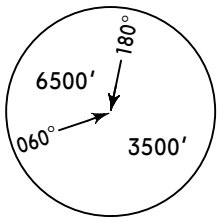
Communication Information

ATIS 127.2
ASOS 127.2
Lihue Tower 118.9 CTAF PCL
Lihue Ground Control 121.9
Hcf Approach Approach Control 126.5
Hcf Approach Departure Control 126.5
Lihue Helicopter frequency 128.4
Honolulu Flight Service Station 122.4 RCO
Honolulu Flight Service Station 122.1 RCO
Honolulu Flight Service Station 113.5 RCO

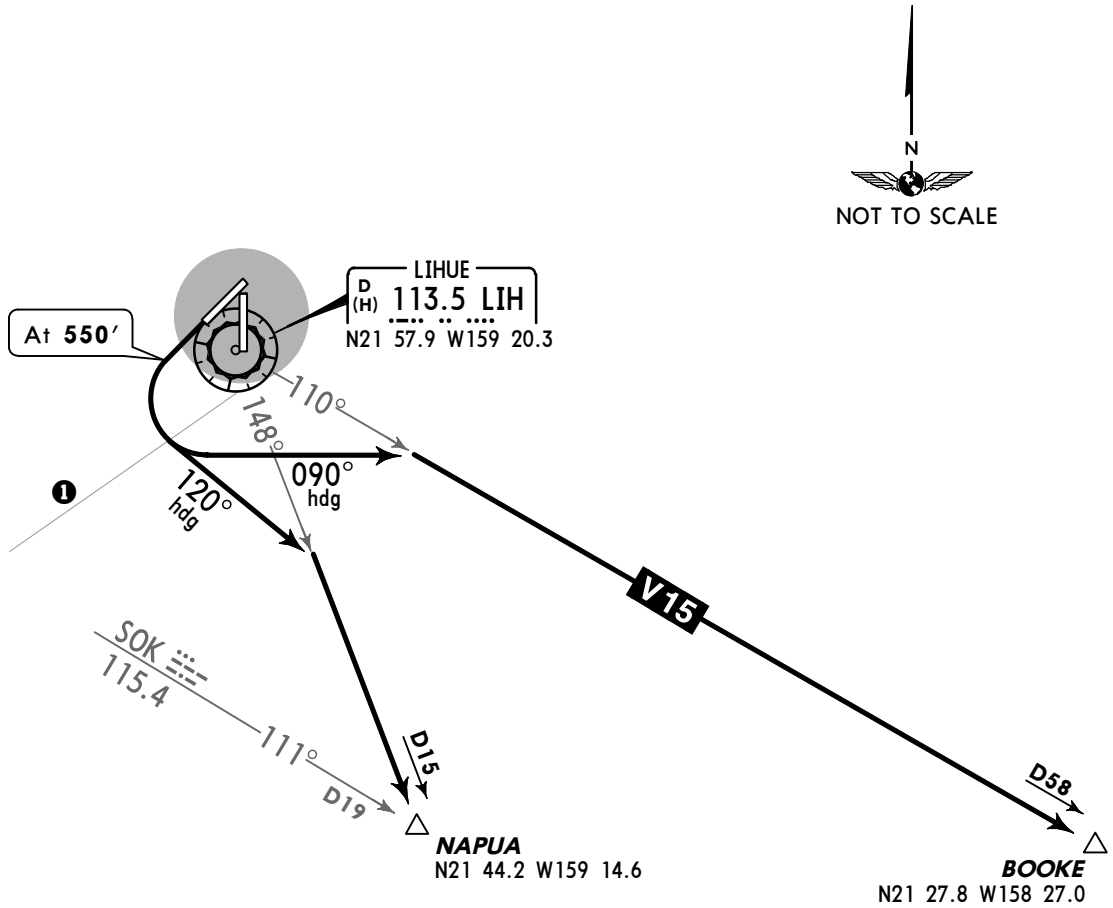
HCF Approach (DEP)	Apt Elev	
126.5	153′	Trans level: FL180 Trans alt: 18000′ 1. Runways 3, 17 and 35 not authorized. 2. Terrain heights to 2297′ occur within 4.2 NM SOUTHWEST of airport.



MSA LIH VOR

DIANE ONE DEPARTURE (DIANE1.LIH)

(RWY 21)



❶ Ridgeline 1.5 NM SOUTH to 6 NM SOUTHWEST, **900′** to **2400′**

This SID requires take-off minimums:
Rwy 21: 2400-3

INITIAL CLIMB

Climb runway heading to **550′.**

ROUTING		ALTITUDE
To V-15	Climbing LEFT turn heading 090° to intercept LIH R-110 (V-15), then direct BOOKE or as assigned.	**MAINTAIN 5000′**
To LIH R-148	Climbing LEFT turn heading 120° to intercept LIH R-148, then direct NAPUA or as assigned.	**MAINTAIN 3000′**

CHANGES: Obstacle.

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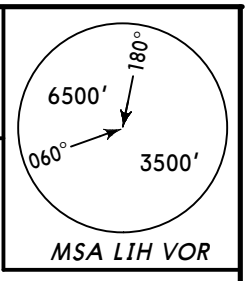
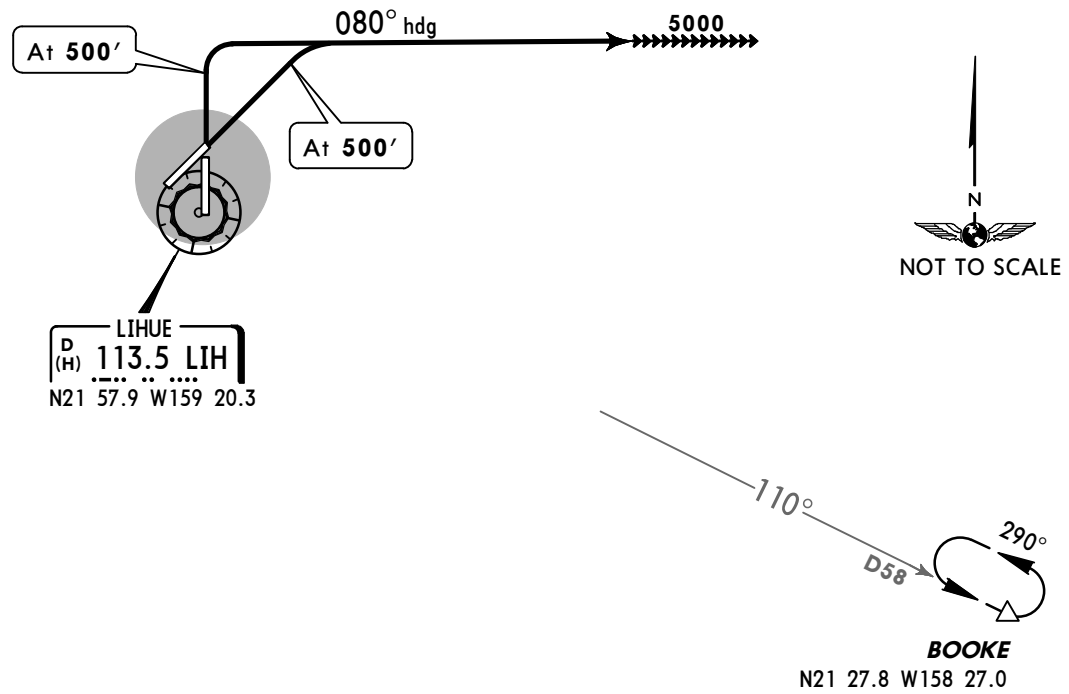
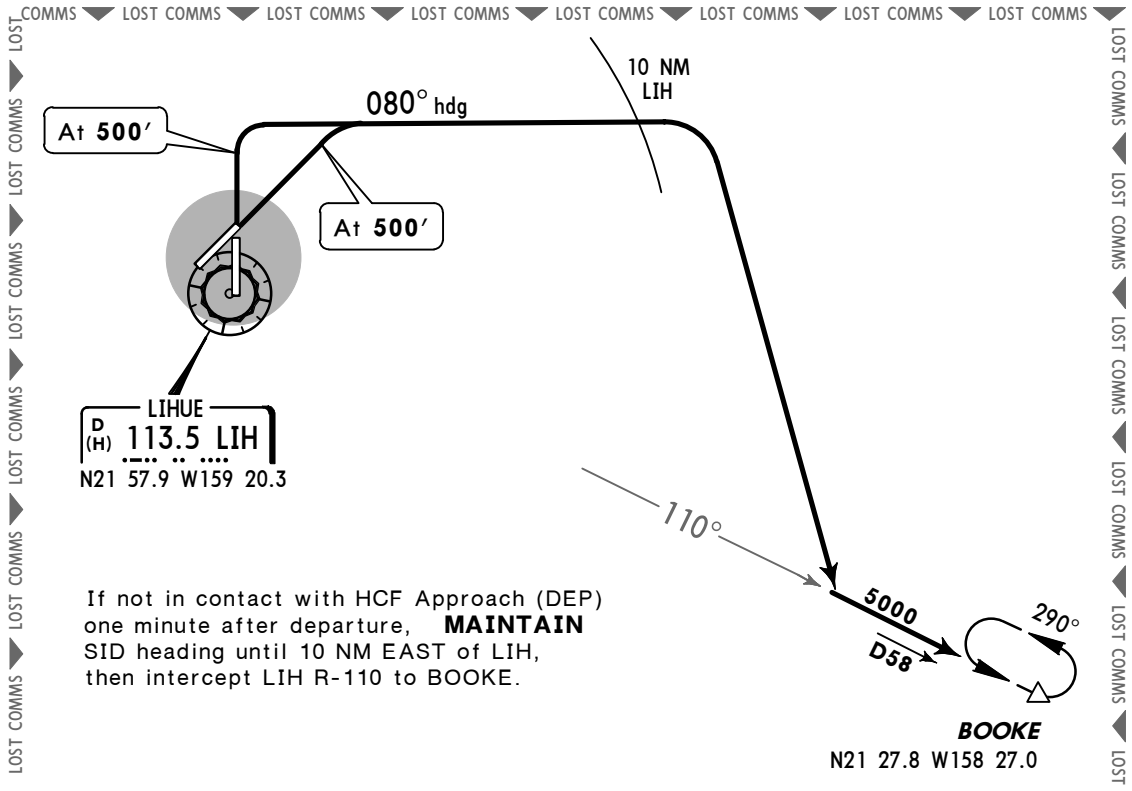
HCF Approach (DEP)	Apt Elev	
126.5	153′	Trans level: FL180 Trans alt: 18000′ DME required.



LIHUE FIVE DEPARTURE (LIH5.BOOKE)

(RWYS 3, 35)





If not in contact with HCF Approach (DEP) one minute after departure, **MAINTAIN** SID heading until 10 NM EAST of LIH, then intercept LIH R-110 to BOOKE.

INITIAL CLIMB

Climb runway heading to **500′**, then climbing RIGHT turn to heading 080°. EXPECT RADAR vectors to intercept LIH R-110 to BOOKE.

CHANGES: None.

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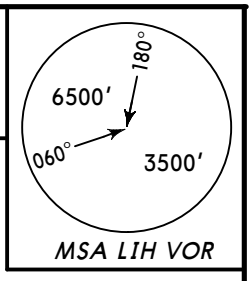
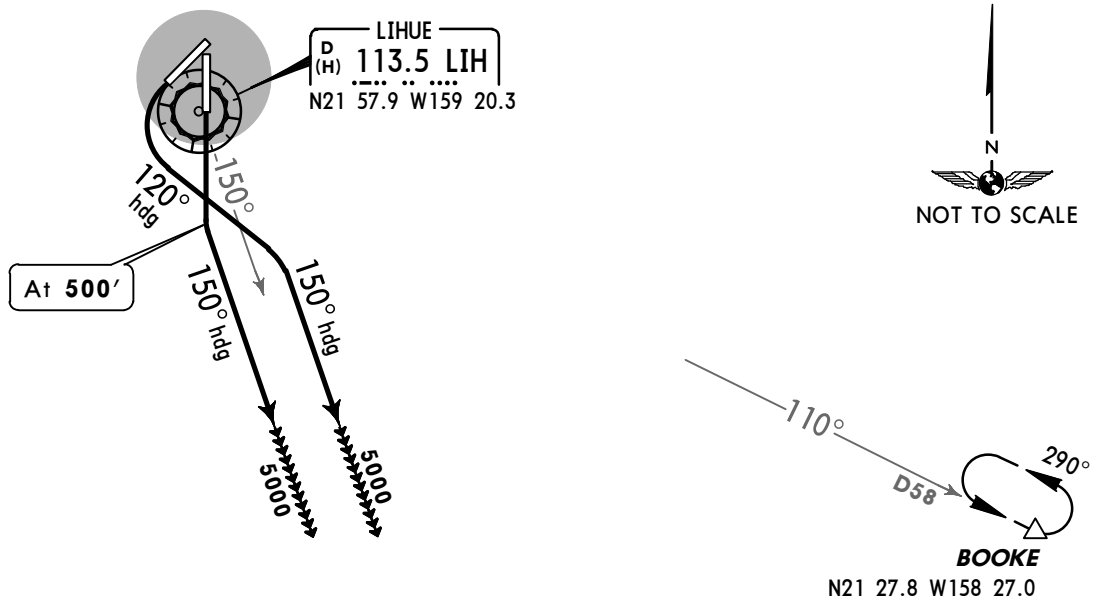
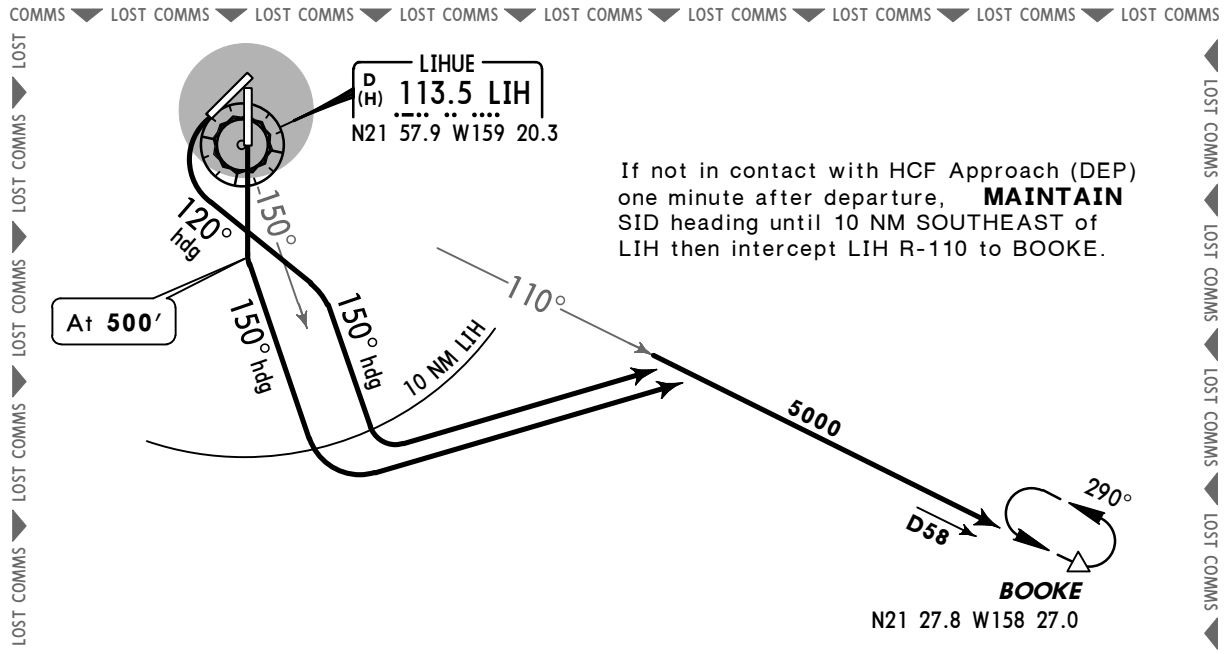
HCF Approach (DEP)	Apt Elev	
126.5	153′	Trans level: FL180 Trans alt: 18000′ 1. DME required. 2. Terrain heights to 2297′ occur within 4.2 NM SOUTHWEST of airport.



RICHE TWO DEPARTURE (RICH2.BOOKE)





If not in contact with HCF Approach (DEP) one minute after departure, **MAINTAIN** SID heading until 10 NM SOUTHEAST of LIH then intercept LIH R-110 to BOOKE.

RWY	INITIAL CLIMB
17	Climb runway heading to **500′**, then climbing LEFT turn heading 150°, EXPECT RADAR vectors to intercept LIH R-110 to BOOKE.
21	Immediate climbing LEFT turn heading 120° until crossing LIH R-150, then fly heading 150°, EXPECT RADAR vectors to intercept LIH R-110 to BOOKE.

CHANGES: Communications, new format.

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GATEHOLD PROCEDURES

The following gatehold procedures are established for overseas turbojet departures from Lihue Airport:

a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.

b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or pushback within 10 minutes after receiving enroute ATC clearance.

c. When ATC specifies a release (takeoff) time of more than 15 minutes for your requested altitude/route, alternatives with no or less delay will be offered, if available. If your choice involves a release time of more than 15 minutes, advise Clearance Delivery if you desire to wait at the gate.

d. Depart the blocks within 10 minutes after receiving enroute clearance when release time is less than 15 minutes. Ready to taxi means ready to immediately depart the blocks/ taxi, tow, or pushback. Failure to do so will result in ATC canceling your clearance when other aircraft are requesting the same altitude/route and are ready to taxi.

e. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearance will receive no altitude/ route priority.

NOTES:

1. *Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.*
2. *Oceanic departures are sequenced with Honolulu, Maui, Hilo, and Keahole traffic.*

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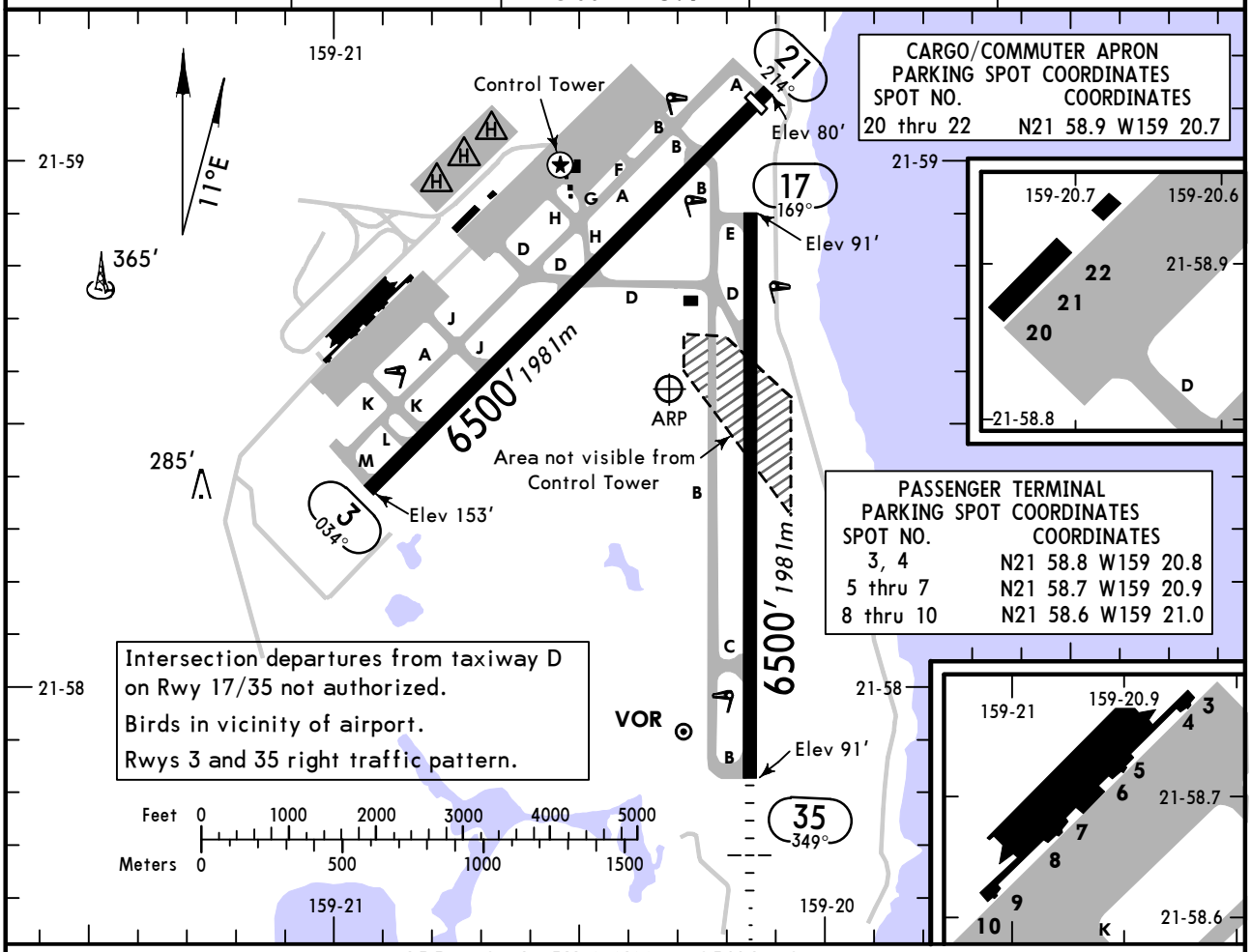
ATIS (ASOS when Twr inop)	*LIHUE Ground	*Tower	*Helicopter	HCF Approach
127.2	121.9	CTAF 118.9	128.4	126.5



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶MIRL ❶REIL ❶❷PAPI-L (angle 3.0°)	grooved				150′ 46m
21	❶MIRL ❶REIL VASI-L	grooved	6295′ 1919m			
17	❶HIRL ❶REIL PAPI-L (angle 3.0°)	grooved				150′ 46m
35	❶HIRL ❶MALSR PAPI-L (angle 3.0°)	grooved		5450′ 1661m		

❶ Activate on 118.9 when Twr inop.
❷ Unusable beyond 1.5 NM and offset 9.5° east of centerline due to rapidly rising terrain.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 17, 35		Rwy 21
	Adequate Vis Ref	STD	Use Diane Departure Procedure
1 & 2 Eng	1/4	1	2400-3
3 & 4 Eng		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating ILS Rwy 35	LOC Rwy 35	VOR Rwy 35 VOR-A RNAV (RNP) Z Rwy 35	RNAV (GPS) Y Rwy 35	VOR DME Rwy 21 RNAV (GPS) Rwy 17 RNAV (GPS) Y Rwy 21	RNAV (RNP) Z Rwy 21
A	600-2	800-2	800-2	800-2	800-2	1000-4
B					900-2	
C				800-2¼	1000-2¾	
D				800-2½	1000-3	

OBSTACLE DP: Rwys 3, 35 To V15, climb rwy heading to 500′ then climbing right turn, heading 125°, then as assigned.
Rwy 17 To V15, climb rwy heading to 500′ then climbing left turn, heading 045°, then as assigned. To LIH-150, climb rwy heading to 500′ then climbing left turn, heading 120°, then as assigned.

Rwy 21 To V15, climb rwy heading to 550′ then climbing left turn, heading 090°, to intercept LIH R-110, maintain 5000′, direct Booke Int or as assigned. To LIH-148, climb rwy heading to 550′, then climbing left turn, heading 120°, to intercept LIH R-148, maintain 3000′, direct Napua Int or as assigned.

AMEND 8

CHANGES: Alternate minimums.

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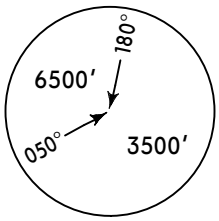
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

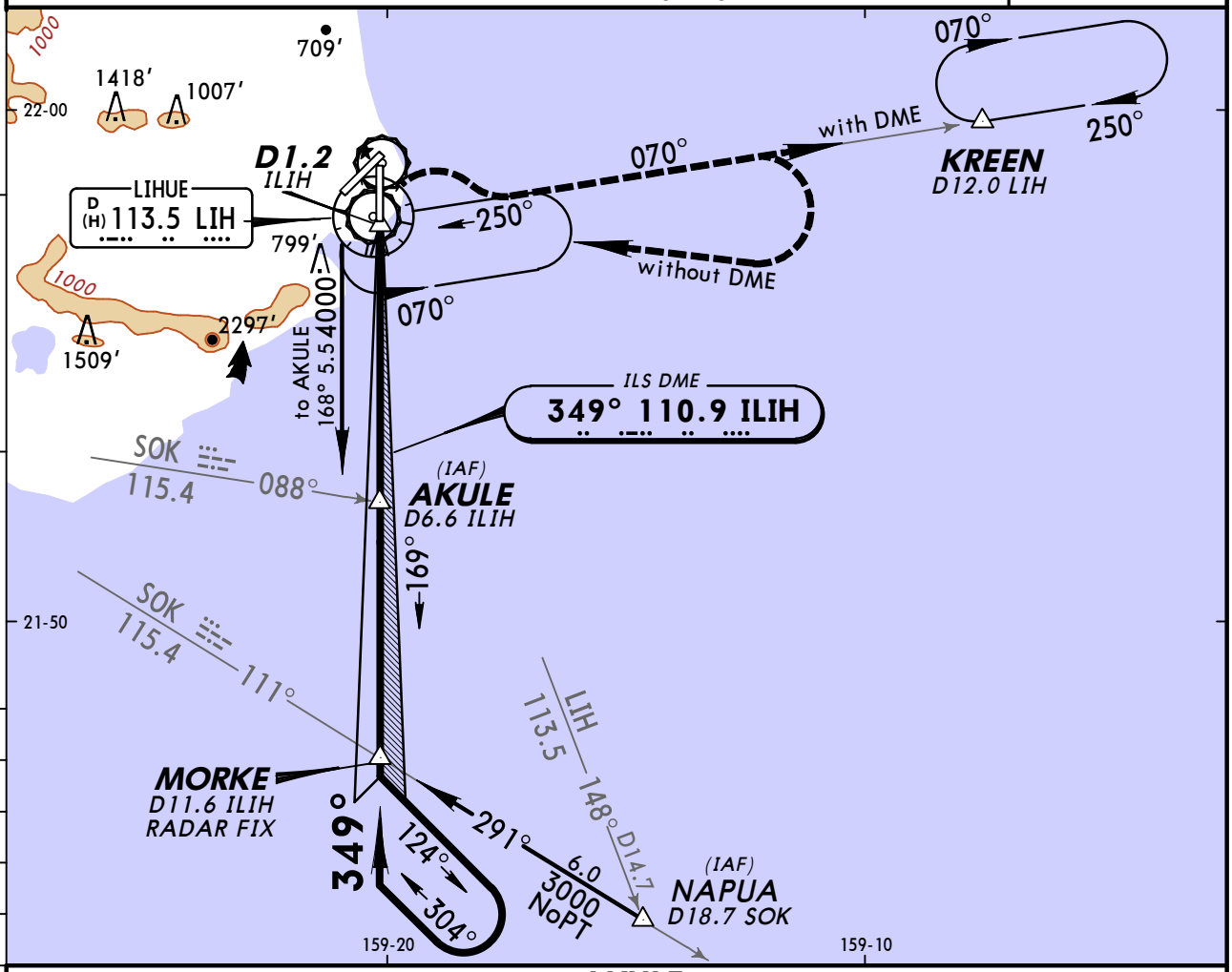
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 153′
ILIH 110.9	349°	AKULE 1900′ (1804′)	296′ (200′)	TDZE 96′

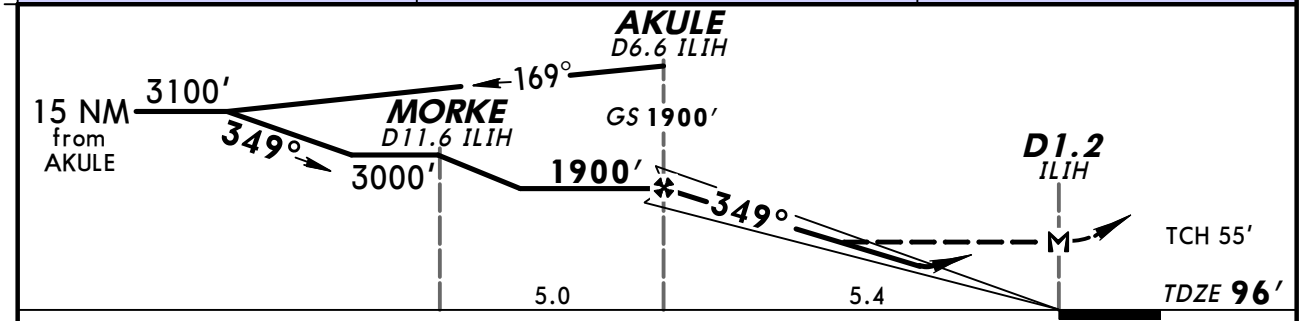
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound via LIH VOR R-070. DME aircraft continue to KREEN/D12.0 LIH and hold. Non-DME aircraft continue climb to 4000′ then RIGHT turn direct LIH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use ILIH DME when on LOC course. 2. Pilot controlled lighting 118.9.



MSA LIH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 ILIH or AKULE to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR
PAPI

600′

3000′ RT

LIH via 113.5 R-070

STRAIGHT-IN LANDING RWY 35

TERPS AMEND 6A	ILS DA(H) 296′ (200′) FULL	ILS DA(H) 296′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 400′ (304′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND
Not Authorized West of Rwy 17-35

Max Kts	DAY MDA(H)	NIGHT
90	520′ (367′)-1	NA
120	620′ (467′)-1	
140	620′ (467′)-1½	
165	720′ (567′)-2	

CHANGES: None.

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BRIEFING STRIP TM

ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

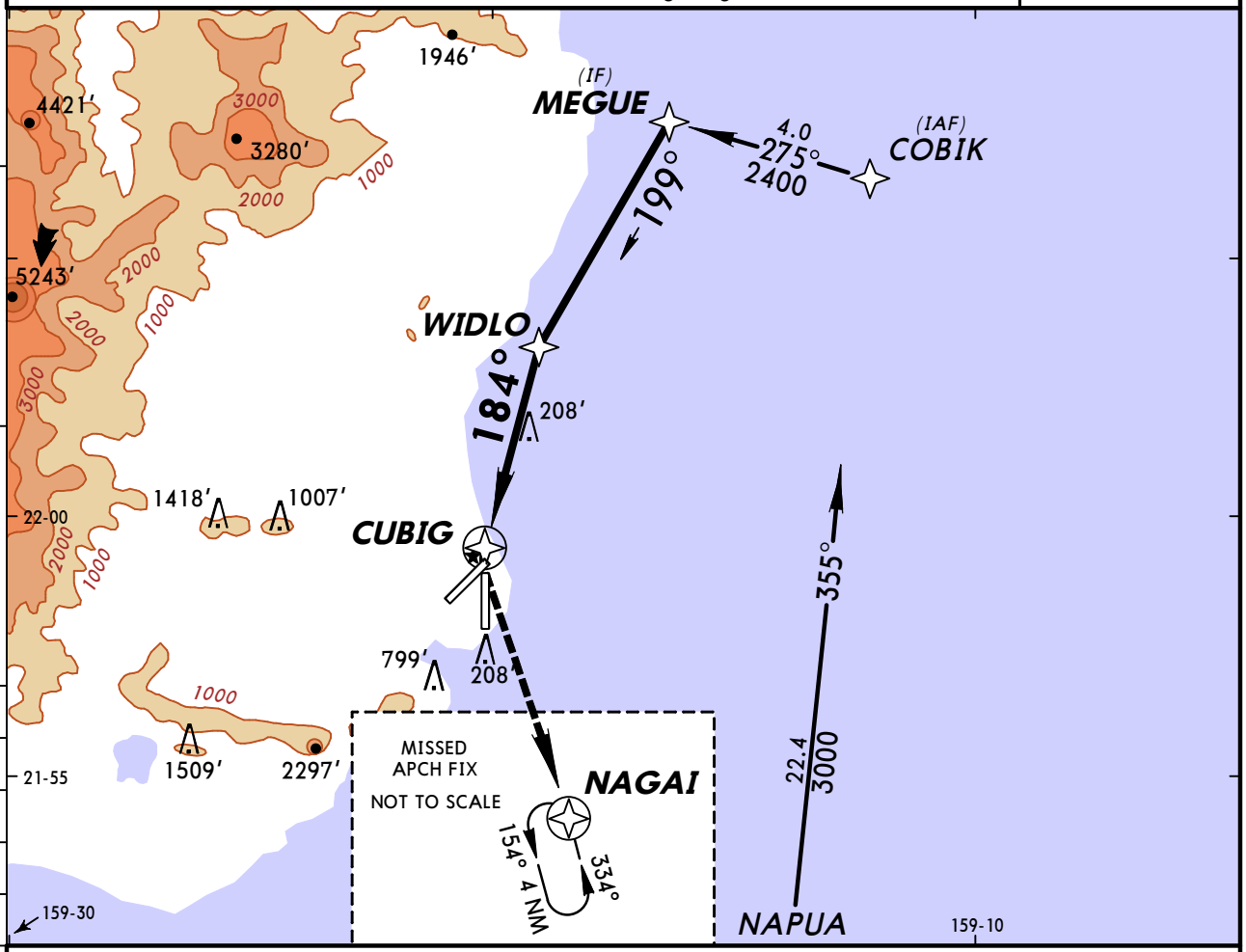
RNAV	Final Apch Crs	Minimum Alt WIDLO	LNAV MDA(H)	Apt Elev 153'
	184°	1600' (1501')	740' (641')	TDZE 99'

MISSED APCH: Climbing LEFT turn to 3000' direct NAGAI and hold.

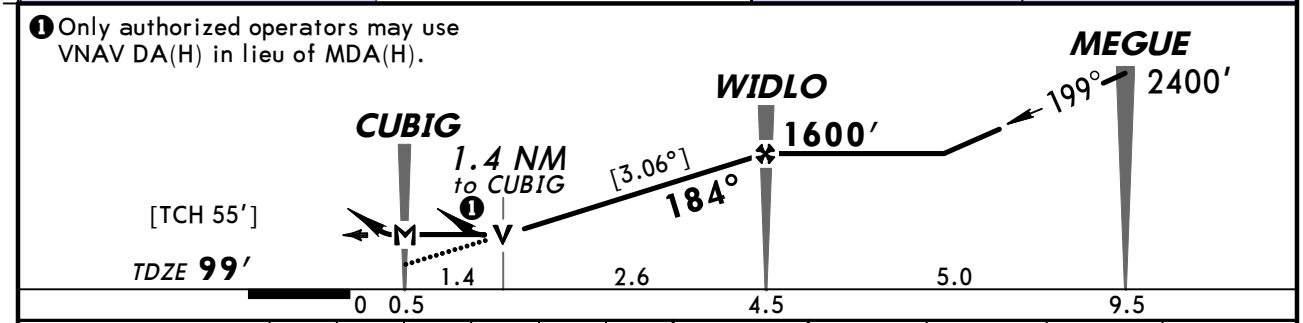
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 118.9.

6500'
MSA CUBIG



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.06°]	379	487	541	650	758	866
MAP at CUBIG						

REIL
PAPI-L

3000'
LT

NAGAI

STRAIGHT-IN LANDING RWY 17 LNAV MDA(H) 740' (641')		CIRCLE-TO-LAND Not Authorized between Rwys 3 and 35		
		Max Kts	DAY MDA(H)	NIGHT
A	1	90	740' (587') - 1	NA
B		120	1000' (847') - 1¼	
C	1¾	140	1060' (907') - 2¾	
D	2	165	1060' (907') - 3	

AMENDO A TERPS

CHANGES: None.

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BRIEFING STRIP™

ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

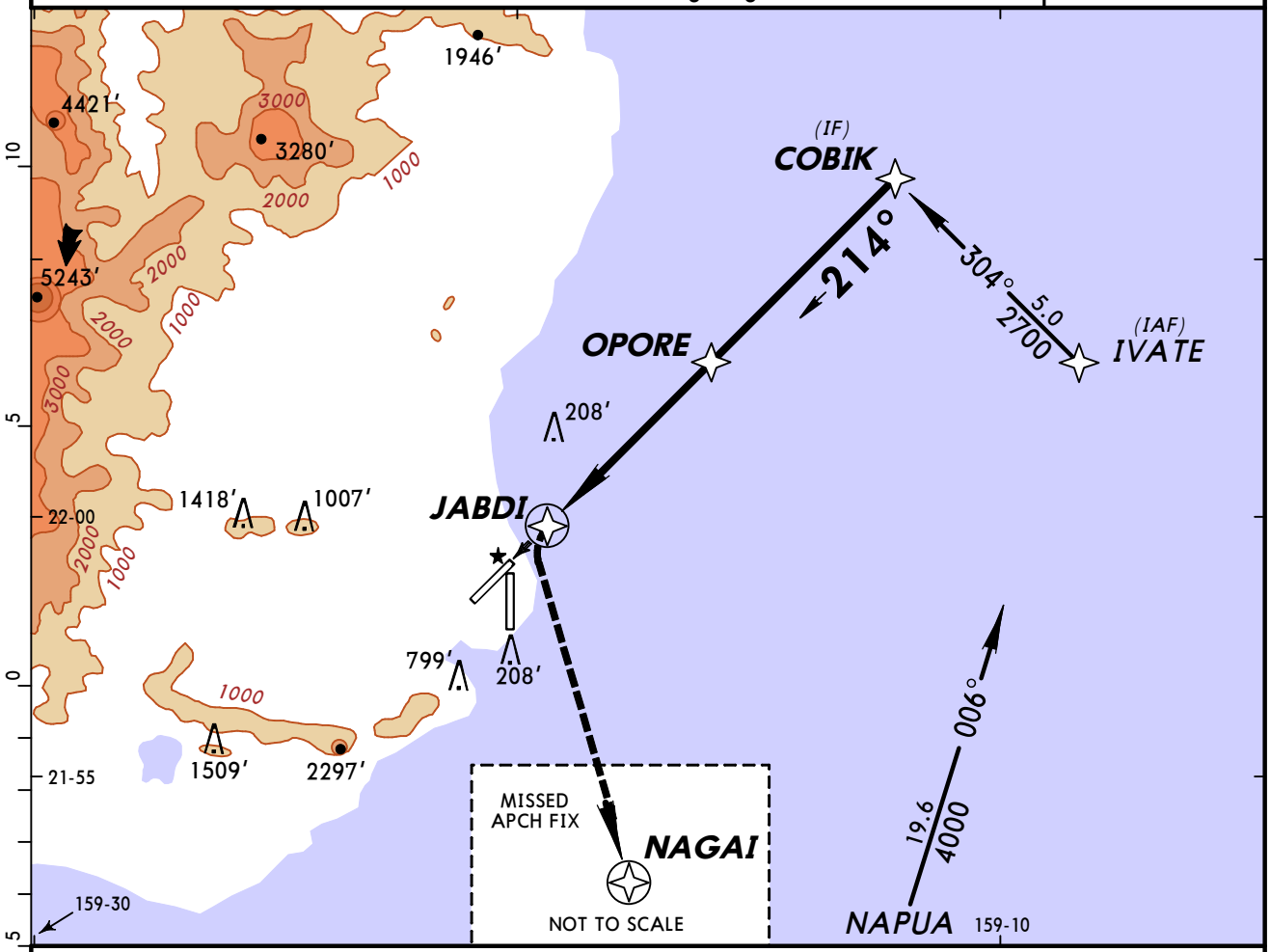
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 153'
	214°	OPORE 1900' (1782')	580' (462')	TDZE 118'

MISSED APCH: Climbing LEFT turn to 3000' direct NAGAI and hold. Hold southeast, left turns, 334° inbound.

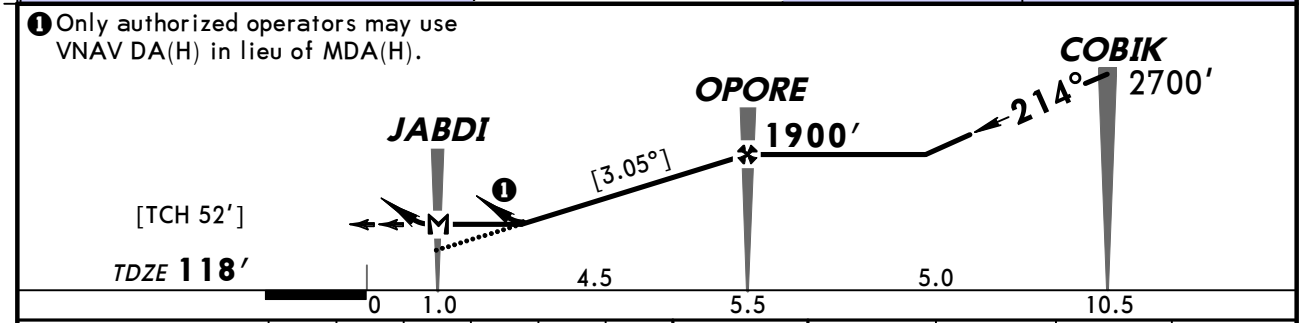
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 118.9.

6500'
MSA JABDI



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at JABDI						

REIL
VASI-L
3000' LT
NAGAI

TERPS AMENDOB

STRAIGHT-IN LANDING RWY 21 LNAV MDA(H) 580' (462')		CIRCLE-TO-LAND Not Authorized between Rwys 3 and 35		
		Max Kts	DAY MDA(H)	NIGHT
A	1¼	90	600' (447') - 1¼	NA
B		120	1000' (847') - 1¼	
C		140	1060' (907') - 2¾	
D	1½	165	1060' (907') - 3	

CHANGES: Procedure title, TDZE, missed apch holding.

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BRIEFING STRIP™

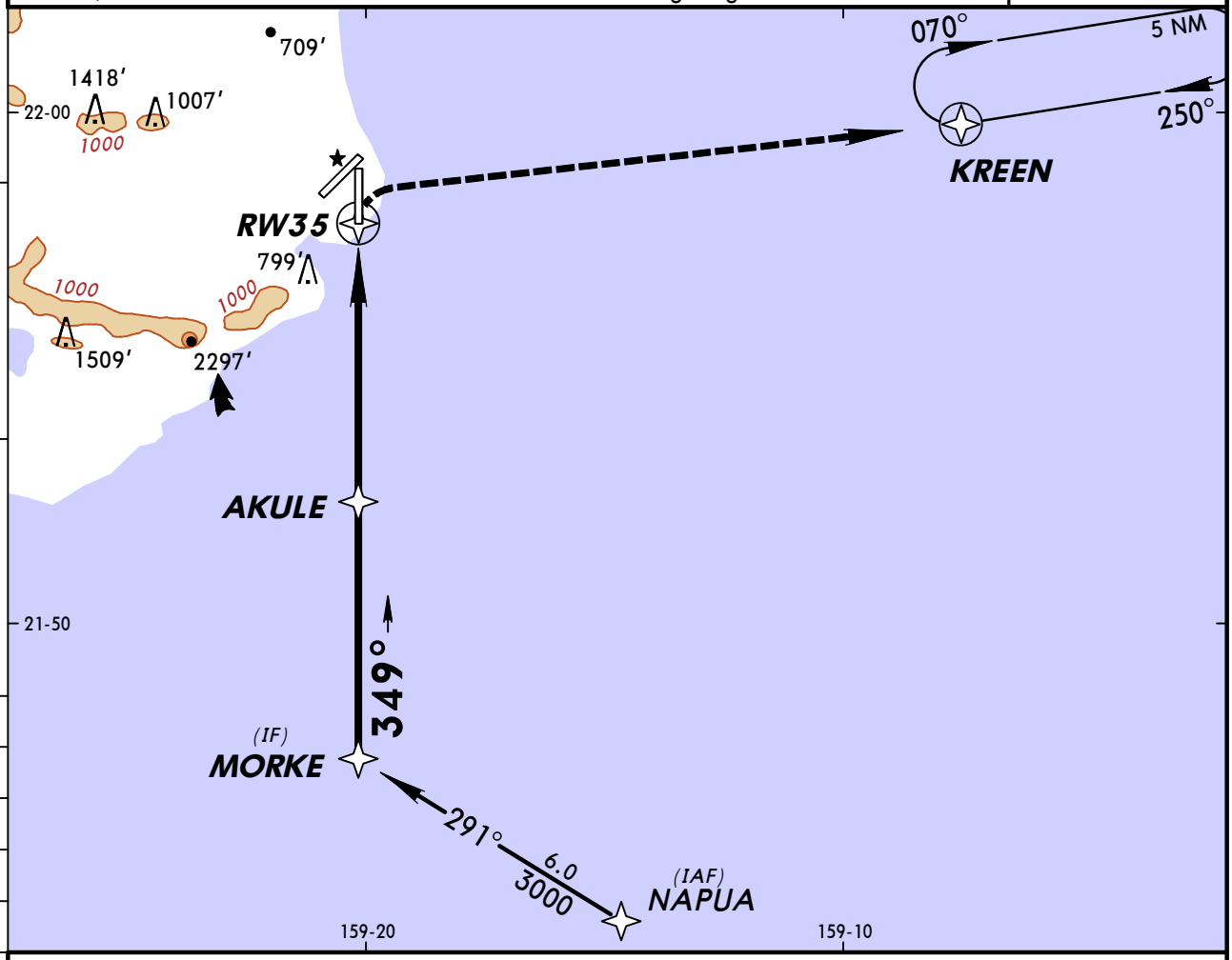
ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

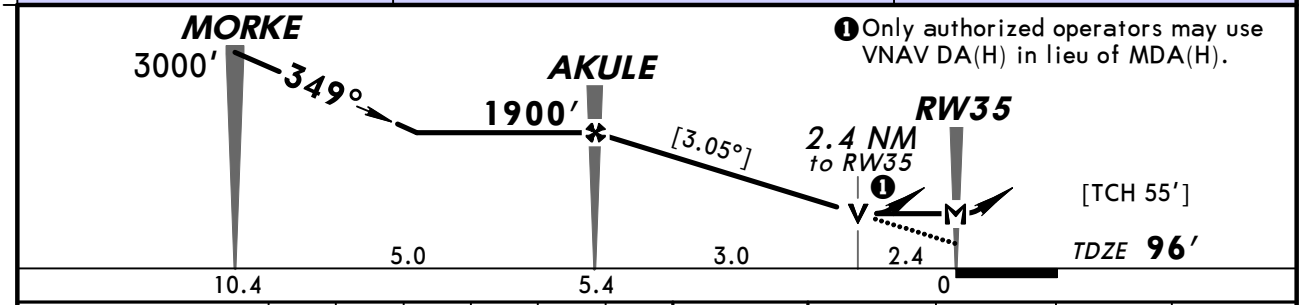
RNAV	Final Apch Crs	Minimum Alt AKULE	LNAV MDA(H)	Apt Elev 153′
	349°	1900′ (1804′)	920′ (824′)	TDZE 96′

MISSED APCH: Climbing RIGHT turn to 3000′ direct KREEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.9.

6500′
MSA RW35





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW35						

MALSR
PAPI
3000′
RT
KREEN

STRAIGHT-IN LANDING RWY 35
LNAV
MDA(H) 920′ (824′)

	RAIL out	ALS out
A	3/4	1
B	3/4	1 1/4
C	2	2 1/2
D	2 1/4	2 3/4

CIRCLE-TO-LAND
Not Authorized West of Rwy 17-35

Max Kts	DAY MDA(H)	NIGHT
90	920′ (767′) - 1	NA
120	920′ (767′) - 1 1/4	
140	920′ (767′) - 2 1/4	
165	920′ (767′) - 2 1/2	

TERPS AMENDED

CHANGES: Chart reindexed.

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LIHUE, HAWAII
RNAV (RNP) Z Rwy 21

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

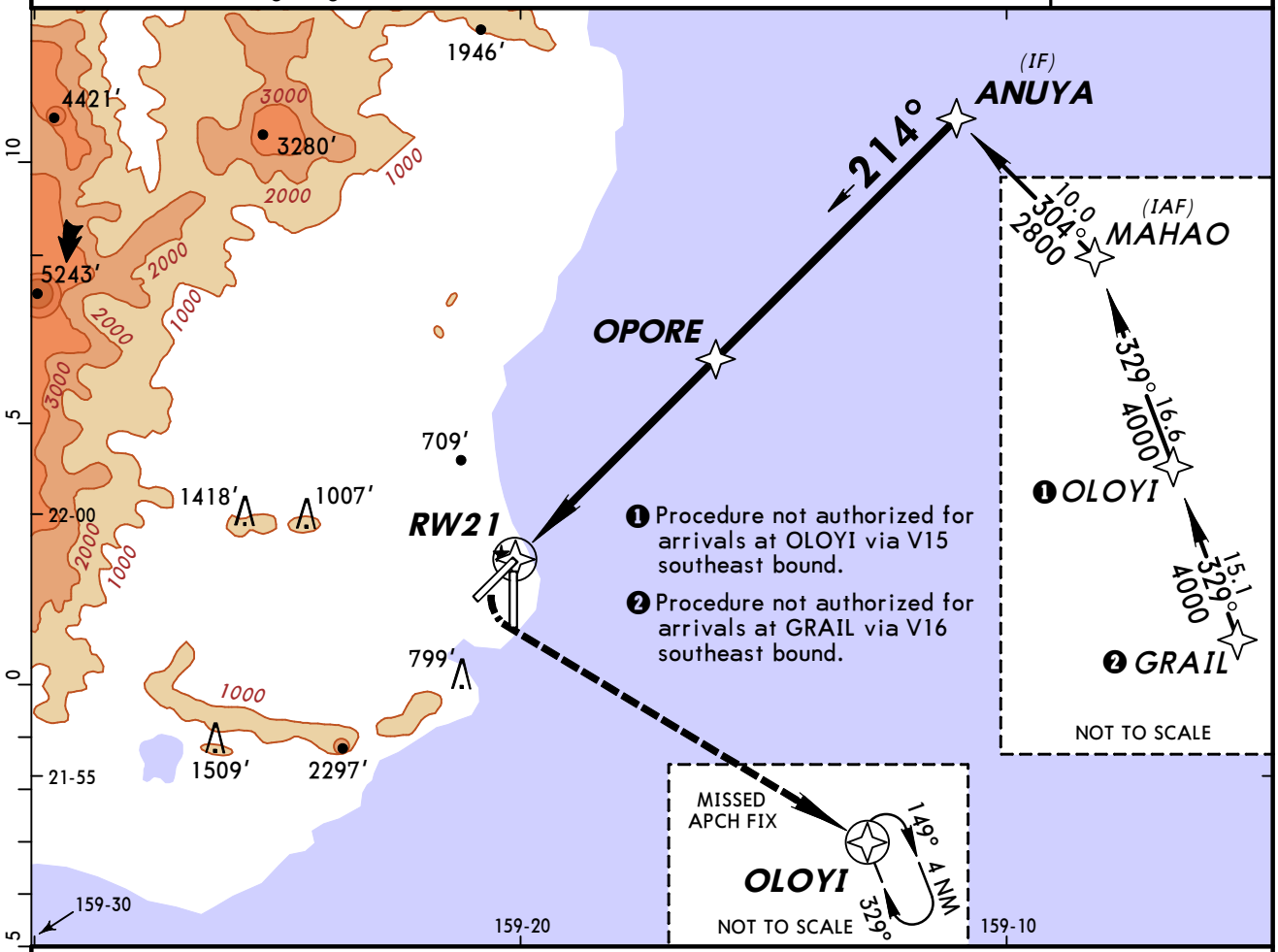
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 153′
	214°	OPORE 1900′ (1782′)	(CONDITIONAL) 663′ (545′)	TDZE 118′

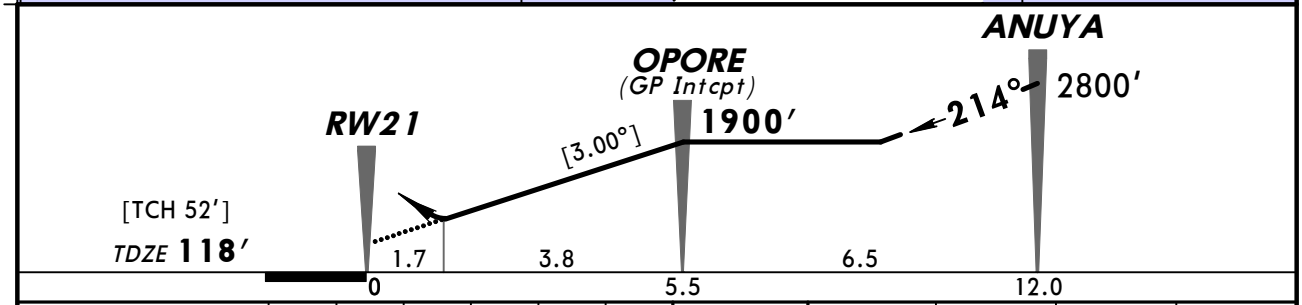
MISSED APCH: Climbing LEFT turn to 3000′ direct OLOYI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 14°C (57°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.
5. Pilot controlled lighting 118.9.

6500′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L
3000′ LT
OLOYI

STRAIGHT-IN LANDING RWY 21

❶ RNP 0.30 DA(H) 663′ (545′)	RNP 0.30 DA(H) 1078′ (960′)
2	4

❶ Missed approach requires minimum climb of 350′/NM to 2500′.

TERPS AMEND 0A 20 OCT 2011

CHANGES: Procedure authorization note.

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LIHUE, HAWAII
RNAV (RNP) Z Rwy 35

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

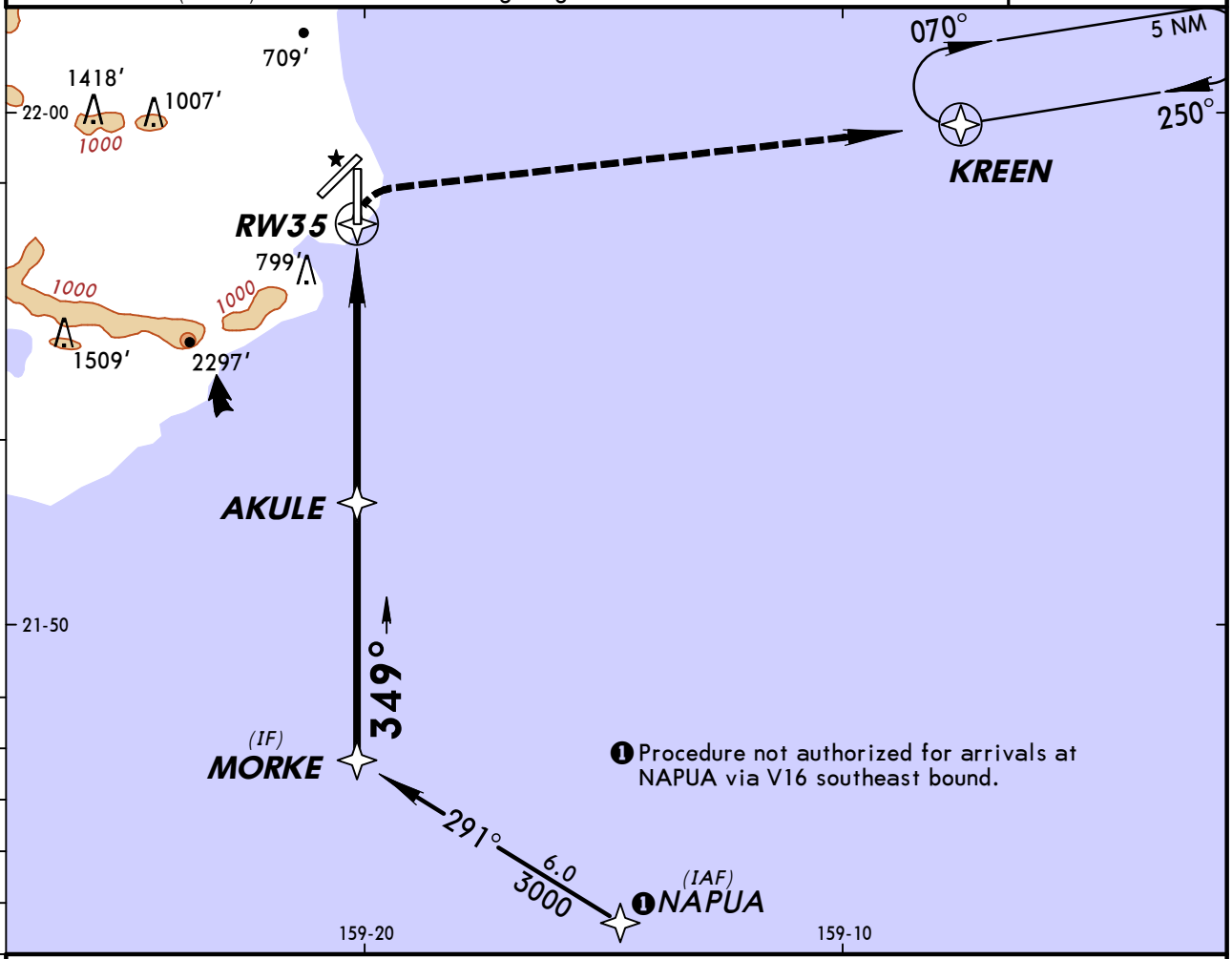
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 153′
	349°	AKULE 1900′ (1804′)	599′ (503′)	TDZE 96′

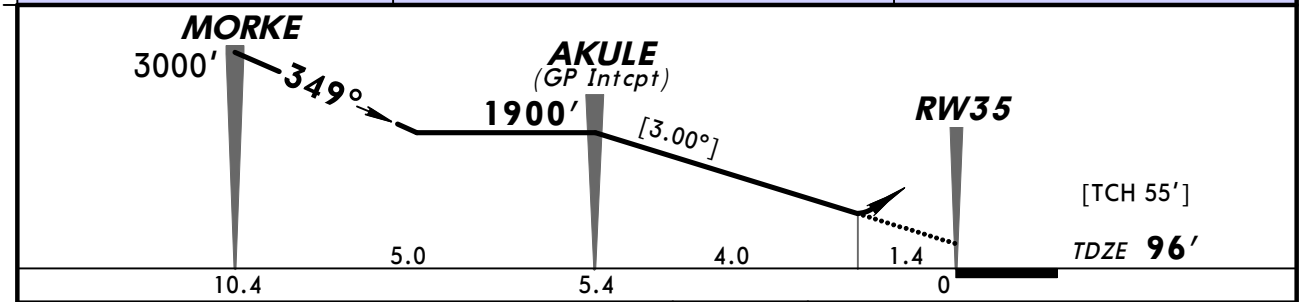
MISSED APCH: Climbing RIGHT turn to 3000′ direct KREEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 14°C (57°F) or above 48°C (119°F). 4. Pilot controlled lighting 118.9.

