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