6500′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000′
RT
KREEN

STRAIGHT-IN LANDING RWY 35
RNP 0.30
DA(H) **599′** (503′)

		RAIL or ALS out
A	1¼	1¾
B		
C		
D		

TERPS AMEND 0A 20 OCT 2011

CHANGES: Procedure authorization note.

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LIHUE, HAWAII
VOR DME Rwy 21

BRIEFING STRIP

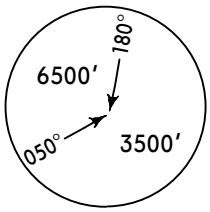
ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 153′
LIH 113.5	191°	KEKOA 1700′ (1617′)	520′ (437′)	Rwy 21 83′

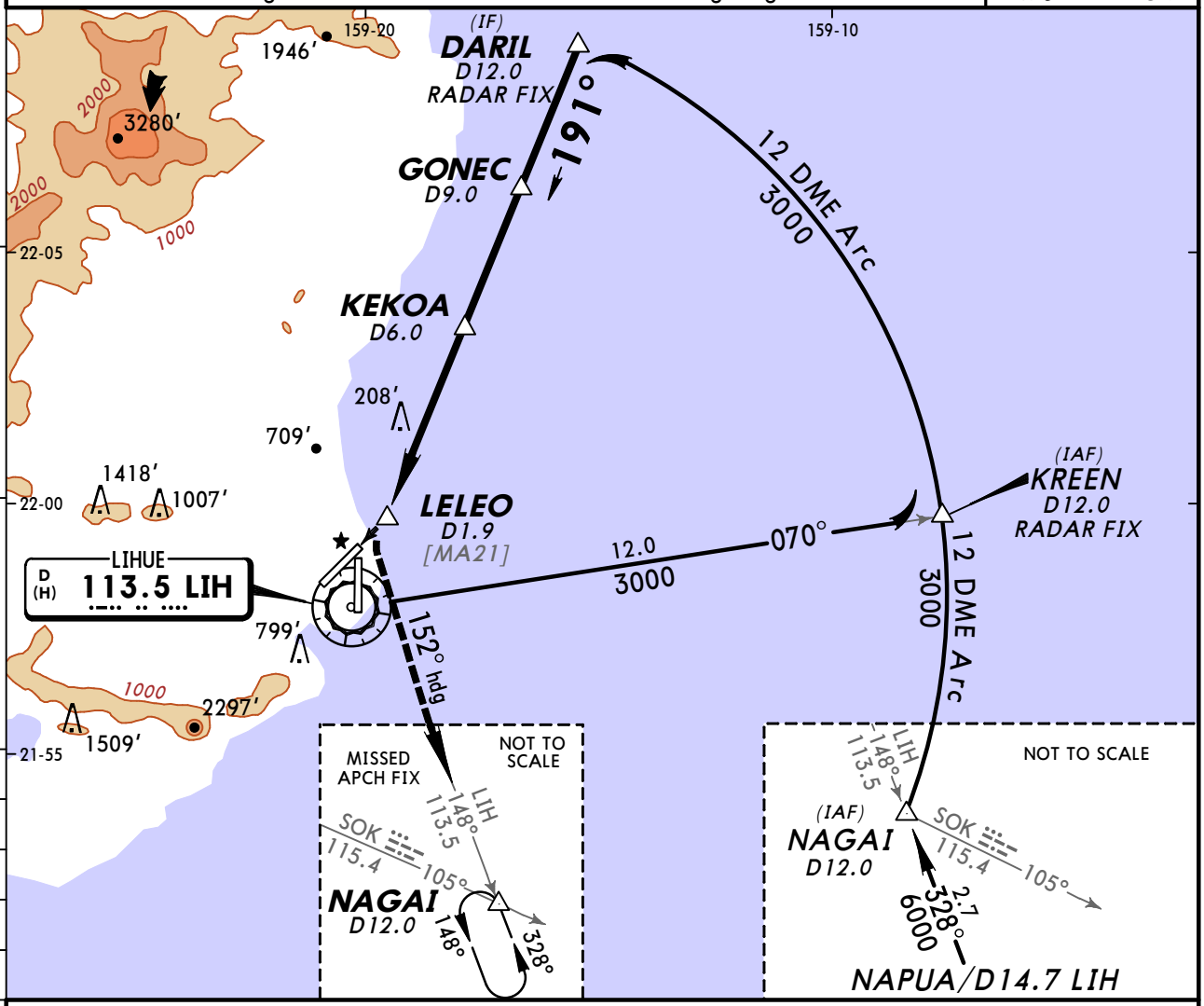
MISSED APCH: Climbing LEFT turn to 3000′ via 152° heading and outbound on LIH VOR R-148 to NAGAI/D12.0 and hold.

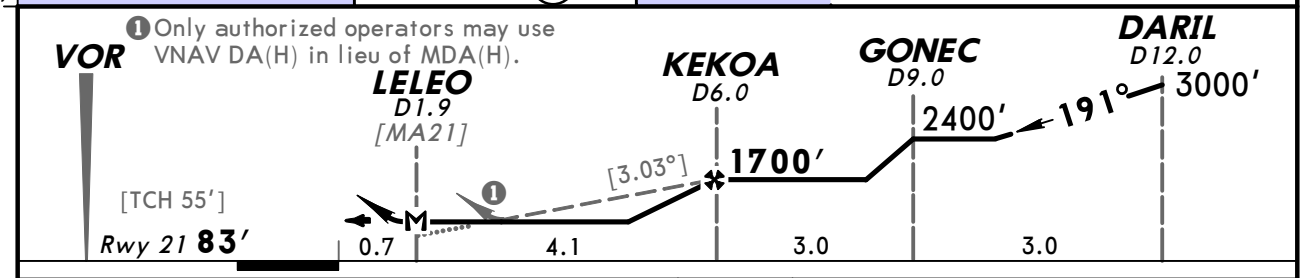
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.9.



MSA LIH VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at LELEO						

REIL
VASI-L

3000′ LT via 152° hdg and LIH 113.5 R-148

TERPS STRAIGHT-IN LANDING RWY 21

MDA(H) 520′ (437′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND
Not Authorized between Rwys 3-35

Max Kts	DAY MDA(H)	NIGHT
90	600′ (447′)-1	NA
120	1000′ (847′)-1¼	
140	1060′ (907′)-2¾	
165	1060′ (907′)-3	

TERPS AMEND 4A 9 FEB 2012

CHANGES: Minimums, notes.

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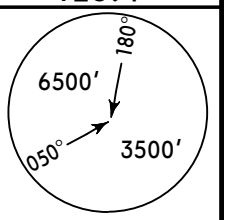
ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 153′
LIH 113.5	328°	LYDAT 2000′ (1904′)	600′ (504′)	TDZE 96′

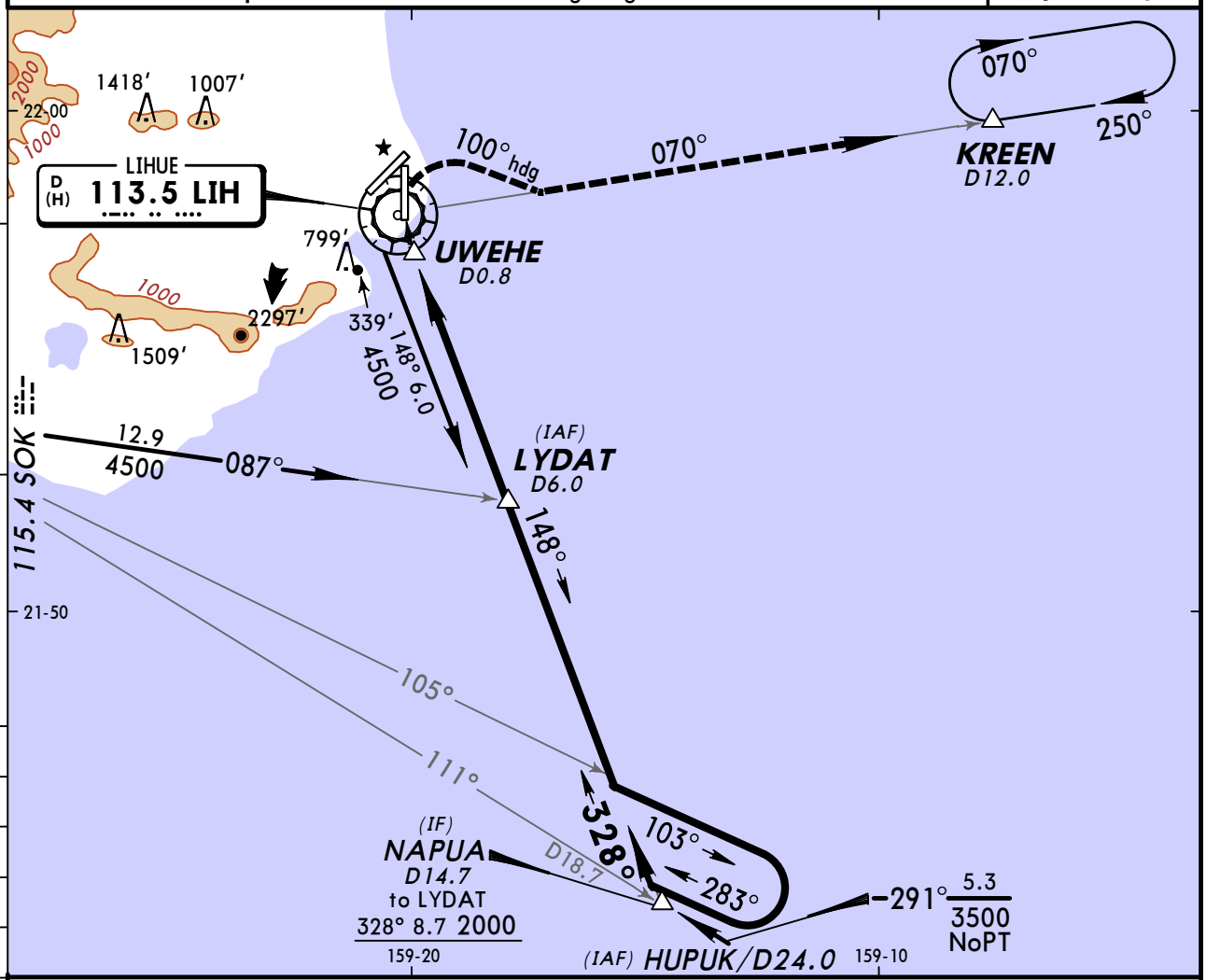
MISSED APCH: Climbing RIGHT turn to 3000′ via 100° heading and outbound on LIH VOR R-070 to KREEN/D12.0 and hold.

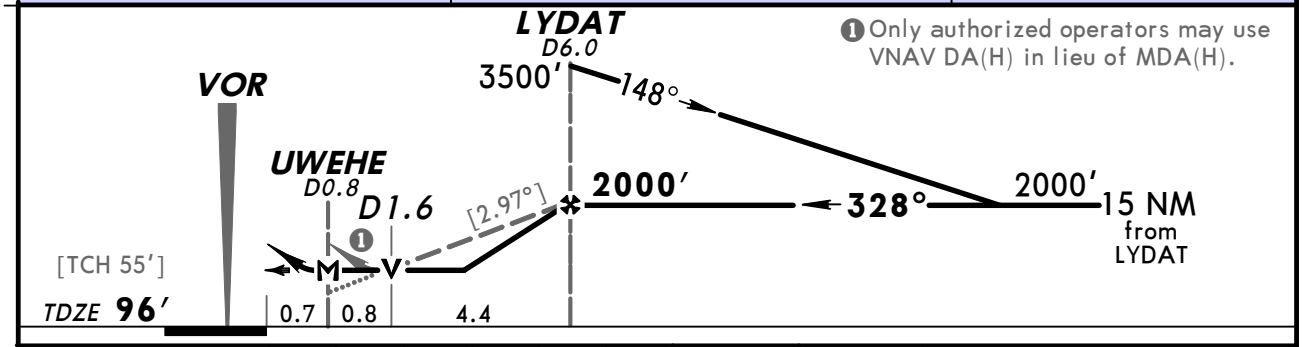
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **DME or Radar required.** 2. Pilot controlled lighting 118.9.



MSA LIH VOR





Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at UWEHE or LYDAT to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

PAPI MALSR

3000′ RT via 100° hdg and LIH 113.5 R-070

STRAIGHT-IN LANDING RWY 35

MDA(H) 600′ (504′)

	RAIL out	ALS out
A	1	
B		
C	1½	
D		

CIRCLE-TO-LAND

Not Authorized West of Rwy 17-35

Max Kts	DAY MDA(H)	NIGHT
90	600′ (447′) -1	NA
120	620′ (467′) -1	
140	620′ (467′) -1½	
165	720′ (567′) -2	

TERPS AMEND 7A 25 AUG 2011

CHANGES: HUPUK transition.

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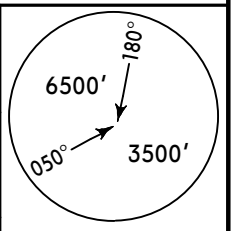
BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	HCF Approach	*LIHUE Tower	*Ground	*Helicopter
127.2	126.5	CTAF 118.9	121.9	128.4

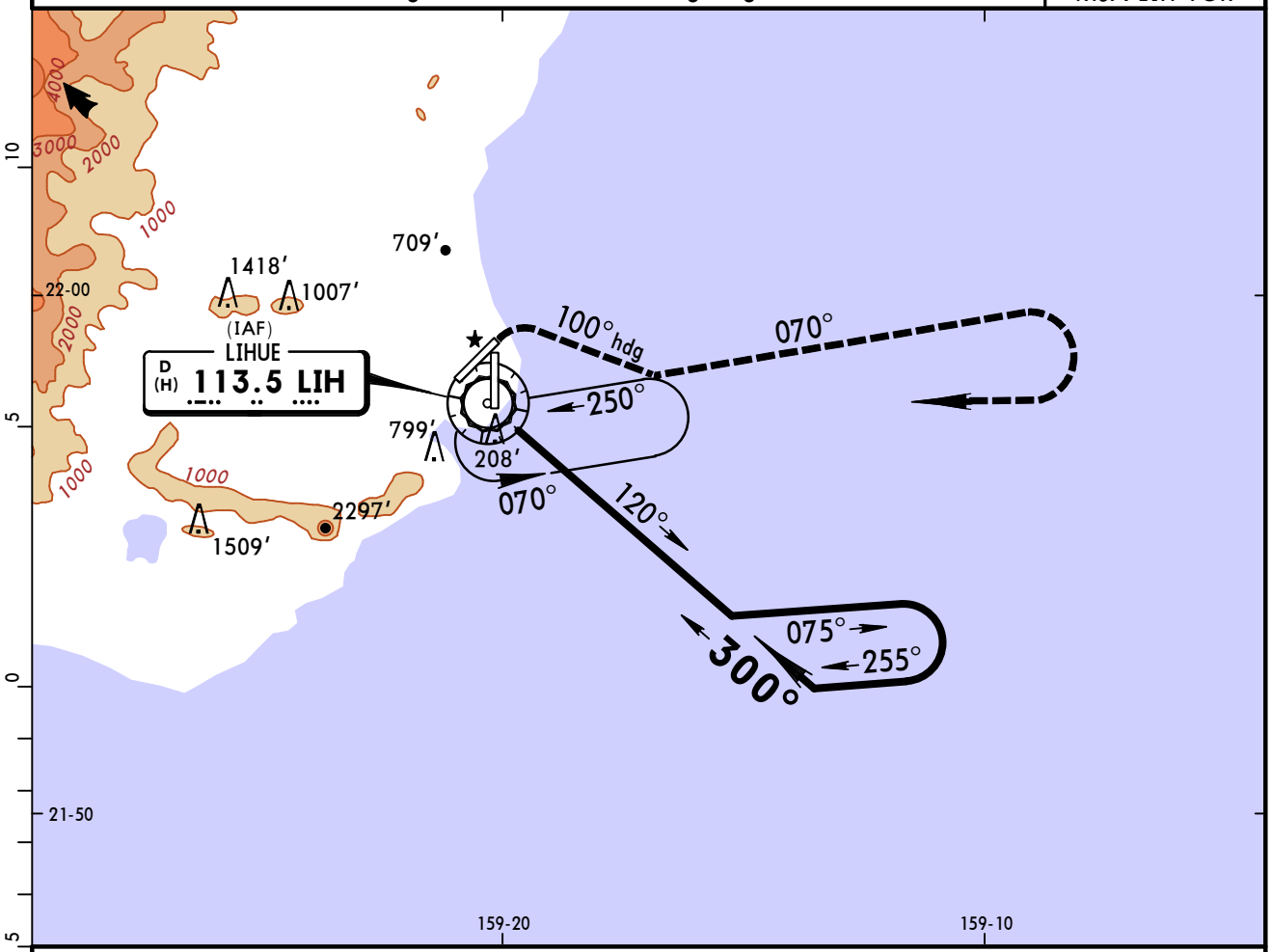
VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 153′
LIH 113.5	300°		Refer to Minimums	

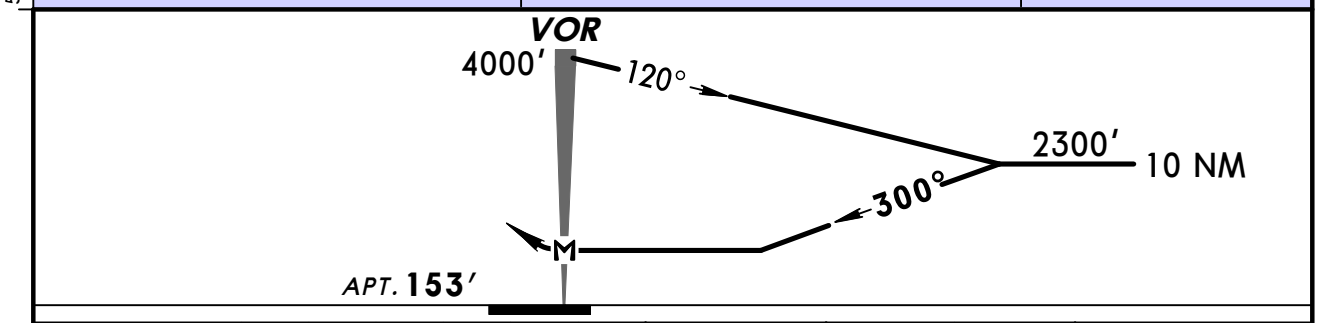
MISSED APCH: Climbing RIGHT turn to 3000′ via 100° heading and outbound on LIH VOR R-070 then climbing RIGHT turn to 4000′ direct LIH VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Procedure not authorized at night. 2. Pilot controlled lighting 118.9.



MSA LIH VOR





MAP at VOR								Lighting - Refer to Airport Chart	3000′ RT	via 100° hdg	and LIH 113.5 R-070

CIRCLE-TO-LAND
Not Authorized West of Rwy 17-35

	Max Kts	DAY MDA(H)	NIGHT
A	90	800′ (647′) - 1	NA
B	120		
C	140	800′ (647′) - 1¾	
D	165	800′ (647′) - 2	

TERPS AMEND 4

CHANGES: None.

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General Information

Location: Mokapu HI USA
IATA Code:
Lat/Long: N21° 27.0' W157° 46.1'
Elevation: 24 ft

Airport Use: Military
Magnetic Variation: 9.8°E

Fuel Types: Jet 5
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1653 Z
Sunset: 0434 Z,

Runway Information

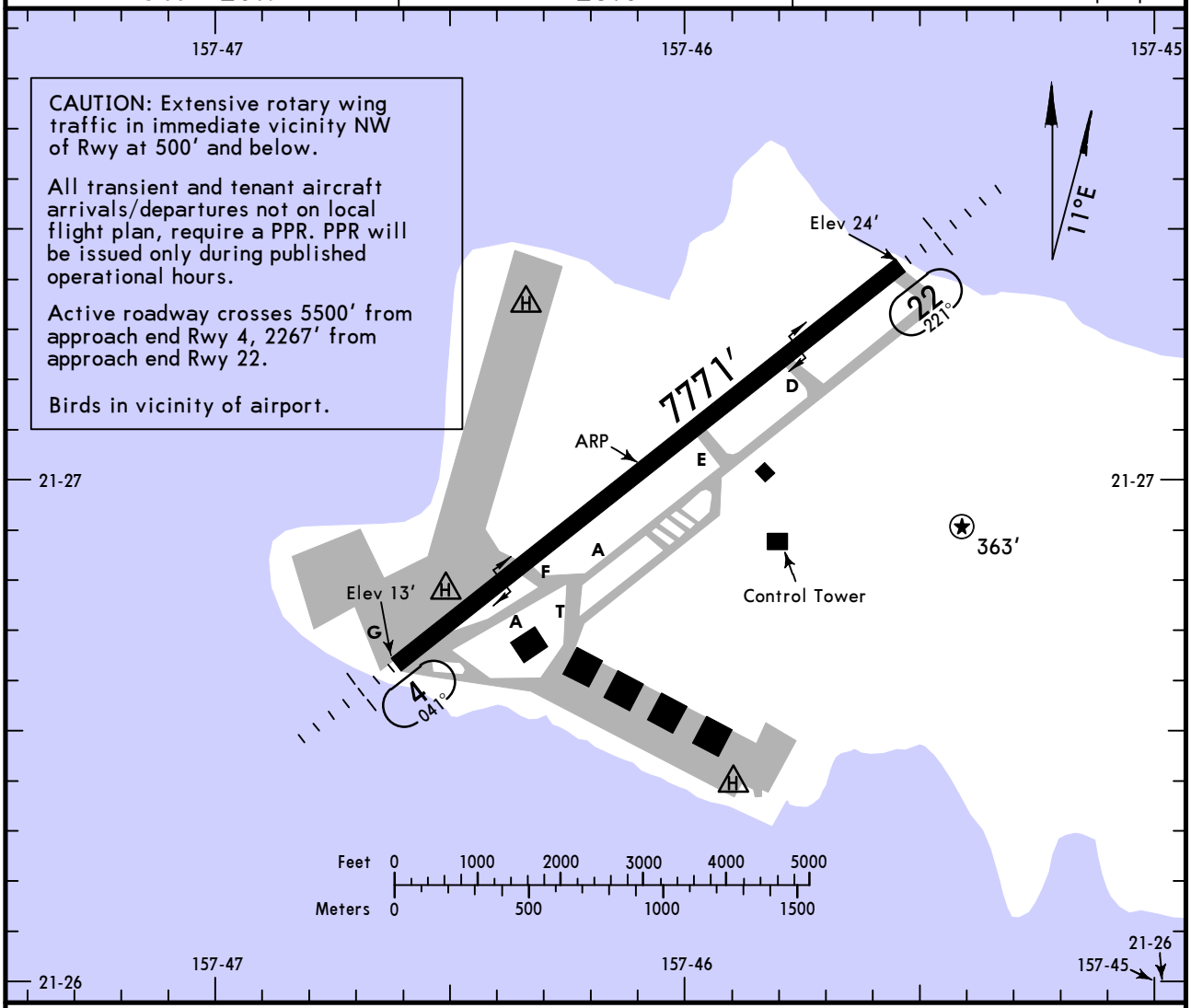
Runway: 04
Length x Width: 7771 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, REIL

Runway: 22
Length x Width: 7771 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, REIL

Communication Information

Kaneohe Tower Tower 120.7 CTAF PCL
Kaneohe Approach Approach Control 125.0
Hcf Approach Approach Control 124.1 Remote Communications Air-Ground
Kaneohe Departure Departure Control 125.0
Hcf Approach Departure Control 124.1 Remote Communications Air-Ground
Kaneohe Approach Radar 125.0

*KANEOHE Tower	*KANEOHE Departure (R)	HCF Approach
CTAF 120.7	125.0	124.1 When Kaneohe Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
4 ❶ 22	HIRL SSALR REIL PAPI-L (angle 3.0°) HIRL SSALR REIL PAPI-R (angle 3.0°)				200′

❶ Runway lights available during operational hours.

TAKE-OFF

	1 All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

1 Diverse departures not authorized.

CHANGES: Runway lighting.

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KANEOHE BAY MCAF
RNAV (GPS) Rwy 22

*KANEOHE Approach (R)	HCF Approach	*KANEOHE Tower
125.0	124.1 when Kaneohe App inop.	CTAF 120.7

RNAV	Final Apch Crs	Minimum Alt GOSTT	LNAV MDA(H)	Apt Elev 24′ TDZE 24′
	221°	2000′ (1976′)	440′ (416′)	

MISSED APCH: Climbing RIGHT turn to 3000′ direct ORIUN and hold. 220 KIAS MAX in missed approach.

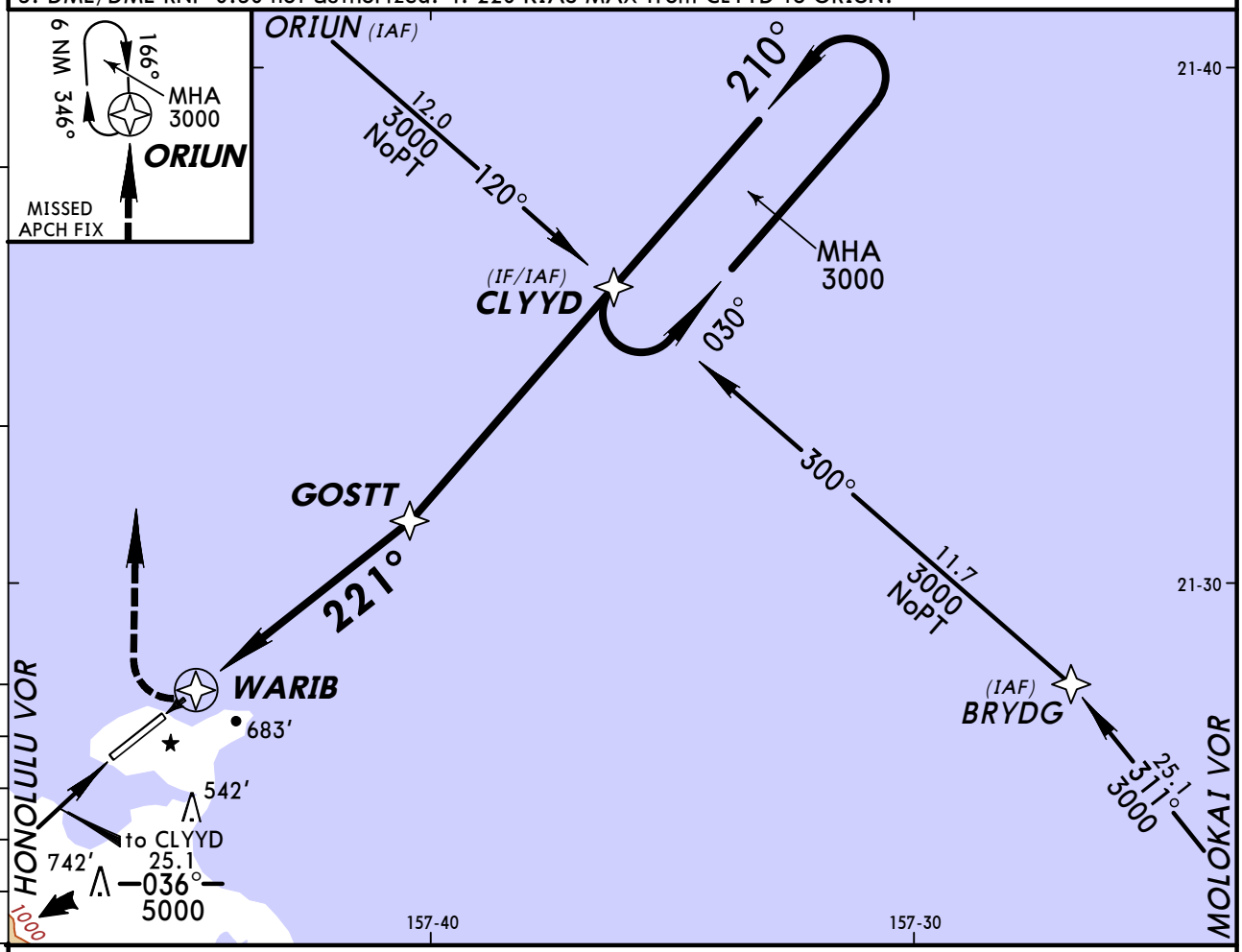
CAT C & D Missed Approach Minimum Climb Rate to 3000′

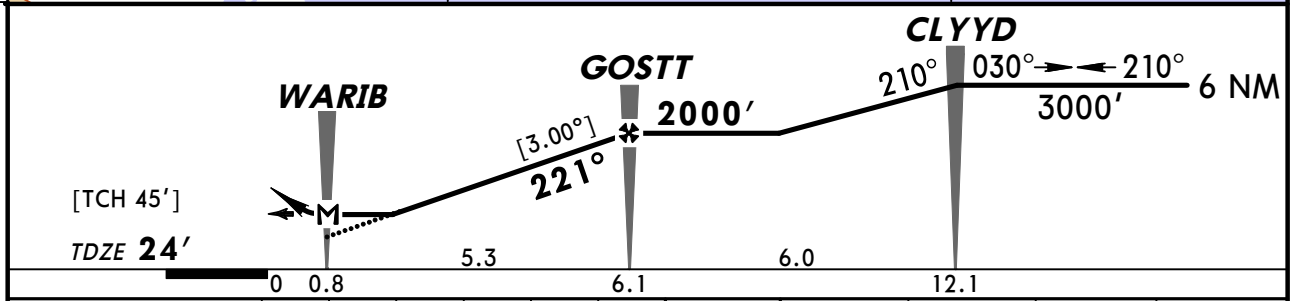
Knots	60	120	180	240
FPM	420	840	1260	1680

5200′
MSA WARIB

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Mountainous terrain East, South and West of airfield. 2. EMERG SAFE ALT 100 NM 12,100′.
3. DME/DME RNP-0.30 not authorized. 4. 220 KIAS MAX from CLYYD to ORIUN.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at WARIB						

SSALR
REIL
PAPI
3000′
RT
ORIUN

STRAIGHT-IN LANDING RWY 22
LNAV
MDA(H) **440′** (416′)

	RAIL or ALS out
A	1
B	
C	1¼
D	

CIRCLE-TO-LAND
Not Authorized
Southeast of Rwy 4-22

Max Kts.	MDA(H)
90	440′ (416′)-1
120	480′ (456′)-1
140	480′ (456′)-1½
165	640′ (616′)-2

AMEND 2 TERPS

CHANGES: Lighting.

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BRIEFING STRIP TM

*KANEOHE Approach (R)	HCF Approach	*KANEOHE Tower
125.0	124.1 when Kaneohe App inop.	CTAF 120.7

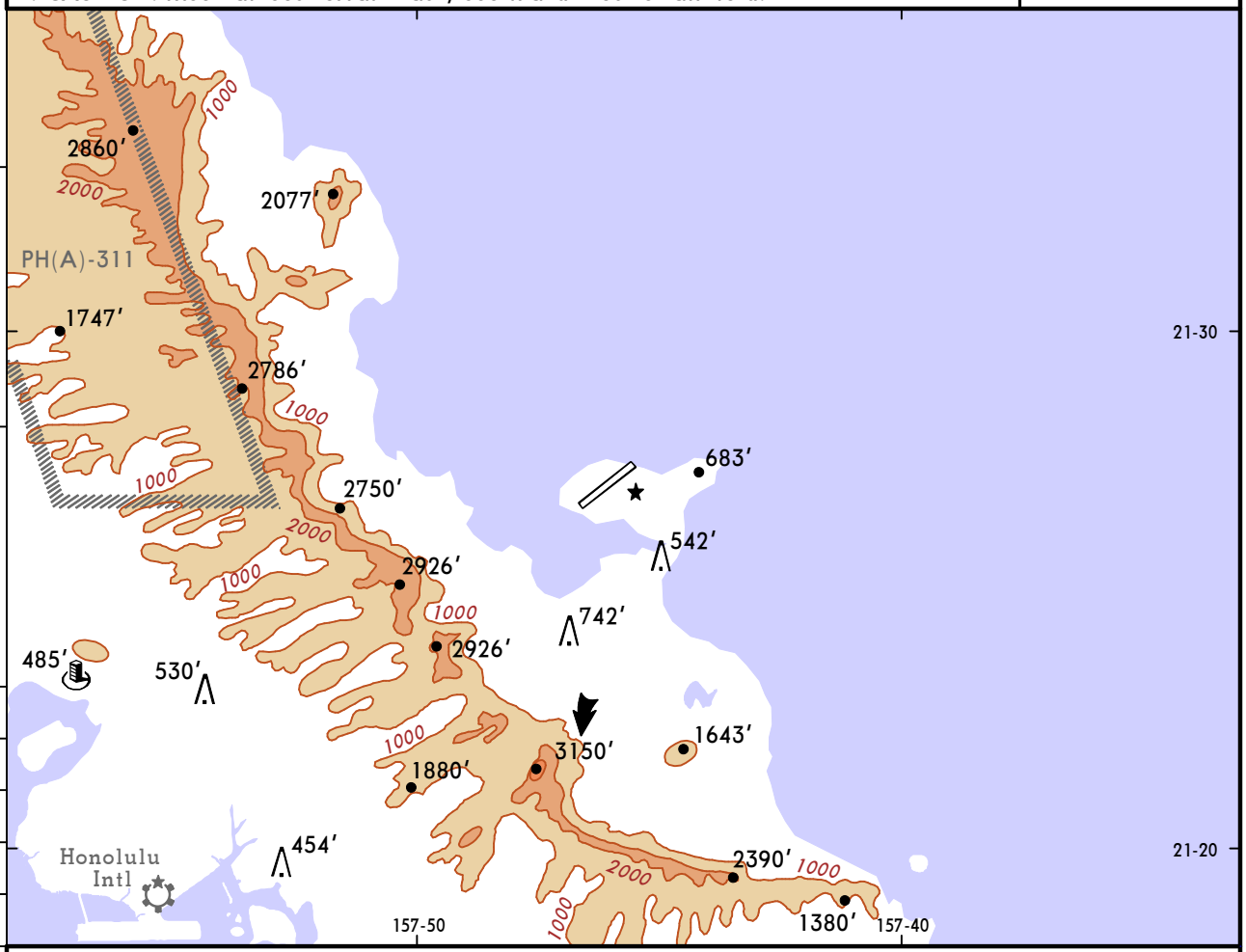
RADAR	Final Apch Crs	Minimum Alt	DA(H)/MDA(H)	Apt Elev 24′
	By ATC	No FAF	Refer to Minimums	TDZE 24′

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Mountainous terrain East, South and West of airfield.



RWY 22
PAR TCH 46′
TDZE 24′

PAR RWY 22
CAUTION: CAT D Missed Approach
Minimum Climb Rate to 2900′

Knots	60	120	180	240	300	360
FPM	370	740	1110	1480	1850	2220

PAR RWY 22 (w/o GS)
CAUTION: CAT D Missed Approach
Minimum Climb Rate to 2800′

Knots	60	120	180	240	300	360
FPM	380	760	1140	1520	1900	2280

Gnd speed-Kts		70	90	100	120	140	160
Rwy 22 PAR GS	3.00°	377	484	538	646	753	861

SSALR
REIL
PAPI

TERPS

STRAIGHT-IN LANDING RWY 22

	PAR 22 DA(H) 274′ (250′) RAIL or ALS out	PAR 22 (w/o GS) MDA(H) 320′ (296′) RAIL or ALS out
A	3/4	1
B		
C	1	
D		

CIRCLE-TO-LAND
PAR 22 (w/o GS)
Not Authorized Southeast of Rwy 4-22

Max Kts	MDA(H)
90	440′ (416′)-1
120	480′ (456′)-1
140	480′ (456′)-1 1/2
165	640′ (616′)-2

CHANGES: Lighting.

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General Information

Location: Honolulu HI USA
IATA Code: HNL
Lat/Long: N21° 19.1' W157° 55.3'
Elevation: 13 ft

Airport Use: Public
Magnetic Variation: 9.7°E

Fuel Types: 100 Octane (LL), Jet A, Jet A-1, Jet B
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1654 Z
Sunset: 0435 Z,

Runway Information

Runway: 04
Length x Width: 3000 ft x 150 ft
Surface Type: unknown
TDZ-Elev: 1 ft

Runway: 04L
Length x Width: 6952 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, REIL

Runway: 04R
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS

Runway: 08
Length x Width: 5000 ft x 300 ft
Surface Type: unknown
TDZ-Elev: 1 ft

Runway: 08L
Length x Width: 12300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft

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Lighting: Edge, ALS
Stopway: 705 ft

Runway: 08R
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 3000 ft x 150 ft
Surface Type: unknown
TDZ-Elev: 1 ft

Runway: 22L
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, REIL

Runway: 22R
Length x Width: 6952 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, REIL
Displaced Threshold: 150 ft

Runway: 26
Length x Width: 5000 ft x 300 ft
Surface Type: unknown
TDZ-Elev: 1 ft

Runway: 26L
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS

Runway: 26R
Length x Width: 12300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, REIL

Communication Information

ATIS 127.9
Honolulu Tower 123.9 Secondary
Honolulu Tower 118.1
Honolulu Ground Control 121.9
Hickam Ramp/Taxi Control 133.6
Hickam Ramp/Taxi Control 121.8

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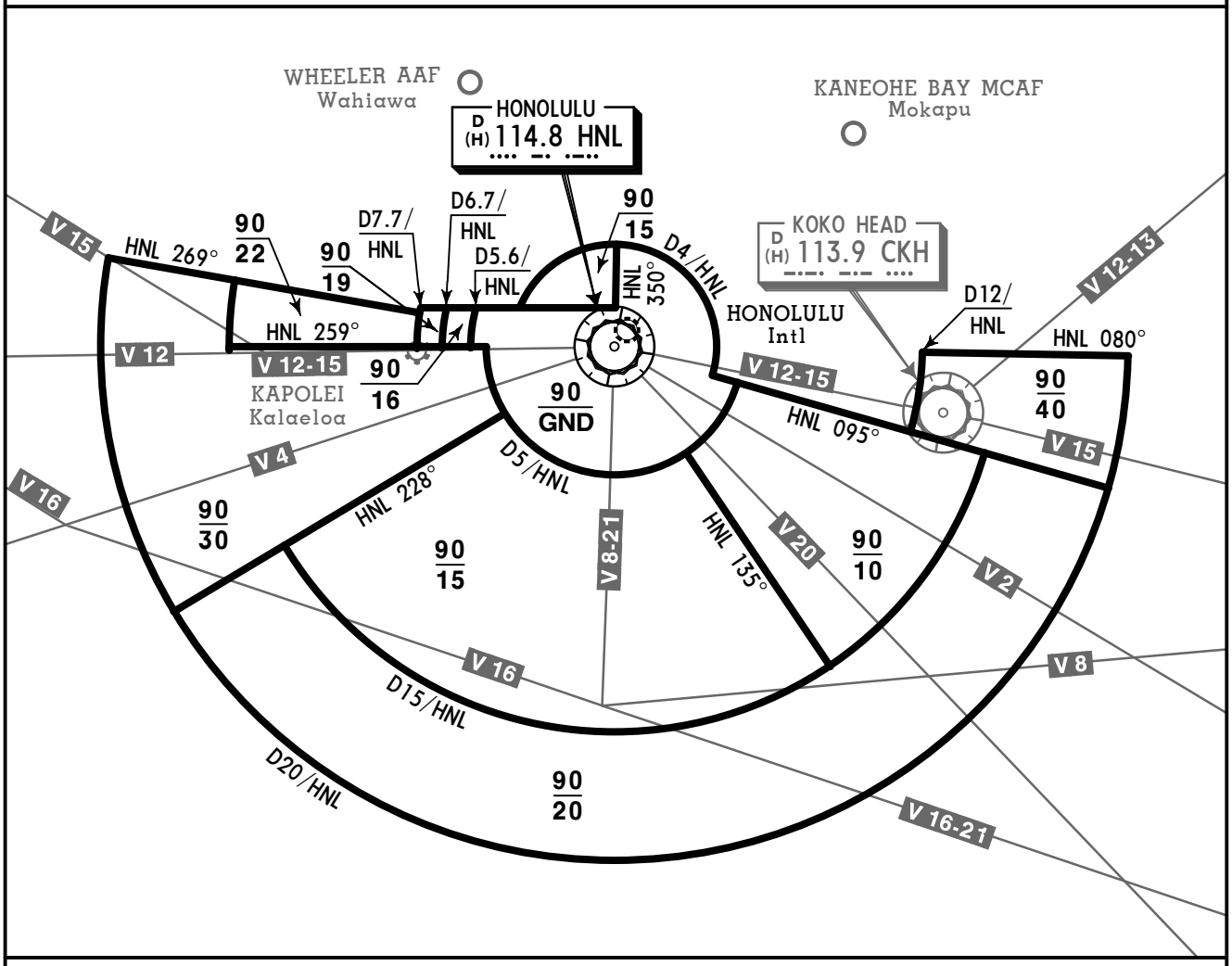
Honolulu Clearance Delivery 121.4
Hcf Approach Approach Control 118.3
Honolulu App TCA 119.1
Hcf Approach Departure Control 119.3 Remote Communications Air-Ground
Hcf Approach Departure Control 124.8
Hcf Approach Departure Control 118.3
Honolulu Operations 133.6
Honolulu Flight Service Station 123.6
Honolulu Flight Service Station 122.6
Honolulu Flight Service Station 122.2
Honolulu Flight Service Station 122.1 RCO
Honolulu Flight Service Station 114.8 RCO
Shaka Ops Airlift Command Post 125.3
Hickam Command Post Airlift Command Post 133.4

HONOLULU CLASS B AIRSPACE

CLASS B VFR COMMUNICATIONS

Arrival **Honolulu App** 119.1

N and W Departure **Honolulu Dep** 119.1 E Departure **Honolulu Dep** 124.8



FOR OPERATING RULES AND PILOTS AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights- Aircraft operating within the Honolulu Class B airspace shall be operated in accordance with current IFR procedures. A clearance for a visual approach is not authorization for an aircraft to operate below the designated floors of the Class B airspace.

VFR Flights-

a. Arriving aircraft, or aircraft desiring to transit the Class B airspace should contact Honolulu Approach control on the frequency depicted for the sector of flight with reference to the geographic center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.

b. Aircraft departing the primary airport are requested to advise the Honolulu clearance delivery of their position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class B airspace.

c. Aircraft desiring to transit the Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

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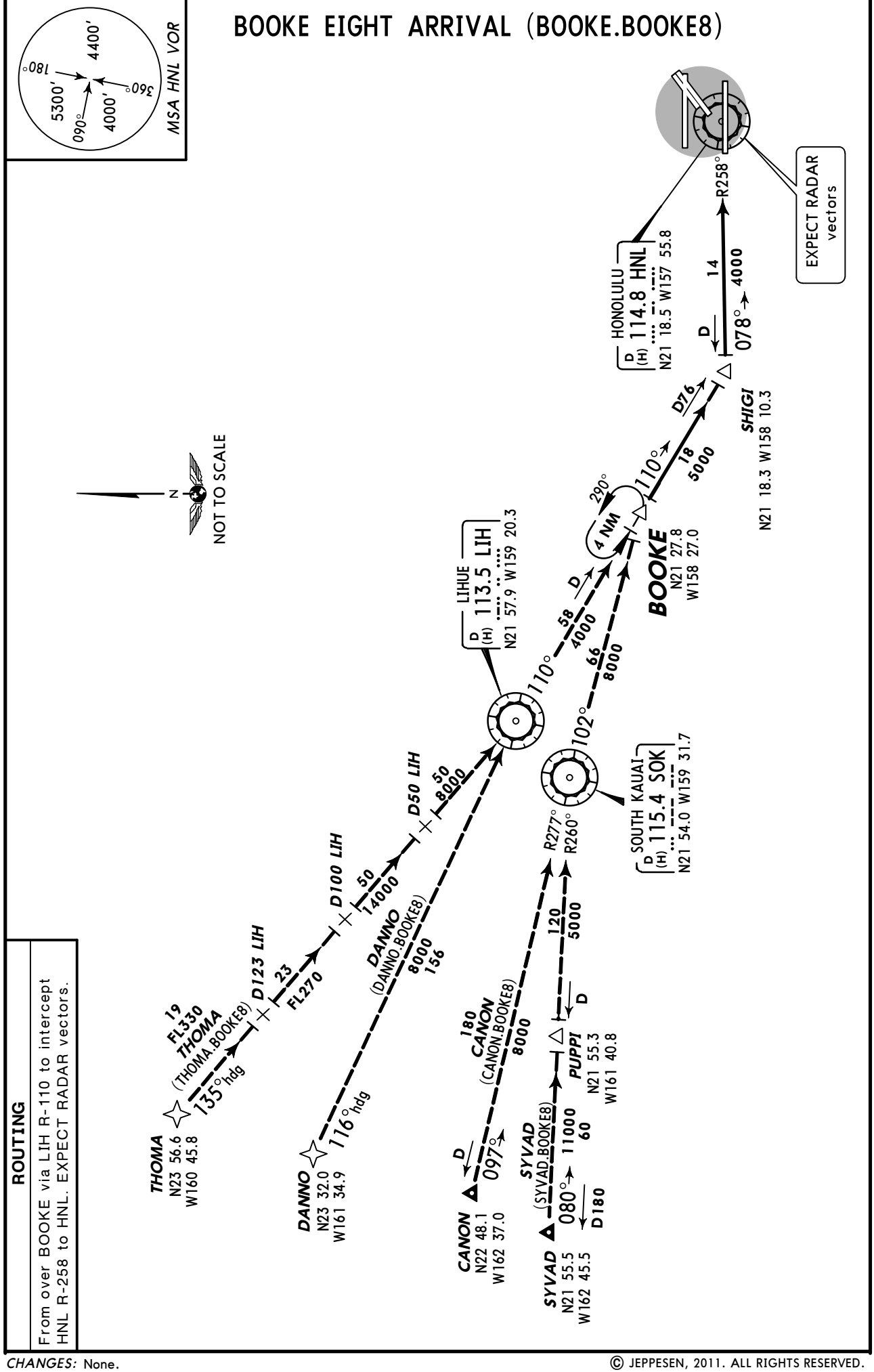
ATIS	Apt Elev	
127.9	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME required.** 2. RNAV equipped aircraft only for DANNO and THOMA Transitions.

BOOKE EIGHT ARRIVAL (BOOKE.BOOKE8)



ROUTING

From over BOOKE via LIH R-110 to intercept HNL R-258 to HNL. EXPECT RADAR vectors.

CHANGES: None.

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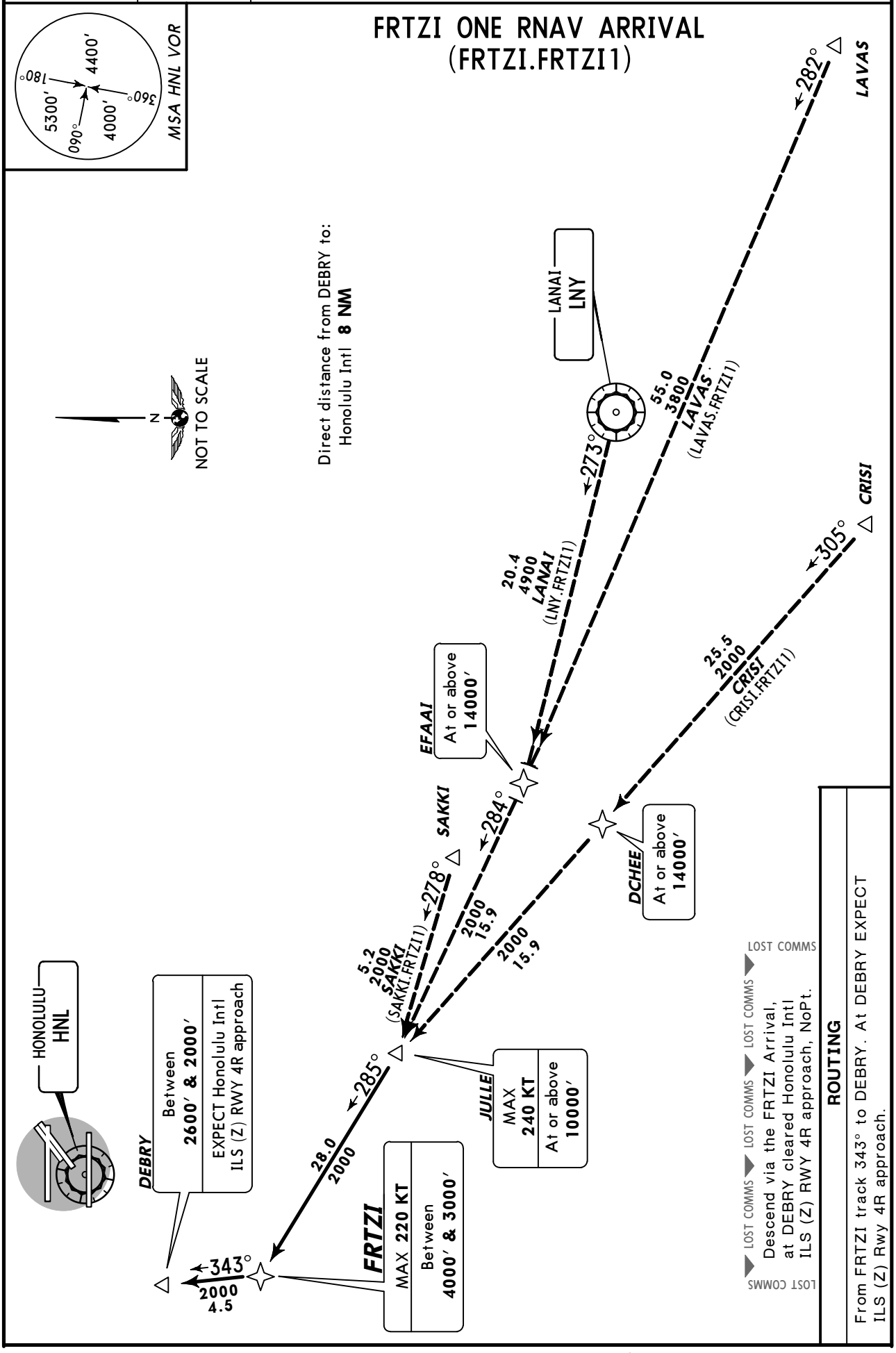
ATIS	Apt Elev
127.9	13′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. **GPS required.**
2. **RADAR required.**
3. **RNAV 1.**
4. Turbojet aircraft descend via MACH number until transition to 280 KT. Maintain 280 KT until 10000′.

FRTZI ONE RNAV ARRIVAL (FRTZI.FRTZI1)



CHANGES: New procedure at this airport.

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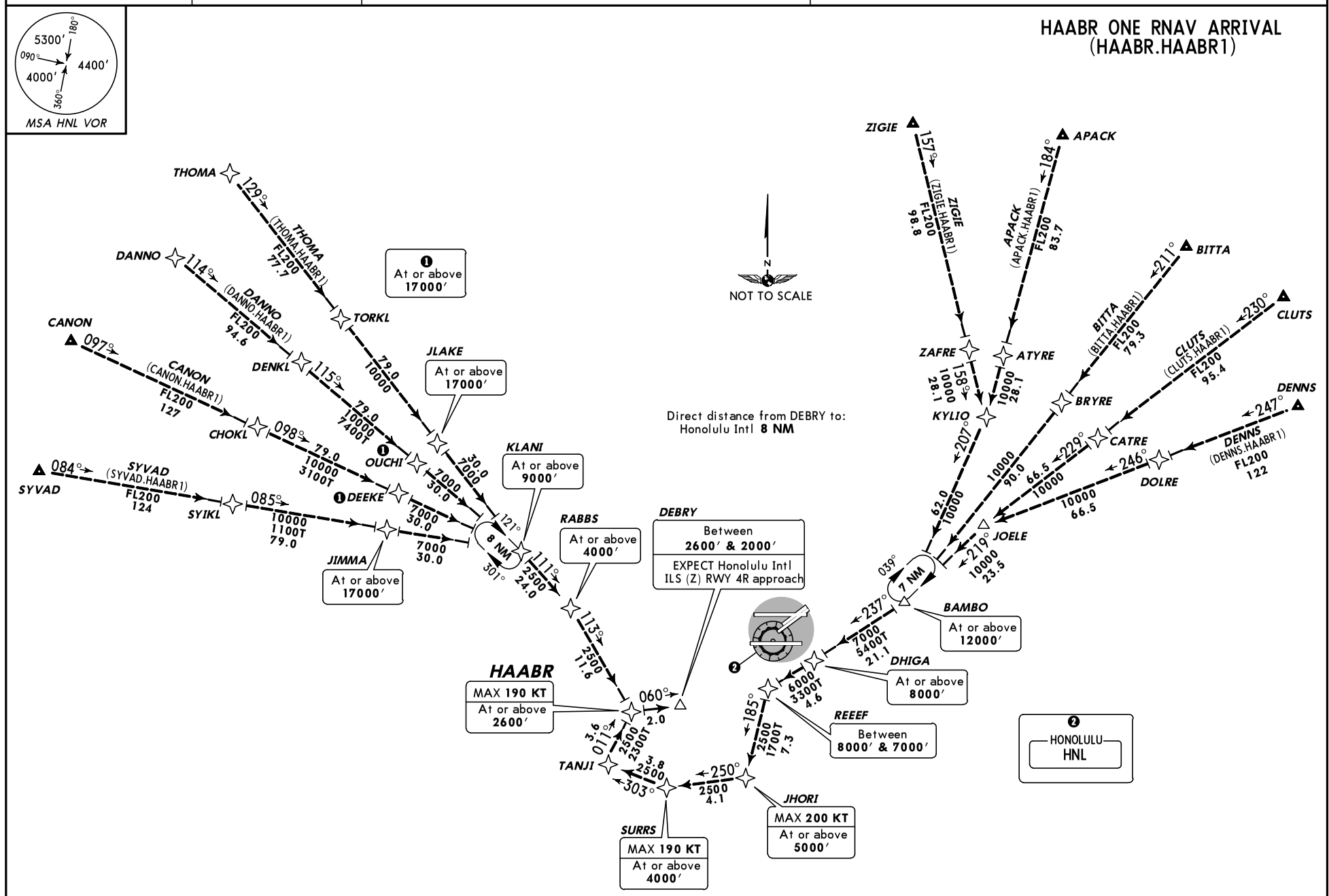
ATIS	Apt Elev		
127.9	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000′.	2. GPS required. 3. RADAR required. 4. RNAV 1.

HAABR ONE RNAV ARRIVAL (HAABR.HAABR1)



ROUTING

From HAABR as depicted to DEBRY. At DEBRY EXPECT Honolulu Intl ILS (Z) RWY 4R approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

Descend via the HAABR arrival, at DEBRY cleared Honolulu Intl ILS (Z) RWY 4R approach.

CHANGES: Chart reindexed.

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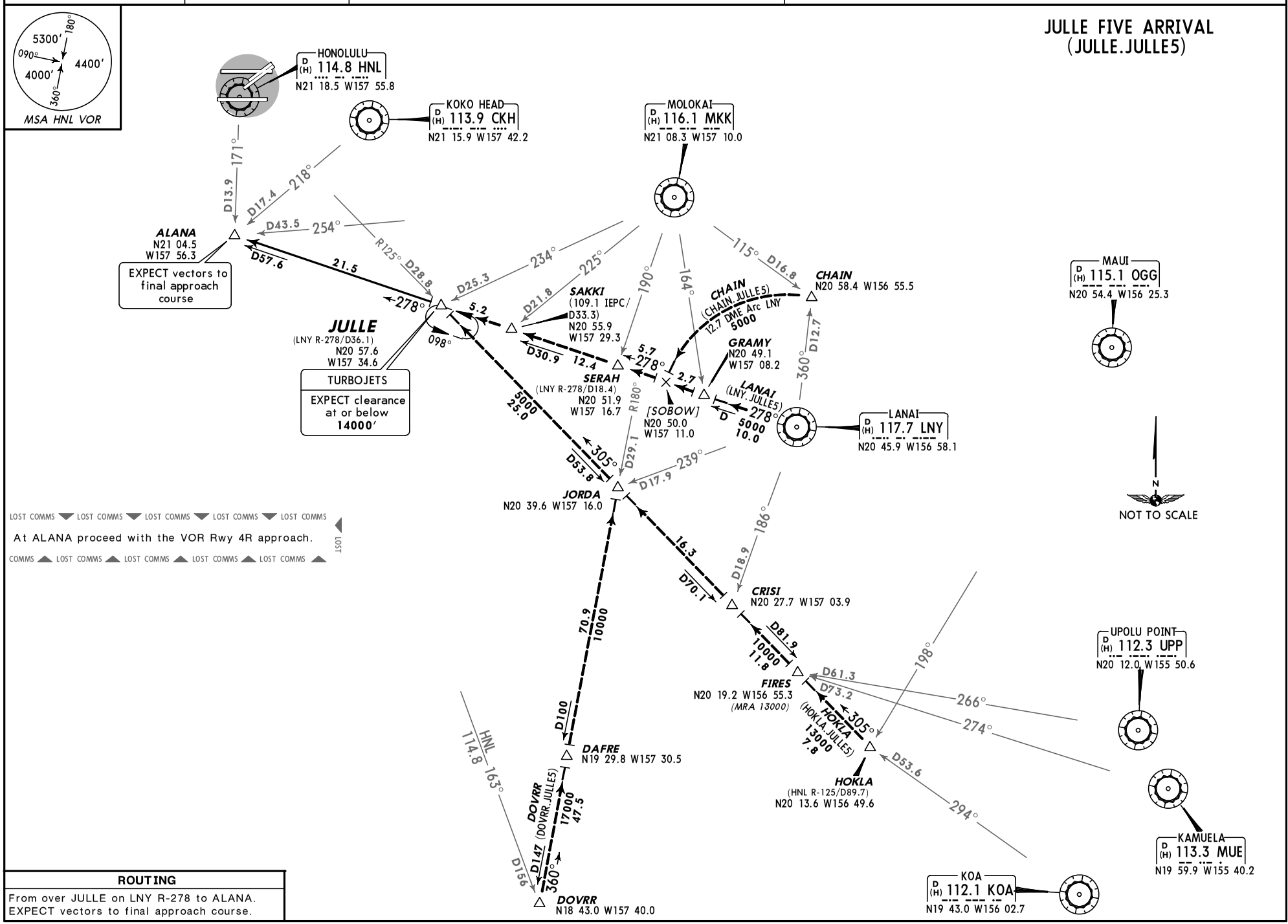
ATIS	Apt Elev		
127.9	13′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	1. RADAR required. 2. DME required for CHAIN transition.

JULLE FIVE ARRIVAL
(JULLE.JULLE5)



ROUTING

From over JULLE on LNY R-278 to ALANA.
EXPECT vectors to final approach course.

CHANGES: Chart reindexed.

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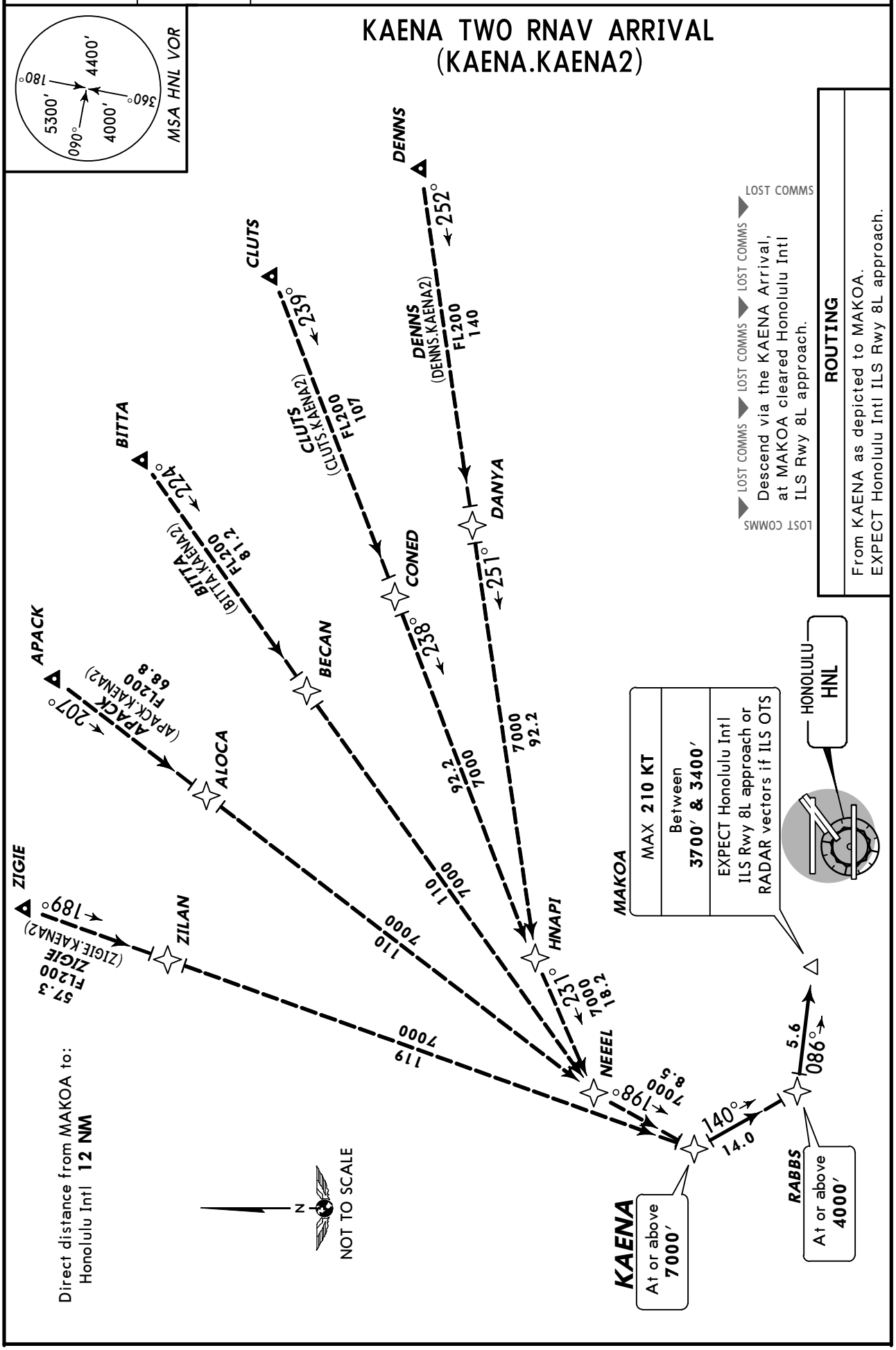
ATIS	Apt Elev	
127.9	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. GPS required.** **2. RADAR required.** **3. RNAV 1.** 4. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000′.

KAENA TWO RNAV ARRIVAL
(KAENA.KAENA2)



CHANGES: Procedure renumbered, revised, reindexed.

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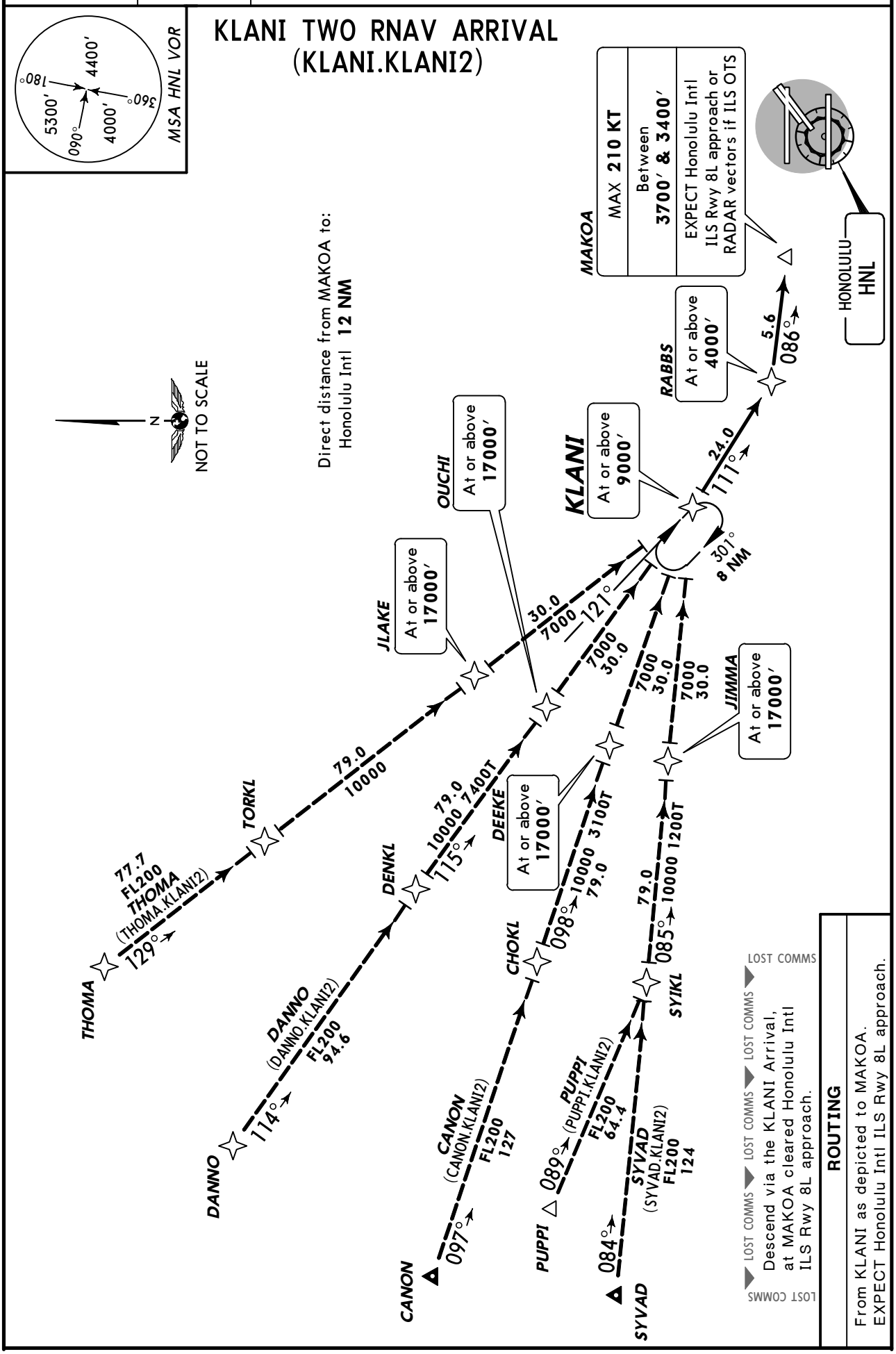
ATIS	Apt Elev
127.9	13′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. **GPS required.**
2. **RADAR required.**
3. **RNAV 1.**
4. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000′.

KLANI TWO RNAV ARRIVAL (KLANI.KLANI2)



CHANGES: Procedure renumbered, revised, reindexed.

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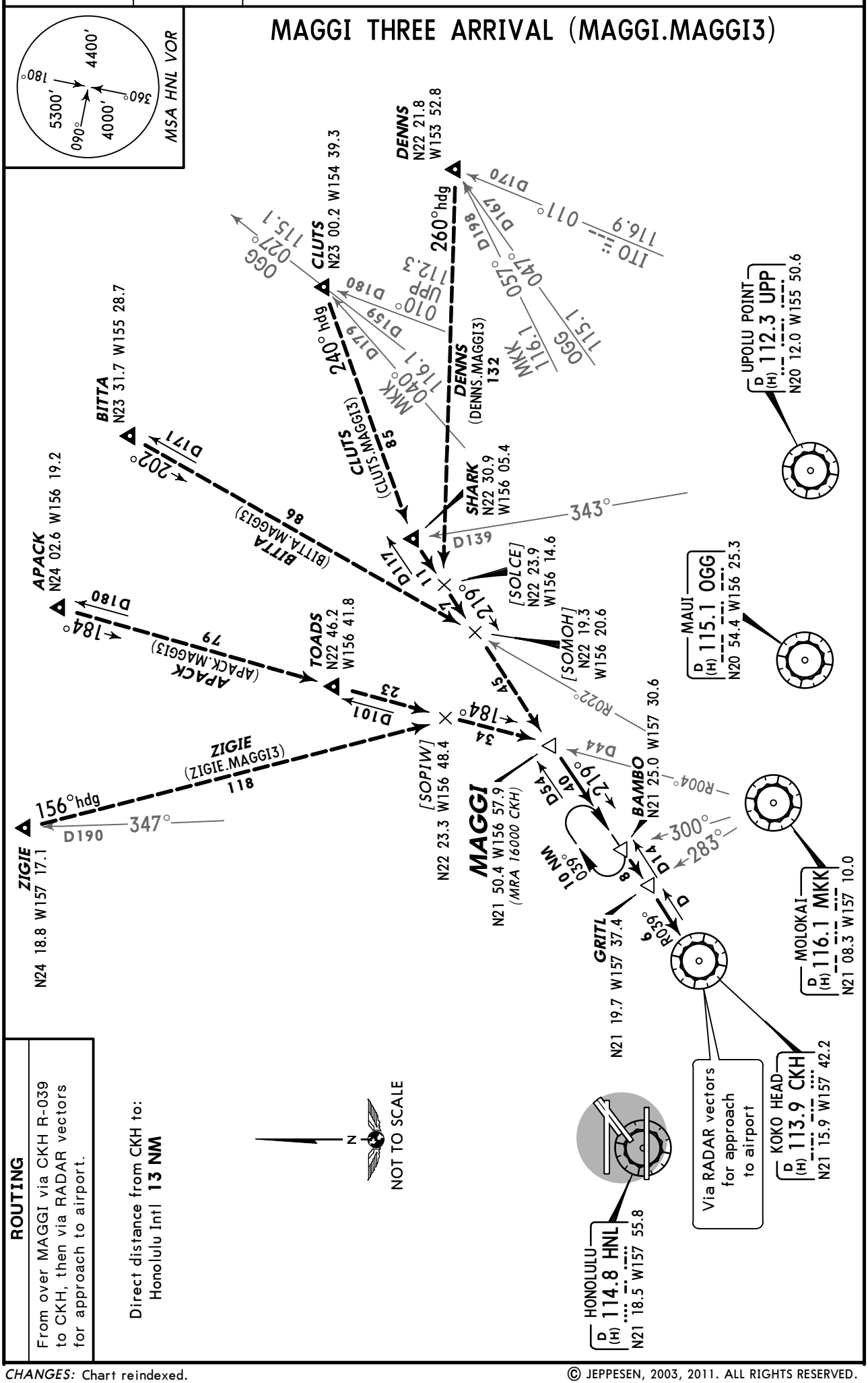
ATIS	Apt Elev	
127.9	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

MAGGI THREE ARRIVAL (MAGGI.MAGGI3)



ROUTING

From over MAGGI via CKH R-039 to CKH, then via RADAR vectors for approach to airport.

Direct distance from CKH to:
Honolulu Intl **13 NM**

CHANGES: Chart reindexed.

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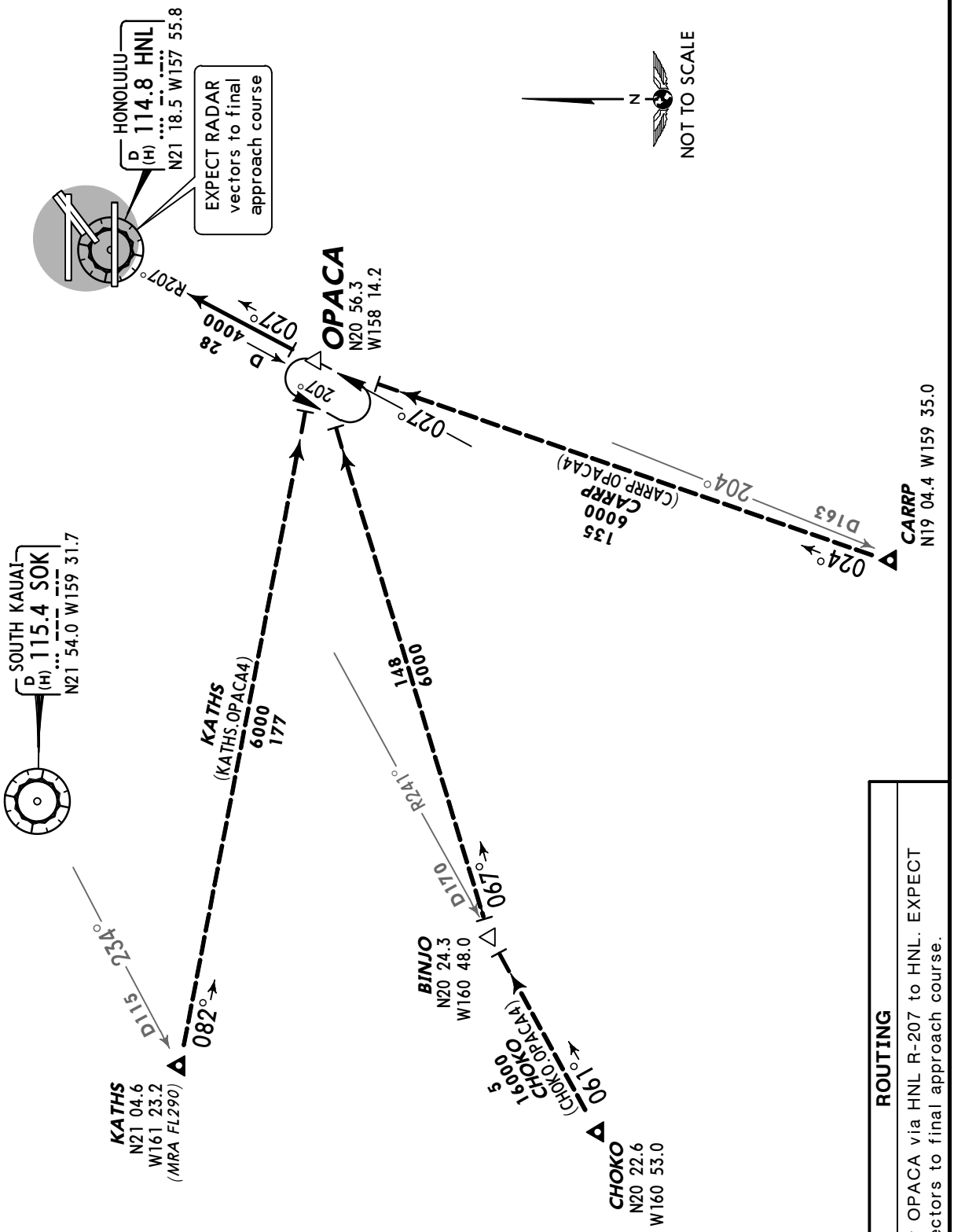
ATIS	Apt Elev	
127.9	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ RNAV equipped aircraft only.

OPACA FOUR ARRIVAL
(OPACA.OPACA4)



ROUTING

From over OPACA via HNL R-207 to HNL. EXPECT RADAR vectors to final approach course.

CHANGES: Chart reindexed.

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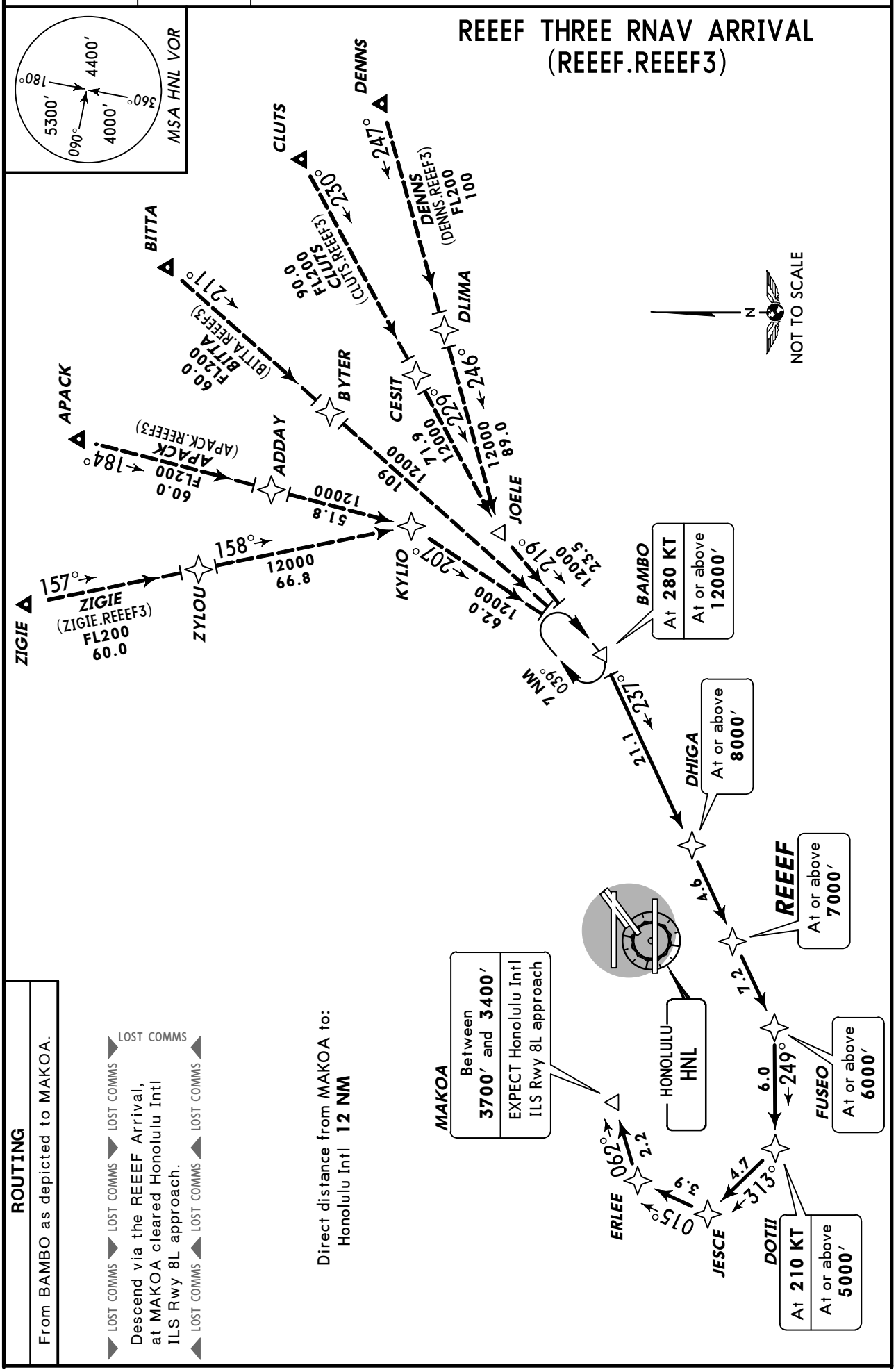
ATIS	Apt Elev
127.9	13′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. GPS required. 2. RADAR required.
3. RNAV 1.
4. Turbojet aircraft descend via mach number until transition to 280 KT. Maintain 280 KT until 10000′.

REEEF THREE RNAV ARRIVAL
(REEEF.REEEF3)



ROUTING

From BAMBO as depicted to MAKOA.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS

Descend via the REEEF Arrival, at MAKOA cleared Honolulu Intl ILS Rwy 8L approach.

◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

CHANGES: Chart reindexed.

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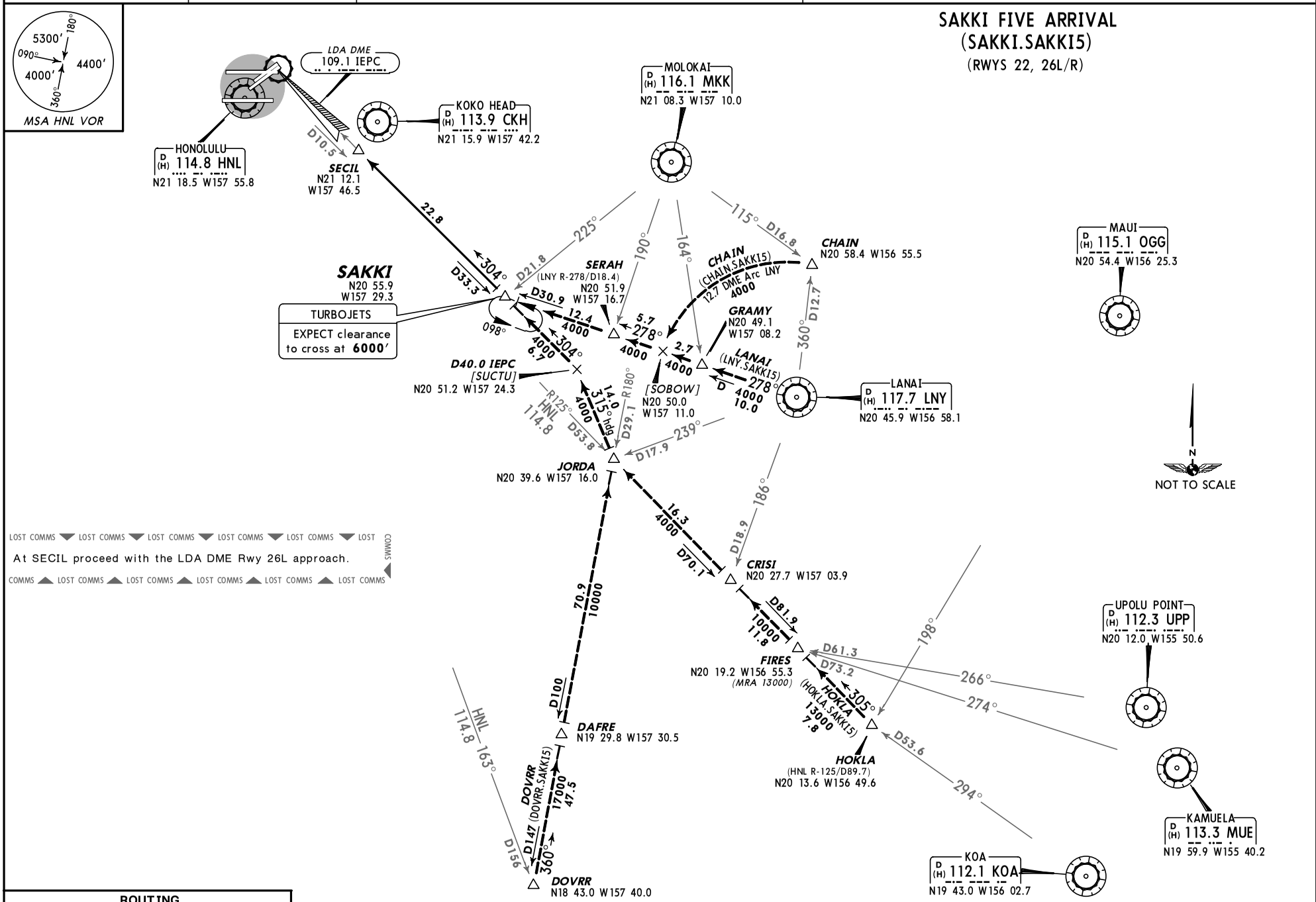
ATIS	Apt Elev		
127.9	13′	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′	**DME or RADAR required.**

SAKKI FIVE ARRIVAL
(SAKKI.SAKKI5)
(RWYS 22, 26L/R)



ROUTING

From over SAKKI on the LDA DME Rwy 26L course to SECIL.

CHANGES: Chart reindexed.

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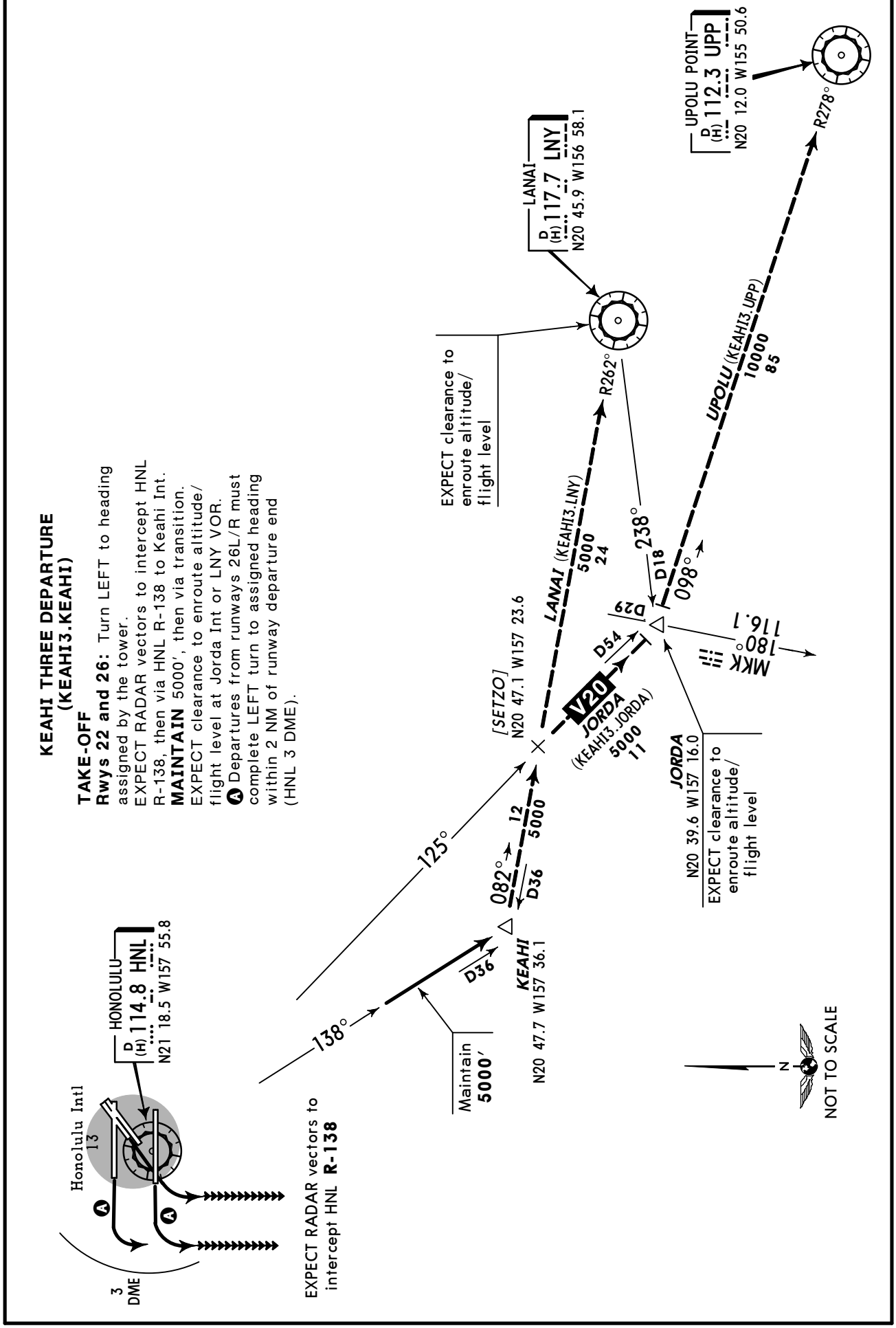
HCF Approach (R) (DEP) West **118.3** East **124.8**

TRANS LEVEL: FL 180
TRANS ALT: 18000′

KEAHI THREE DEPARTURE (KEAHI3.KEAHI)



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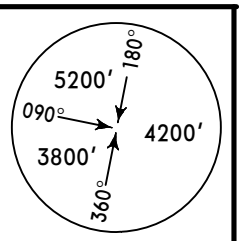
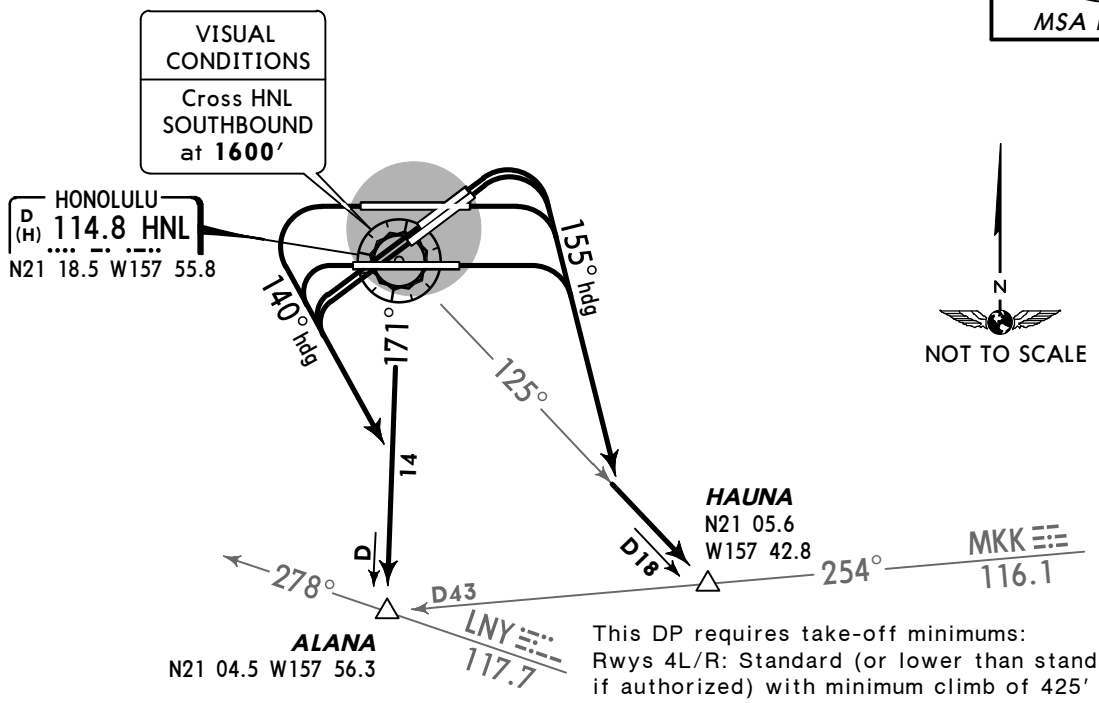
HCF Departure (R) West	HCF Departure (R) East	Apt Elev	Trans level: FL180 Trans alt: 18000′
118.3	124.8	13′	



OBSTACLE

HONOLULU ONE DEPARTURE (HNL1.HNL)



This DP requires take-off minimums:
Rwys 4L/R: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to **1900′**, do not exceed **180 KT** until SOUTHEAST bound on 155° heading, or 1700-2 1/2 for climb in visual conditions.
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 310′ per NM to **1000′**, or 1700-2 1/2 for climb in visual conditions.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 270′ per NM to **1000′**, or 1700-2 1/2 for climb in visual conditions.
Rwys 22L/R, 26R: Standard (or lower than standard, if authorized).
Rwy 26L: Standard (or lower than standard, if authorized) with minimum climb of 237′ per NM to **300′**, or 1700-2 1/2 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	593	790	988	1185
270′ per NM	338	450	675	900	1125	1350
310′ per NM	388	517	775	1033	1292	1550
425′ per NM	531	708	1063	1417	1771	2125

OBSTACLES
Rwy 4L: Multiple lights beginning 630′ from DER, 236′ LEFT of centerline, 102′ RIGHT of centerline, up to 84′ AGL/92′ MSL. Light on building 669′ from DER, 394′ LEFT of centerline, 29′ AGL/37′ MSL. Stack on building 2488′ from DER, 219′ RIGHT of centerline 72′ AGL/80′ MSL. Multiple trees beginning 1253′ from DER, 209′ LEFT of centerline, 935′ RIGHT of centerline, up to 64′ AGL/72′ MSL. Bush 450′ from DER, 234′ LEFT of centerline, 14′ AGL/22′ MSL.
Rwy 4R: Stack on building, 2442′ from DER, 283′ LEFT of centerline, 72′ AGL/80′ MSL. Multiple trees beginning 1206′ from DER, 711′ LEFT of centerline, 433′ RIGHT of centerline, up to 64′ AGL/72′ MSL. Multiple lights beginning 1072′ from DER, 399′ LEFT of centerline, 504′ RIGHT of centerline, up to 36′ AGL/44′ MSL. Pole 2110′ from DER, 951′ LEFT of centerline, 59′ AGL/67′ MSL.
Rwy 22L: Multiple bushes beginning 265′ from DER, 396′ RIGHT of centerline, up to 17′ AGL/31′ MSL. Tree 1065′ from DER, 499′ RIGHT of centerline, 30′ AGL/38′ MSL.
Rwy 22R: Rod on obstacle light ASR 1451′ from DER, 827′ RIGHT of centerline, 76′ AGL/84′ MSL. Tree 853′ from DER, 308′ RIGHT of centerline, 43′ AGL/51′ MSL.
Rwy 26L: Ship 6683′ from DER, on centerline, 208′ AGL/208′ MSL.

RWY	INITIAL CLIMB
4L/R, 8L/R	Climbing RIGHT turn to **3000′** via heading 155° to intercept HNL R-125 to HAUNA before proceeding on course. OR, For climb in visual conditions cross HNL SOUTHBOUND at **1600′**, continue climb to **3000′** via HNL R-171 to ALANA before proceeding on course.
22L/R, 26L/R	Climbing LEFT turn to **3000′** via heading 140° to intercept HNL R-171 to ALANA before proceeding on course. OR, For climb in visual conditions cross HNL SOUTHBOUND at **1600′**, continue climb to **3000′** via HNL R-171 to ALANA before proceeding on course.

CHANGES: New procedure at this airport.

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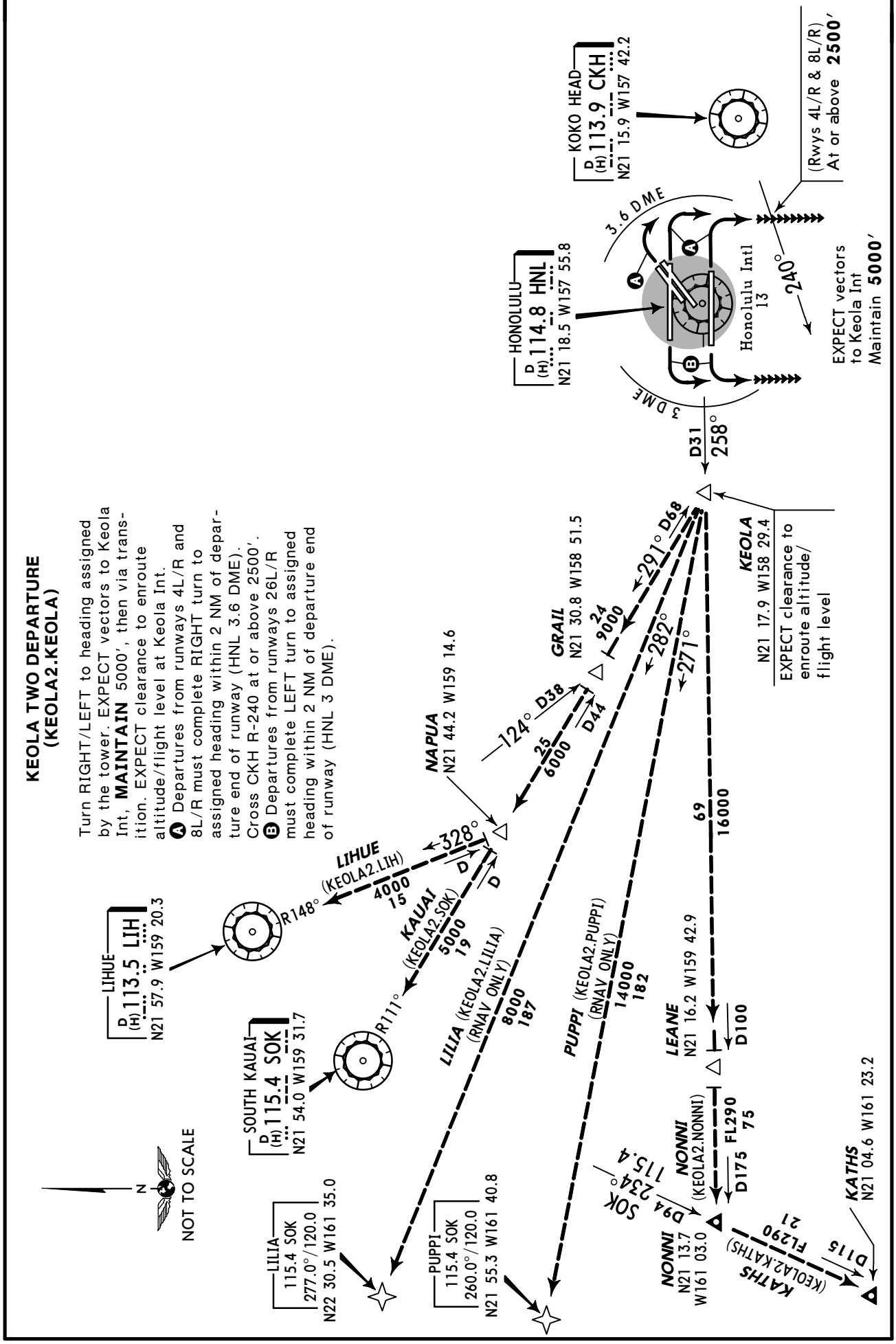
HCF Approach (R) (DEP) West **118.3** East **124.8**

TRANS LEVEL: FL 180
TRANS ALT: 18000′

KEOLA TWO DEPARTURE (KEOLA2.KEOLA)



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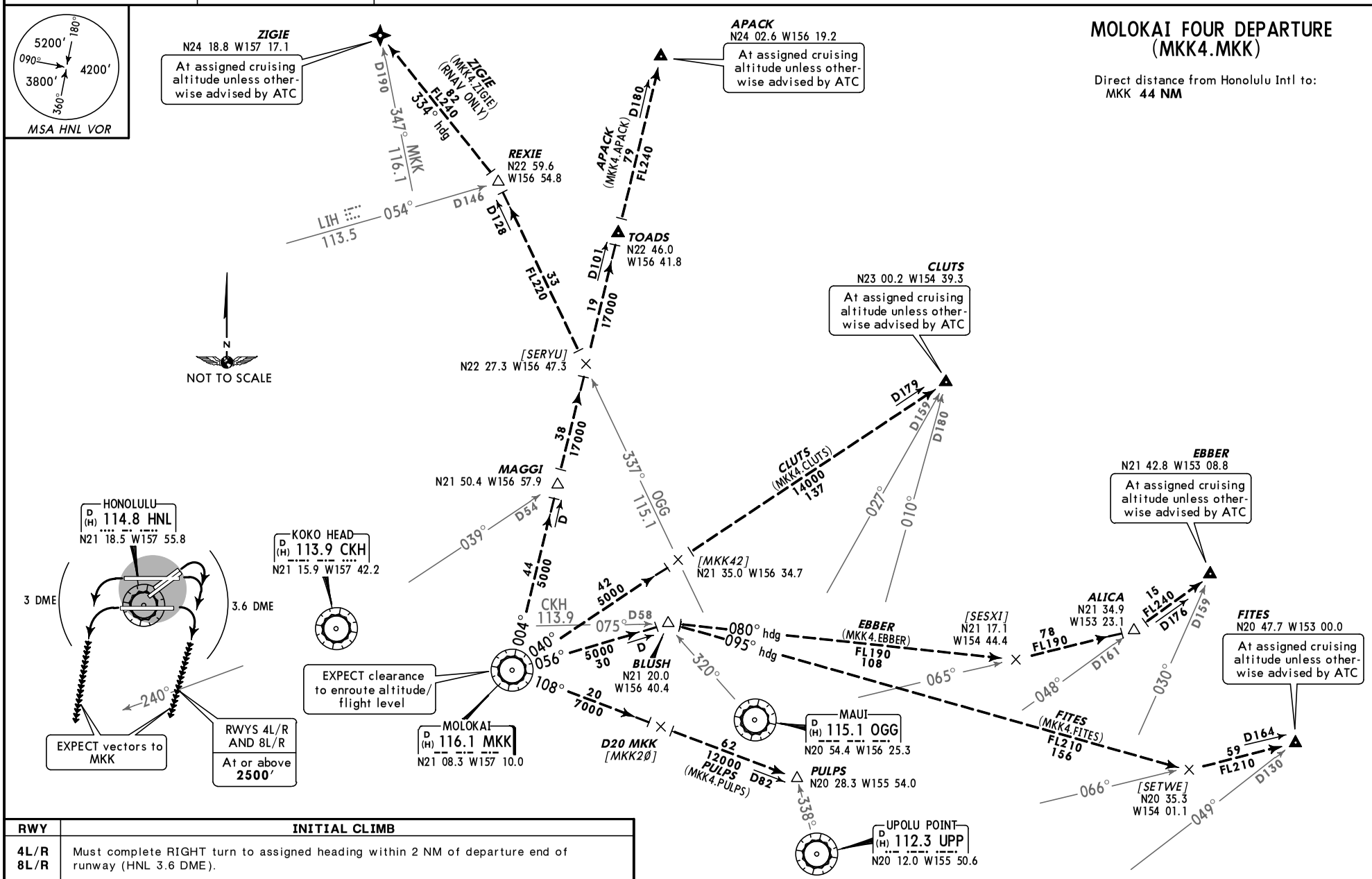
HCF Approach (R) (DEP) WEST 118.3 EAST 124.8	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′

MOLOKAI FOUR DEPARTURE (MKK4.MKK)

Direct distance from Honolulu Intl to:
MKK **44 NM**



RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway (HNL 3.6 DME).
26 L/R	Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (HNL 3 DME). Cross egress fixes at assigned altitude.

ROUTING	ALTITUDE
Turn RIGHT/LEFT to heading as assigned by Tower. EXPECT vectors to MKK. Then via transition. EXPECT clearance to enroute altitude/flight level at MKK.	MAINTAIN 5000′

CHANGES: Communications.

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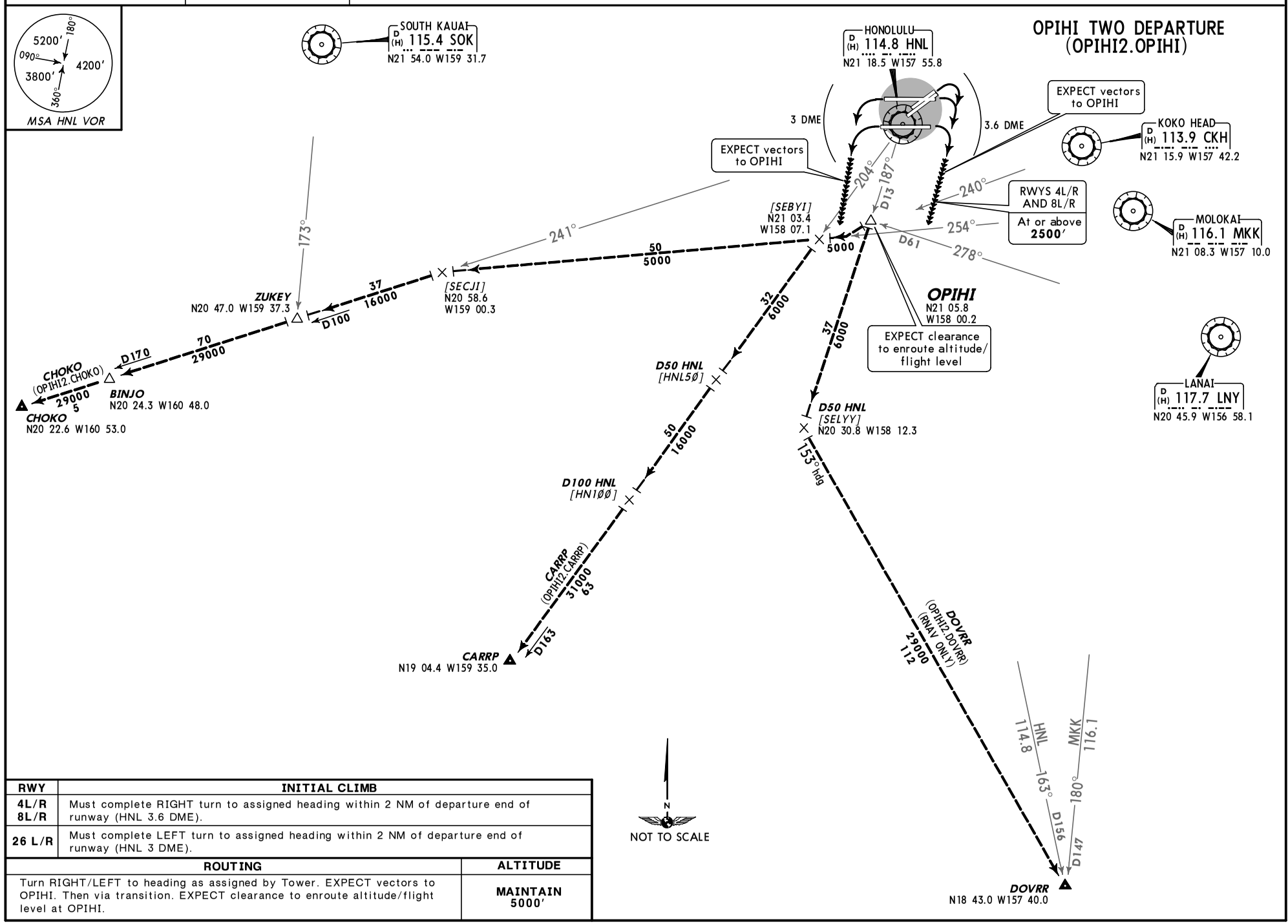
HCF Approach (R) (DEP) WEST 118.3 EAST 124.8	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′



RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway (HNL 3.6 DME).
26 L/R	Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (HNL 3 DME).

ROUTING	ALTITUDE
Turn RIGHT/LEFT to heading as assigned by Tower. EXPECT vectors to OPIHI. Then via transition. EXPECT clearance to enroute altitude/flight level at OPIHI.	MAINTAIN 5000′

CHANGES: Communications.

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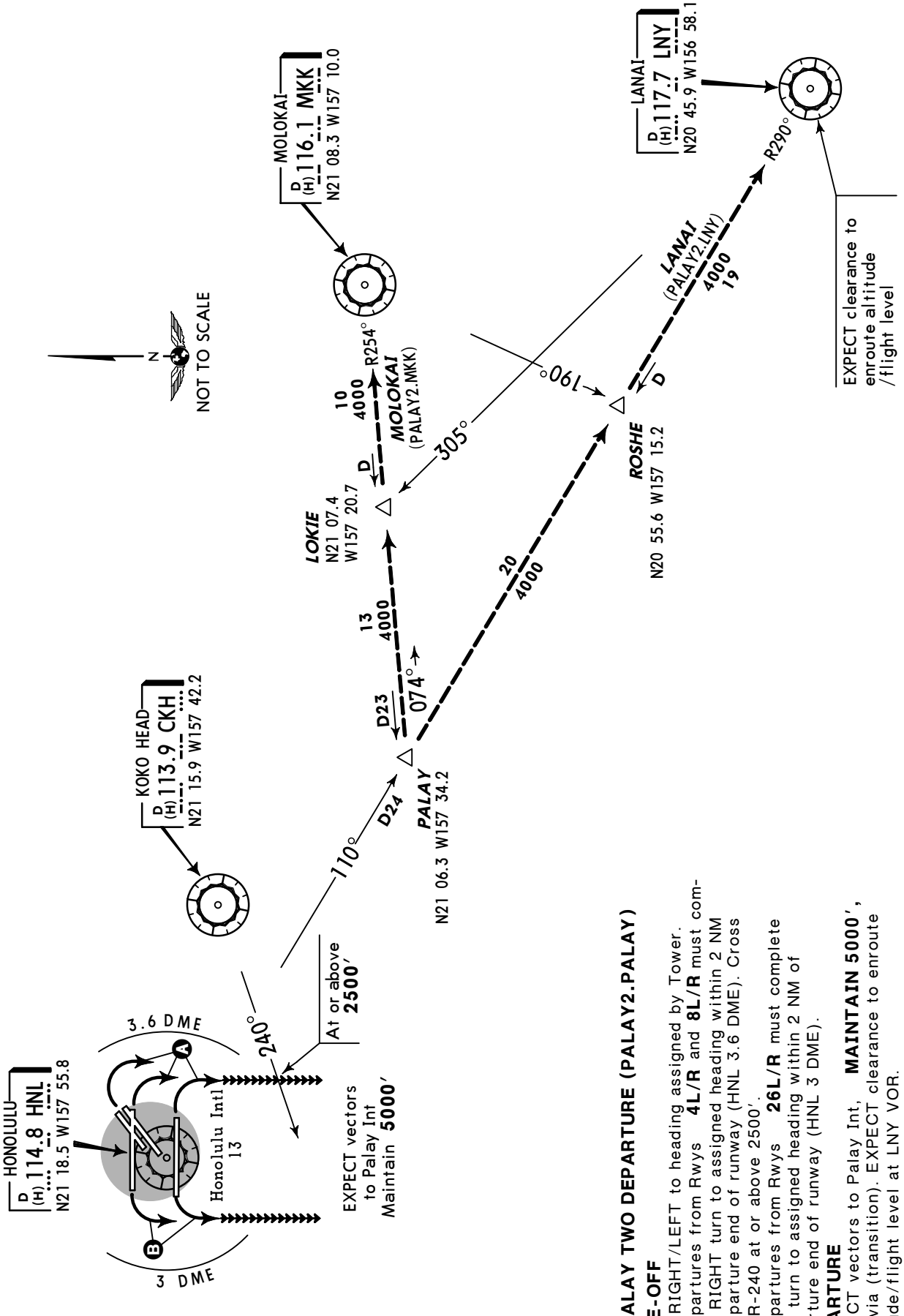
JEPPESEN 6 APR 07 (10-3D)

HONOLULU, HAWAII
HONOLULU INTL

HCF Approach (R) (DEP) West **118.3** East **124.8**

TRANS LEVEL: FL 180
TRANS ALT: 18000'

PALAY TWO DEPARTURE (PALAY2.PALAY)



PALAY TWO DEPARTURE (PALAY2.PALAY)

TAKE-OFF
Turn RIGHT/LEFT to heading assigned by Tower.
Ⓐ Departures from Rwys **4L/R** and **8L/R** must complete RIGHT turn to assigned heading within 2 NM of departure end of runway (HNL 3.6 DME). Cross CKH R-240 at or above 2500'.
Ⓑ Departures from Rwys **26L/R** must complete LEFT turn to assigned heading within 2 NM of departure end of runway (HNL 3 DME).

DEPARTURE
EXPECT vectors to Palay Int, **MAINTAIN 5000'**, then via (transition). EXPECT clearance to enroute altitude/flight level at LNY VOR.

CHANGES: Communications.

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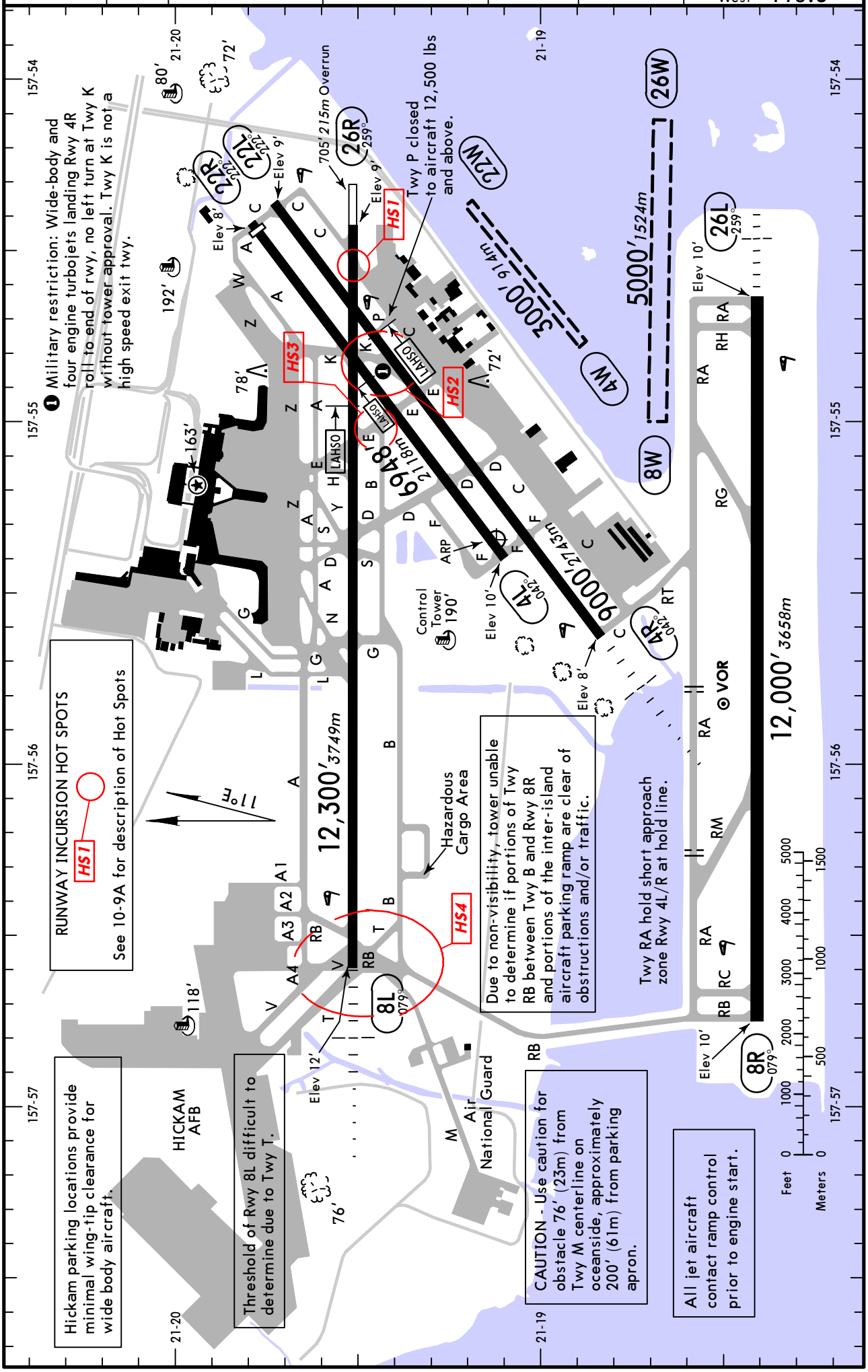
ATIS	ACARS:	HONOLULU Clearance	Ramp/Taxi Control		Ground	Tower	HCF Departure (R)
127.9	D-ATIS	121.4	121.8	133.6	121.9	118.1	East 124.8
VOT 111.0	PDC						West 118.3



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GENERAL

CAUTION: Birds in vicinity of airport. Bird strike hazard all runways.

CAUTION: Recreational boating activities on and in vicinity of waterways.

CAUTION: During periods of repeated precipitation anticipate wet runway conditions, if current conditions require confirmation contact Honolulu tower on initial contact.

ASDE-X surveillance system in use. Operate transponders with Mode C when on taxiways and runways.

WSP (Weather System Processor).

Due to tower location, controllers unable to determine whether acft are on correct final approach to Rwys 4L/R and 22L/R.

HICKAM Ramp Facility-133.6, 234.8. Remarks: All aircraft in HIK flight line including hazardous cargo pad will contact HIK ramp prior to engine start/taxi.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4R	HIRL MALSR ❶ PAPI-L grooved		7949' *2423m*	8L/26R 6250' *1905m*		150' *46m*
22L	HIRL REIL VASI-L grooved					
❶ Angle 3.0°						
4L ❷	MIRL REIL PAPI-L (angle 3.0°)	6398' *1950m*		8L/26R 3700' *1128m*		150' *46m*
22R	MIRL REIL	6798' *2072m*				
❷ Last 550' *(168m)* of Rwy 4L not available for landing.						
8R ❸	HIRL REIL PAPI-L (angle 3.25°)					200' *61m*
26L	HIRL MALSF ❹ PAPI-L (angle 3.0°)					
❸ Grooved. ❹ System canted 5° south of rwy centerline.						
8L	❺ HIRL MALSR ❻ PAPI-L grooved		11,066' *3373m*	4L/22R 9300' *2835m*		150' *46m*
26R	❺ HIRL REIL VASI (3 bar)-L grooved					
❺ Runway lights are outside 200' pavement width; pavement striped 150' wide. ❻ Angle 3.0°						
4W 22W						150' *46m*
8W 26W						300' *91m*

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Aircraft landing Runway 8L and instructed to exit right onto Taxiway C often miss the turn, resulting in a need to back-taxi on Runway 8L.

HS2 Aircraft landing Runway 4R and exiting left onto Taxiway K sometimes fail to hold short of Runways 4L/22R and 8L/26R.

HS3 Aircraft proceeding north on Taxiway E and instructed to turn left onto Taxiway B sometimes miss the turn onto Taxiway B and proceed onto Runway 8L/26R without clearance.

HS4 Taxiways A, V, T, RB, and M all converge at or in close proximity to Runway 8L.

TAKE-OFF

	All Rwys
1 & 2 Eng	**USE HONOLULU DEPARTURE**
3 & 4 Eng	

FOR FILING AS ALTERNATE

	ILS Y Rwy 4R ILS Z Rwy 4R ILS Rwy 8L	VOR Rwy 4R	LOC DME Rwy 4R LOC Rwy 8L RNAV (GPS) Y Rwy 4R RNAV (GPS) Y Rwy 8L	RNAV (GPS) Rwy 4L RNAV (RNP) Z Rwy 4R RNAV (RNP) Z Rwy 8L RNAV (GPS) Rwy 8R RNAV (RNP) Rwy 26L	Other
A	600-2	800-2	800-2	NA	800-2
B					
C					
D		800-2½	900-2½		

AMEND 8

CHANGES: Runway 8R lighting.

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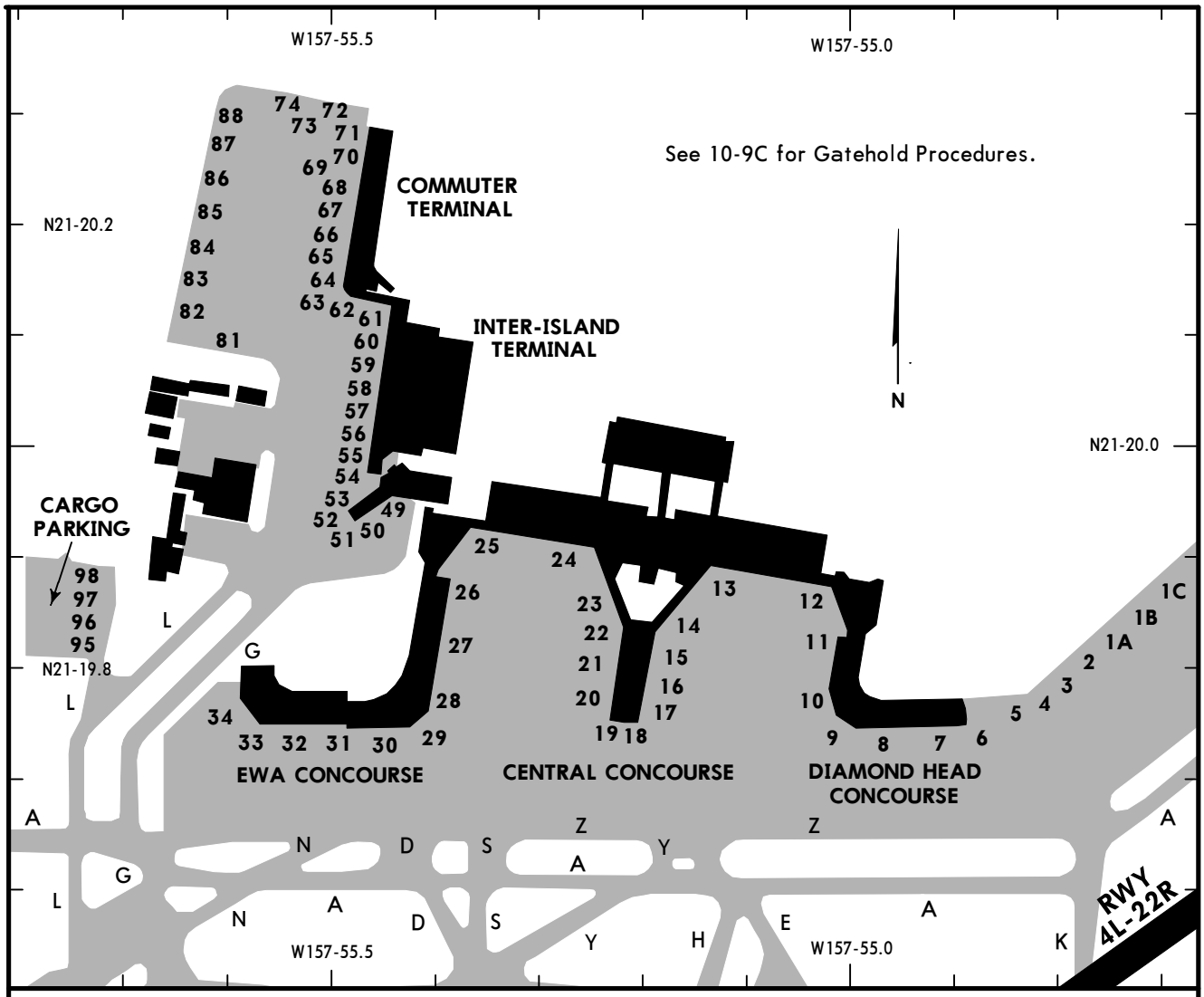

PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1A	N21 19.8 W157 54.8	30 thru 32	N21 19.7 W157 55.5
1B, 1C	N21 19.9 W157 54.7	33, 34	N21 19.7 W157 55.6
2 thru 5	N21 19.8 W157 54.8	49	N21 19.9 W157 55.4
6, 7	N21 19.8 W157 54.9	50 thru 53	N21 19.9 W157 55.5
8, 9	N21 19.7 W157 55.0	54 thru 57	N21 20.0 W157 55.5
10, 11	N21 19.8 W157 55.0	58 thru 63	N21 20.1 W157 55.5
12	N21 19.9 W157 55.0	64 thru 68	N21 20.2 W157 55.5
13	N21 19.9 W157 55.1	69 thru 74	N21 20.3 W157 55.5
14 thru 17	N21 19.8 W157 55.2	81, 82	N21 20.1 W157 55.6
18, 19	N21 19.7 W157 55.2	83 thru 86	N21 20.2 W157 55.6
20 thru 23	N21 19.8 W157 55.2	87, 88	N21 20.3 W157 55.6
24, 25	N21 19.9 W157 55.3	95, 96	N21 19.8 W157 55.7
26	N21 19.9 W157 55.4	97, 98	N21 19.9 W157 55.7
27, 28	N21 19.8 W157 55.4		
29	N21 19.7 W157 55.4		

CHANGES: Gates 62-88 depiction.

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GATEHOLD PROCEDURES

The following gatehold procedures are established for all overseas turbojet departures from Honolulu Airport:

a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.

b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or push-back within 10 minutes after receiving enroute ATC clearance. Failure to push-back within 10 minutes after receipt of your clearance may result in ATC canceling your clearance when other aircraft are requesting the same altitude/route assignment and is/has pushed from the gate.

c. When ATC specifies a release (take-off) time for your requested route and altitude, alternates with no or less delay will be offered, if available. If your choice involves a release time, call for push-back at least 10 minutes prior to your release (take-off) time (the intent if this procedure is to have you at the departure runway at your release time). Failure to push-back 10 minutes prior to your release time may result in ATC canceling your clearance when other aircraft are requesting the same altitude/route assignment and is/has pushed from the gate.

d. ATC will not contact you if time elapses and your clearance is canceled; it is the pilot's responsibility to push-back in a timely manner. In the event the allotted time expires contact clearance delivery to verify the status of your clearance prior to calling for push-back.

e. If you wish to depart the gate and absorb the delay in a holding area closer to the departure runway, advise ground control of your desire.

f. When two aircraft are requesting the same altitude/route and call for clearance at approximately the same time, the first aircraft to call will receive the altitude/route. The second aircraft will receive the alternates. The first aircraft may lose their assigned altitude/route if all the following occurs:

   1. The first aircraft has not pushed from the gate in the specified time in paragraphs b or c.
   2. The second aircraft is/has pushed from the gate.
   3. The second aircraft requests that altitude after push-back.

g. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearances will receive no altitude/route priority.

   NOTES:

   1. Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.

   2. Oceanic departures are sequenced with Hilo and Kahului traffic.

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HONOLULU INTERNATIONAL AIRPORT

VISUAL DOCKING GUIDANCE SYSTEM (RLG AUTOMATED GUIDE-IN SYSTEM)

a. GENERAL

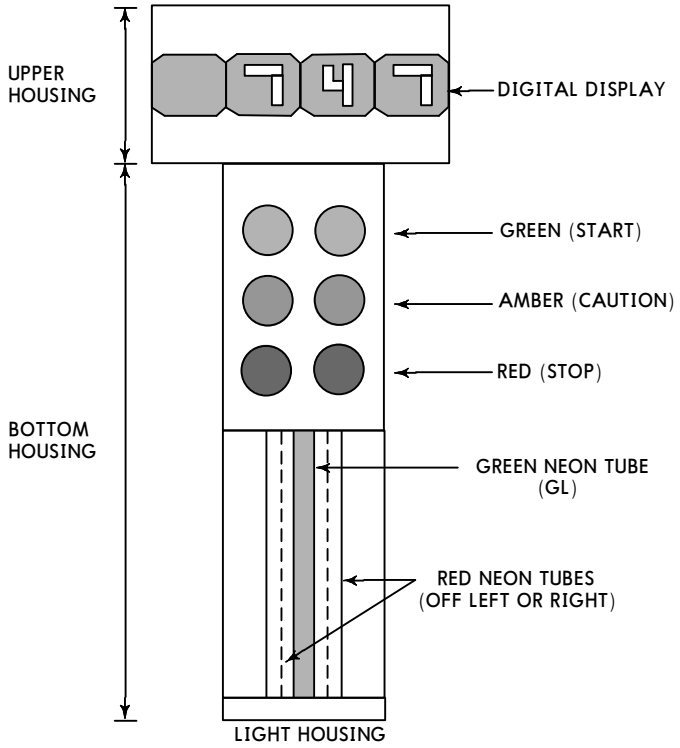
The RLG visual docking guidance system is installed at all gates.

b. DESCRIPTION OF SYSTEM

1. The system consists of a metal enclosure housing attached to the terminal building precisely lined up perpendicular to and 21 inches left of the taxi line of the gate area, aligned for interpretation by the pilot in the left hand seat.

2. The bottom half of the enclosure housing contains three vertical neon tubes - a green tube flanked by 2 red tubes. These provide centerline guidance.

3. The upper half of the enclosure housing contains white neon aircraft indicators and three sets of incandescent lamps: top - green, center - amber, and bottom - red. These provide stopping guidance.



c. DOCKING PROCEDURES

1. Aircraft Type Indication

(i) Confirm aircraft type displayed in white neon lights on top of housing prior to entering bay.

(ii) Discontinue docking when wrong aircraft type is illuminated. (Ground marshaller shall recheck system or marshal aircraft into bay).

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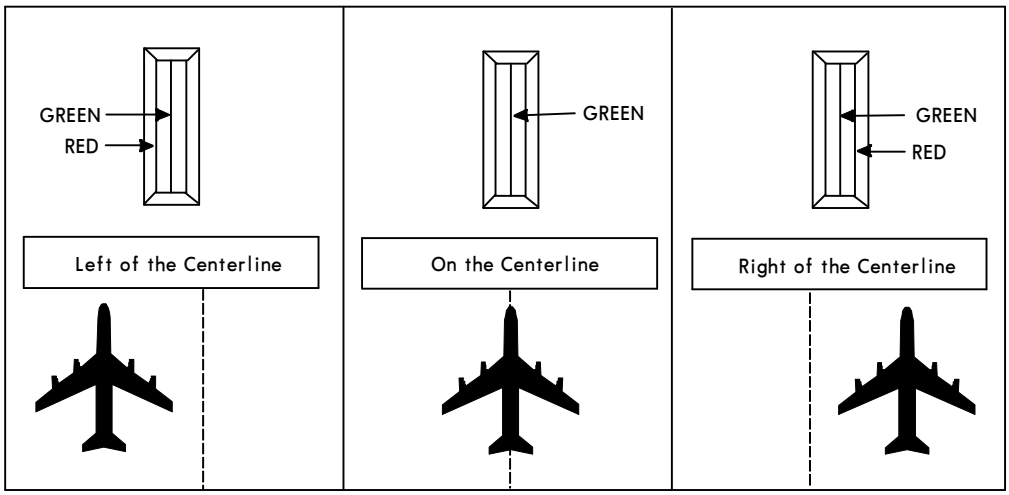
2. Centerline Guidance

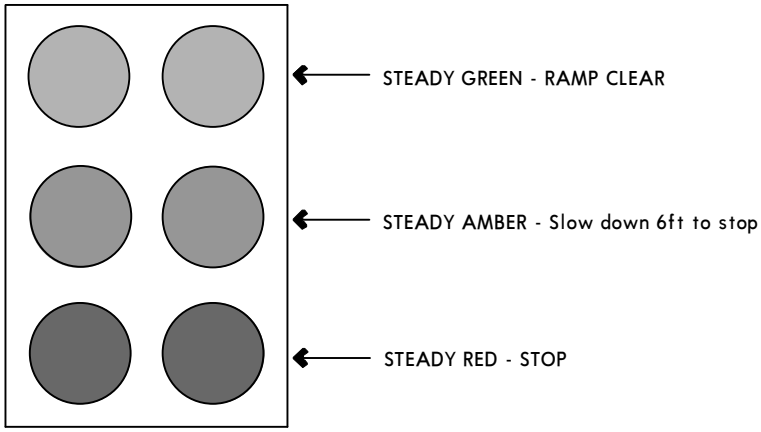
(i) Look at bottom half of housing and interpret vertical neon lights as shown:



(ii) Discontinue docking when lights go off. (Ground marshaller shall marshal aircraft into bay).

3. Stopping Guidance

(i) Look at round incandescent lamps on top half of housing and interpret as shown:



(ii) Discontinue docking when lights go off. (Ground marshaller shall marshal aircraft into bay).

4. To Avoid Overshooting

(i) When using the RLG system, pilots are to taxi into bay at minimum speed.

(ii) On seeing the round incandescent amber lights, prepare to stop.

(iii) The round incandescent amber and red lights are activated by the aircraft as its nosewheel passes over induction loops in the ramp. These lights may not come on if aircraft is not properly lined up on the centerline of bay. When this occurs pilots should stop aircraft immediately when the red lights come on suddenly or when given the stop sign by the ground marshaller.

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ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

BRIEFING STRIP™

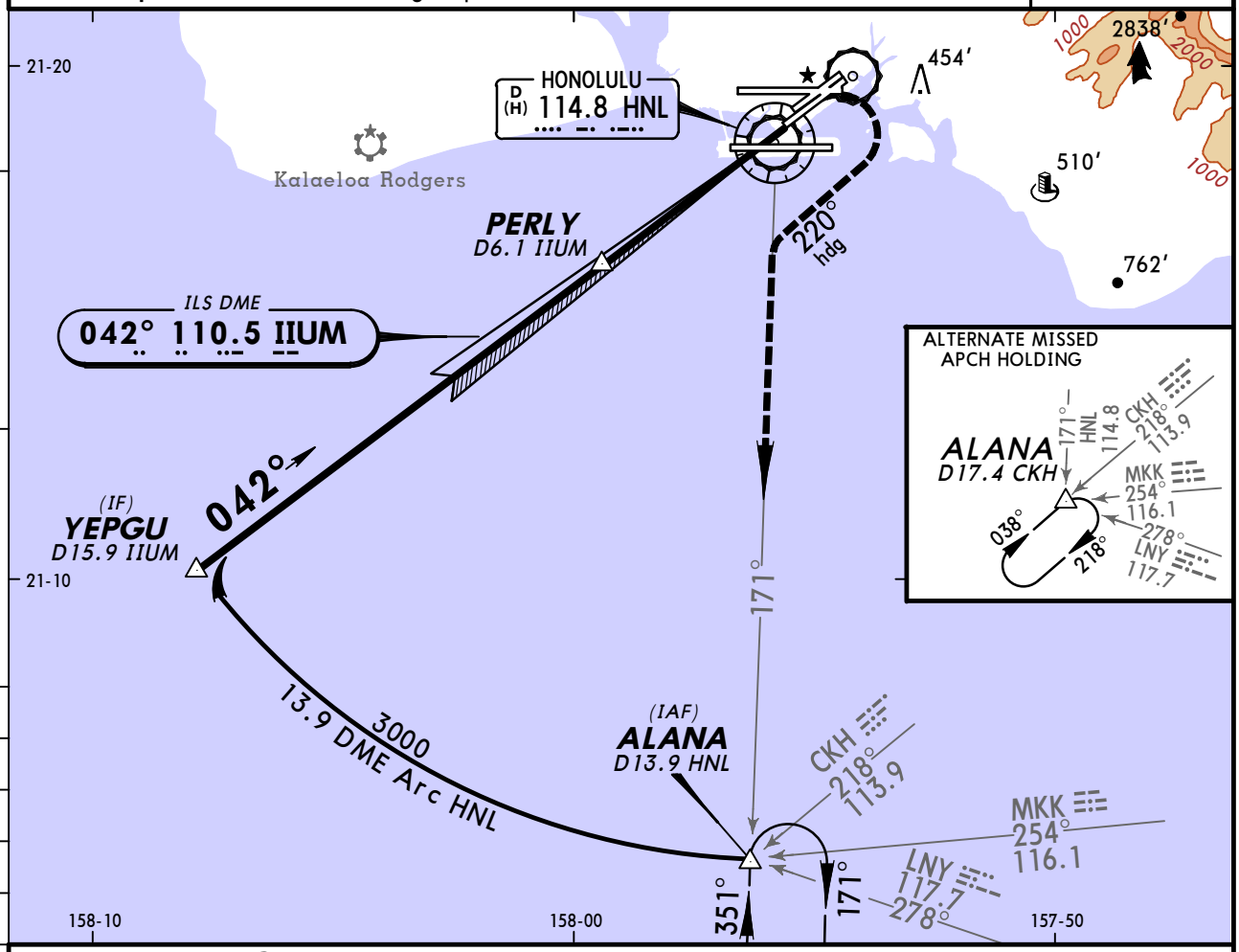
LOC IIUM	Final Apch Crs	GS PERLY	ILS DA(H) (CONDITIONAL)	Apt Elev 13′
110.5	042°	1500′ (1491′)	209′ (200′)	TDZE 9′

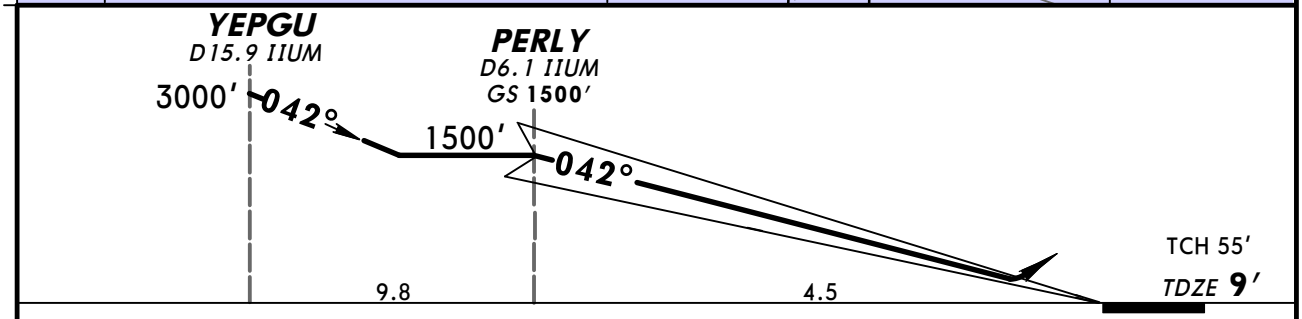
MISSED APCH: Climb to 560′ then climbing RIGHT turn to 3500′ heading 220° and outbound via HNL VOR R-171 to ALANA INT/ D13.9 HNL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident.

MSA HNL VOR
5300′ 180°
090° 4400′
4000′ 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at DA						

MALSR
PAPI

560′ ↑

3500′ ↱ RT via 220° hdg

STRAIGHT-IN LANDING RWY 4R

Missed approach requires a minimum climb gradient of 310′/NM to 2500′

	ILS DA(H) 209′ (200′) FULL	ILS DA(H) 209′ (200′) RAIL or ALS out	ILS DA(H) 269′ (260′) FULL	ILS DA(H) 269′ (260′) RAIL or ALS out
A	1/2	3/4	1/2	3/4
B				
C				
D				

CIRCLE-TO-LAND

Max Kts.	
A	NA
B	
C	
D	

TERPS AMEND 0 13 JAN 2011

CHANGES: None.

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ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

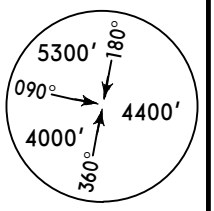
BRIEFING STRIP™

LOC IIUM	Final Apch Crs	GS PERLY	ILS DA(H) (CONDITIONAL)	Apt Elev 13′
110.5	042°	1500′ (1491′)	209′ (200′)	TDZE 9′

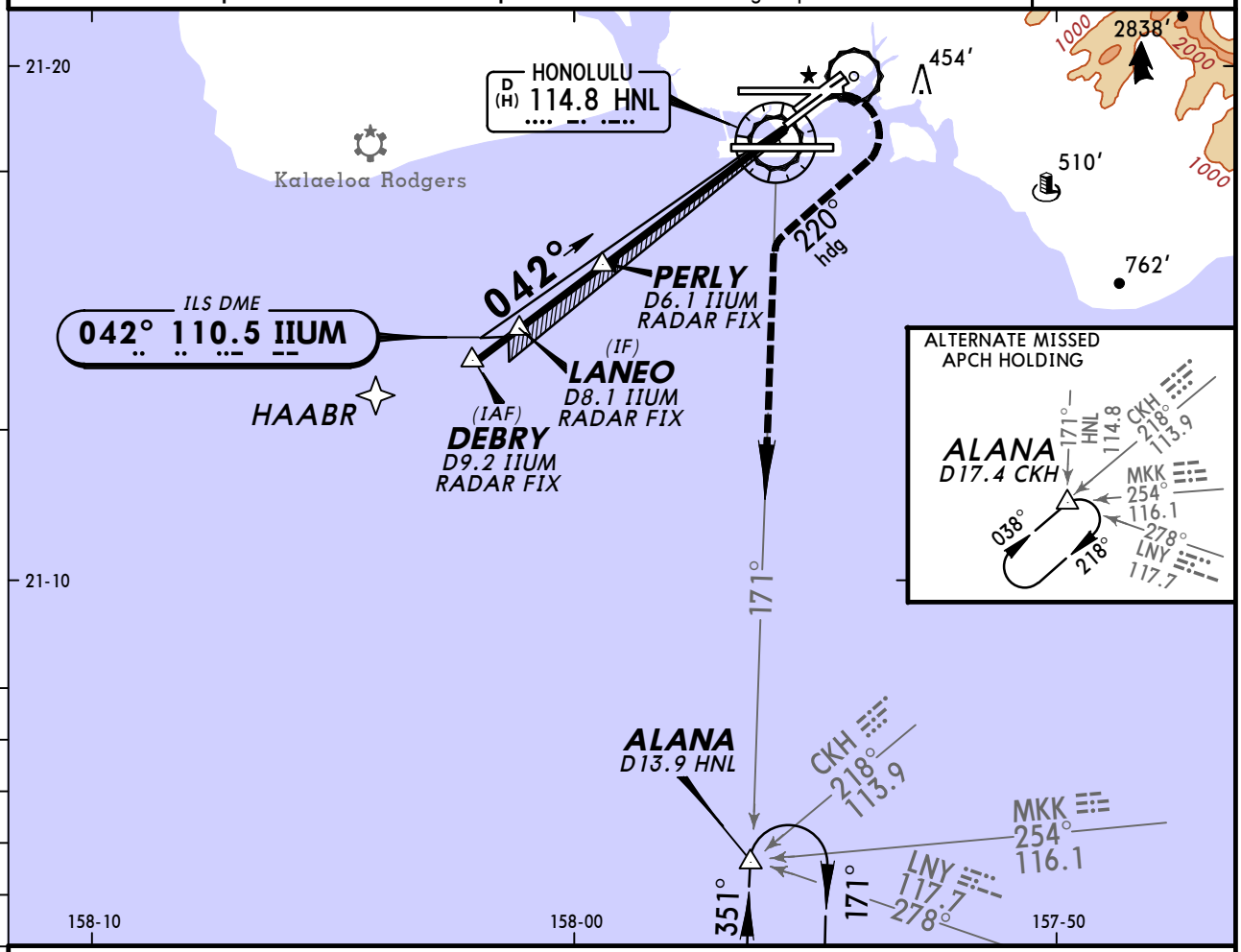
MISSED APCH: Climb to 560′ then climbing RIGHT turn to 3500′ heading 220° and outbound via HNL VOR R-171 to ALANA INT/ D13.9 HNL and hold.

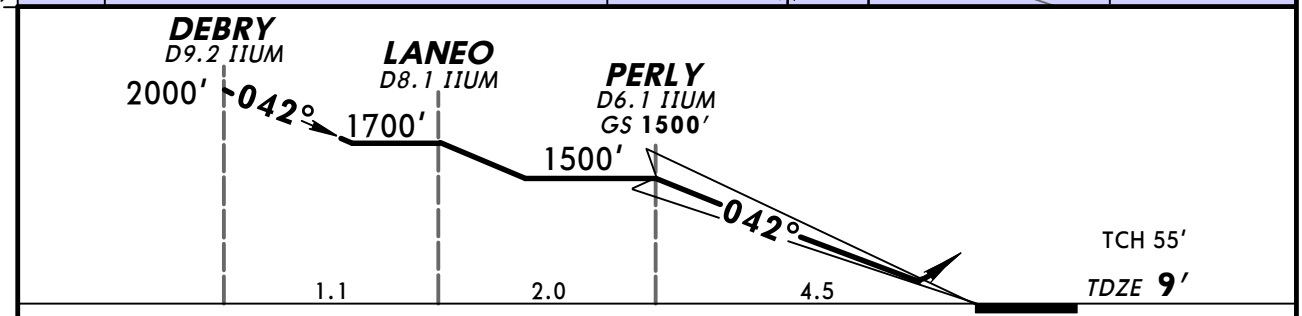
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Radar or GPS required. 3. VGSI and ILS glidepath not coincident.



MSA HNL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at DA							

MALSR
PAPI

560′ ↑

3500′ via RT

220° hdg

STRAIGHT-IN LANDING RWY 4R

Missed approach requires a minimum climb gradient of 310′/NM to 2500′

	ILS DA(H) 209′ (200′) FULL	ILS DA(H) 209′ (200′) RAIL or ALS out	ILS DA(H) 269′ (260′) FULL	ILS DA(H) 269′ (260′) RAIL or ALS out
A	½	¾	½	¾
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	
A	NA
B	
C	
D	

TERPS AMEND 0 13 JAN 2011

CHANGES: Profile.

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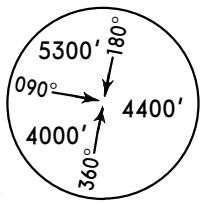
ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

BRIEFING STRIP ™

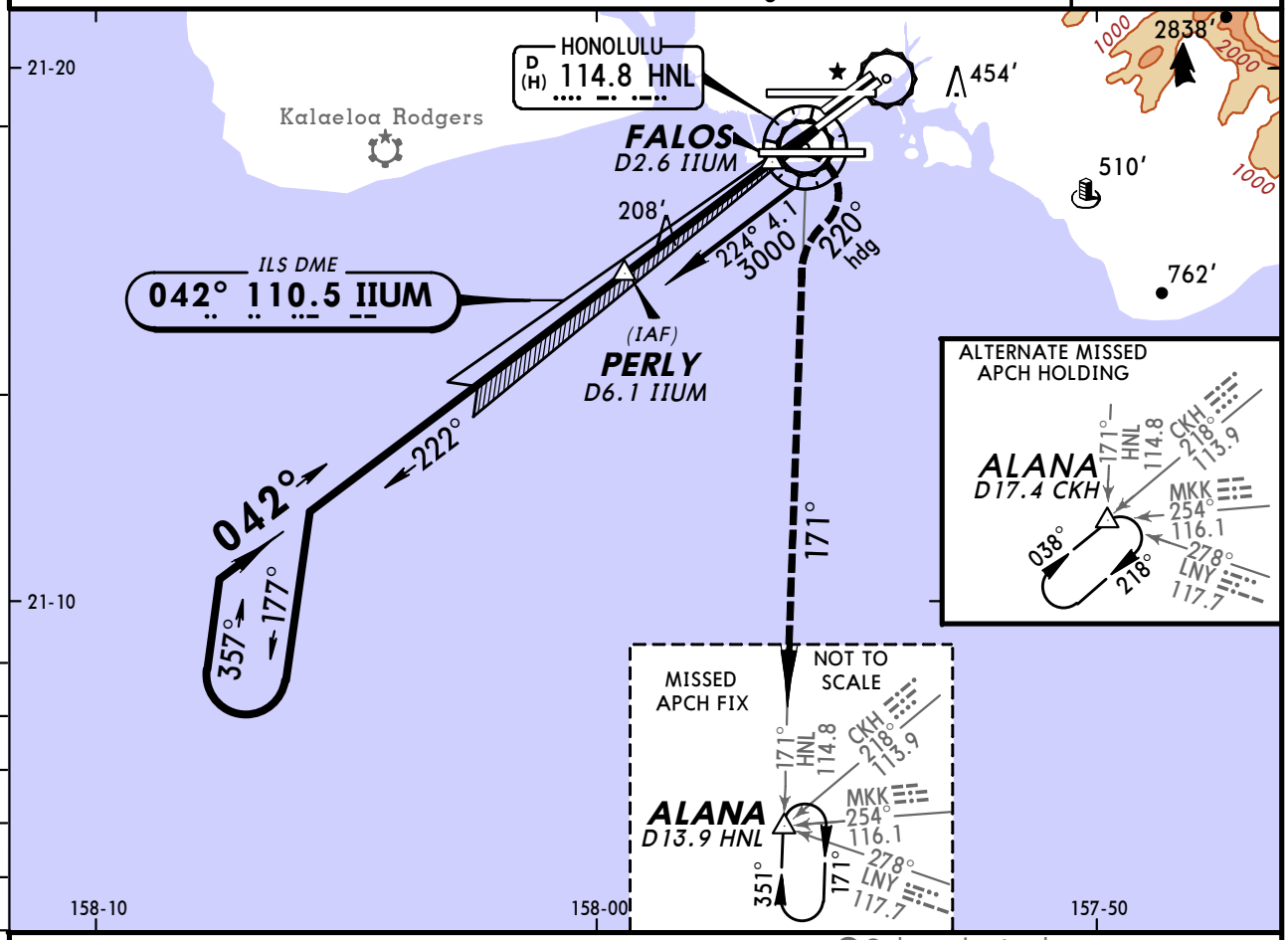
LOC	Final Apch Crs	GS	MDA(H)	Apt Elev 13′
IIUM 110.5	042°	PERLY 1500′ (1491′)	460′ (451′)	TDZE 9′

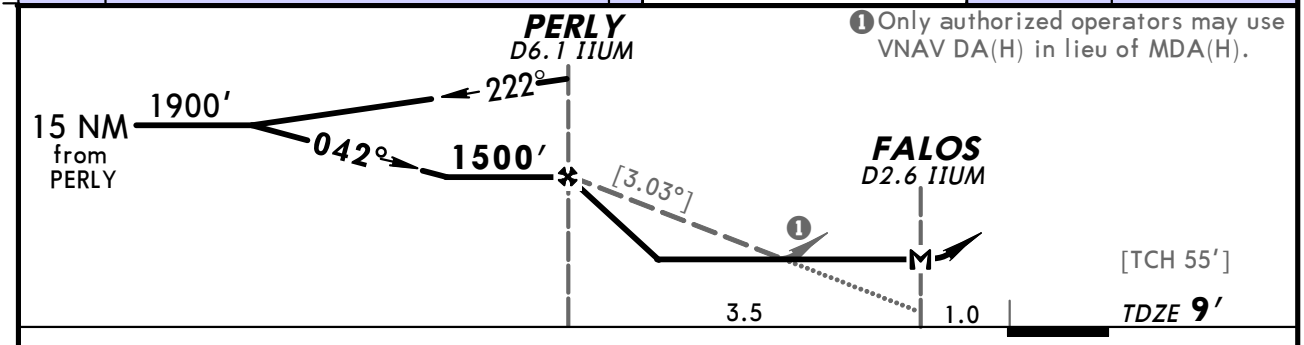
MISSED APCH: Climbing RIGHT turn to 3000′ heading 220° and outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use IIUM ILS DME when on LOC course. 2. VGSI and descent angles not coincident.



MSA HNL VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at FALOS/D2.6 IIUM						

MALSR
PAPI

3000′ RT

220° hdg and HNL 114.8 R-171

ALANA

STRAIGHT-IN LANDING RWY4R MDA(H) 460′ (451′)			CIRCLE-TO-LAND	
	RAIL out	ALS out	Max Kts	MDA(H)
A	3/4	3/4	90	❶ 620′ (607′) - 1¼
B			120	
C		1¼	140	❶ 620′ (607′) - 1¾
D	1	1½	165	❷ 820′ (807′) - 2½

❶ Not authorized northwest of airport between Rwys 8L/26R and 4L/22R.
❷ Not authorized north of Rwy 8L/26R.

TERPS AMEND 0 13 JAN 2011

CHANGES: New procedure.

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BRIEFING STRIP ™

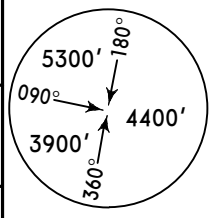
ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

LOC IHNL	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 13′ TDZE 13′
111.7	079°	1994′ (1981′)	213′ (200′)	

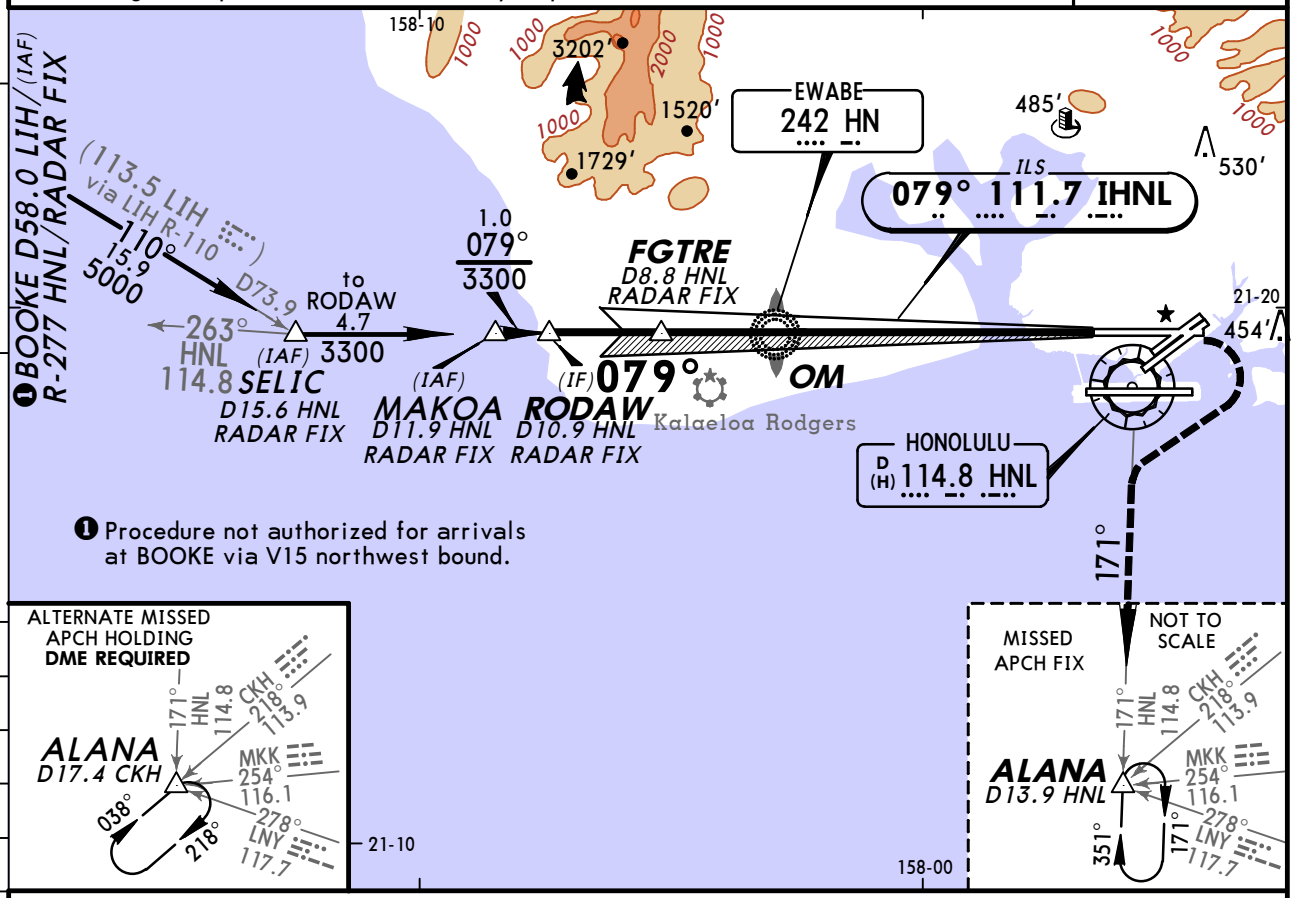
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 5000′ outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000′.

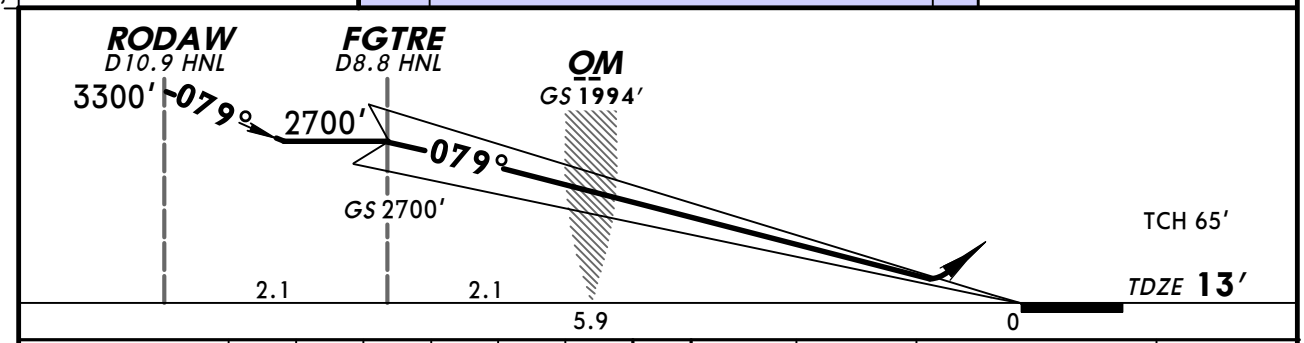
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Simultaneous reception of IHNL and HNL DME required. 3. DME from HNL VOR. 4. VGSI and ILS glidepath not coincident. 5. When glideslope not used, use LOC Rwy 8L procedure.



MSA HN LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

MALSR PAPI | 500′ | 5000′ RT | HNL via 114.8 R-171 | ALANA

STRAIGHT-IN LANDING RWY 8L
ILS
DA(H) 213′ (200′)

	FULL	RAIL or ALS out
A B C D	1/2	3/4

TERPS AMEND 22 3 JUN 2010

CHANGES: None.

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ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

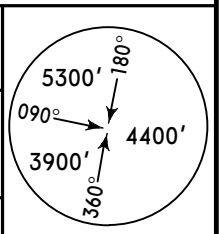
BRIEFING STRIP ™

LOC IHNL	Final Apch Crs	Minimum Alt EWABE	MDA(H)	Apt Elev 13′ TDZE 13′
111.7	079°	2000′ (1987′)	460′ (447′)	

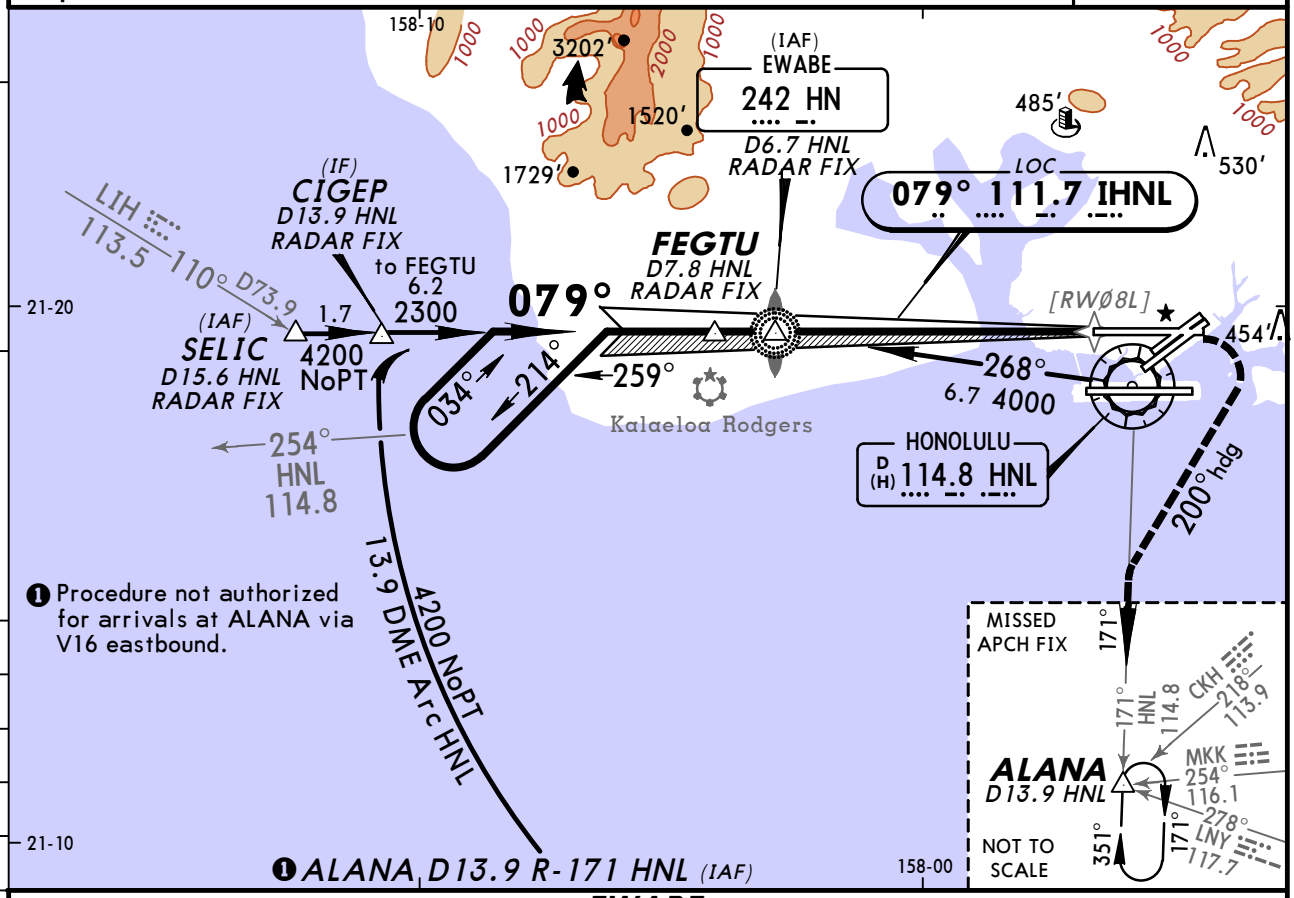
MISSED APCH: Climbing RIGHT turn to 5000′ via heading 200° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

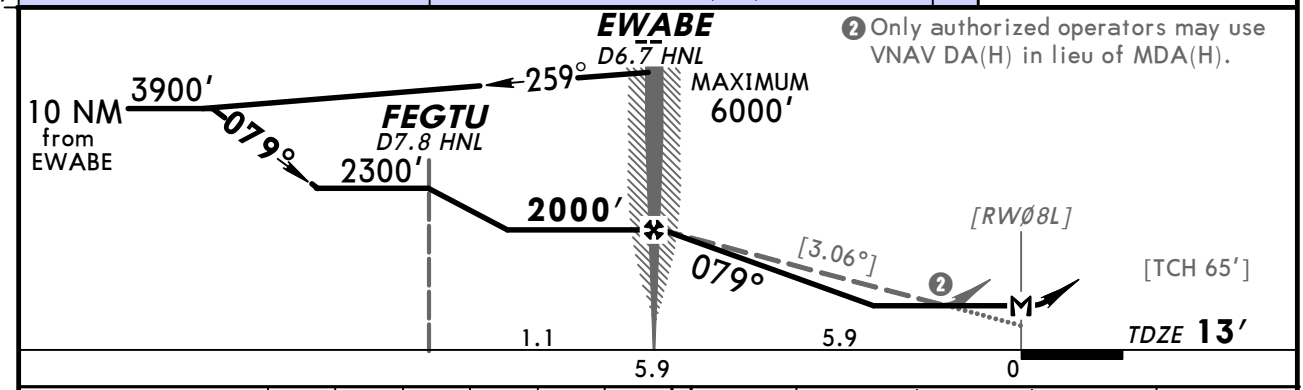
1. DME or Radar required. 2. Simultaneous reception of IHNL and HNL DME required. 3. DME from HNL VOR.



MSA HN LOM



❶ ALANA, D13.9 R-171 HNL (IAF)



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.06°]	379	487	541	650	758	866
EWABE to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR PAPI | 5000′ via RT | 200° hdg and HNL 114.8 R-171 | ALANA

STRAIGHT-IN LANDING RWY 8L

MDA(H) 460′ (447′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C	3/4	1 1/4	
D	1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	❶ 620′ (607′) -1
120	
140	❶ 620′ (607′) -1 3/4
165	❷ 820′ (807′) -2 1/2

❶ Not authorized northwest of Rwys 8L and 22R.
❷ Not authorized north of Rwy 8L/26R.

TERPS AMEND 0A 29 JUL 2010

CHANGES: Chart re-indexed.

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BRIEFING STRIP TM

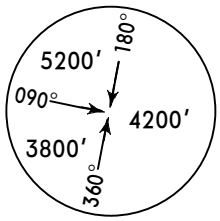
ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

LOC IEPC	Final Apch Crs	Minimum Alt HEFTL	MDA(H)	Apt Elev 13′
109.1	304°	1500′ (1490′)	560′ (550′)	TDZE 10′

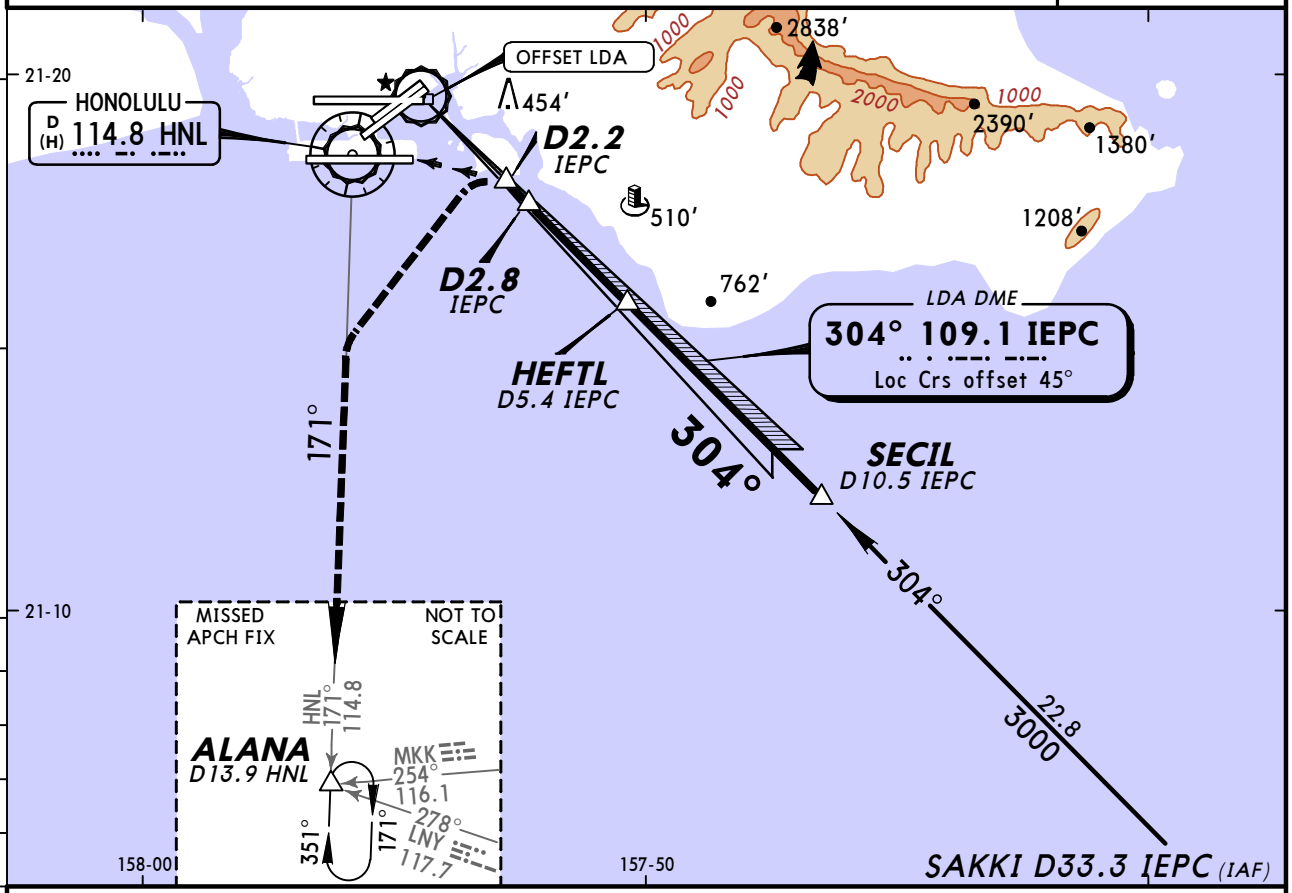
MISSED APCH: Climbing LEFT turn to 3000′ outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

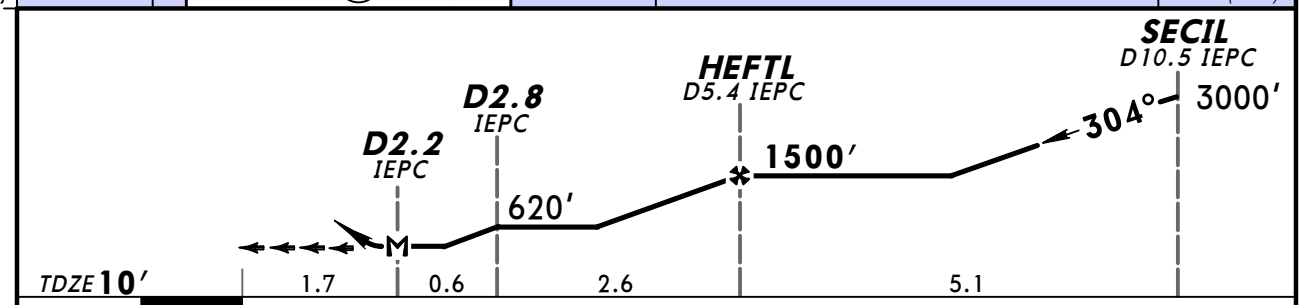
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use IEPC DME when on LOC course. 2. Localizer course offset from landing runway by 45°. Final approach course crosses rwy centerline 8100′ from threshold.
3. Procedure not authorized at night when MALSF Rwy 26L inoperative.
4. Follow flasher lights to Runway 26L.



MSA HNL VOR





MAP at D2.2 IEPC							MALSF PAPI	3000′ LT	HNL via 114.8 R-171	ALANA

STRAIGHT-IN LANDING RWY 26L			CIRCLE-TO-LAND	
MDA(H) 560′ (550′)				
	ALS out	Max Kts		MDA(H)
A	2	90	1	620′ (607′)-2
B		120		
C		140		
D		165	2	760′ (747′)-2½

AMEND 5A

TERPS
1 Not authorized northwest of airport between Rwys 8L/26R and 4L/22R.
2 Not authorized north of Rwy 8L/26R.

CHANGES: Chart re-indexed.

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BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

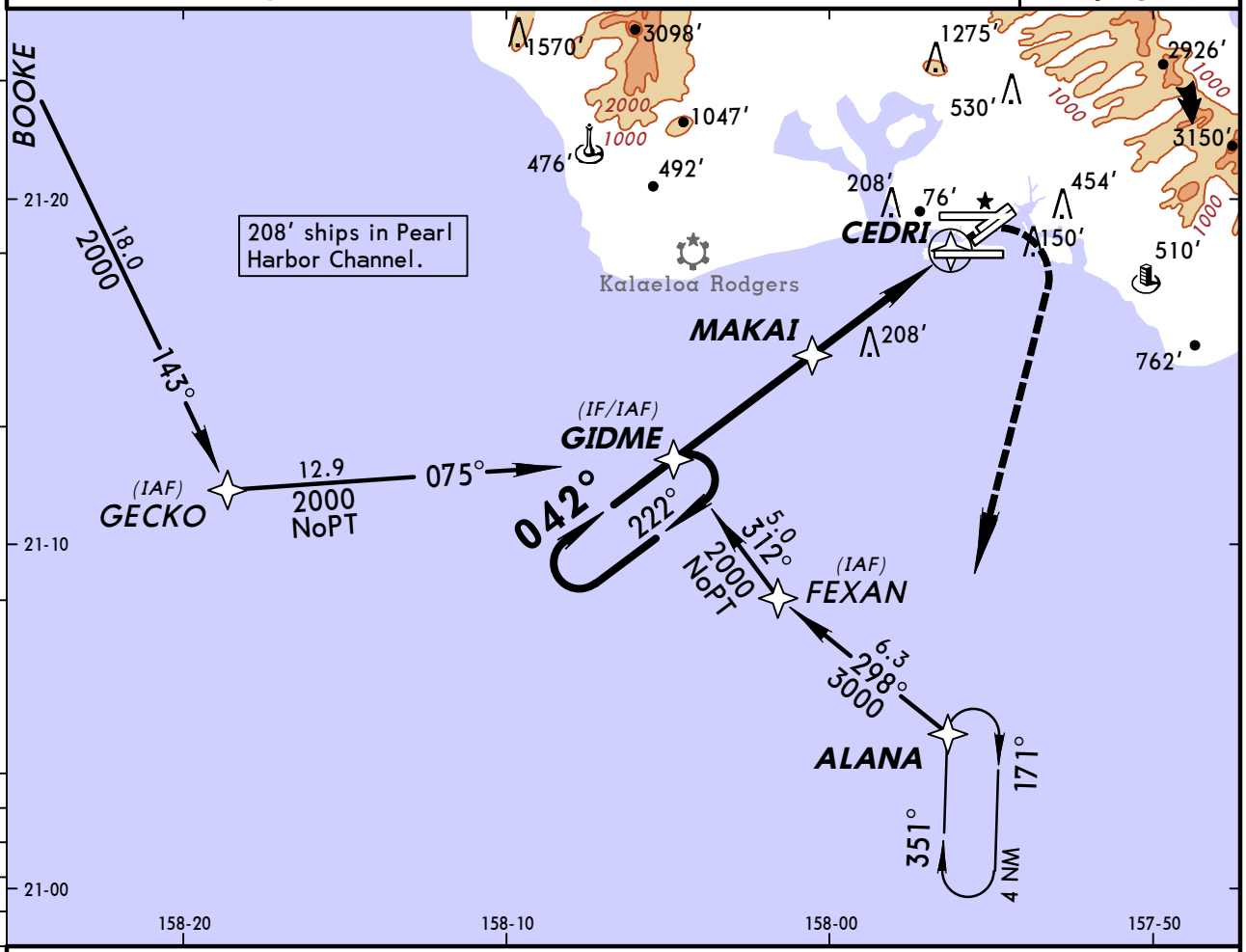
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 13′
	042°	MAKAI 2000′ (1990′)	460′ (450′)	TDZE 10′

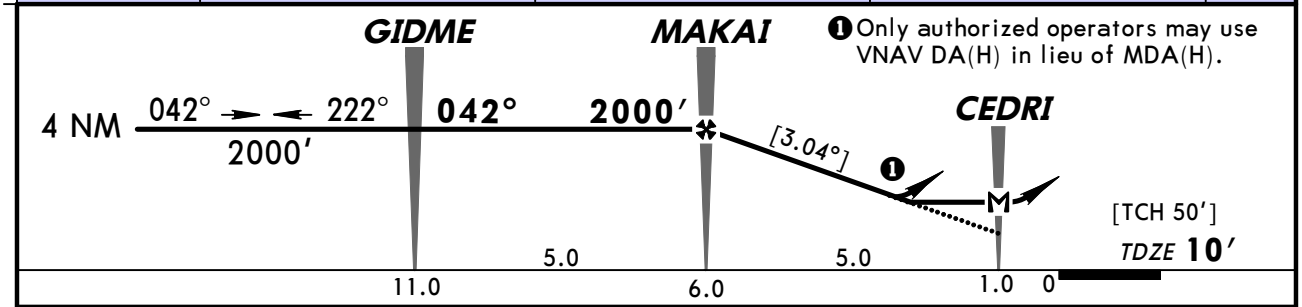
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ direct to ALANA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.

5200′
MSA CEDRI





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	500′	3000′ RT		ALANA
Descent angle [3.04°]	376	484	538	645	753	861					
MAP at CEDRI											

STRAIGHT-IN LANDING RWY 4L
LNAV
MDA(H) 460′(450′)

		Max Kts	MDA(H)
A	1¼	90	620′(607′)-1¼
B		120	
C		140	620′(607′)-1¾
D	1½	165	820′(807′)-2½

❶ CIRCLE-TO-LAND

AMEND 0

TERPS

❶ Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 4L/22R.

CHANGES: None.

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BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

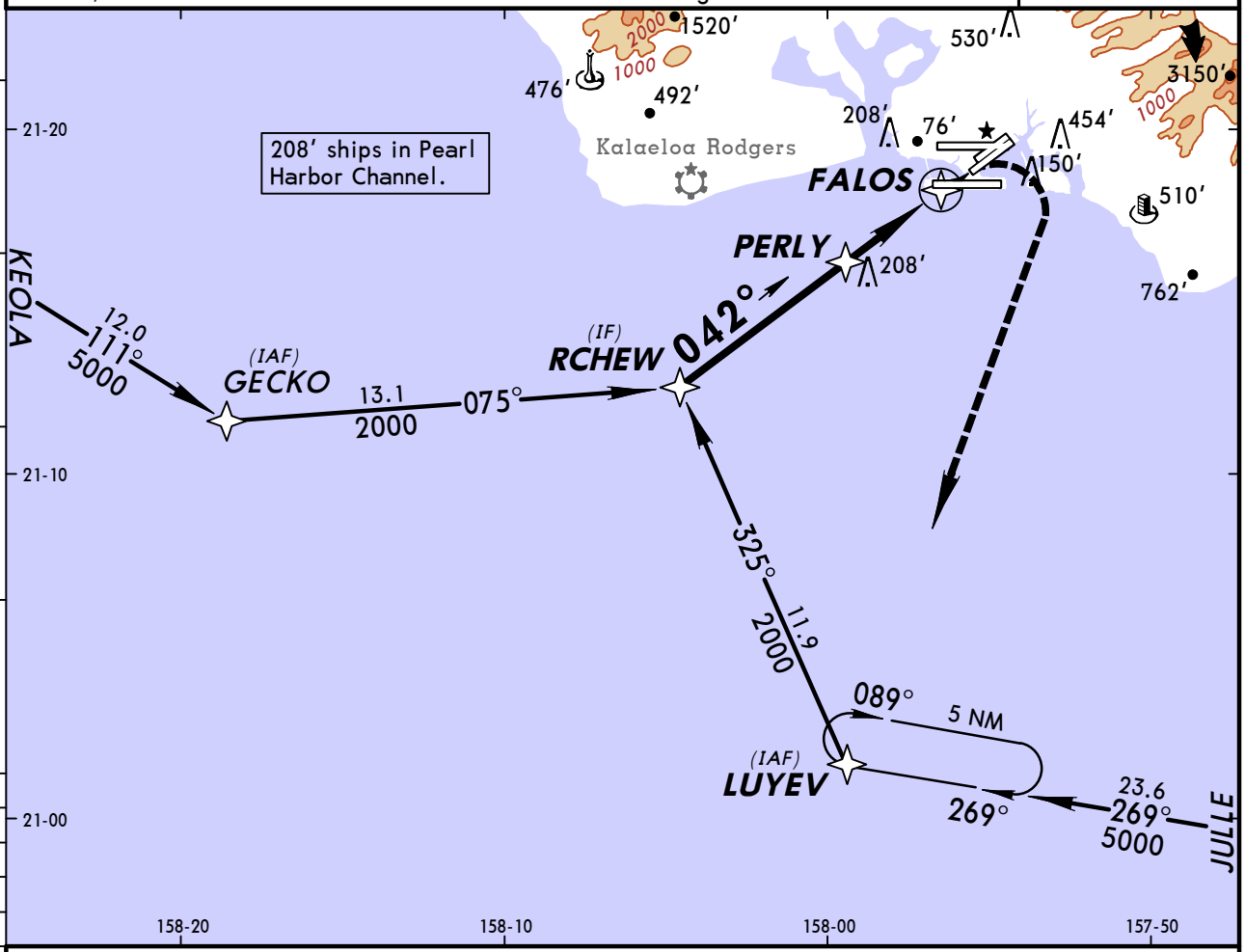
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 13′
	042°	PERLY 1500′ (1491′)	460′ (451′)	TDZE 9′

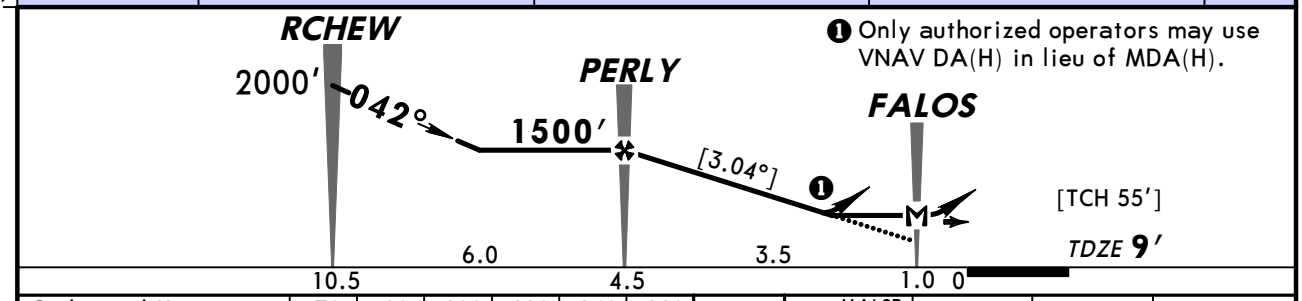
MISSED APCH: Climbing RIGHT turn to 5000′ direct LUYEV and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.3 not authorized. 2. VGSI and descent angles not coincident.

5300′
MSA FALOS





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at FALOS						

MALSR
REIL
PAPI

5000′
RT

LUYEV

STRAIGHT-IN LANDING RWY 4R
LNAV
MDA(H) 460′ (451′)

	RAIL out	ALS out
A	3/4	1
B		
C	3/4	1 1/4
D	1	1 1/2

❶ CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620′ (607′)-1 1/4
120	
140	620′ (607′)-1 3/4
165	820′ (807′)-2 1/2

AMEND 1

TERPS

❶ Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L/26R.

CHANGES: Lighting.

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BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

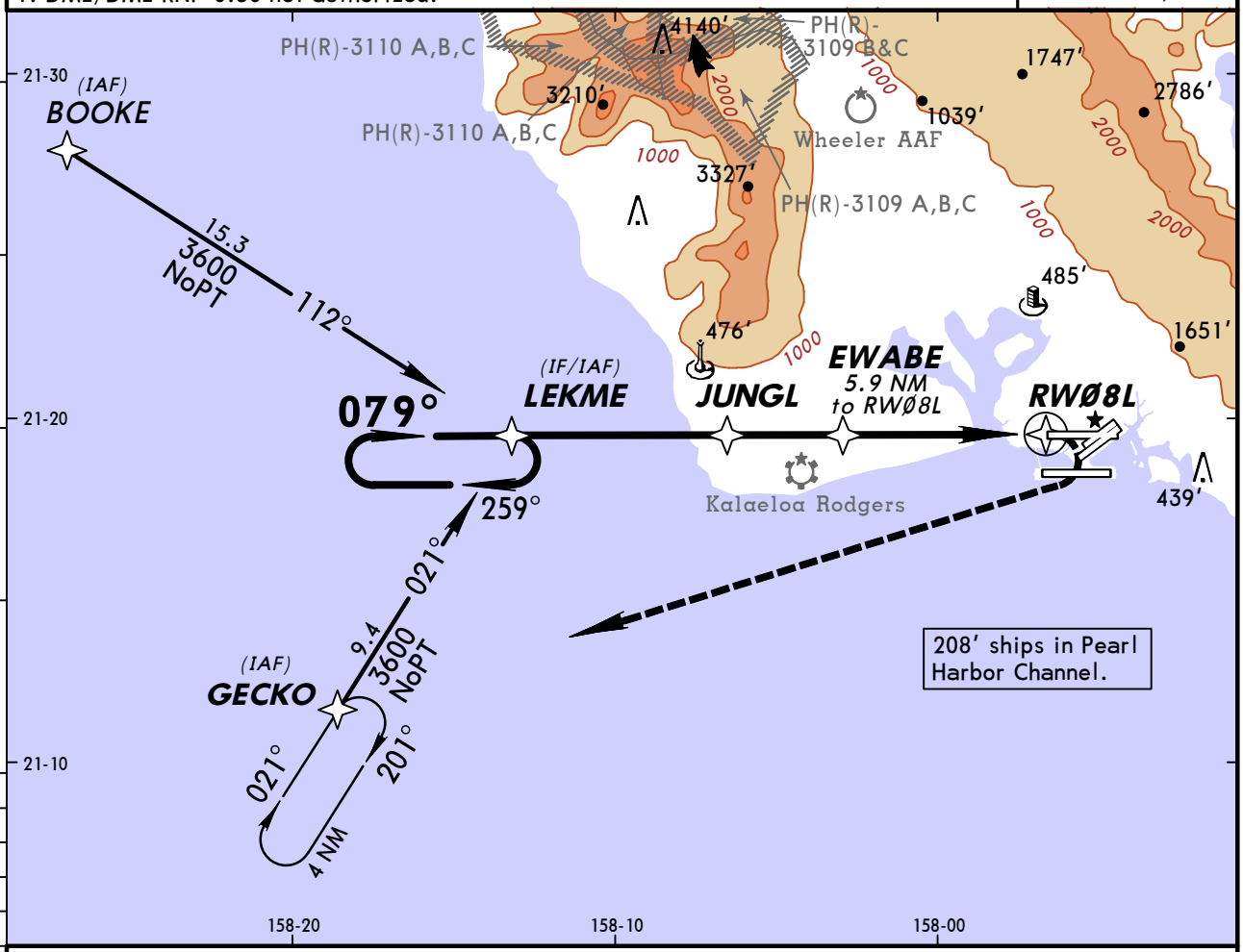
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 13′
	079°	JUNGL 3100′ (3087′)	460′ (447′)	TDZE 13′

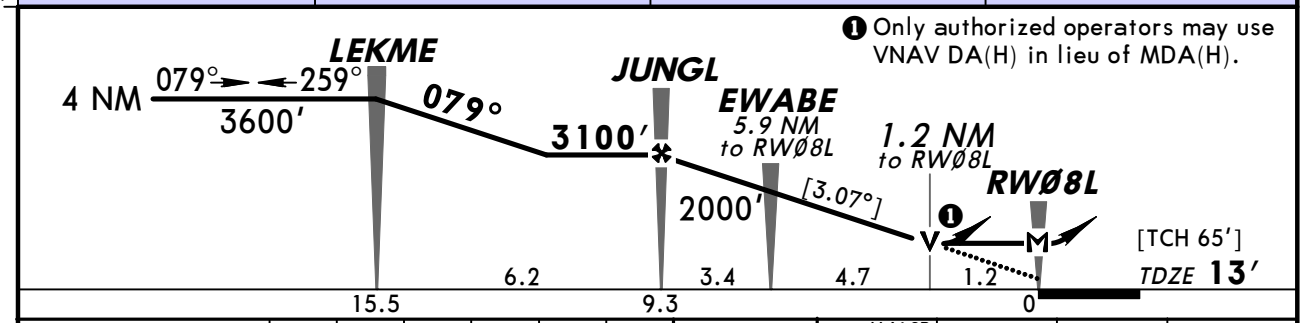
MISSED APCH: Climbing RIGHT turn to 3600′ direct GECKO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized.

5300′
MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.07°]	380	489	543	652	760	869
MAP at RWØ8L						

MALSR
PAPI
3600′
RT
GECKO

STRAIGHT-IN LANDING RWY 8L
LNAV
MDA(H) 460′ (447′)

	RAIL out	ALS out
A, B	1/2	3/4
C	3/4	1 1/4
D	1	1 1/2

❶ CIRCLE-TO-LAND

Max Kts	MDA(H)
90, 120	620′ (607′)-1
140	620′ (607′)-1 3/4
165	820′ (807′)-2 1/2

TERPS AMEND 1

❶ Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R.
Cat D: Circling not authorized north of Rwy 8L/26R.

CHANGES: Airspace.

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ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

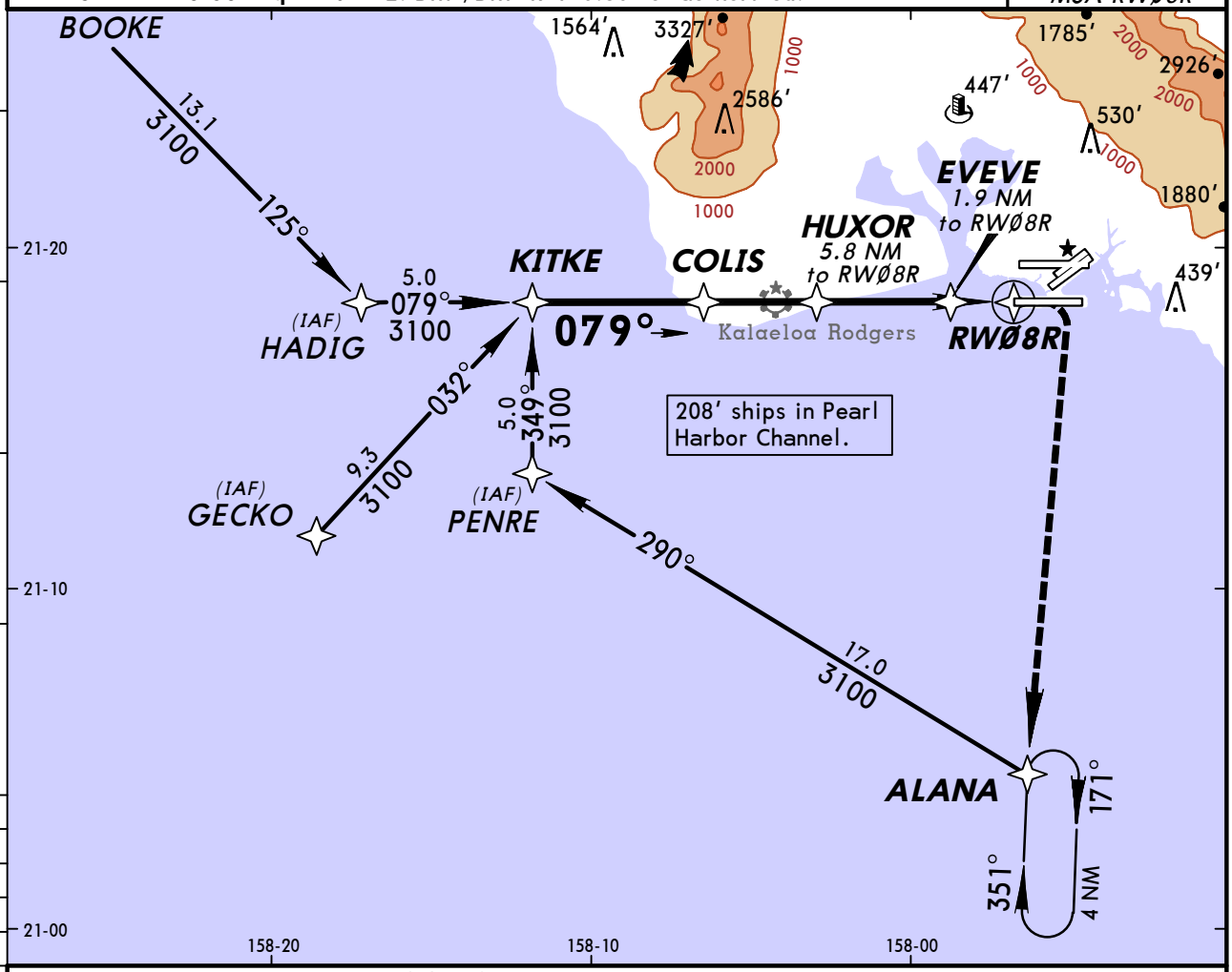
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev / TDZE
	079°	COLIS 3100′ (3090′)	320′ (310′)	13′ / 10′

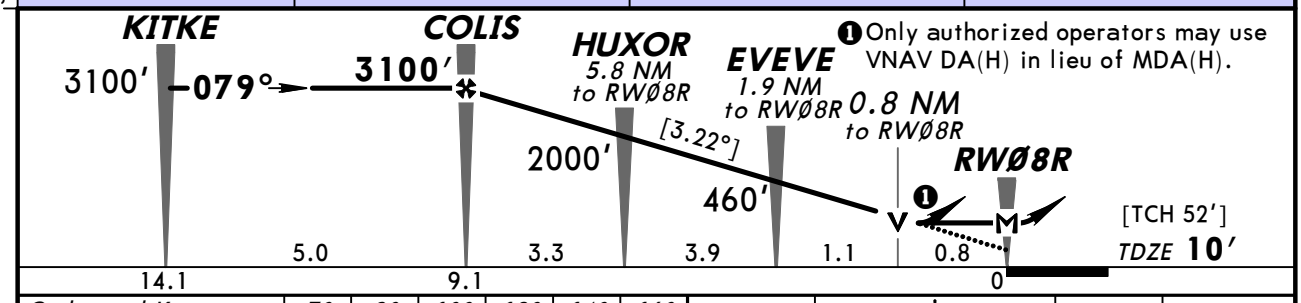
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3100′ direct ALANA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.

5200′
MSA RWØ8R





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.22°]	399	513	570	684	798	912
MAP at RWØ8R						

REIL
PAPI-L

500′ then 3100′ RT

ALANA

STRAIGHT-IN LANDING RWY **8R**
LNAV
MDA(H) **320′** (310′)

		Max Kts	MDA(H)
A	1	90	620′ (607′)-1
B		120	
C		140	620′ (607′)-1¾
D		165	820′ (807′)-2½

❶ CIRCLE-TO-LAND

❶ Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R.
Cat D: Circling not authorized north of Rwy 4L-22R.

CHANGES: VASI-L replaced by PAPI-L.

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BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

RNAV	Final Apch Crs	Minimum Alt PERLY	RNP 0.30 DA(H)	Apt Elev 13′
	042°	1500′ (1491′)	658′ (649′)	TDZE 9′

MISSED APCH: Climbing RIGHT turn to 5000′ direct LUYEV and hold.

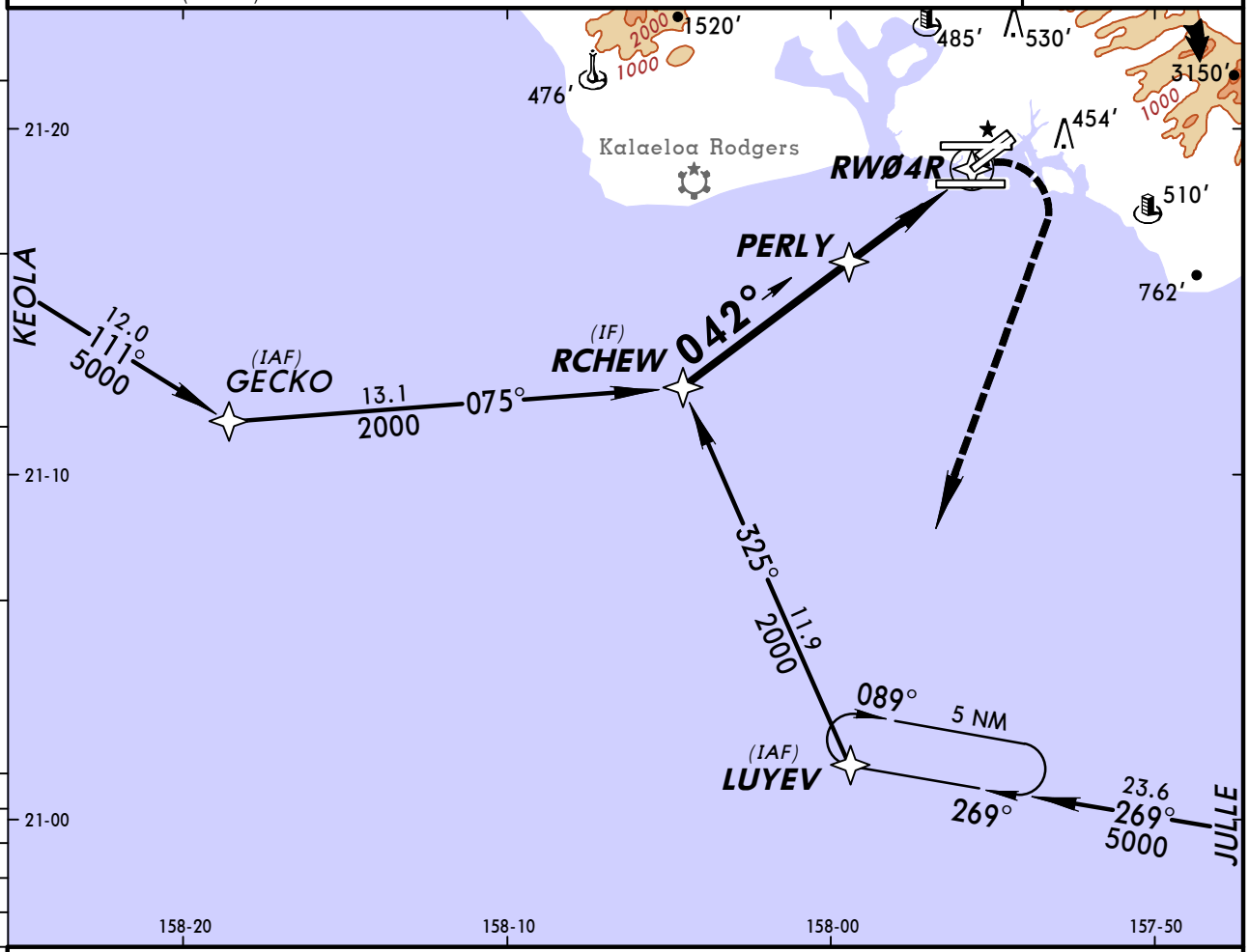
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

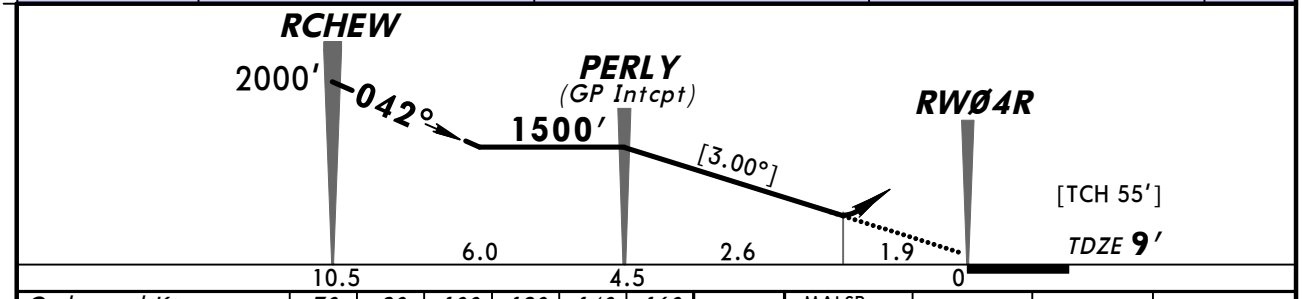
1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below 16°C (60°F) or above 48°C (119°F).

5300′

MSA RWØ4R





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
REIL
PAPI

5000′
RT

LUYEV

STRAIGHT-IN LANDING RWY **4R**

RNP 0.30

DA(H) **658′** (649′)

	RAIL or ALS out
A B C D	1¾	2¼

TERPS AMEND 0A 30 JUN 2011

CHANGES: Procedure authorization note.

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BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 13′
	079°	KAHEA 2000′ (1987′)	386′ (373′)	TDZE 13′

MISSED APCH: Climb to 700′, then climbing RIGHT turn to 3000′ direct ALANA and hold.

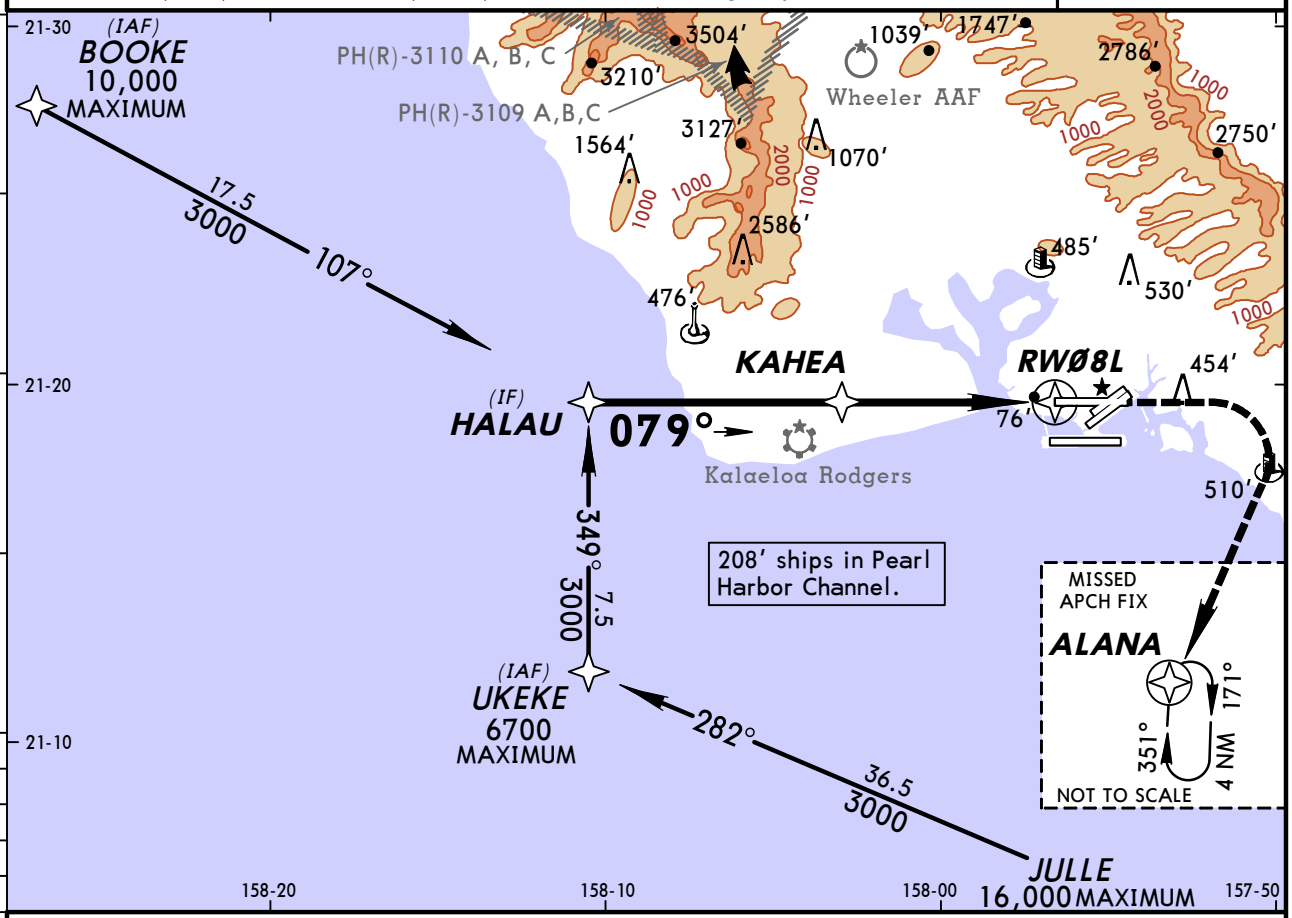
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

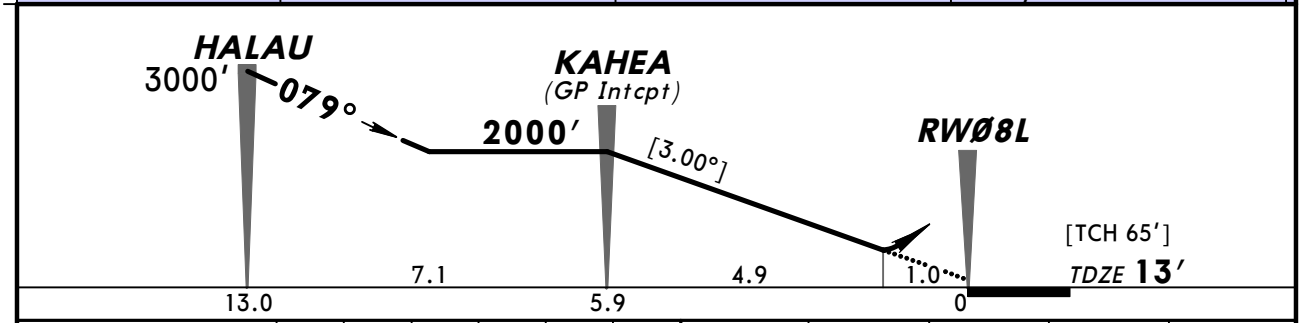
1. AUTHORIZATION REQUIRED.

2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 15°C (58°F) or above 49°C (121°F). 4. VGSI and RNAV glidepath not coincident.

5300′

MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR PAPI | 700′ | 3000′ RT | ALANA

STRAIGHT-IN LANDING RWY **8L**

RNP 0.30

DA(H) **386′** (373′)

	RAIL or ALS out
A B C D	1	1½

TERPS AMEND 08 30 JUN 2011

CHANGES: Procedure authorization note.

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PHNL/HNL
HONOLULU INTL

JEPPESEN

24 JUN 11

(12-22)

HONOLULU, HAWAII
RNAV (RNP) Rwy 26L

BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

RNAV	Final Apch Crs	Minimum Alt KUHIO	RNP 0.15 DA(H)	Apt Elev 13′
	259°	2000′ (1990′)	260′ (250′)	TDZE 10′

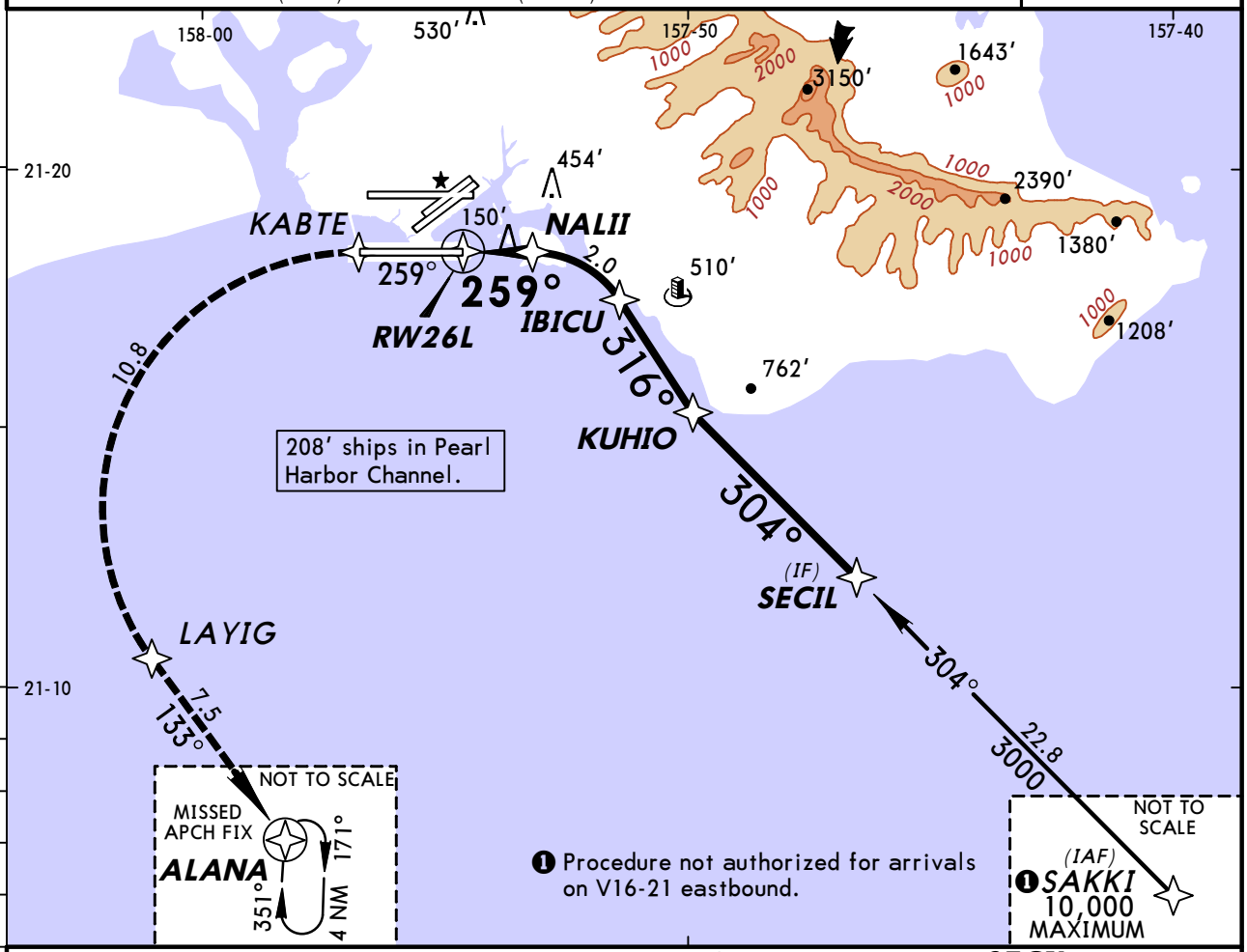
MISSED APCH: Climb to 3000′ via 259° track to KABTE, LEFT turn to LAYIG, 133° track to ALANA and hold.
Missed Approach requires a mimimum climb of 234′/NM to 300′.

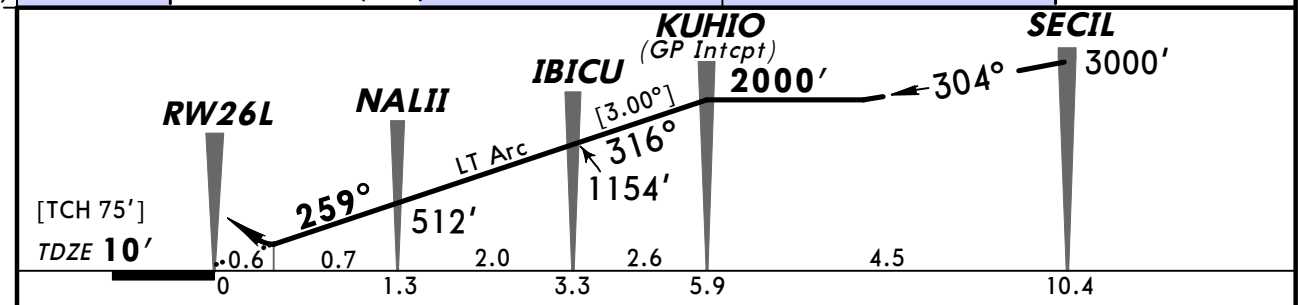
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED.
2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 15°C (58°F) or above 49°C (121°F).

5300′

MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSF
PAPI

3000′ via 259° KABTE

STRAIGHT-IN LANDING RWY **26L**
RNP 0.15
DA(H) **260′** (250′)

		ALS out
A		
B		
C	½	1
D		

TERPS AMEND OC 30 JUN 2011

CHANGES: Procedure authorization note.

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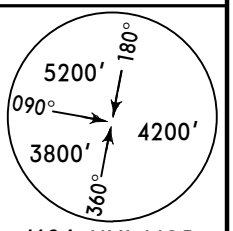
ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

BRIEFING STRIP

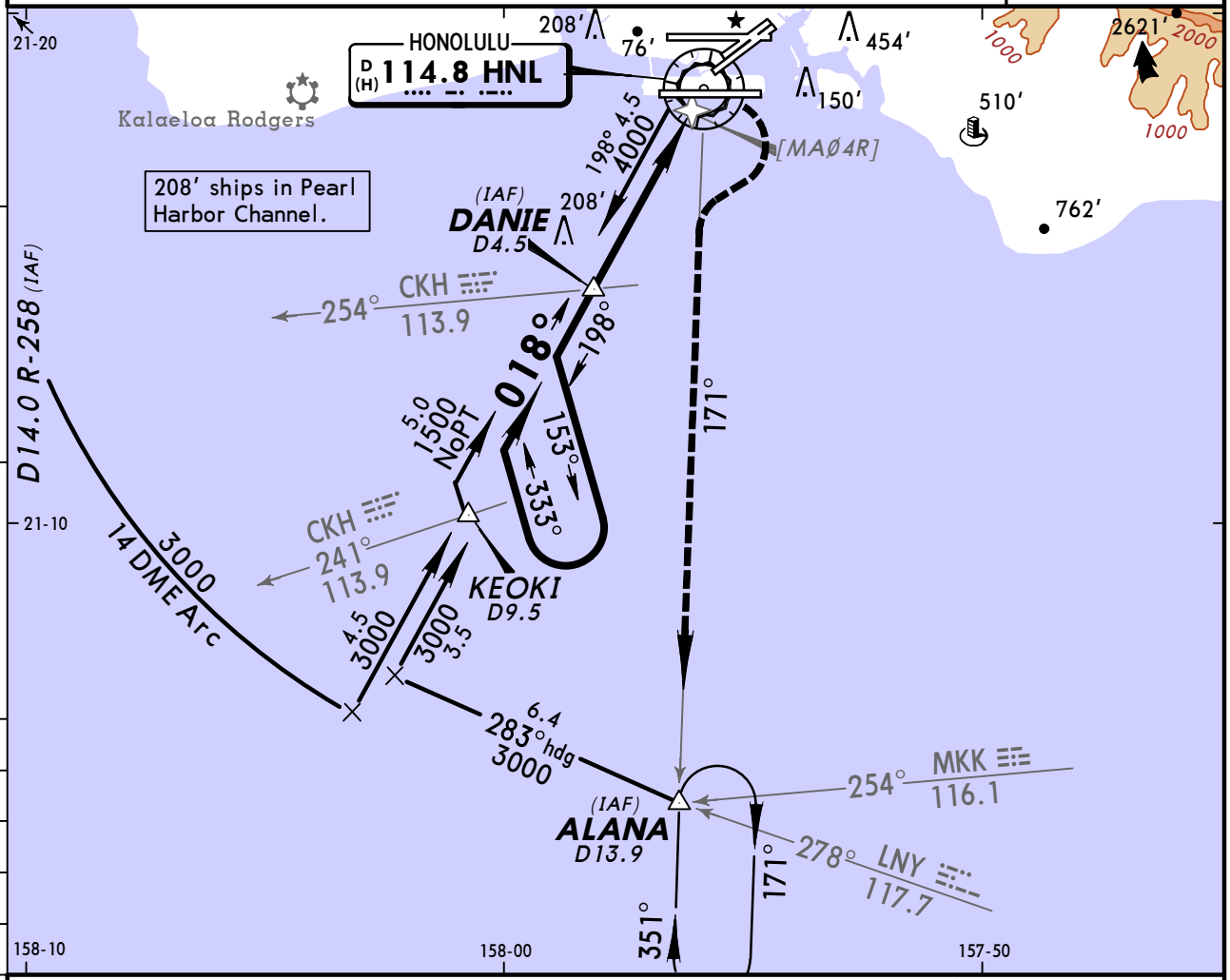
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13′
HNL 114.8	018°	DANIE 1500′ (1491′)	460′ (451′)	TDZE 9′

MISSED APCH: Climbing RIGHT turn to 3000′ outbound via HNL VOR R-171 to ALANA INT/D13.9 and hold.

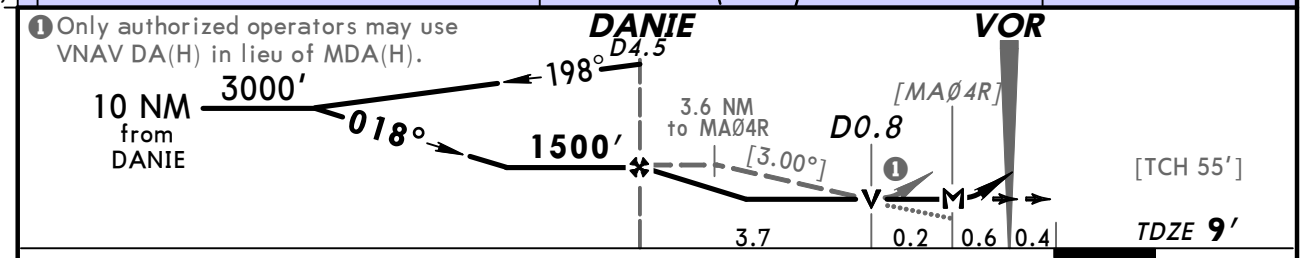
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′



MSA HNL VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle [3.00°]		372	478	531	637	743	849
DANIE to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR
REIL
PAPI

3000′ RT via HNL 114.8 R-171 — ALANA

STRAIGHT-IN LANDING RWY4R

MDA(H) 460′ (451′)

	RAIL out	ALS out
A	1	
B		
C	1¼	
D	1½	

❶ CIRCLE-TO-LAND

Max Kts	MDA(H)
90	620′ (607′)-1
120	
140	620′ (607′)-1¾
165	760′ (747′)-2½

AMEND OB

TERPS

❶ Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L-26R.

CHANGES: Lighting.

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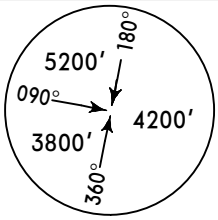
ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

BRIEFING STRIP ™

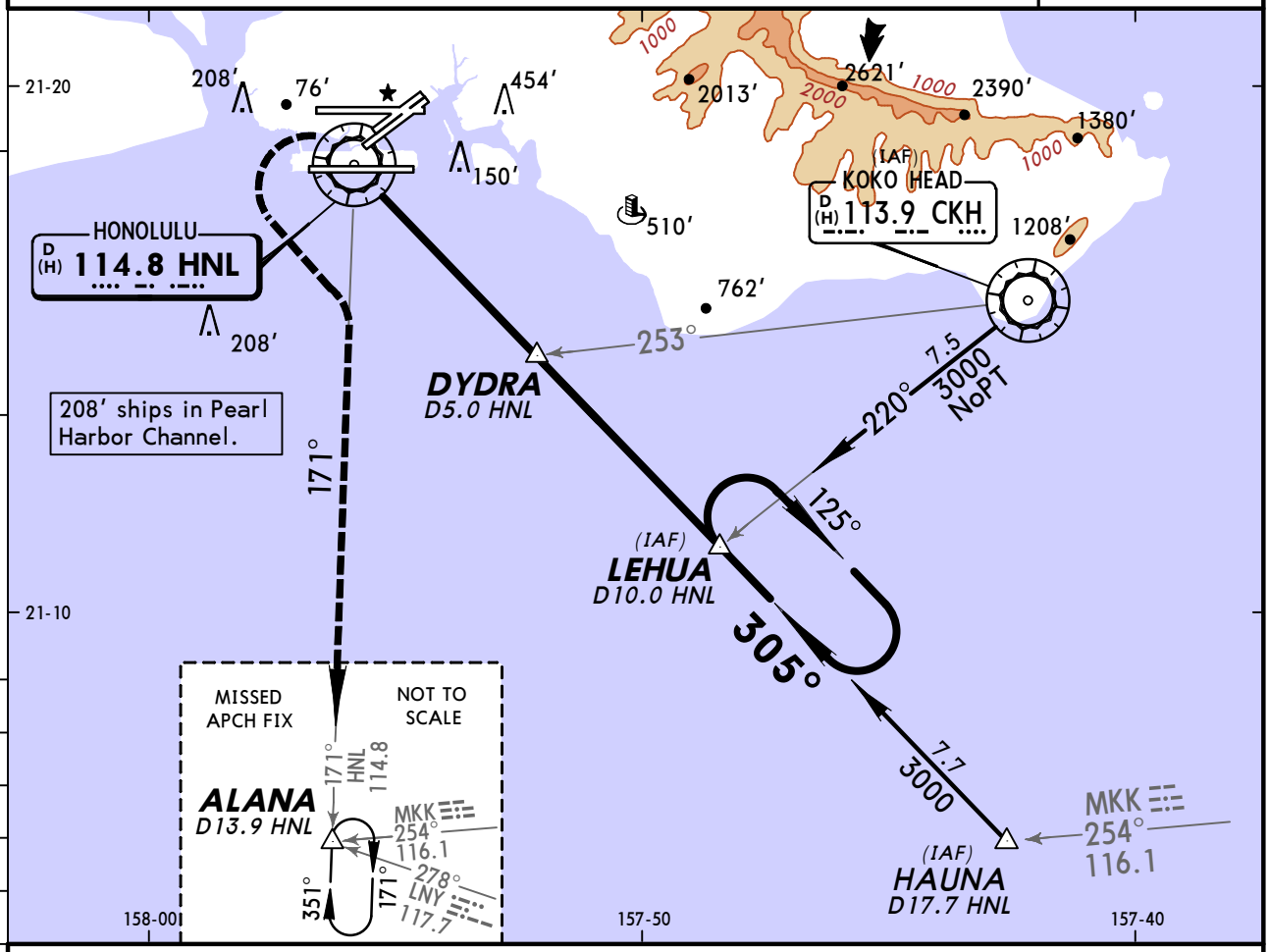
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13′
HNL 114.8	305°	DYDRA 1500′ (1487′)	Refer to Minimums	

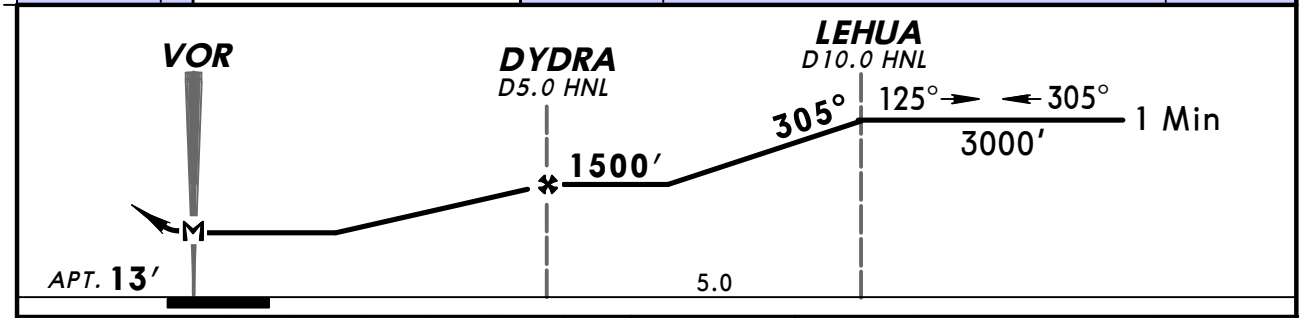
MISSED APCH: Climbing LEFT turn to 3000′ outbound via HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′



MSA HNL VOR





MAP at VOR								Lighting - Refer to Airport Chart	3000′ LT	HNL via 114.8 R-171	ALANA

1 CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	620′ (607′)-1
B	120	
C	140	620′ (607′)-1¾
D	165	760′ (747′)-2½

1 Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R; Cat D: Circling not authorized north of Rwy 8L/26R.

AMEND 1A TERPS

CHANGES: Obstructions.

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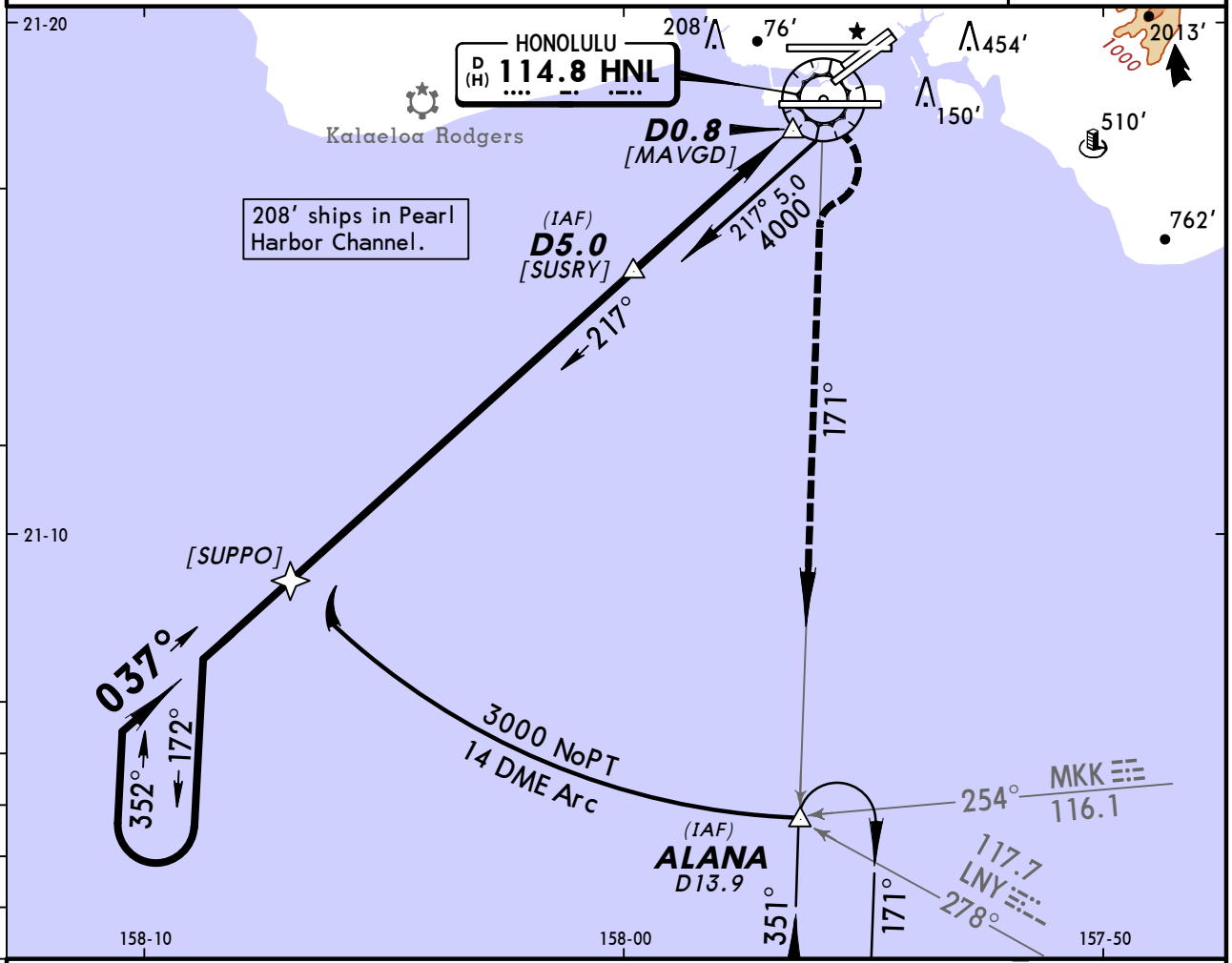
ATIS	HCF Approach (R)	HONOLULU Tower	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	121.9	128.0

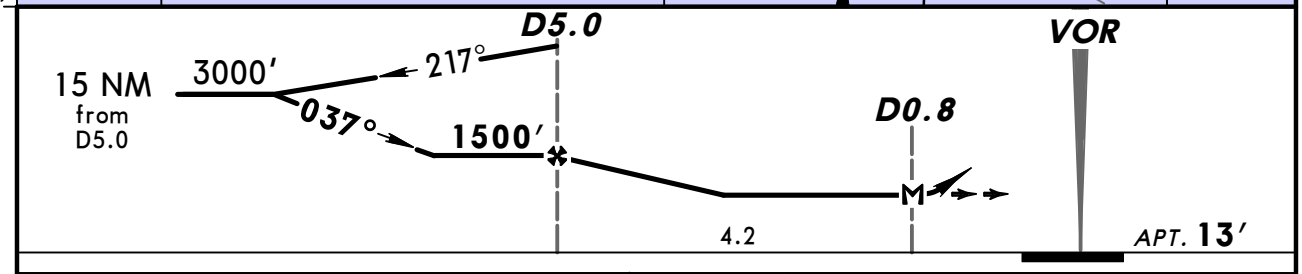
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13′
HNL 114.8	037°	D5.0 1500′ (1487′)	Refer to Minimums	

MISSED APCH: Climbing RIGHT turn to 3000′ outbound via HNL VOR R-171 to ALANA INT/D13.9 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

MSA HNL VOR: 5200′ (180°), 4200′ (090°), 3800′ (360°)





MAP at D0.8	Lighting - Refer to Airport Chart	3000′ RT	HNL via 114.8 R-171	ALANA

1 CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	620′(607′)-1
B	120	620′(607′)-1¾
C	140	760′(747′)-2½
D	165	

1 Cat A, B, C: Circling not authorized northwest of airport between Rwys 8L/26R and 4L/22R;
Cat D: Circling not authorized north of Rwy 8L-26R.

AMEND 2A

TERPS

CHANGES: HONOLULU Approach renamed HCF Approach.

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General Information

Location: Kahului HI USA
IATA Code: OGG
Lat/Long: N20° 53.9' W156° 25.8'
Elevation: 54 ft

Airport Use: Public
Magnetic Variation: 9.8°E

Fuel Types: 100-130 Octane, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1648 Z
Sunset: 0429 Z,

Runway Information

Runway: 02
Length x Width: 6995 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 05
Length x Width: 4990 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Pilot controlled

Runway: 20
Length x Width: 6995 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 4990 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, Pilot controlled

Communication Information

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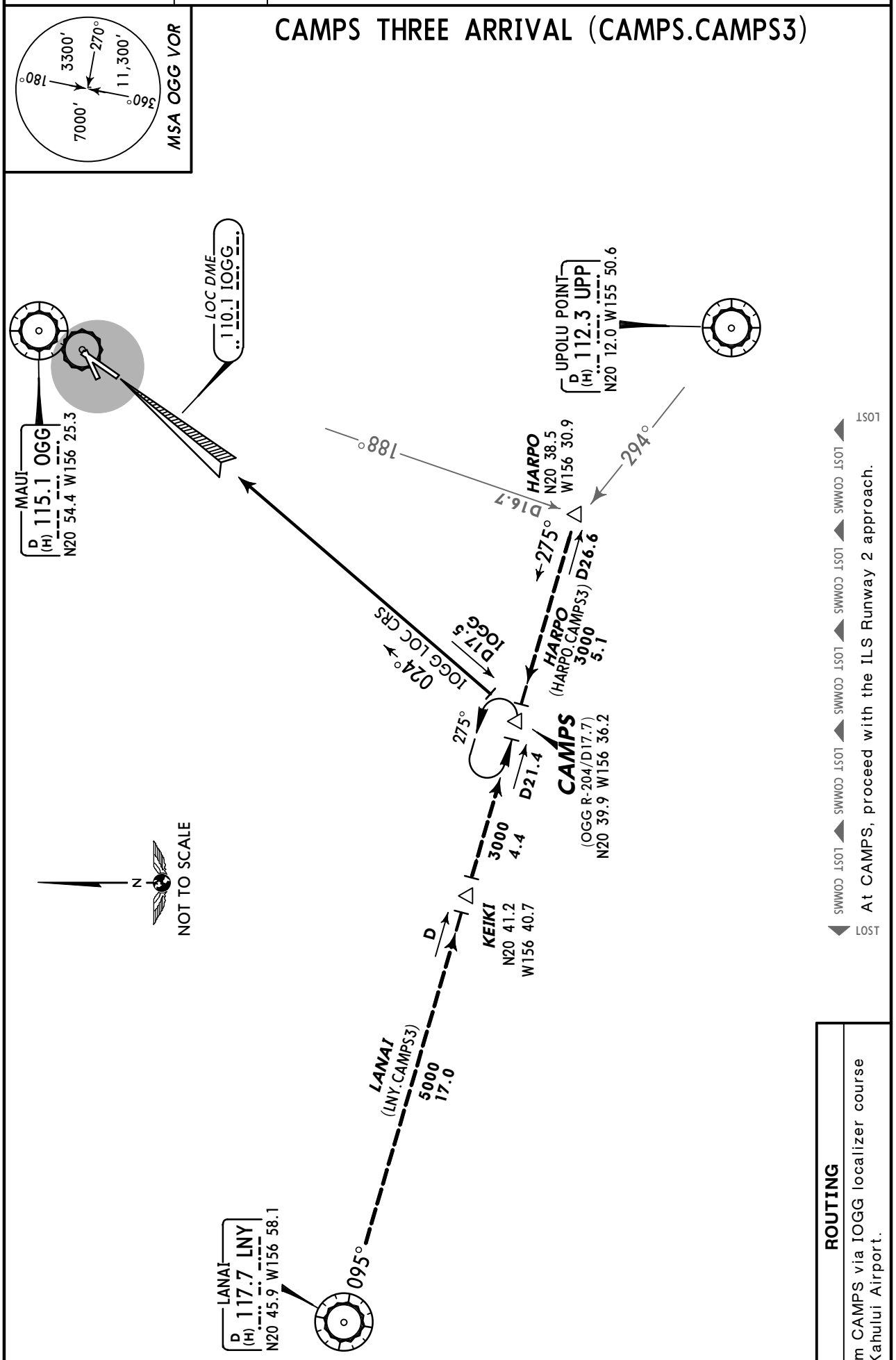
ATIS 128.6
Maui Tower 118.7 CTAF PCL
Maui Ground Control 121.9
Maui Clearance Delivery 120.6
Hcf Approach Approach Control 119.5
Hcf Approach Approach Control 120.2
Maui App ARSA 119.5 (91°-270°)
Maui App ARSA 120.2 (271°-90°)
Hcf Approach Departure Control 119.5
Hcf Approach Departure Control 120.2
Maui Unicom 122.95
Honolulu Flight Service Station 123.6 RCO
Honolulu Flight Service Station 122.5 RCO
Honolulu Flight Service Station 115.1 RCO

ATIS (ASOS when Twr inop)	Apt Elev	
128.6	54′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **RADAR required to HARPO.**

CAMPS THREE ARRIVAL (CAMPS.CAMPS3)



ROUTING

From CAMPS via IOGG localizer course to Kahului Airport.

CHANGES: Transition removed, transition added, procedure renumbered, MSA.

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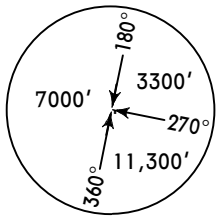
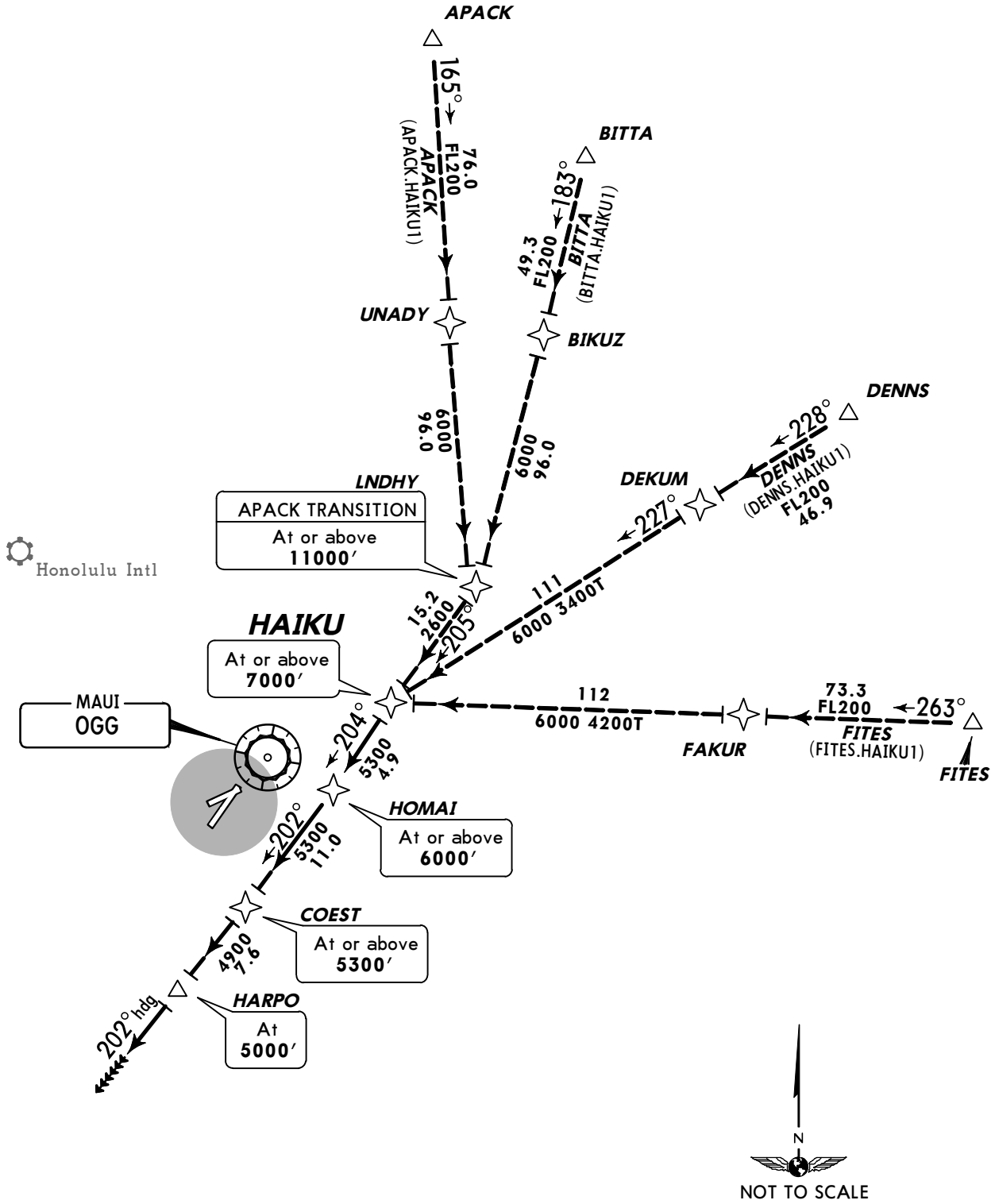
ATIS (ASOS when Twr inop) 128.6	Apt Elev 54′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. GPS required. 3. RNAV 1.** 4. Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until 10,000′ MSL. 5. EXPECT Kahului Apt ILS or LOC RWY 2 approach at HARPO or qualified aircraft/crew EXPECT RNAV (RNP) Z RWY 2 approach at HOMAI.



MSA OGG VOR

HAIKU ONE RNAV ARRIVAL (HAIKU.HAIKU1)



Direct distance from HARPO to:
Kahului Apt **16 NM**

ROUTING

From HAIKU on track 204° to HOMAI, then on track 202° to COEST, then on track 202° to HARPO, then on heading 202°. EXPECT RADAR vectors.

CHANGES: MSA.

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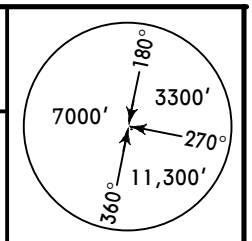
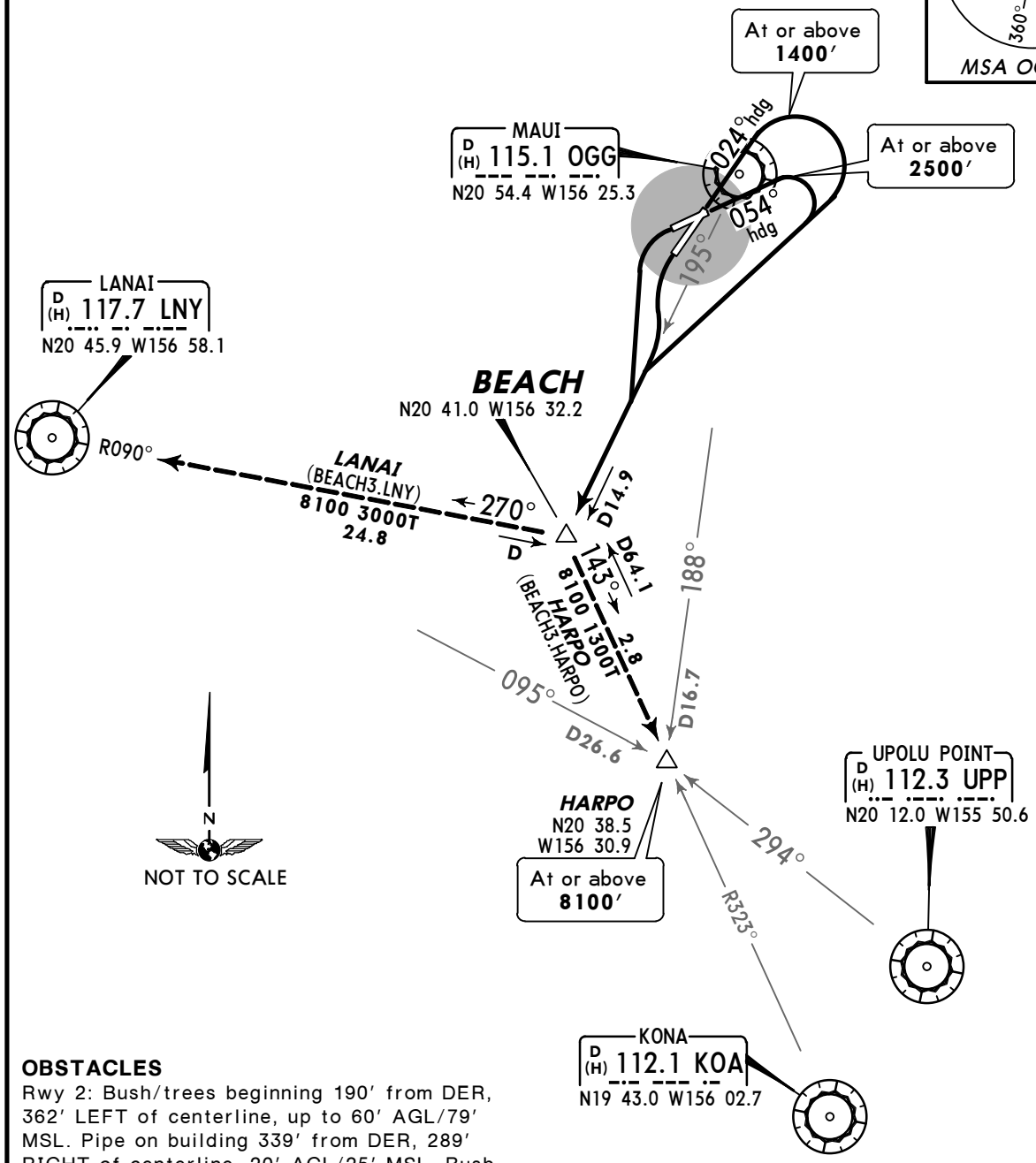
HCF Approach (R) (DEP) NORTH	SOUTH	Apt Elev	
120.2	119.5	54′	Trans level: FL180 Trans alt: 18000′

BEACH THREE DEPARTURE (BEACH3.BEACH)





OBSTACLES

Rwy 2: Bush/trees beginning 190′ from DER, 362′ LEFT of centerline, up to 60′ AGL/79′ MSL. Pipe on building 339′ from DER, 289′ RIGHT of centerline, 20′ AGL/25′ MSL. Bush beginning 902′ from DER, 637′ RIGHT of centerline, up to 20′ AGL/39′ MSL.
Rwy 5: Trees 2359′ from DER, 512′ LEFT of centerline, 56′ AGL/75′ MSL. Fence beginning 20′ from DER, 299′ RIGHT of centerline, up to 7′ AGL/31′ MSL. Bush/trees beginning 291′ from DER, 300′ RIGHT of centerline, up to 76′ AGL/95′ MSL.
Rwy 20: Bush 22′ from DER, 236′ RIGHT of centerline, 2′ AGL/55′ MSL. Bush/trees beginning 24′ from DER, 173′ LEFT of centerline, up to 29′ AGL/68′ MSL.
Rwy 23: Bush/trees and light beginning 666′ from DER, 89′ LEFT of centerline, up to 56′ AGL/86′ MSL. Bush/trees beginning 3′ from DER, 280′ RIGHT of centerline, up to 62′ AGL/72′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2, 5: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to **8100′.**
Rwy 20: Standard (or lower than standard, if authorized) with a minimum climb of 495′ per NM to **8100′.**
Rwy 23: Standard (or lower than standard, if authorized) with a minimum climb of 485′ per NM to **8100′.**

Gnd speed-KT	75	100	150	200	250	300
485′ per NM	606	808	1213	1617	2021	2425
495′ per NM	619	825	1238	1650	2063	2475
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB
2	Climb on heading 024° to **1400′** then climbing RIGHT turn via OGG R-195 to BEACH.
5	Climb on heading 054° to **2500′** then climbing RIGHT turn via OGG R-195 to BEACH.
20, 23	Climbing LEFT turn via OGG R-195 to BEACH.

CHANGES: Procedure revised, renumbered, reindexed (BARBY SID cancelled), MSA.

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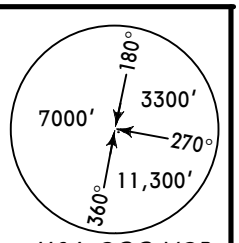
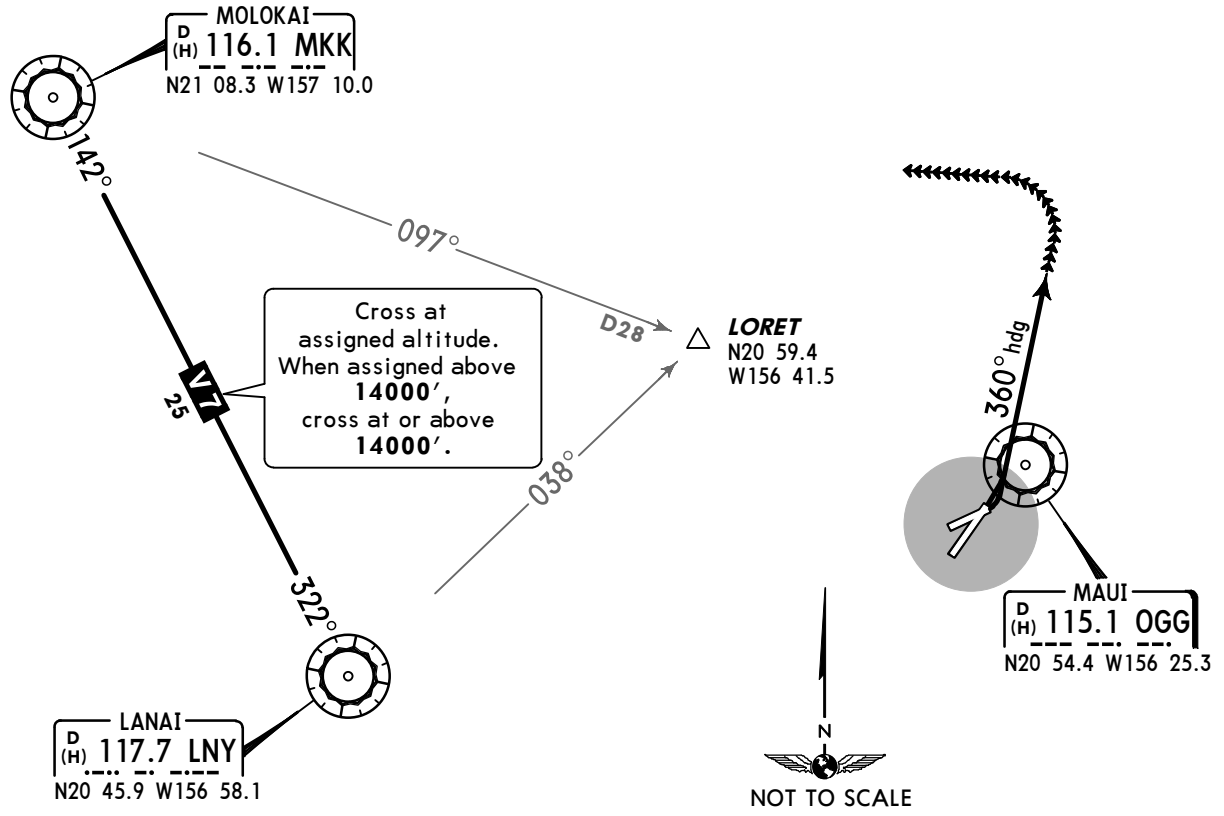
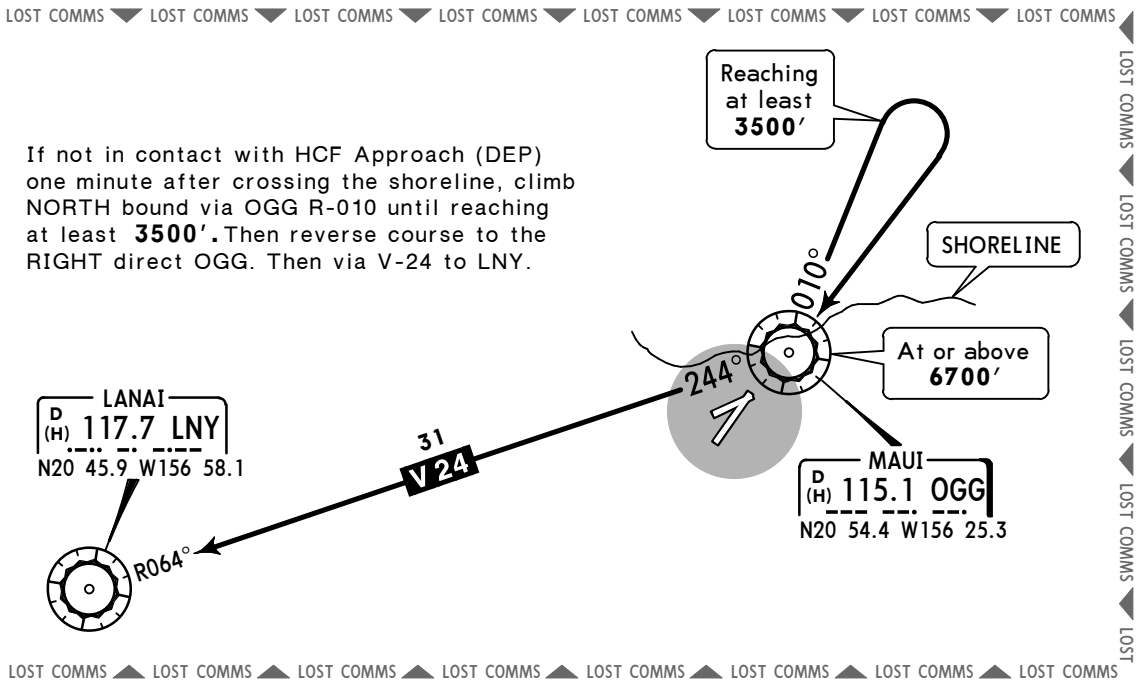
HCF Approach (R) (DEP) NORTH	SOUTH	Apt Elev		
120.2	119.5	54′	Trans level: FL180	Trans alt: 18000′



MAUI FIVE DEPARTURE (MAUI5.OGG)





This SID requires a minimum climb gradient of 420′ per NM to **8000′.**

Gnd speed-KT	75	100	150	200	250	300
420′ per NM	525	700	1050	1400	1750	2100

RWY	INITIAL CLIMB
2, 5	After take-off, all aircraft fly heading 360°. EXPECT RADAR vectors WEST of Maui I to assigned fix/route.

CHANGES: Procedure reindexed, MSA.

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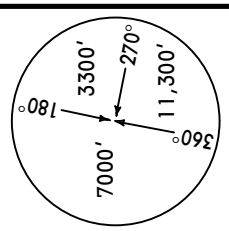
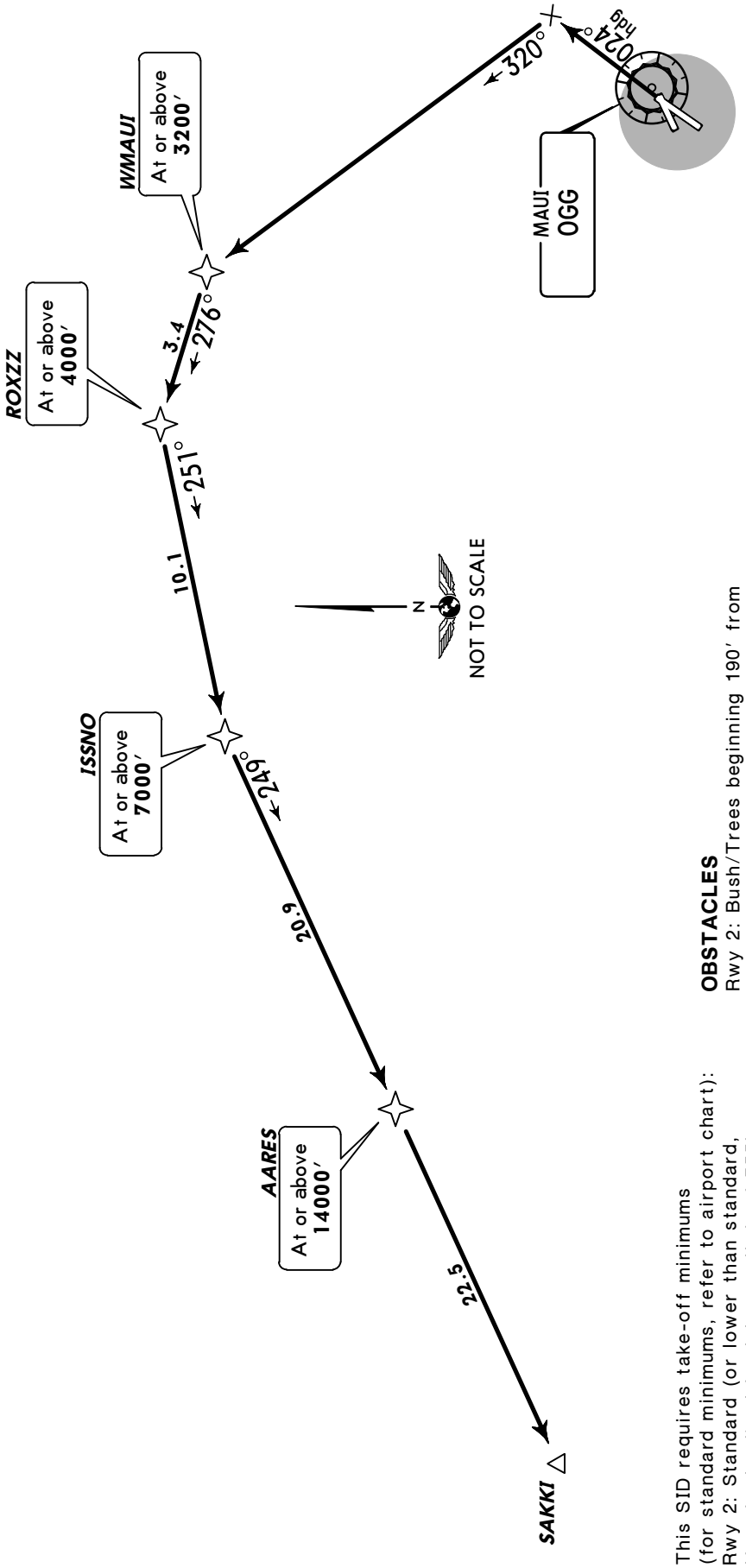
HCF Approach (R) (DEP)		Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH	SOUTH	54′	**1. GPS required.**
120.2	119.5		**2. RNAV 1.**



NPLII ONE RNAV DEPARTURE (NPLII1.SAKKI)
(RWY 2)



Direct Distance from Kahului Apt to:
WMAUI **11 NM**

OBSTACLES
Rwy 2: Bush/Trees beginning 190′ from DER, 362′ LEFT of centerline, up to 60′ AGL/79′ MSL. Pipe on building 339′ from DER, 289′ RIGHT of centerline, 20′ AGL/25′ MSL. Bushes beginning 902′ from DER, 637′ RIGHT of centerline, up to 20′ AGL/39′ MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to **11200′**.
Rwys 5, 20, 23: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
355′ per NM	444	592	888	1183	1479	1775

INITIAL CLIMB

Climb to assigned altitude on heading 024° to intercept course 320° to cross WMAUI at or above **3200′**, and on track 276° to cross ROXZZ at or above **4000′**, and on track 251° to cross ISSNO at or above **7000′**, and on track 249° to cross AARES at or above **14000′**, and on track 249° to SAKKI.

CHANGES: New procedure at this airport.

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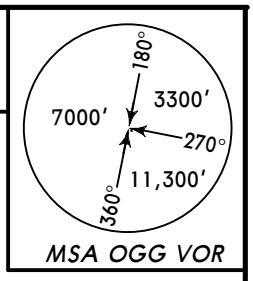
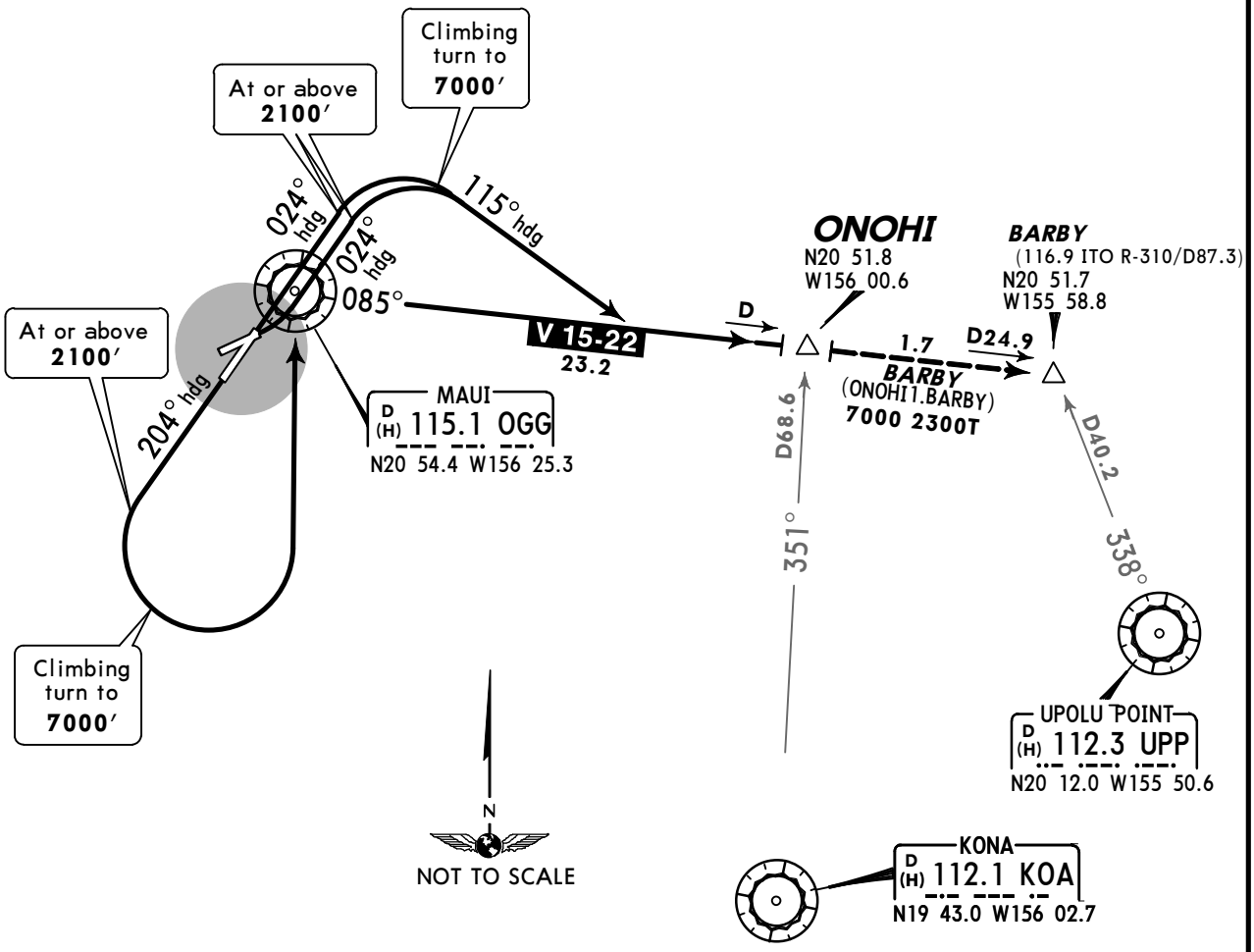
HCF Approach (R) (DEP) NORTH	SOUTH	Apt Elev	Trans level: FL180 Trans alt: 18000′
120.2	119.5	54′	**DME required.**

ONOHI ONE DEPARTURE (ONOHI1.ONOHI)





This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2: Standard (or lower than standard, if authorized) with ATC climb of 480′ per NM to **2200′.**
Rwy 5: Standard (or lower than standard, if authorized) with ATC climb of 480′ per NM to **2900′.**
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 480′ per NM to **7000′.**
Rwy 23: Not authorized-obstacles and ATC.

Gnd speed-KT	75	100	150	200	250	300
480′ per NM	600	800	1200	1600	2000	2400

OBSTACLES
Rwy 2: Bush/trees beginning 190′ from DER, 362′ LEFT of centerline, up to 60′ AGL/79′ MSL. Pipe on building 339′ from DER, 289′ RIGHT of centerline, 20′ AGL/25′ MSL. Bush beginning 902′ from DER, 637′ RIGHT of centerline, up to 20′ AGL/39′ MSL.
Rwy 5: Trees 2359′ from DER, 512′ LEFT of centerline, 56′ AGL/75′ MSL. Fence beginning 20′ from DER, 299′ RIGHT of centerline, up to 7′ AGL/31′ MSL. Bush/trees beginning 291′ from DER, 300′ RIGHT of centerline, up to 76′ AGL/95′ MSL.
Rwy 20: Bush 22′ from DER, 236′ RIGHT of centerline, 2′ AGL/55′ MSL. Bush/trees beginning 24′ from DER, 173′ LEFT of centerline, up to 29′ AGL/68′ MSL.

RWY	INITIAL CLIMB
2	Climb heading 024° to **2100′**, then climbing RIGHT turn to **7000′** to ONOHI/D23.2 OGG via heading 115° and OGG R-085.
5	Climbing LEFT turn heading 024° to **2100′**, then climbing RIGHT turn to **7000′** to ONOHI/D23.2 OGG via heading 115° and OGG R-085.
20	Climb heading 204° to **2100′**, then climbing LEFT turn to **7000′** to ONOHI/D23.2 OGG via direct OGG and OGG R-085.

CHANGES: Chart reindexed.

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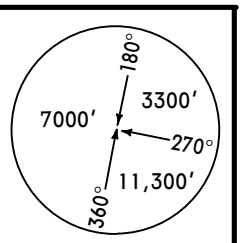
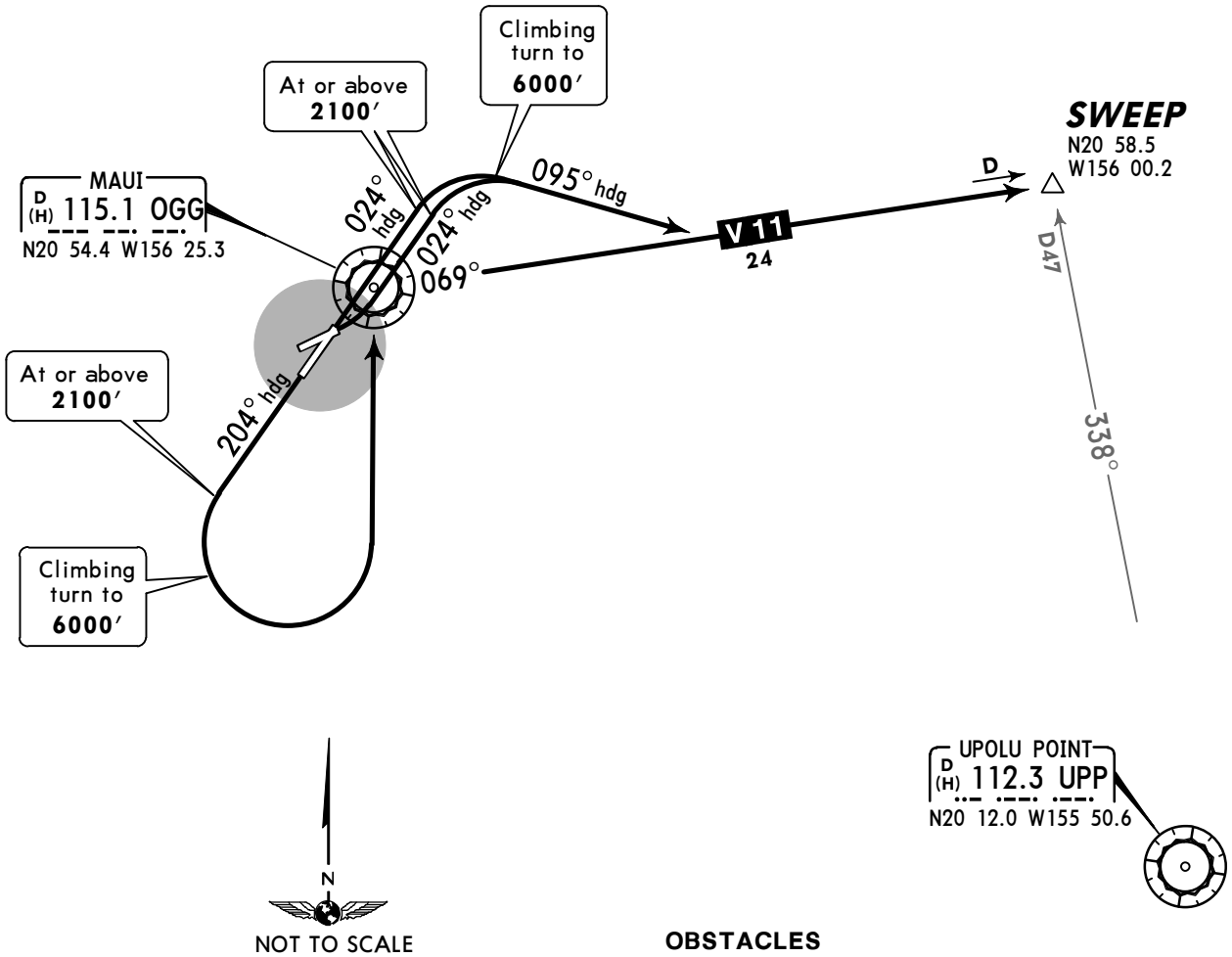
HCF Approach (R) (DEP) NORTH	SOUTH	Apt Elev		
120.2	119.5	54′	Trans level: FL180	Trans alt: 18000′

SWEEP ONE DEPARTURE (SWEEP1.SWEEP)





This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2, 5: Standard (or lower than standard, if authorized) with ATC climb of 480′ per NM to **2100′.**
Rwy 20: Standard (or lower than standard, if authorized) with minimum climb of 480′ per NM to **2100′.**
Rwy 23: Not authorized-Obstacle and ATC.

Gnd speed-KT	75	100	150	200	250	300
480′ per NM	600	800	1200	1600	2000	2400

OBSTACLES
Rwy 2: Bush/Trees beginning 190′ from DER, 362′ LEFT of centerline, up to 60′ AGL/79′ MSL. Pipe on building 339′ from DER, 289′ RIGHT of centerline, 20′ AGL/25′ MSL. Bush beginning 902′ from DER, 637′ RIGHT of centerline, up to 20′ AGL/39′ MSL.
Rwy 5: Trees 2359′ from DER, 512′ LEFT of centerline, 56′ AGL/75′ MSL. Fence beginning 20′ from DER, 299′ RIGHT of centerline, up to 7′ AGL/31′ MSL. Bush/Trees beginning 291′ from DER, 300′ RIGHT of centerline, up to 76′ AGL/95′ MSL.
Rwy 20: Bush 22′ from DER, 236′ RIGHT of centerline, 2′ AGL/55′ MSL. Bush/Trees beginning 24′ from DER, 173′ LEFT of centerline, up to 29′ AGL/68′ MSL.

RWY	INITIAL CLIMB
2	Climb heading 024° to **2100′**, then climbing RIGHT turn to **6000′** via heading 095° to intercept OGG R-069 (V-11) to SWEEP/D24 OGG.
5	Climbing LEFT turn heading 024° to **2100′**, then climbing RIGHT turn to **6000′** via heading 095° to intercept OGG R-069 (V-11) to SWEEP/D24 OGG.
20	Climb heading 204° to **2100′**, then climbing LEFT turn to **6000′** direct to OGG, then via OGG R-069 (V-11) to SWEEP/D24 OGG.

CHANGES: Chart reindexed.

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GATEHOLD PROCEDURES

The following gatehold procedures are established for overseas turbojet departures from Kahului Airport:

a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.

b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or pushback within 10 minutes after receiving enroute ATC clearance.

c. When ATC specifies a release (takeoff) time of more than 15 minutes for your requested altitude/route, alternatives with no or less delay will be offered, if available. If your choice involves a release time of more than 15 minutes, advise Clearance Delivery if you desire to wait at the gate.

d. Depart the blocks within 10 minutes after receiving enroute clearance when release time is less than 15 minutes. Ready to taxi means ready to immediately depart the blocks/ taxi, tow, or pushback. Failure to do so will result in ATC canceling your clearance when other aircraft are requesting the same altitude/route and are ready to taxi.

e. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearance will receive no altitude/ route priority.

NOTES:

1. *Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.*
2. *Oceanic departures are sequenced with Honolulu, and Hilo traffic.*

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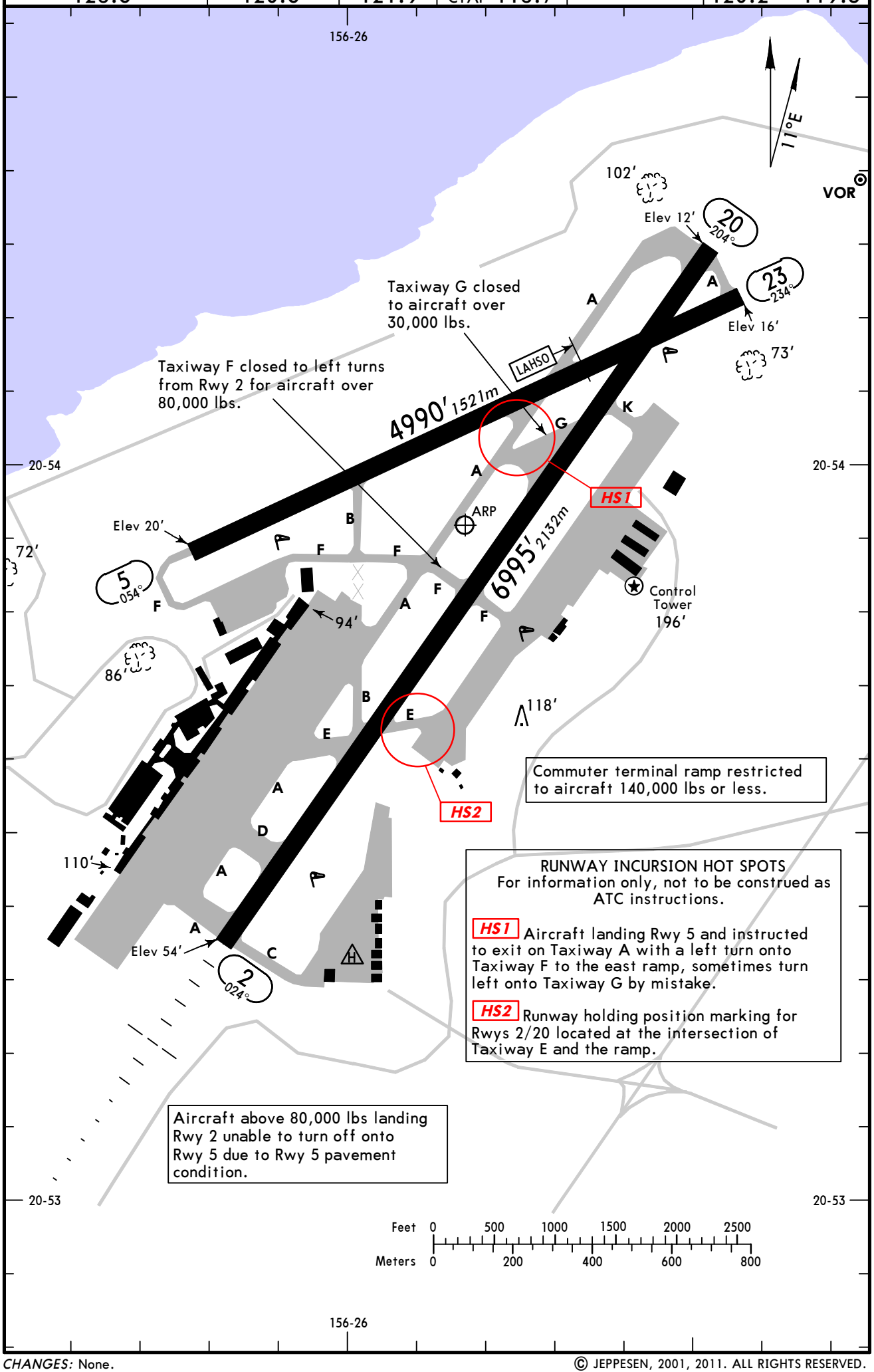
ATIS (ASOS when Twr inop)	*MAUI Clearance	*Ground	*Tower	UNICOM 122.95	HCF Approach (R) North	South
128.6	120.6	121.9	CTAF 118.7		120.2	119.5



CHANGES: None.

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GENERAL

CAUTION: Birds in vicinity of airport.
Military helicopter operations north of Runway 5/23.
Rwys 2 & 23 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	WIDTH
2	❶ HIRL ❶ MALSR VASI-L grooved		5653′ *1723m*		150′ *46m*
20	❶ HIRL PAPI-L (angle 3.0°) grooved				
❶ Activate on 118.7 when Twr inop.					
5	❷ MIRL VASI-L grooved			2/20 3550′*1082m*	150′ *46m*
23	❷ MIRL grooved				
❷ Activate on 118.7 when Twr inop.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 2, 5, 20 Adequate Vis Ref	Rwys 2, 5, 20 STD	Rwy 23
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

OBSTACLE DP

Rwy 2 climb on a heading between 310° clockwise to 053° from departure end of runway.
Rwy 5 climb on a heading between 307° clockwise to 040° from departure end of runway.
Rwy 20 climb on a heading of 185° from departure end of runway.

FOR FILING AS ALTERNATE

	RNAV (GPS) Y Rwy 2 RNAV (RNP) Z Rwy 2 VOR DME Rwy 20 VOR Rwy 20	Authorized Only When Twr Operating NDB DME Rwy 2 LOC DME (BC) Rwy 20	Authorized Only When Local Weather Available RNAV (GPS) Rwy 23	ILS Rwy 2 LOC Rwy 2	RNAV (GPS) Rwy 20
A	800-2	800-2	800-2	1500-2	NA
B					
C				1500-3	
D					

AMEND 6

CHANGES: RNAV (GPS) Y Rwy 2 and RNAV (RNP) Z Rwy 2 alternate minimums.

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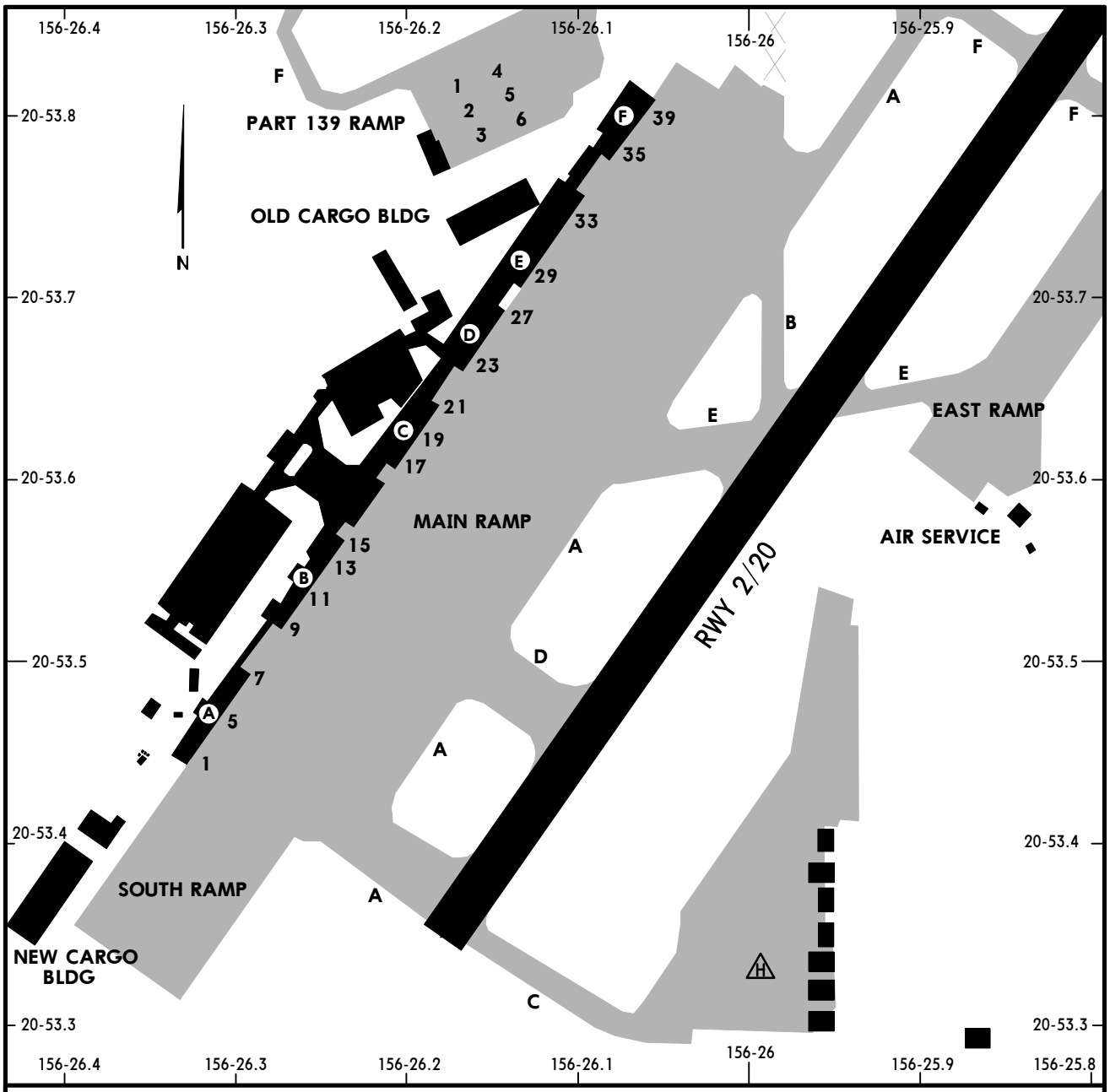

PARKING SPOT COORDINATES

SPOT No.	COORDINATES
Main Ramp	
1	N20 53.4 W156 26.3
5, 7, 9, 11	N20 53.5 W156 26.3
13, 15, 17, 19, 21	N20 53.6 W156 26.2
23	N20 53.7 W156 26.2
27, 29, 33	N20 53.7 W156 26.1
35, 39	N20 53.8 W1156 26.1
Part 139 Ramp	
1 thru 3	N20 53.8 W156 26.2
4 thru 6	N20 53.8 W156 26.1

CHANGES: New chart.

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BRIEFING STRIP ™

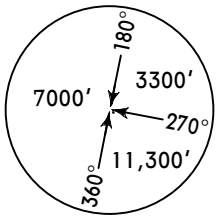
ATIS (ASOS when Twr inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

LOC IOGG	Final Apch Crs	GS TEBBS	ILS DA(H)	Apt Elev 54′
110.1	024°	3000′ (2946′)	304′ (250′)	TDZE 54′

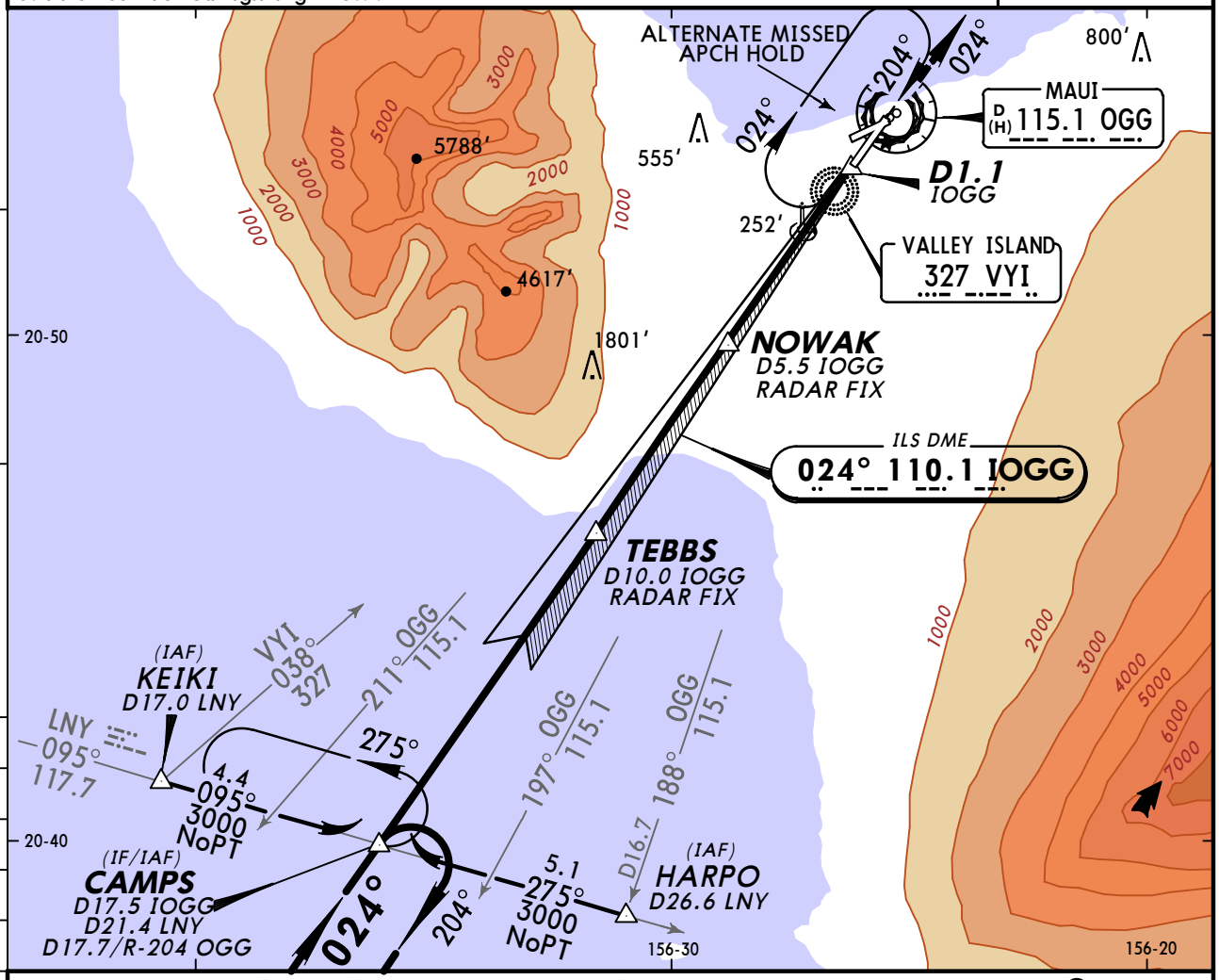
MISSED APCH: Climb to 3000′ outbound via OGG VOR R-024, then climbing RIGHT turn to 5000′ direct OGG VOR, then outbound via OGG VOR R-190 and inbound via LNY VOR R-095 to CAMPS and hold.

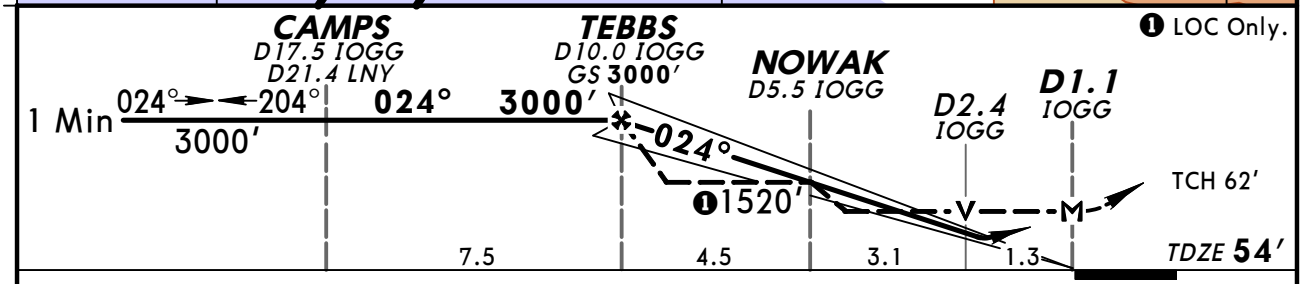
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or DME required. 2. Visibility reduction by helicopters not authorized. 3. VGSI and ILS glidepath not coincident. 4. Use IOGG DME when on the localizer course. 5. Localizer unusable beyond 15° left of course. 6. Pilot controlled lighting 118.7.



MSA OGG VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.1 IOGG or TEBBS to MAP 8.8	7:33	5:52	5:17	4:24	3:46	3:18

MALSR
VASI
3000′
OGG via 115.1 R-024

TERPS AMEND 24 22 OCT 2009

STRAIGHT-IN LANDING RWY2

	ILS DA(H) 304′ (250′) FULL	ILS DA(H) 304′ (250′) RAIL or ALS out	LOC (GS out) MDA(H) 520′ (466′) With NOWAK	LOC (GS out) MDA(H) 520′ (466′) RAIL out	LOC (GS out) MDA(H) 520′ (466′) ALS out	LOC (GS out) MDA(H) 1520′ (1466′) Without NOWAK	LOC (GS out) MDA(H) 1520′ (1466′) RAIL out	LOC (GS out) MDA(H) 1520′ (1466′) ALS out
A	3/4		3/4	3/4	1	1¼		
B						1½		
C				1¼		2½	3	
D			1	1½				

CIRCLE-TO-LAND

Max Kts	With NOWAK MDA(H)	Without NOWAK MDA(H)
90	520′ (466′)-1	1520′ (1466′)-1¼
120	560′ (506′)-1	1520′ (1466′)-1½
140	620′ (566′)-1½	1520′ (1466′)-3
165	660′ (606′)-2	

CHANGES: Note.

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PHOG/OGG
KAHULUI

JEPPESEN

11 JUN 10 (11-2)

KAHULUI, HAWAII
LOC DME (BACK CRS) Rwy 20

BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	HCF Approach (R) North	HCF Approach (R) South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

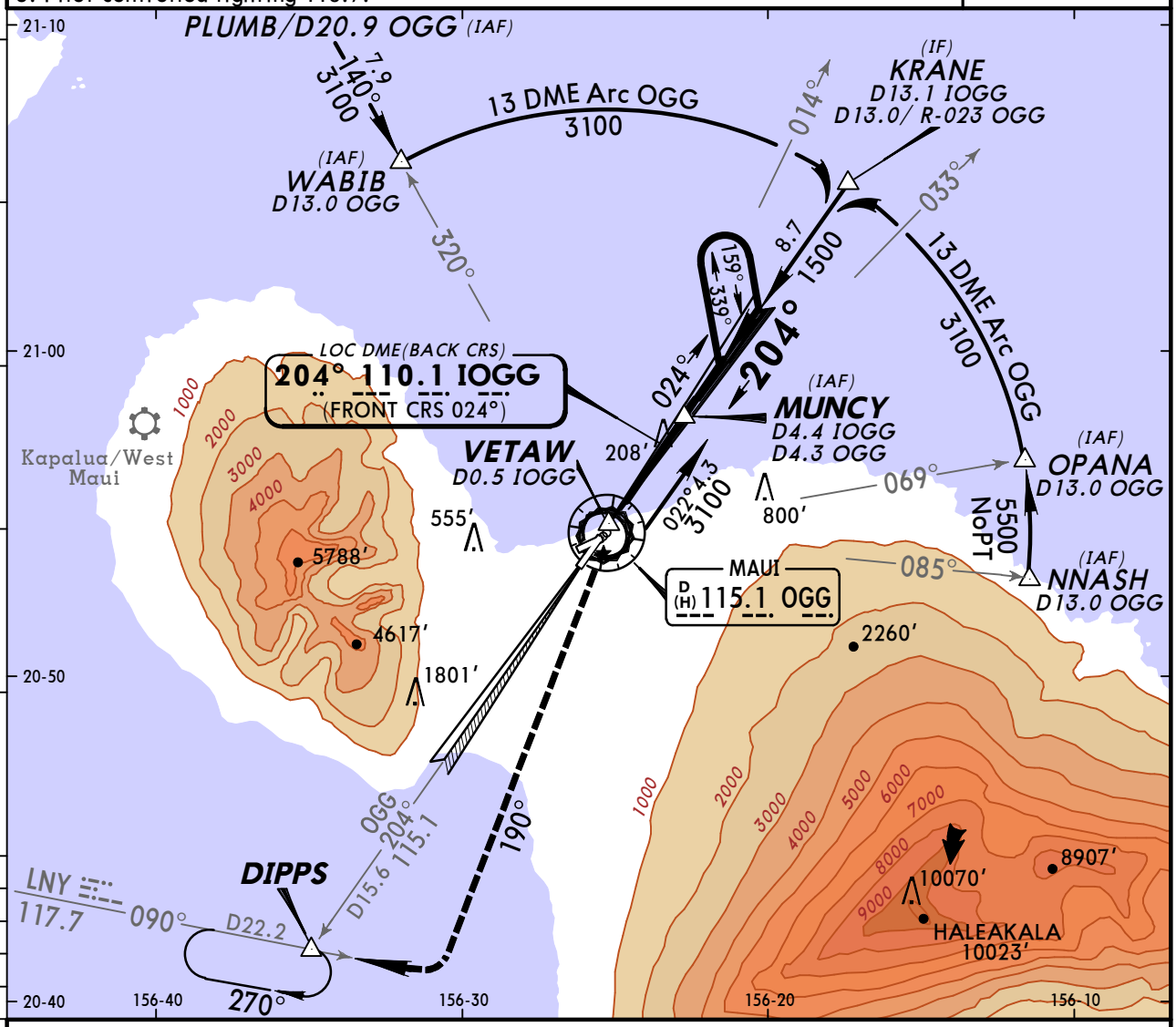
LOC	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 54′
IOGG 110.1	204° (Front Crs 024°)	MUNCY 1500′ (1475′)	460′ (435′)	TDZE 25′

MISSED APCH: Climb to 6000′ outbound via OGG VOR R-190 and inbound via LNY VOR R-090 to DIPPS INT and hold.

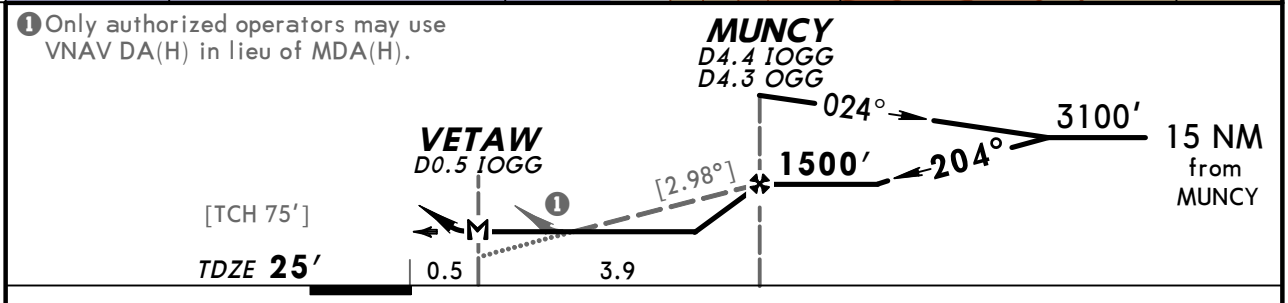
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Disregard glide slope indications. 3. Use IOGG DME when on the localizer course. 4. Localizer unusable beyond 15° left of course. 5. Pilot controlled lighting 118.7.

MSA OGG VOR: 180° 3300′; 270° 11,300′; 360° 7000′



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at VETAW						

PAPI-L | 6000′ ↑ | OGG via 115.1 R-190 and LNY 117.7 R-090 | DIPPS

STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
MDA(H) 460′ (435′)		Max Kts	MDA(H)
A	1	90	500′ (446′)-1
B		120	560′ (506′)-1
C	1¼	140	620′ (566′)-1½
D	1½	165	660′ (606′)-2

TERPS AMEND 14 22 OCT 2009

CHANGES: Note.

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KAHULUI, HAWAII
RNAV (GPS) Y Rwy 2

BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

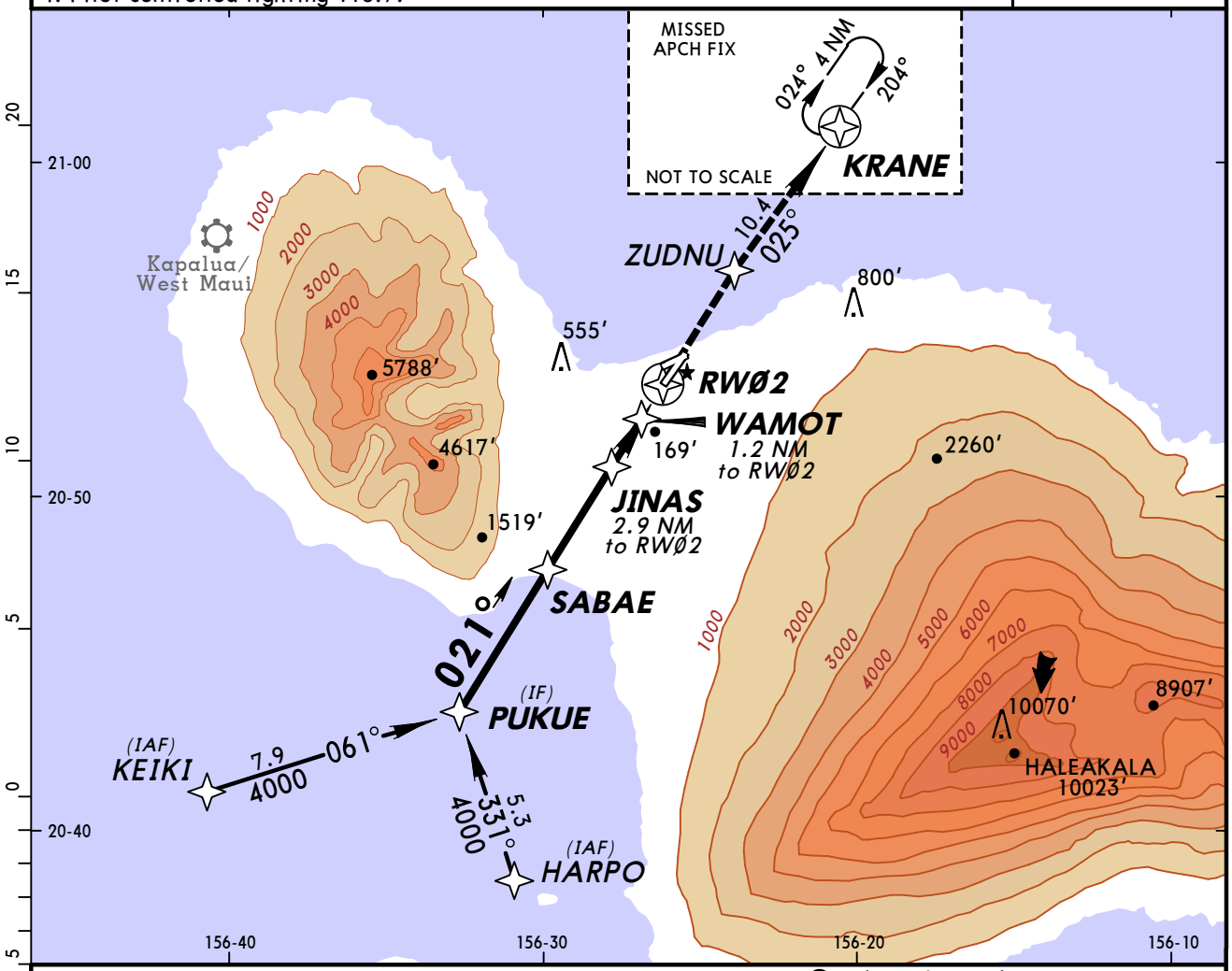
RNAV	Final Apch Crs	Minimum Alt SABAE	LNAV MDA(H)	Apt Elev 54′
	021°	2500′(2446′)	420′(366′)	Rwy 2 54′

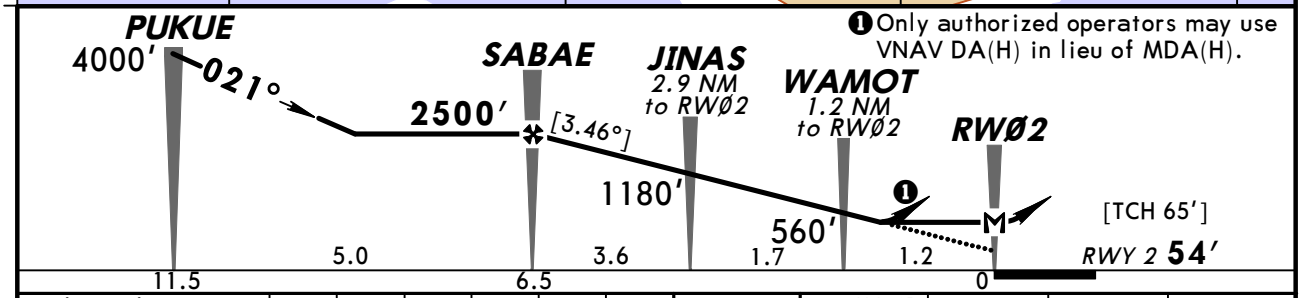
MISSED APCH: Climb to 3000′ direct ZUDNU and on track 025° to KRANE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident.
4. Pilot controlled lighting 118.7.

11,300′
MSA RWØ2





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.46°]	429	551	612	735	857	980
MAP at RWØ2						

MALSR
VASI
3000′
ZUDNU

STRAIGHT-IN LANDING RWY 2
LNAV

MDA(H) **420′**(366′)

	RAIL out	ALS out
A	3/4	1
B		
C		
D		

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 5

Max Kts	MDA(H)
90	500′(446′) - 1
120	560′(506′) - 1
140	620′(566′) - 1½
165	640′(586′) - 2

TERPS AMEND 1 30 JUN 2011

CHANGES: Procedure.

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KAHULUI, HAWAII
RNAV (GPS) Rwy 20

BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

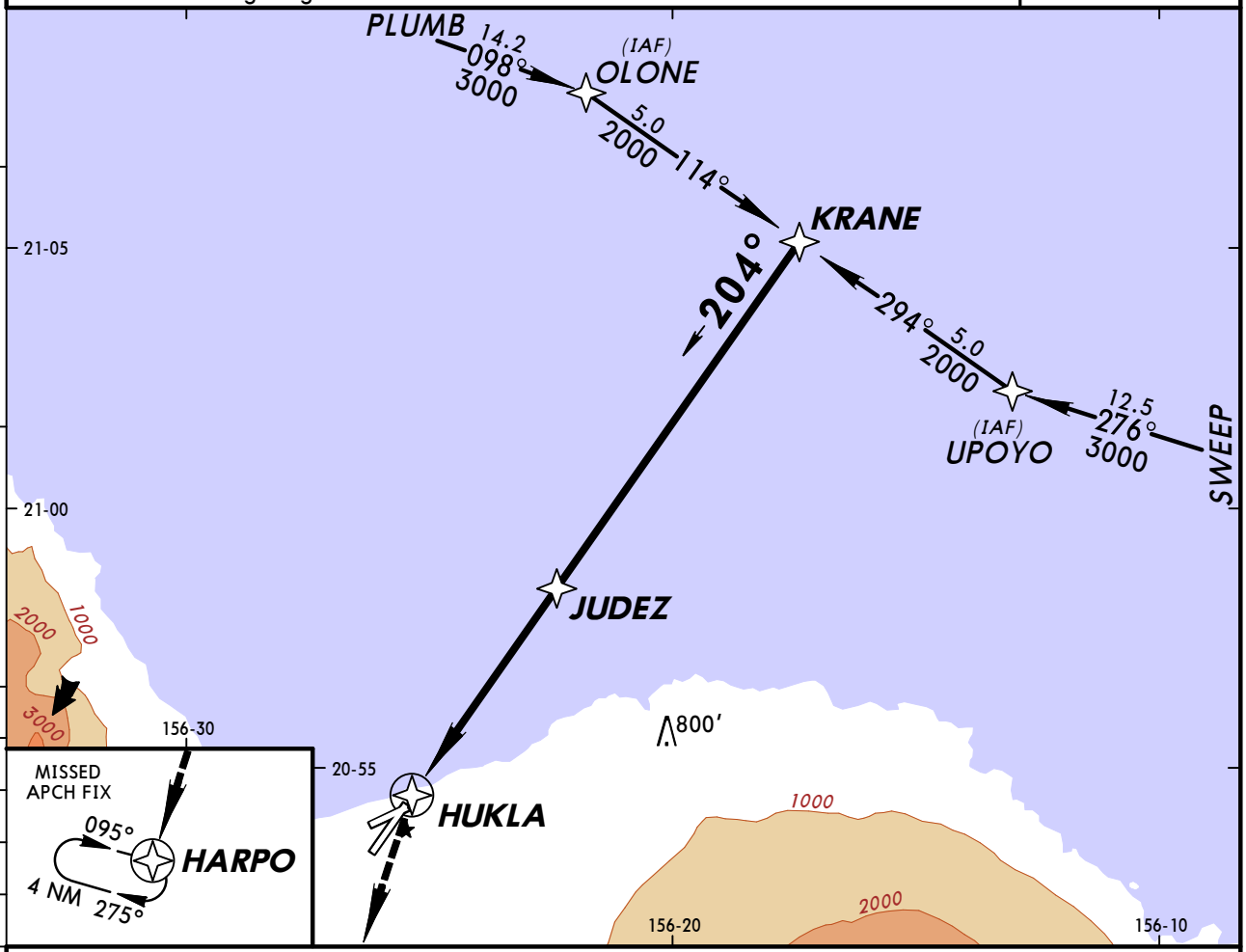
RNAV	Final Apch Crs	Minimum Alt JUDEZ	LNAV MDA(H)	Apt Elev 54′
	204°	1700′(1675′)	400′(375′)	TDZE 25′

11,100′
MSA HUKLA

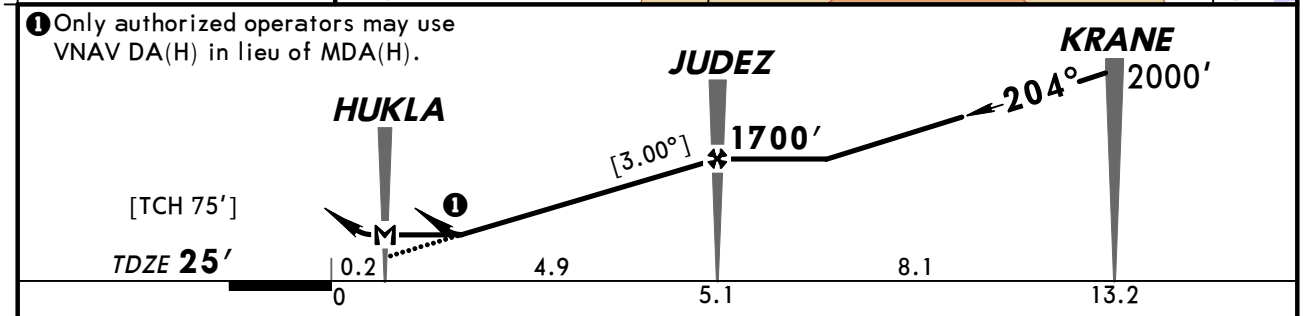
MISSED APCH: Climbing LEFT turn to 6000′ direct HARPO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 118.7.



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at HUKLA						

PAPI-L 6000′ LT HARPO

STRAIGHT-IN LANDING RWY 20
LNAV
MDA(H) 400′(375′)

		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	660′(606′)-1
B		120	720′(666′)-1
C		140	780′(726′)-2
D	1¼	165	800′(746′)-2½

TERPS AMEND 0

CHANGES: None.

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PHOG/OGG
KAHULUI

JEPPESEN

9 JAN 09
Eff 15 Jan

(12-3)

KAHULUI, HAWAII
RNAV (GPS) Rwy 23

BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	HCF Approach (R) North	HCF Approach (R) South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

RNAV	Final Apch Crs	Minimum Alt HEDAT	LNAV MDA(H) (CONDITIONAL)	Apt Elev 54′
	234°	1900′ (1883′)	460′ (443′)	TDZE 17′

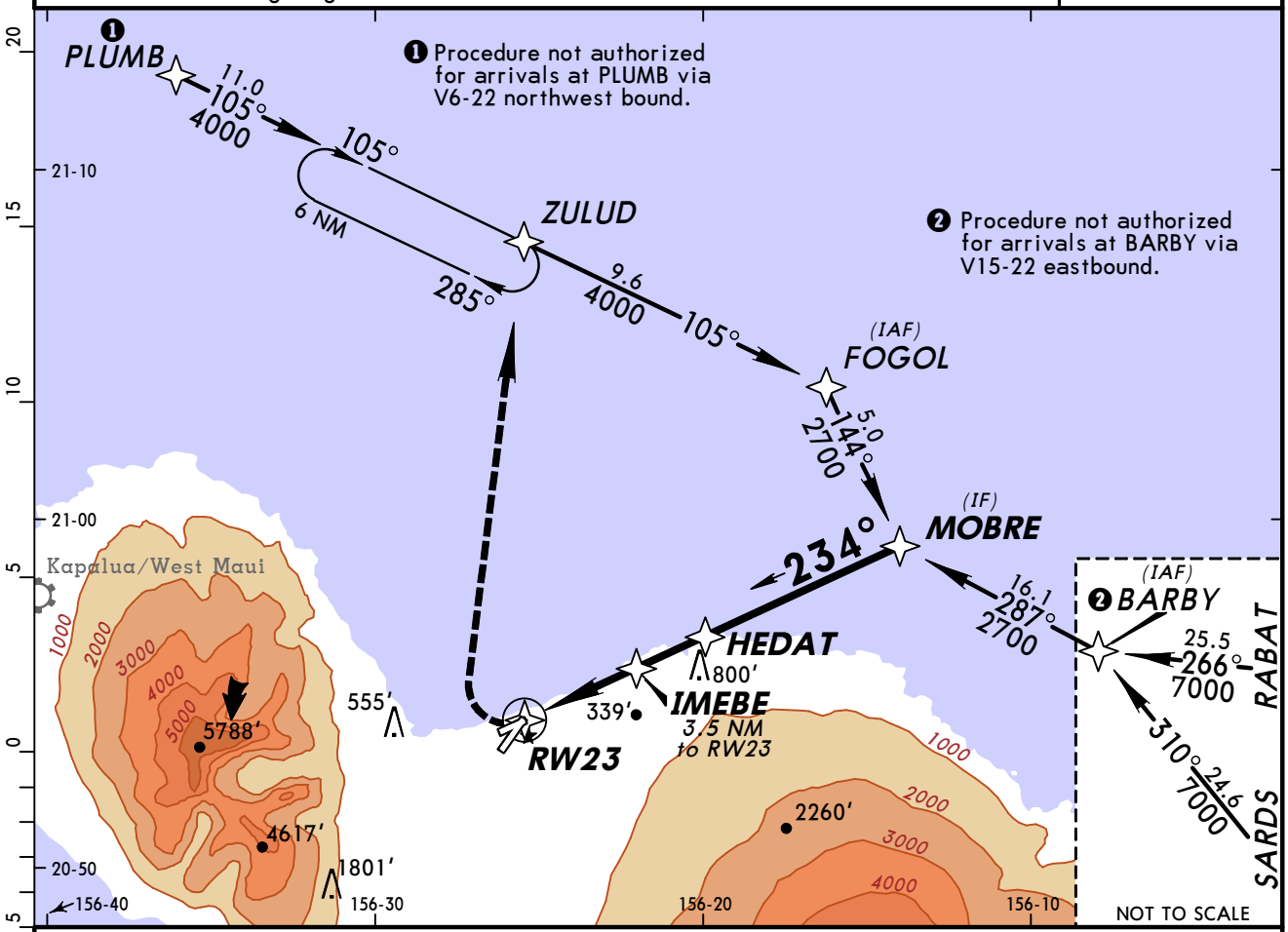
MISSED APCH: Climbing RIGHT turn to 4000′ direct ZULUD and hold. Continue climb-in-hold to 4000′.

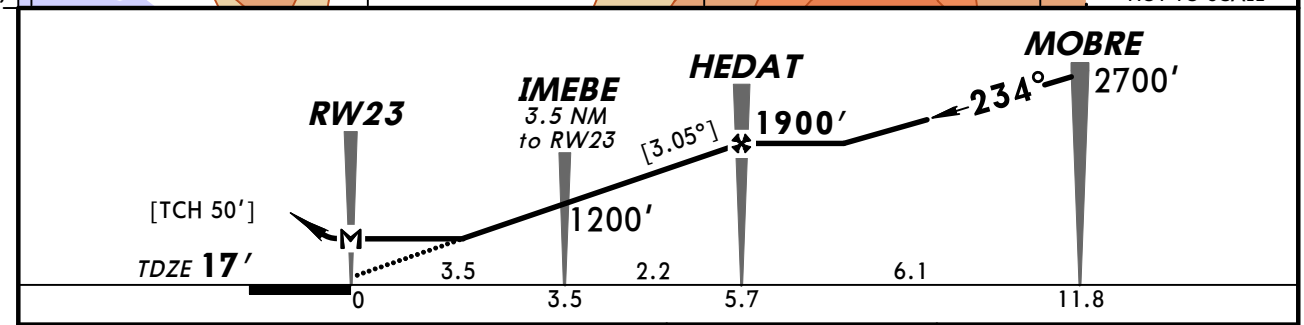
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.7.

11,300′

MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW23						

4000′ RT D ZULUD

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND	
LNAV MDA(H) 460′ (443′)	DAY	NIGHT	Max Kts	MDA(H)
A	1	NA	90	520′ (466′) -1
B			120	560′ (506′) -1
C	1¼		140	620′ (566′) -1½
D	1½		165	640′ (586′) -2

AMEND 1 TERPS

CHANGES: Procedure.

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KAHULUI, HAWAII
RNAV (RNP) Z Rwy 2

BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

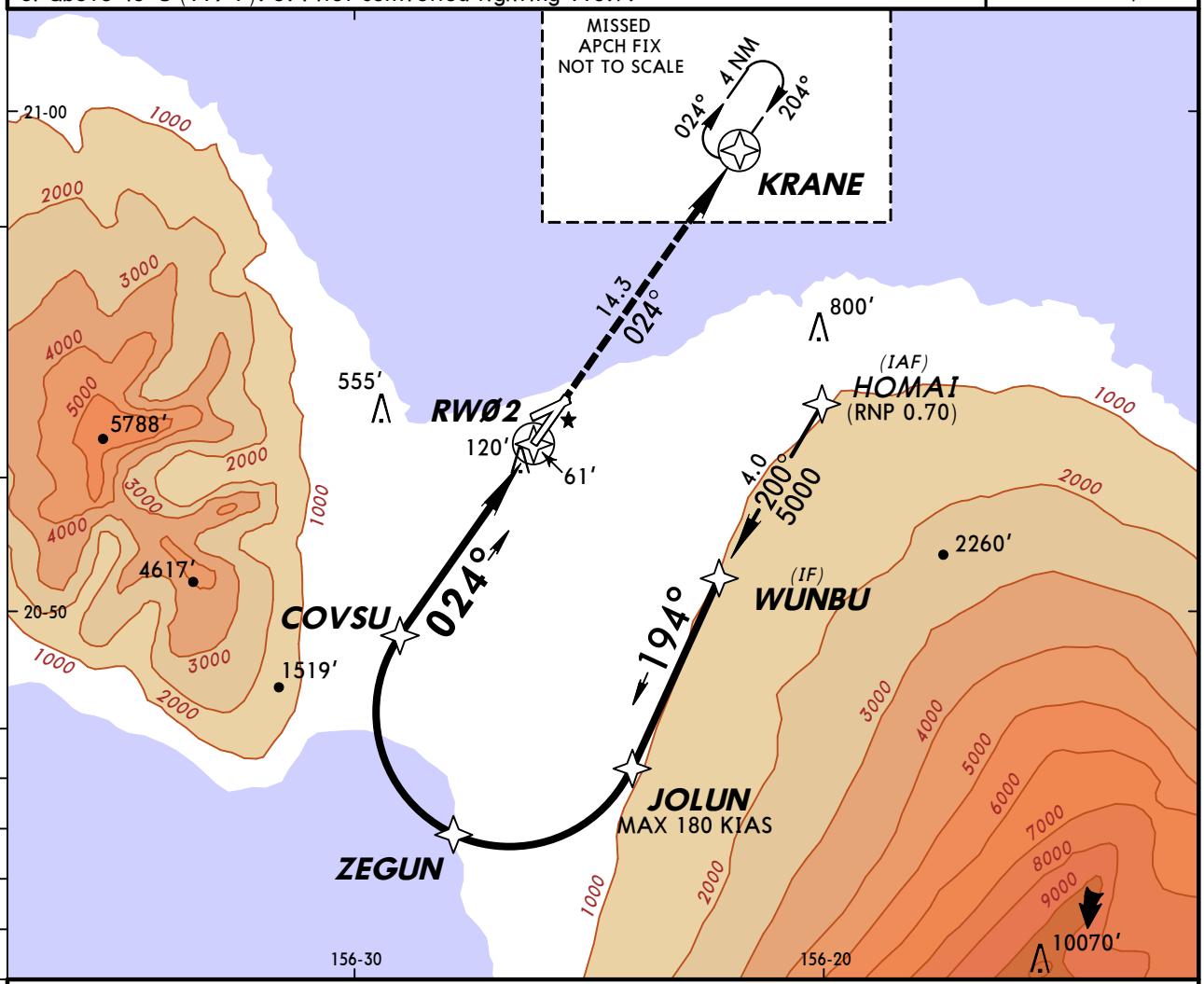
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 54′
	024°	COVSU 1600′ (1546′)	395′ (341′)	Rwy 2 54′

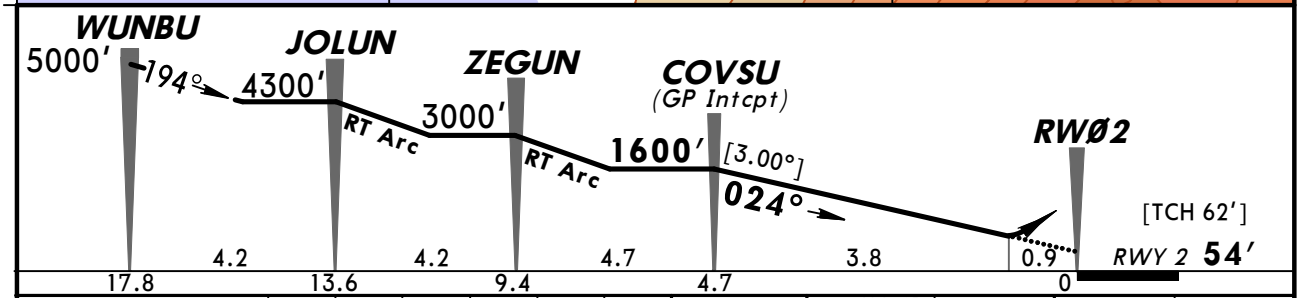
MISSED APCH: Climb to 3000′ on track 024° to KRANE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below 7°C (45°F) or above 48°C (119°F). 5. Pilot controlled lighting 118.7.

11,300′
MSA RWØ2





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
VASI
3000′ on 024° KRANE

STRAIGHT-IN LANDING RWY 2
RNP 0.30
DA(H) **395′** (341′)

	RAIL out	ALS out
A		
B		
C	3/4	1⅛
D		

TERPS AMEND 0 30 JUN 2011

CHANGES: New procedure.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

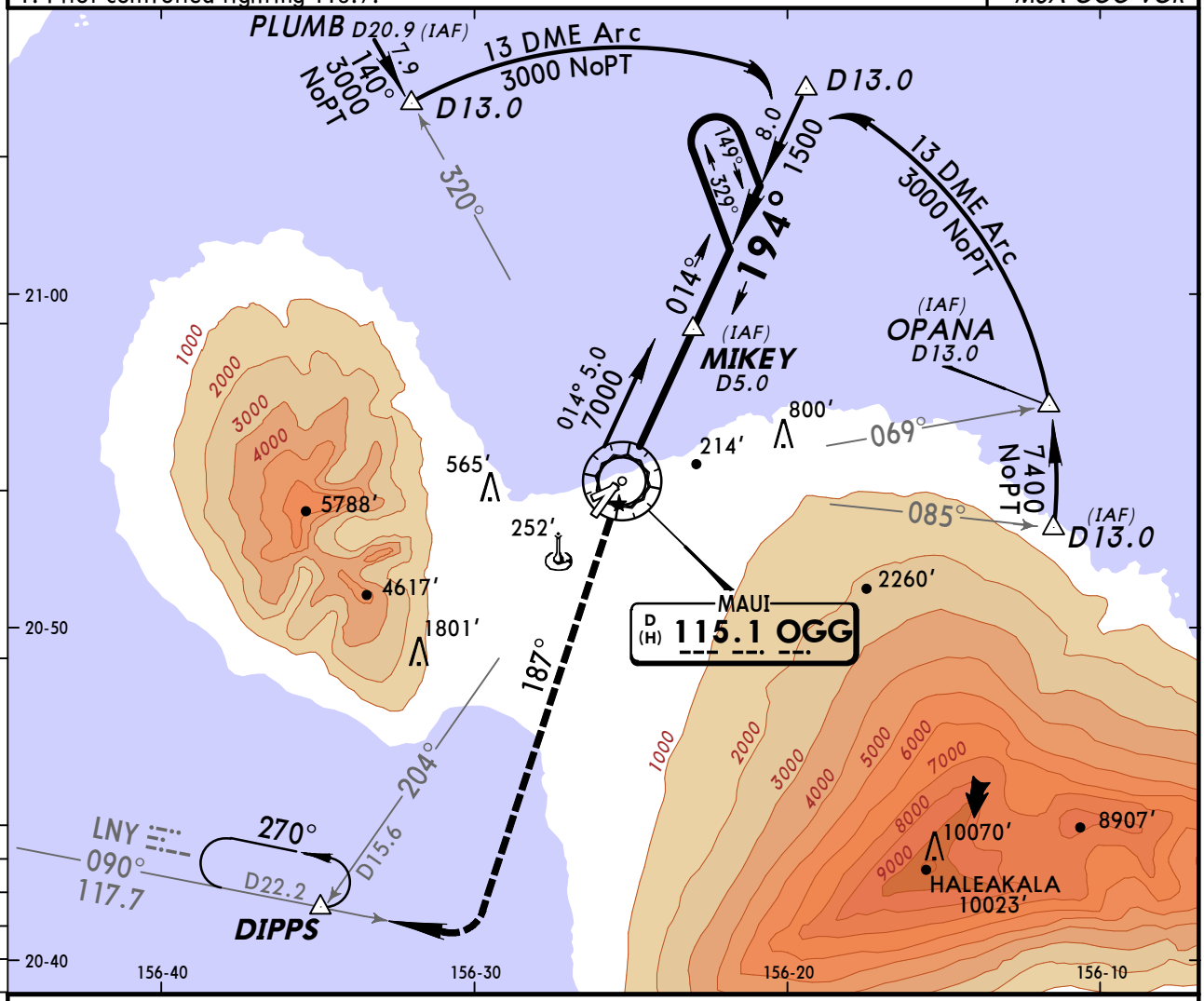
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 54′
OGG 115.1	194°	MIKEY 1500′(1475′)	400′(375′)	TDZE 25′

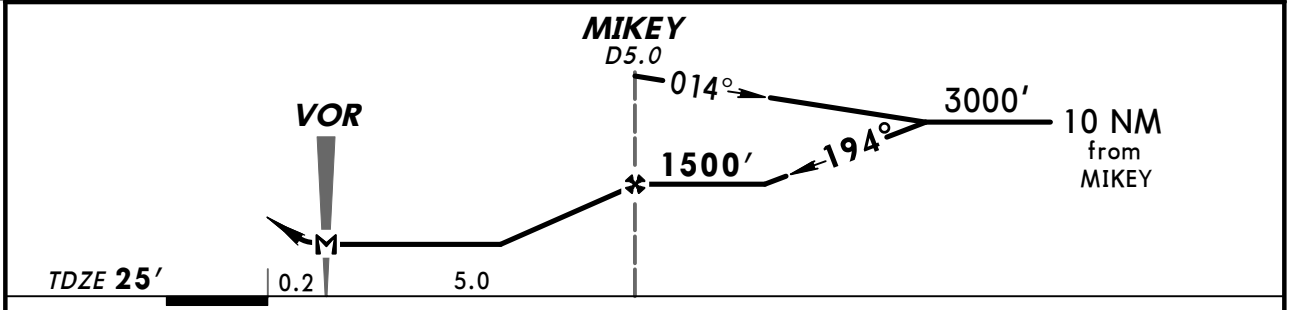
MISSED APCH: Climb to 6000′ outbound via OGG VOR R-187 and inbound via LNY VOR R-090 to DIPPS INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.7.

MSA OGG VOR: 140° 3200′; 249°; 6800′; 11,100′; 350°





MAP at VOR								PAPI-L	6000′ ↑	OGG via 115.1 R-187 and	LNY 117.7 R-090	DIPPS

STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
MDA(H) 400′(375′)		Max Kts	MDA(H)
A	1	90	520′(466′)-1
B		120	560′(506′)-1
C		140	620′(566′)-1½
D	1¼	165	640′(586′)-2

AMEND 0 TERPS

CHANGES: Chart reindexed, communications.

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BRIEFING STRIP TM

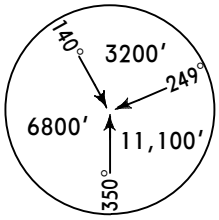
ATIS (ASOS when Twr Inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

VOR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 54′
OGG 115.1	194°		420′ (395′)	TDZE 25′

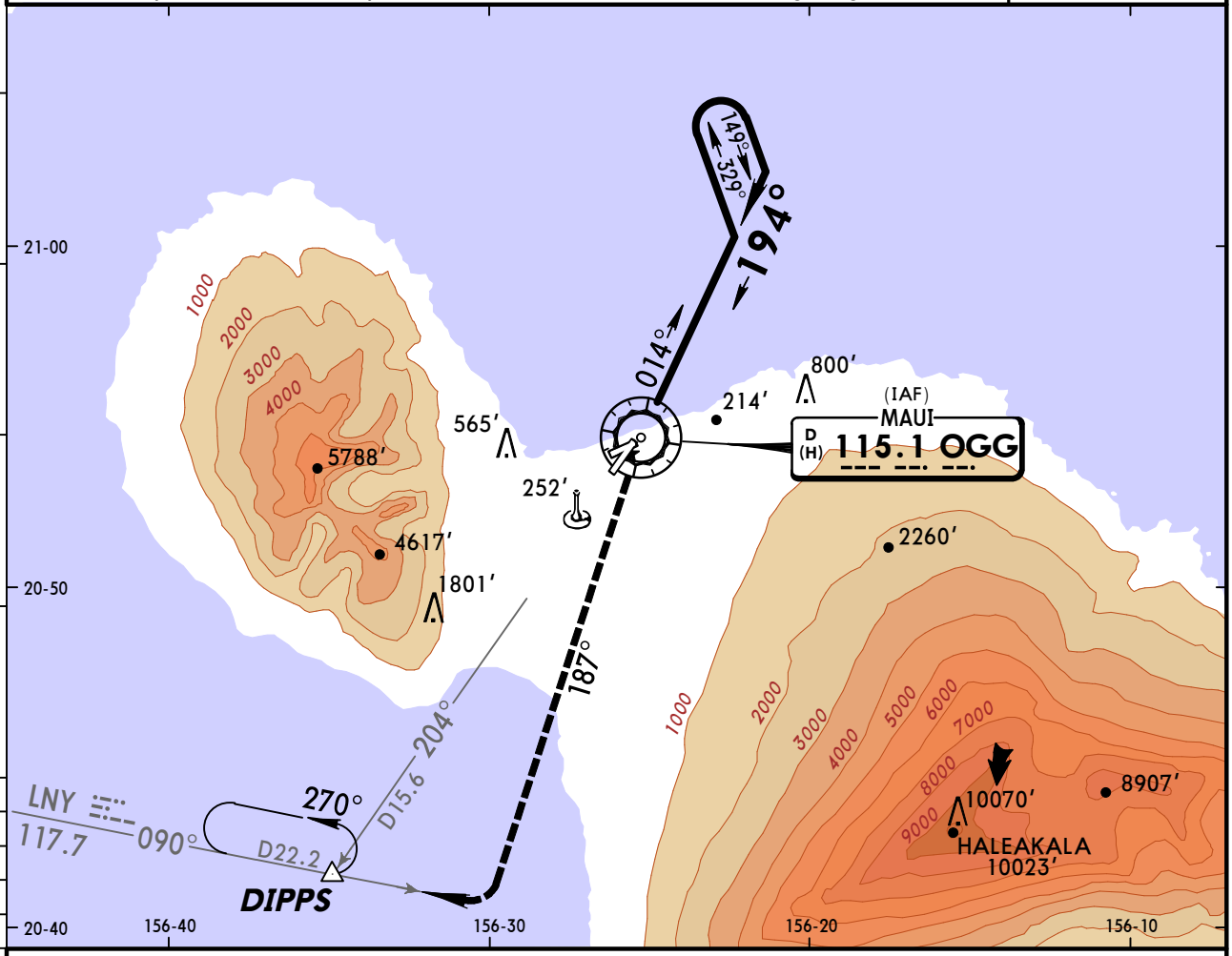
MISSED APCH: Climb to 6000′ outbound via OGG VOR R-187 to intercept LNY VOR R-090 then climbing RIGHT turn direct DIPPS INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

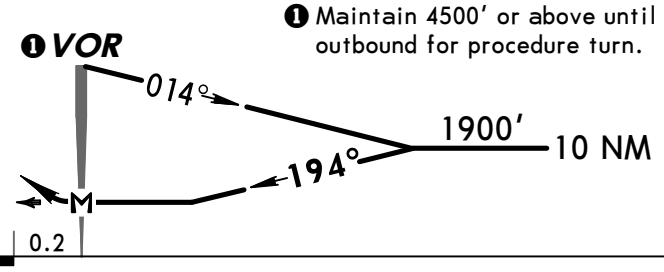
1. Maximum procedure turn entry altitude 6500′. 2. Pilot controlled lighting 118.7.



MSA OGG VOR



❶ Maintain 4500′ or above until established outbound for procedure turn.



								PAPI-L	6000′ ↑	OGG via 115.1 R-187	LNY to 117.7 R-090
MAP at VOR											

STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
MDA(H) 420′ (395′)		Max Kts	MDA(H)
A	1	90	520′ (466′)-1
B		120	560′ (506′)-1
C		140	620′ (566′)-1½
D	1½	165	640′ (586′)-2

AMEND TERPS

CHANGES: Chart reindexed, communications.

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ATIS (ASOS when Twr inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 54′
VYI 327	005°	KIHEI 2400′ (2346′)	640′ (586′)	TDZE 54′

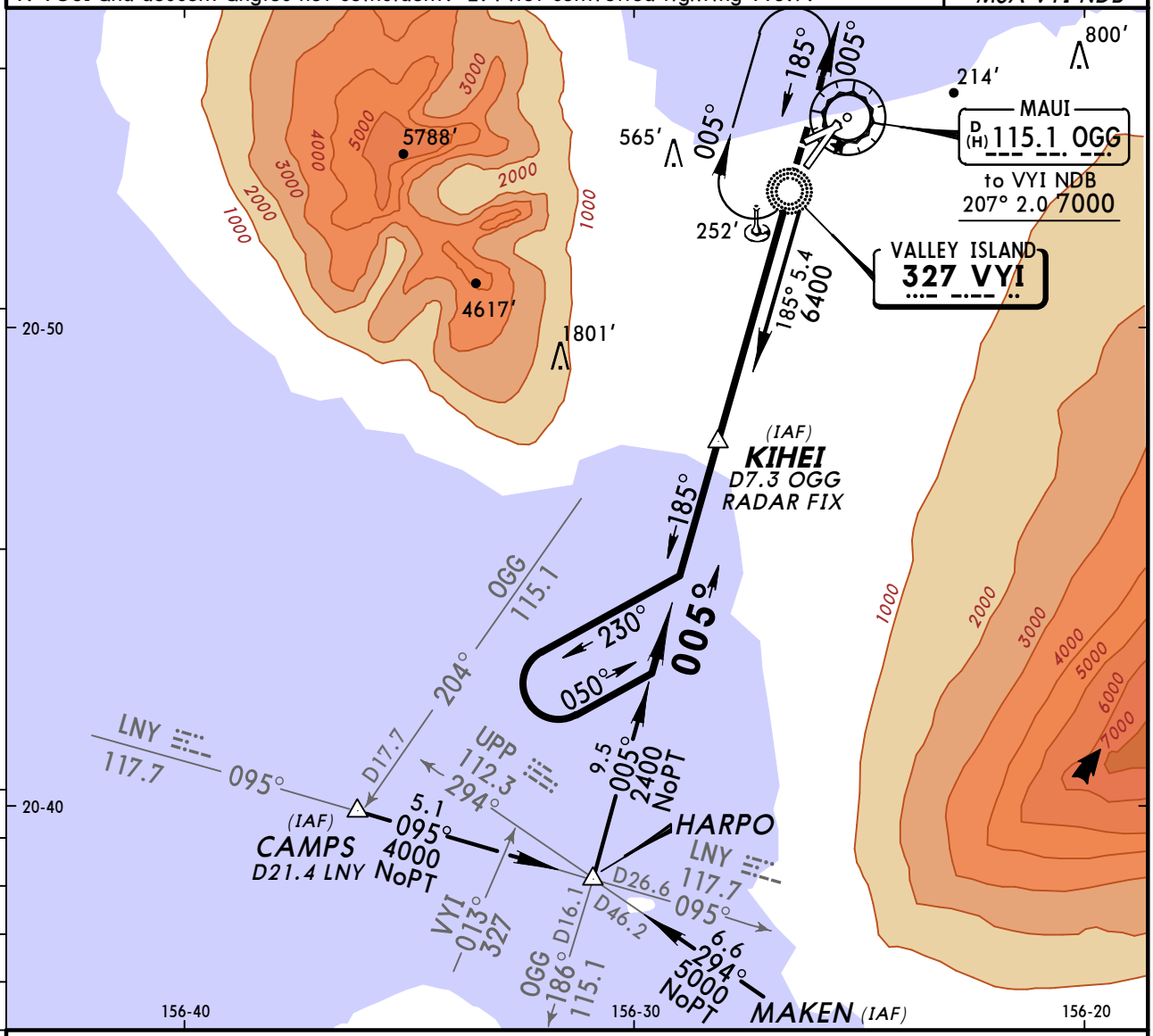
MISSED APCH: Climb to 4000′ via 005° bearing from VYI NDB then climb to 7000′ direct VYI NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

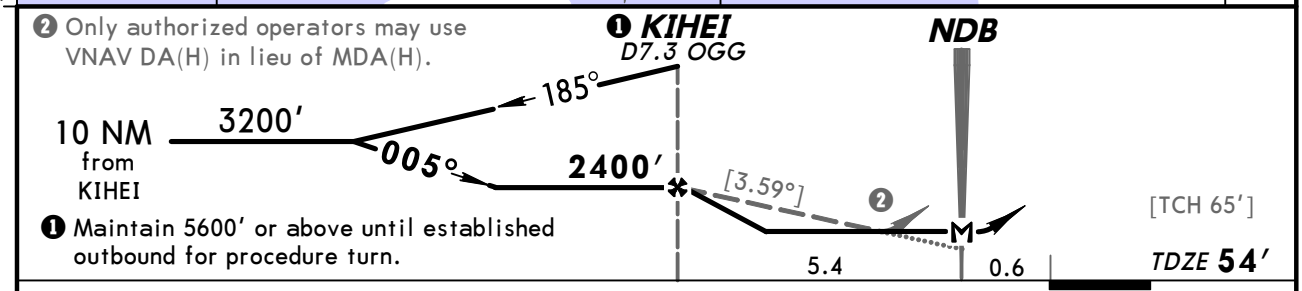
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.7.

MSA VYI NDB: 120° 6000′; 260° 6800′; 350° 11,100′

BRIEFING STRIP ™



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❶ Maintain 5600′ or above until established outbound for procedure turn.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.59°]	445	572	635	762	889	1017
MAP at NDB						

MALSR
VASI
4000′ via VYI 327 005°

STRAIGHT-IN LANDING RWY 2			CIRCLE-TO-LAND	
MDA(H) 640′ (586′)				
	RAIL out	ALS out	Max Kts	MDA(H)
A	3/4	1	90	640′ (586′) - 1
B			120	
C	1 1/2		140	640′ (586′) - 1 1/2
D	1 3/4		165	640′ (586′) - 2

AMEND 2A TERPS

CHANGES: Communications.

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SMOKE STACK VISUAL Rwy 2

BRIEFING STRIP ™

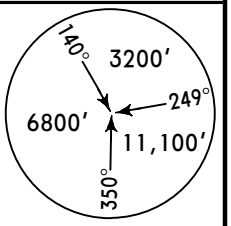
ATIS (ASOS when Twr inop)	HCF Approach (R) North	South	*MAUI Tower	*Ground
128.6	120.2	119.5	CTAF 118.7	121.9

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3000′-3	Apt Elev 54′

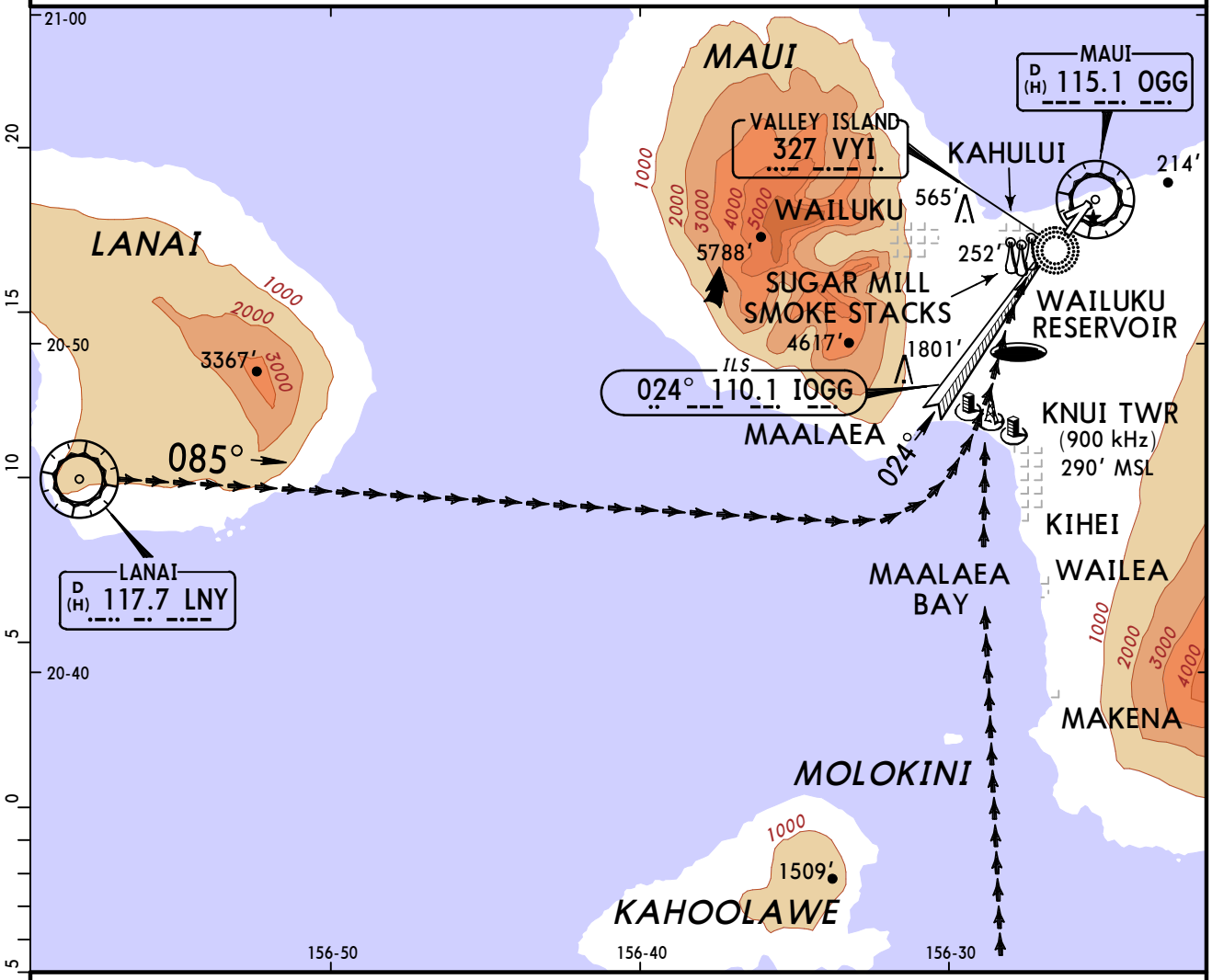
MISSED APCH: No missed approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: LOC IOGG (GS 3.00°). 4. Pilot controlled lighting 118.7.



MSA OGG VOR



SMOKE STACK VISUAL APPROACH RWY 2

When visual approaches to Runway 2 are in progress, arriving aircraft may be cleared for a "Smoke Stack Visual Runway 2 Approach". Aircraft inbound via:

Lanai - proceed to mid-Maalaea Bay via a route on or south of the LNY VOR R-085, then direct to the KNUI Radio Tower, thence

Makena - proceed to the KNUI Radio Tower, thence

intercept the Runway 2 extended centerline at or prior to the Sugar Mill Smoke Stacks and proceed to the airport.

MALSR
VASI

AMEND 2

TERPS

WEATHER MINIMUMS

Ceiling **3000′**-VIS **3**

CHANGES: Communications.

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General Information

Location: Hilo HI USA
IATA Code: ITO
Lat/Long: N19° 43.2' W155° 02.9'
Elevation: 38 ft

Airport Use: Public
Magnetic Variation: 9.7°E

Fuel Types: 100 Octane (LL), Jet
Repair Types: Minor Airframe
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1641 Z
Sunset: 0425 Z,

Runway Information

Runway: 03
Length x Width: 5600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 349 ft

Runway: 08
Length x Width: 9800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 5600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, Pilot controlled

Runway: 26
Length x Width: 9800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, ALS, Pilot controlled

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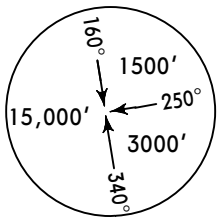
Communication Information

ATIS 126.4
Hilo Tower 118.1 CTAF PCL
Hilo Ground Control 121.9
Hilo Approach Control 120.25 Secondary
Hilo Approach Control 119.7
Hcf Approach Approach Control 126.6 Remote Communications Air-Ground
Hilo Departure Control 120.25 Secondary
Hilo Departure Control 119.7
Hcf Approach Departure Control 126.6 Remote Communications Air-Ground
Honolulu Flight Service Station 122.6 RCO
Honolulu Flight Service Station 122.2 RCO
Honolulu Flight Service Station 122.1 RCO
Honolulu Flight Service Station 116.9 RCO

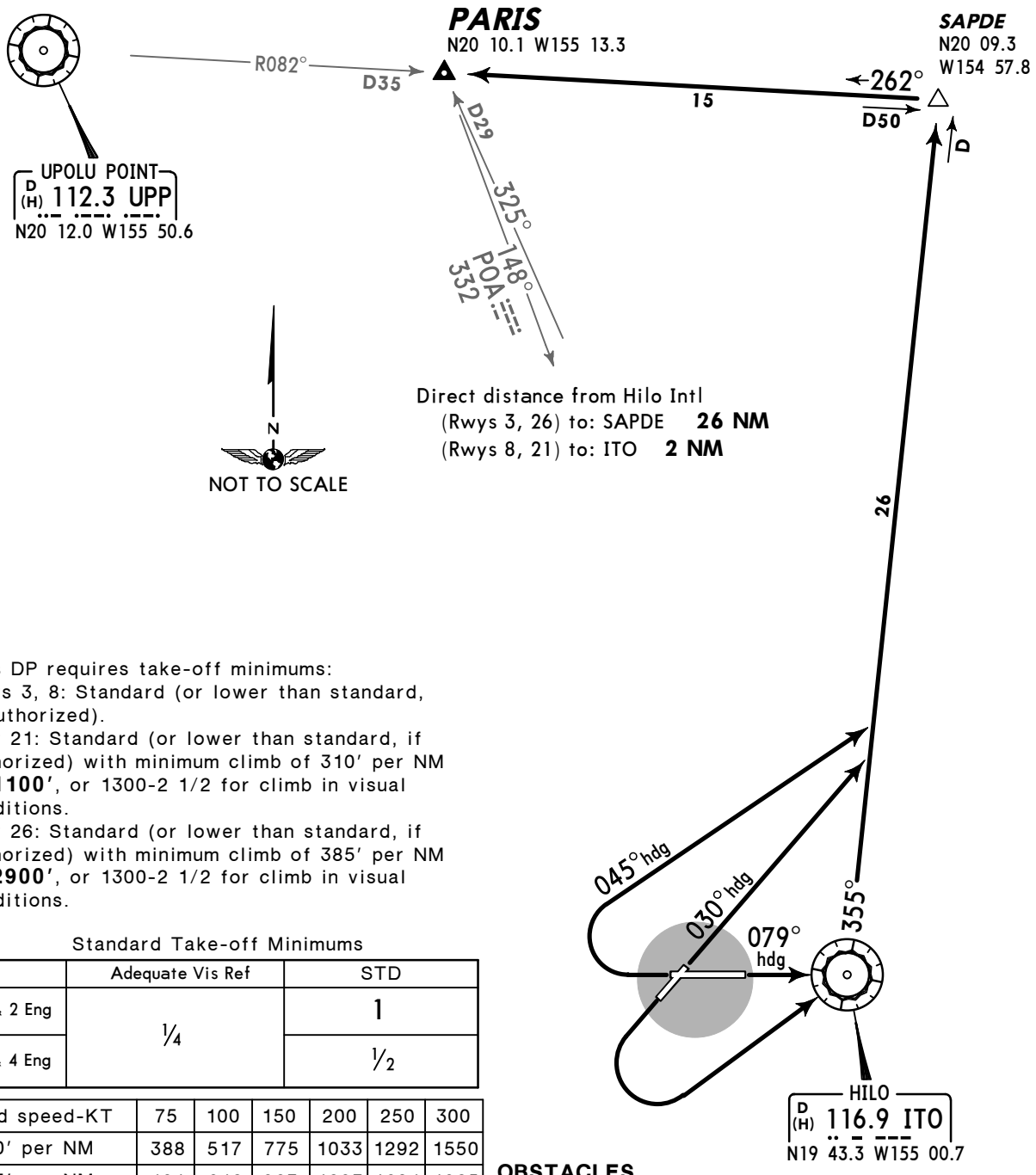
*HILO Departure (R)	HCF Approach (DEP)	Apt Elev	Trans level: FL180 Trans alt: 18000′
119.7	126.6 when HILO Dep inop	38′	



MSA ITO VOR

OBSTACLE

PARIS FOUR DEPARTURE (PARIS4.PARIS)



Direct distance from Hilo Intl
(Rwys 3, 26) to: SAPDE **26 NM**
(Rwys 8, 21) to: ITO **2 NM**

This DP requires take-off minimums:
Rwys 3, 8: Standard (or lower than standard, if authorized).
Rwy 21: Standard (or lower than standard, if authorized) with minimum climb of 310′ per NM to **1100′**, or 1300-2 1/2 for climb in visual conditions.
Rwy 26: Standard (or lower than standard, if authorized) with minimum climb of 385′ per NM to **2900′**, or 1300-2 1/2 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

Gnd speed-KT	75	100	150	200	250	300
310′ per NM	388	517	775	1033	1292	1550
385′ per NM	481	642	963	1283	1604	1925

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB
3	Climb heading 030° and ITO R-355 to SAPDE.
8	Climb heading 079° to ITO and ITO R-355 to SAPDE.
21	Climbing LEFT turn direct to ITO and ITO R-355 to SAPDE, or climb in visual conditions to cross ITO NORTHBOUND at or above **1200′** then via ITO R-355 to SAPDE.
26	Climbing RIGHT turn via heading 045° and ITO R-355 to SAPDE, or climb in visual conditions to cross ITO NORTHBOUND at or above **1200′**, then via ITO R-355 to SAPDE.

ROUTING

Proceed via UPP R-082 to PARIS.

CHANGES: Procedure renumbered, revised.

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TAKEOFF OBSTACLE NOTES

- RWY 3:

  NUMEROUS TREES AND WINDSOCK BEGINNING 395′ FROM DER, 68′ LEFT OF CENTERLINE, UP TO 86′ AGL/115′ MSL. NUMEROUS TREES BEGINNING 325′ FROM DER, 137′ RIGHT OF CENTERLINE, UP TO 66′ AGL/95′ MSL.

- RWY 8:

  TREE 1198′ FROM DER, 480′ LEFT OF CENTERLINE, 37′ AGL/70′ MSL. NUMEROUS TREES BEGINNING 414′ FROM DER, 328′ RIGHT OF CENTERLINE, UP TO 46′ AGL/79′ MSL.

- RWY 21:

  NUMEROUS TREES AND POLES BEGINNING 1077′ FROM DER, 272′ LEFT OF CENTERLINE, UP TO 70′ AGL/490′ MSL. NUMEROUS TREES AND POLES BEGINNING 236′ FROM DER, 43′ RIGHT OF CENTERLINE, UP TO 83′ AGL/362′ MSL. VEHICLES ON ROAD BEGINNING 234′ FROM DER, 260′ LEFT OF CENTERLINE, 15′ AGL/58′ MSL.

- RWY 26:

  NUMEROUS VEHICLES BEGINNING 6′ FROM DER, 452′ RIGHT OF CENTERLINE, UP TO 15′ AGL/39′ MSL. NUMEROUS TREES AND LIGHT POLES BEGINNING 542′ FROM DER, 471′ LEFT OF CENTERLINE, UP TO 86′ AGL/92′ MSL. NUMEROUS TREES BEGINNING 1645′ FROM DER, 266′ RIGHT OF CENTERLINE, UP TO 93′ AGL/119′ MSL. WINDSOCK 3′ FROM DER, 269′ RIGHT OF CENTERLINE, 19′ AGL/46′ MSL. RADAR REFLCTOR 373′ FROM DER, 346′ RIGHT OF CENTERLINE, 10′ AGL/37′ MSL.

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GATEHOLD PROCEDURES

The following gatehold procedures are established for overseas turbojet departures from Hilo Airport:

a. Advise clearance delivery: 'Identification, 10 minutes to taxi, destination, requested flight level'.

b. The statement '10 minutes to taxi' means that you will depart the blocks, taxi, tow or pushback within 10 minutes after receiving enroute ATC clearance.

c. When ATC specifies a release (takeoff) time of more than 15 minutes for your requested altitude/route, alternatives with no or less delay will be offered, if available. If your choice involves a release time of more than 15 minutes, advise Clearance Delivery if you desire to wait at the gate.

d. Depart the blocks within 10 minutes after receiving enroute clearance when release time is less than 15 minutes. Ready to taxi means ready to immediately depart the blocks/ taxi, tow, or pushback. Failure to do so will result in ATC canceling your clearance when other aircraft are requesting the same altitude/route and are ready to taxi.

e. Enroute clearances are based on accurate '10 minutes to taxi' declarations. Those flights that taxi without receiving any enroute clearance will receive no altitude/ route priority.

NOTES:

1. *Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.*
2. *Oceanic departures are sequenced primarily with Honolulu, Maui, and Keahole traffic.*

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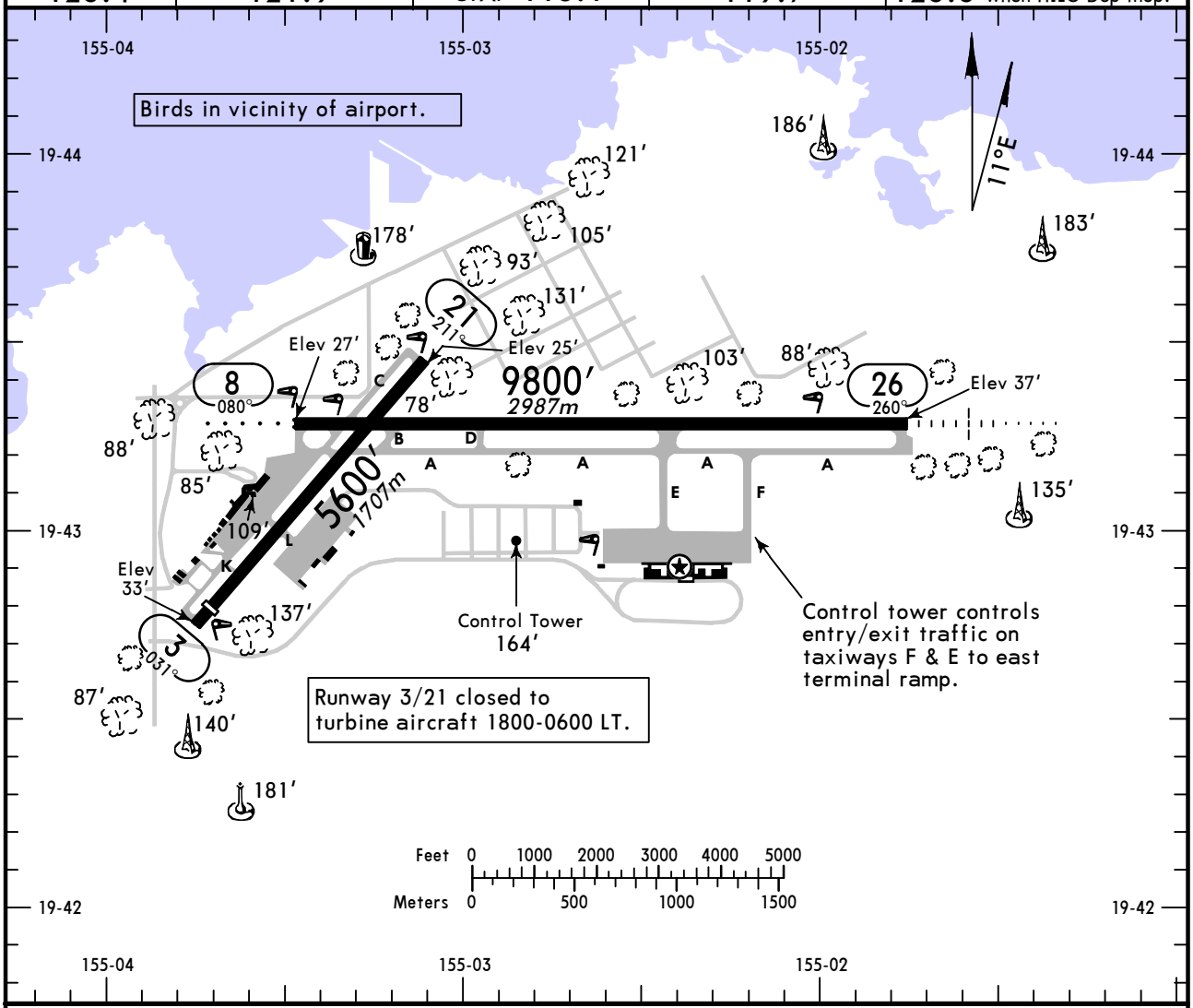
*ATIS	*HILO Ground	*Tower	*HILO Departure (R)	HCF Approach
126.4	121.9	CTAF 118.1	119.7	126.6 when HILO Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
3	❶ MIRL REIL ❷ VASI-L (angle 3.25°)	5250′*1600m*			150′ *46m*
21	❶ MIRL				
8	❶ HIRL ❶ ODALS VASI (3 bar)-L grooved				150′ *46m*
26	❶ HIRL ❶ MALSR VASI-L grooved		8587′*2617m*		

❶ Activate on 118.1 when twr inop.
❷ Usable only within 4 NM of threshold.

TAKE-OFF		FOR FILING AS ALTERNATE			
	All Rwys	Authorized Only When Twr Operating: ILS Rwy 26	LOC Rwy 26	RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 26	Other
1 & 2 Eng	USE PARIS DEPARTURE	A, B, C: 600-2	800-2	NA	800-2
3 & 4 Eng		D: 700-2			

AMEND 6

CHANGES: Alternate minimums.

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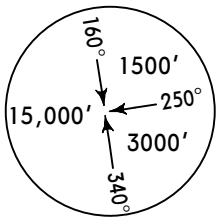
*ATIS	*HILO Approach (R)	HCF Approach	*HILO Tower	*Ground
126.4	119.7	126.6 when HILO App inop.	CTAF 118.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 38′
IITO 110.7	259°	VEWES 1794′ (1756′)	288′ (250′)	TDZE 38′

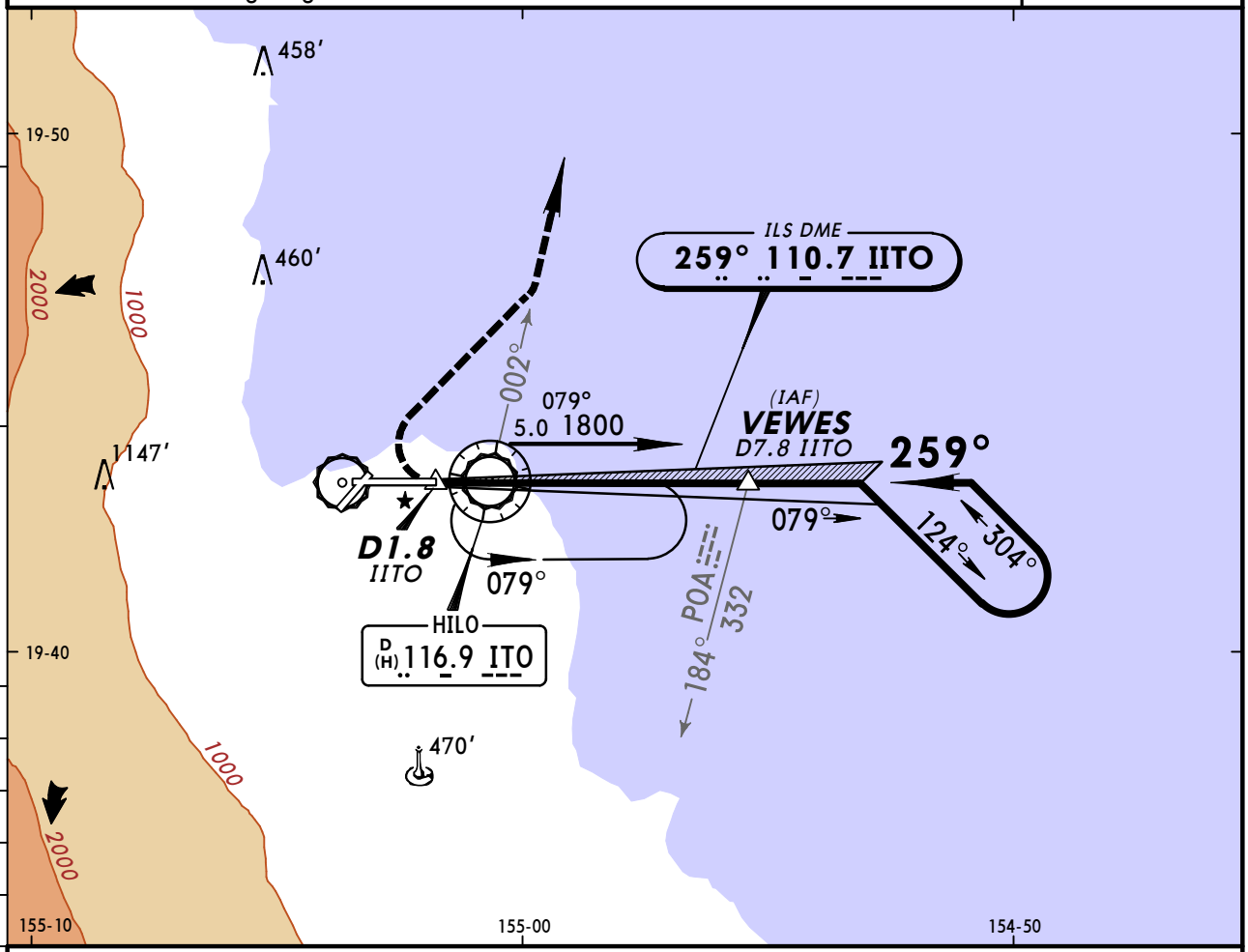
MISSED APCH: Climb to 450′ then climbing RIGHT turn to 3000′ outbound via ITO VOR R-002 then direct ITO VOR and hold.

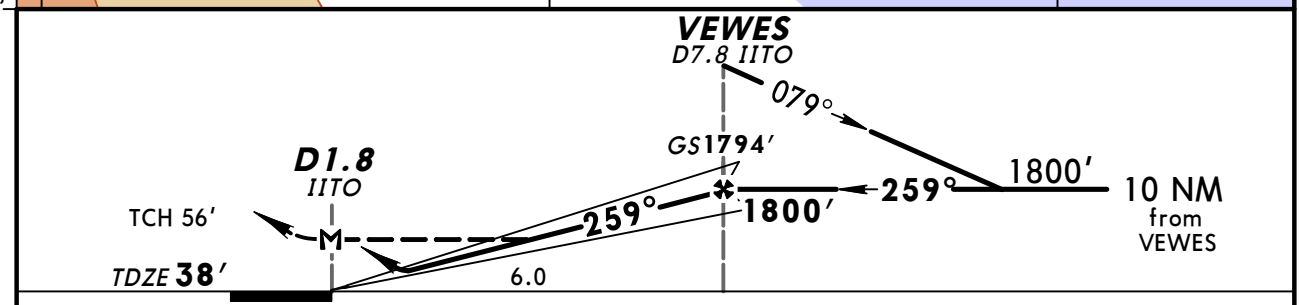
Alt Set: INCHES Trans Level: FL 180 Trans alt: 18000′

1. ADF or DME required. 2. Use IITO DME when on LOC course.
3. Pilot controlled lighting 118.1.



MSA ITO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.60°	329	423	470	564	658	752
MAP at D1.8 IITO or VEWES to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR
VASI

450′

3000′ RT

ITO via 116.9 R-002

STRAIGHT-IN LANDING RWY26

	ILS DA(H) 288′ (250′) FULL	ILS DA(H) 288′ (250′) RAIL or ALS out	LOC (GS out) MDA(H) 420′ (382′)	LOC (GS out) MDA(H) 420′ (382′) RAIL out	LOC (GS out) MDA(H) 420′ (382′) ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized South of Rwy 8-26 MDA(H)
A	1		¾	¾	1	90	500′(462′)-1
B						120	
C						140	500′(462′)-1½
D				1¼		165	700′(662′)-2

AMEND 12B TERPS

CHANGES: MM removed.

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BRIEFING STRIP TM

*ATIS	*HILO Approach (R)	HCF Approach	*HILO Tower	*Ground
126.4	119.7	126.6 when HILO App inop.	CTAF 118.1	121.9

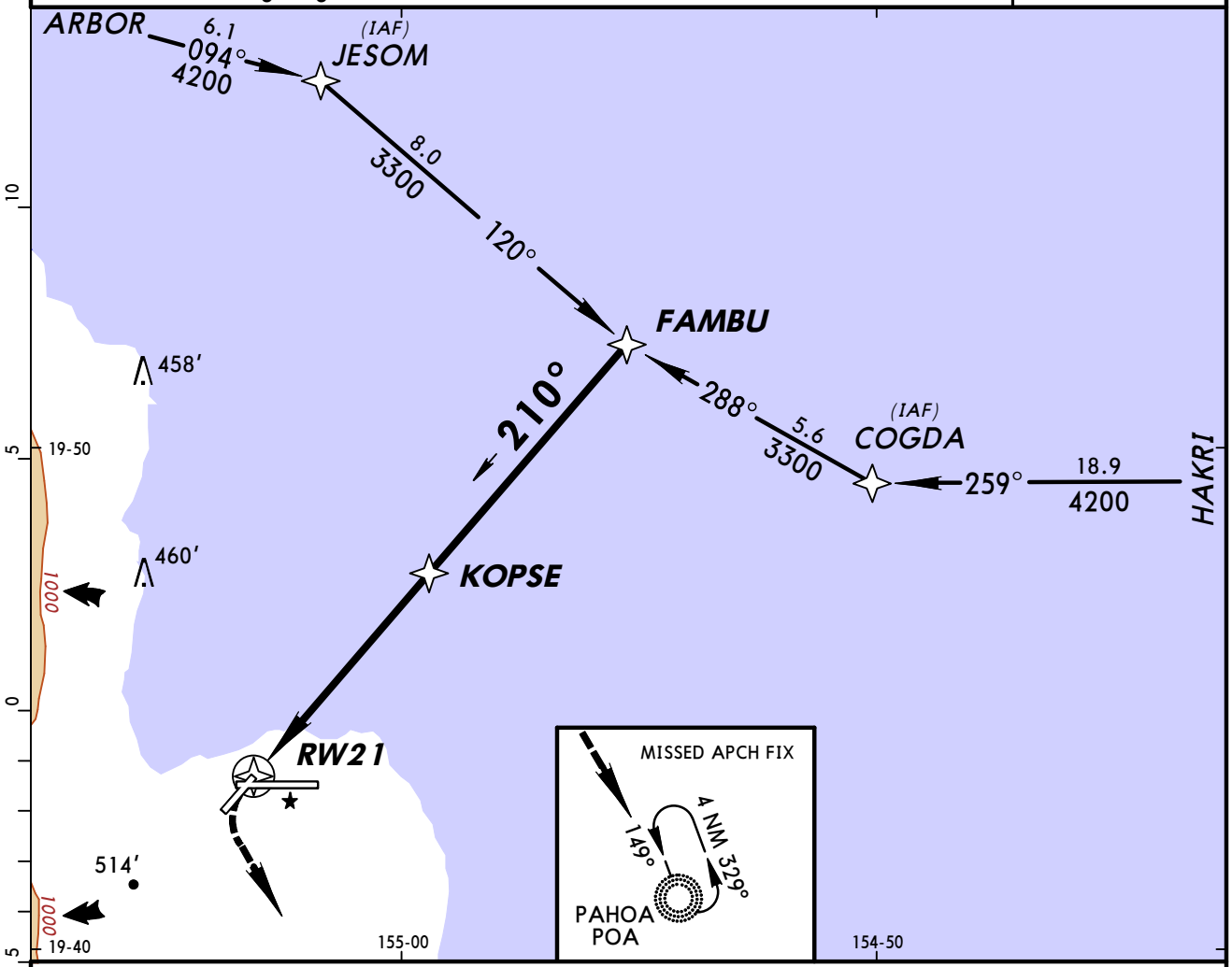
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 38′
	210°	KOPSE 1800′ (1769′)	440′ (409′)	TDZE 31′

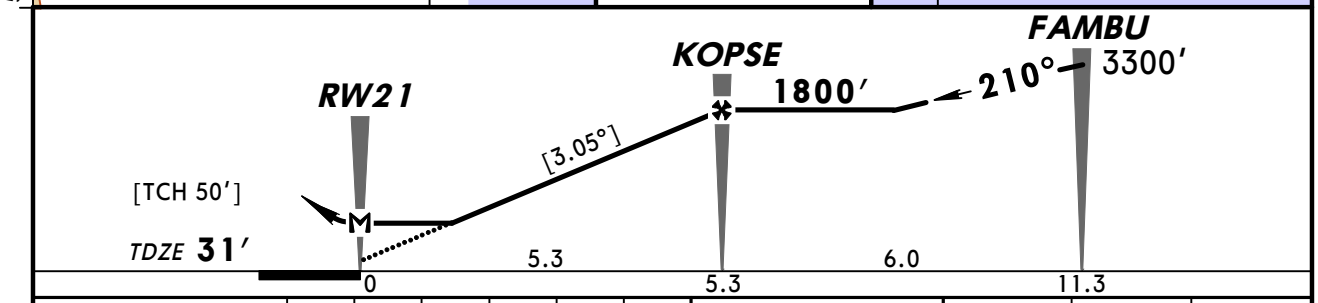
MISSED APCH: Climbing LEFT turn to 5000′ direct POA NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.1.

15000′
MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW21						

5000′ LT

D

POA NDB

STRAIGHT-IN LANDING RWY 21 LNAV MDA(H) 440′ (409′)		CIRCLE-TO-LAND Not Authorized South of Rwy 8-26	
		Max Kts	MDA(H)
A	1	90	500′ (462′) -1
B		120	
C	1¼	140	500′ (462′) -1½
D		165	700′ (662′) -2

AMEND 0 TERPS

CHANGES: HCF approach.

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*ATIS	*HILO Approach (R)	HCF Approach	*HILO Tower	*Ground
126.4	119.7	126.6 when HILO App inop.	CTAF 118.1	121.9

BRIEFING STRIP™

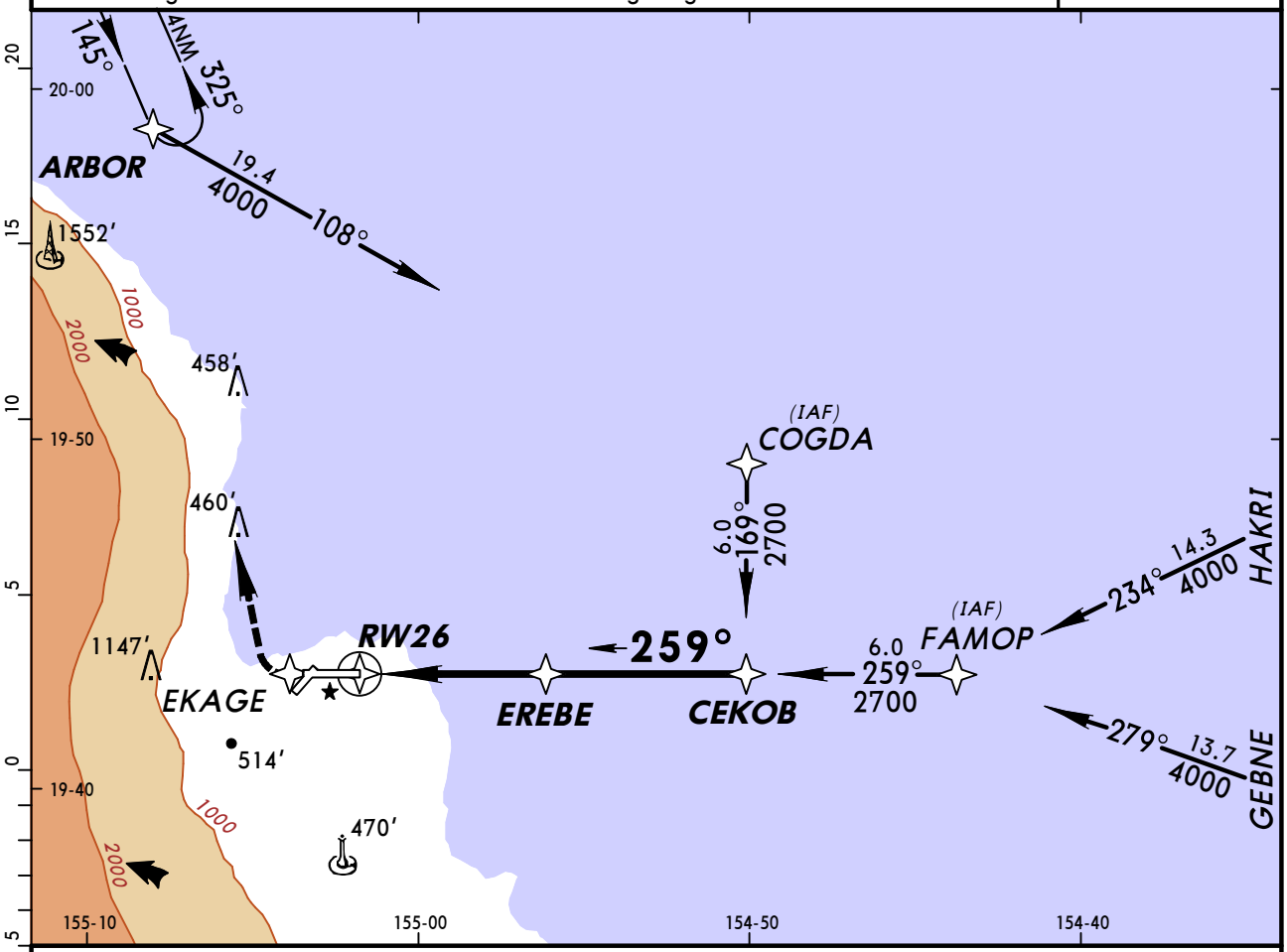
RNAV	Final Apch Crs	Minimum Alt EREBE	LNAV/VNAV DA(H)	Apt Elev / TDZE
	259°	1800′ (1762′)	440′ (402′)	38′ / 38′

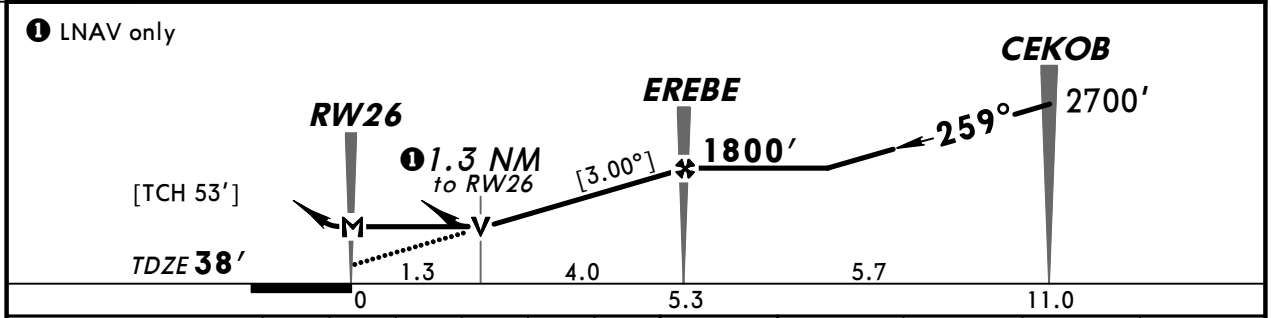
MISSED APCH: Climb to 5000′ direct to EKAGE, then turn RIGHT direct to ARBOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. BARO-VNAV not authorized below -5°C (23°F). 3. DME/DME RNP-0.3 not authorized. 4. WAAS VNAV not authorized. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 118.1.

15000′
MSA RW26





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW26						

MALSR
VASI
5000′
EKAGE

TERPS AMEND OB

STRAIGHT-IN LANDING RWY 26

	LNAV/VNAV DA(H) 440′(402′)		LNAV MDA(H) 440′(402′)		
		RAIL or ALS out	RAIL out	ALS out	
A	1	1½	¾	1	
B					
C			¾	1¼	
D			1		

CIRCLE-TO-LAND
Not Authorized
South of Rwy 8-26

Max Kts	MDA(H)
90	500′(462′)-1½
120	
140	
165	700′(662′)-2

CHANGES: HCF approach.

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BRIEFING STRIP TM

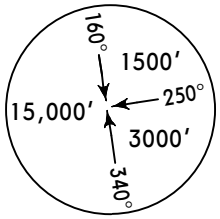
*ATIS	*HILO Approach (R)	HCF Approach	*HILO Tower	*Ground
126.4	119.7	126.6 when HILO App inop.	CTAF 118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
ITO 116.9	259°	VEWES 1800′ (1762′)	460′ (422′)	Apt Elev 38′ / TDZE 38′

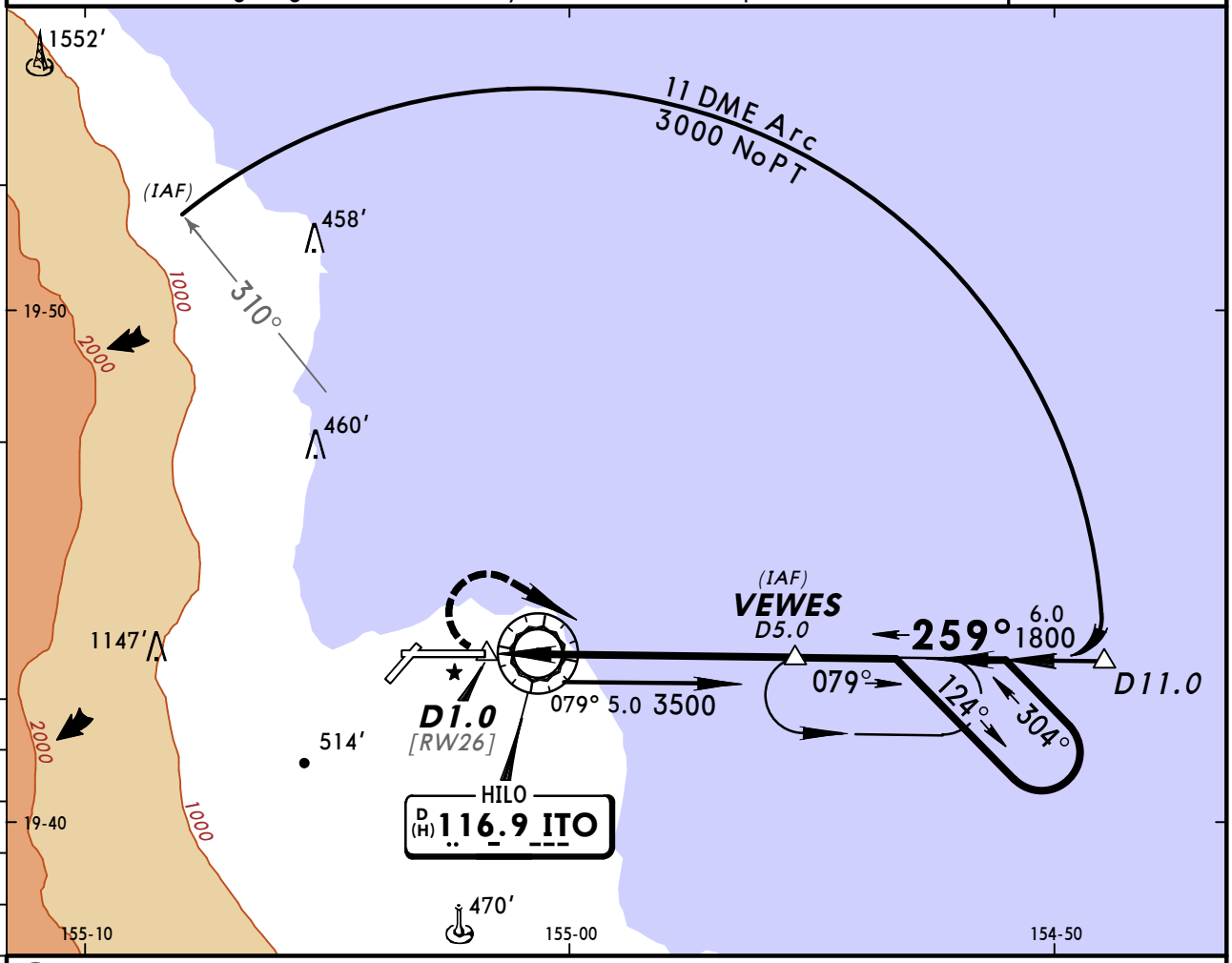
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via ITO VOR R-079 to VEWES D5.0 and hold.

Alt Set : INCHES Trans level : FL 180 Trans alt : 18000′

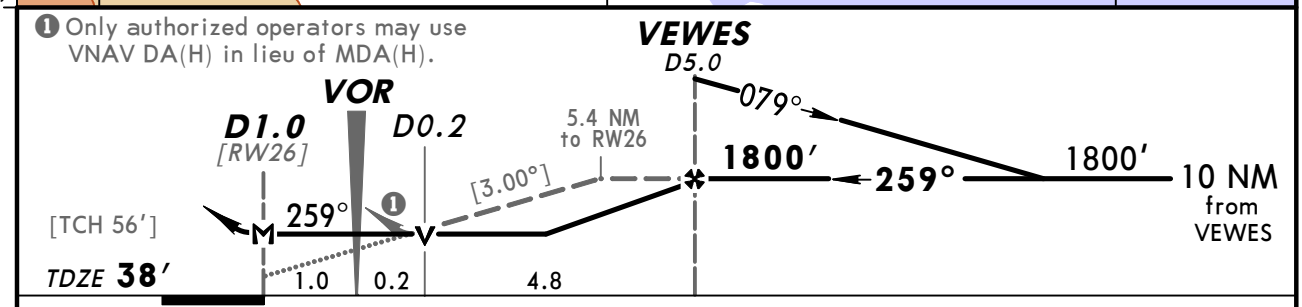
1. Pilot controlled lighting 118.1. 2. Visibility reduction for helicopters not authorized.



MSA ITO VOR



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.0						

MALSR
VASI

3000′ RT via ITO 116.9 R-079 VEWES

STRAIGHT-IN LANDING RWY 26

MDA(H) 460′ (422′)

		RAIL out	ALS out
A	3/4	3/4	1
B			
C		1 1/4	
D	1		

CIRCLE-TO-LAND

Not Authorized
South of Rwy 8-26

Max Kts	MDA(H)
90	500′ (462′) - 1 1/2
120	
140	
165	700′ (662′) - 2

AMEND 5C TERPS

CHANGES: MSA.

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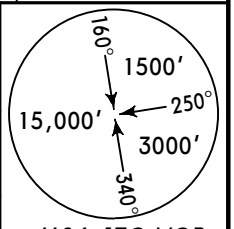
*ATIS	*HILO Approach (R)	HCF Approach	*HILO Tower	*Ground
126.4	119.7	126.6 when HILO App inop.	CTAF 118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
ITO 116.9	145°	PRASK 1800′ (1762′)	Refer to Minimums	38′

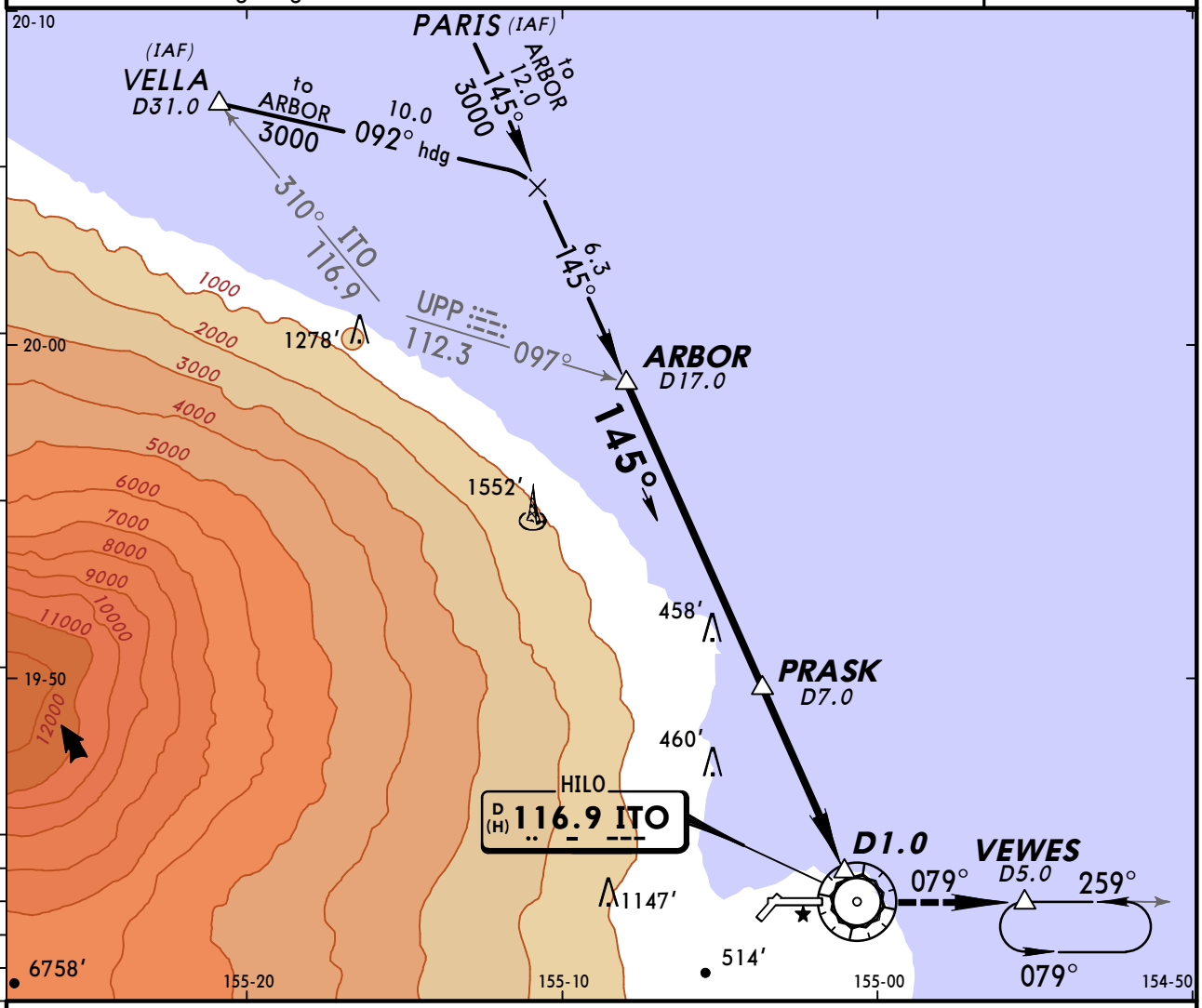
MISSED APCH: Climbing LEFT turn to 3000′ outbound via ITO VOR R-079 to VEWES/D5.0 and hold.

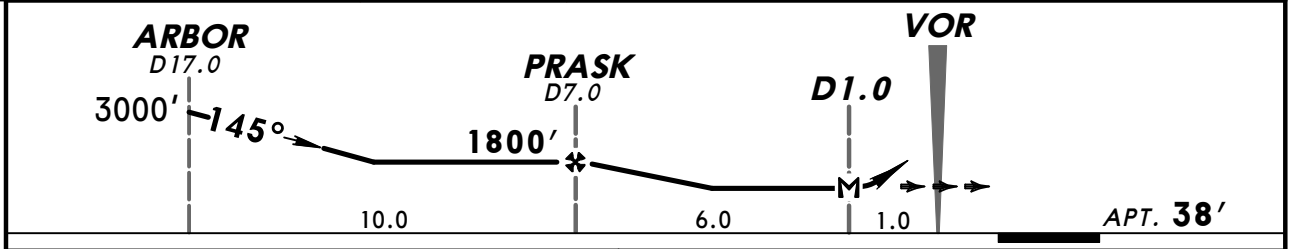
Alt Set : INCHES Trans level : FL 180 Trans alt : 18000′

1. Pilot controlled lighting 118.1.



MSA ITO VOR





MAP at D1.0	Lighting - Refer to Airport Chart	3000′ LT	via ITO 116.9 R-079	VEWES

CIRCLE-TO-LAND
Not Authorized
South of Rwy 8-26

	Max Kts	MDA(H)
A	90	500′ (462′)-1½
B	120	
C	140	
D	165	700′ (662′)-2

TERPS AMEND 7B

CHANGES: MSA.

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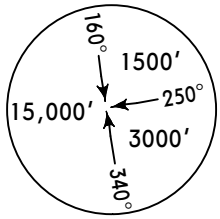
*ATIS	*HILO Approach (R)	HCF Approach	*HILO Tower	*Ground
126.4	119.7	126.6 when HILO App inop.	CTAF 118.1	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
ITO 116.9	259°	VOR 700′ (662′)	Refer to Minimums	38′

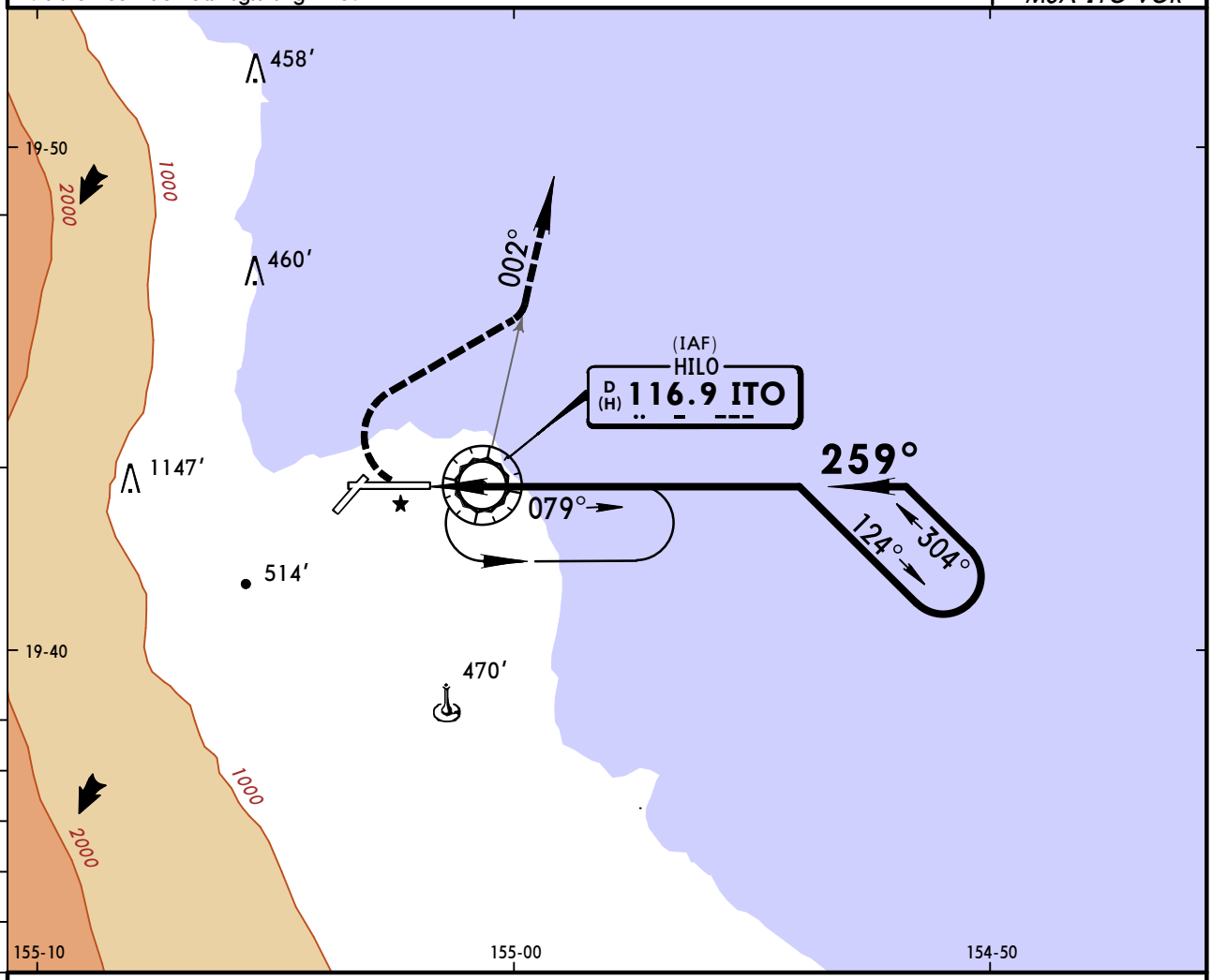
MISSED APCH: Climbing RIGHT turn to 3000′ outbound via ITO VOR R-002 then direct to ITO VOR and hold.

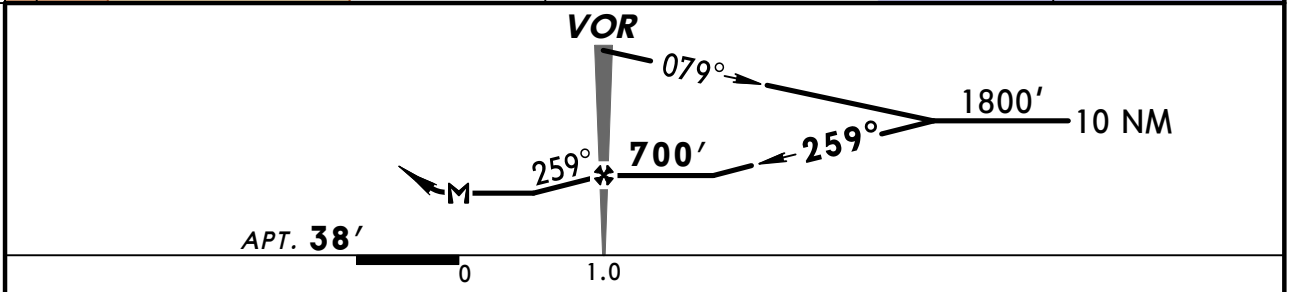
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. Pilot controlled lighting 118.1



MSA ITO VOR





Gnd speed-Kts		70	90	100	120	140	160
VOR to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

Lighting - Refer to Airport Chart

3000′ RT via ITO 116.9 R-002

CIRCLE-TO-LAND
Not Authorized
South of Rwy 8-26

	Max Kts	MDA(H)
A	90	500′ (462′) -1
B	120	
C	140	500′ (462′) -1½
D	165	700′ (662′) -2

BRIEFING STRIP ™

AMEND 0B TERPS

CHANGES: MSA.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KAPOLEI, HI (KALAELOA (JOHN RODGERS FIELD) - PHJR)

KAILUA-KONA, HI (KONA INTL AT KEAHOLE - PHKO)

LIHUE, HI (LIHUE - PHLI)

MOKAPU, HI (KANEOHE BAY MCAS - PHNG)

HONOLULU, HI (HONOLULU INTL - PHNL)

KAHULUI, HI (KAHULUI - PHOG)

HILO, HI (HILO INTL - PHTO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PHJR

No Chart Change Notices for Airport PHKO

No Chart Change Notices for Airport PHLI

No Chart Change Notices for Airport PHNG

No Chart Change Notices for Airport PHNL

No Chart Change Notices for Airport PHOG

No Chart Change Notices for Airport PHTO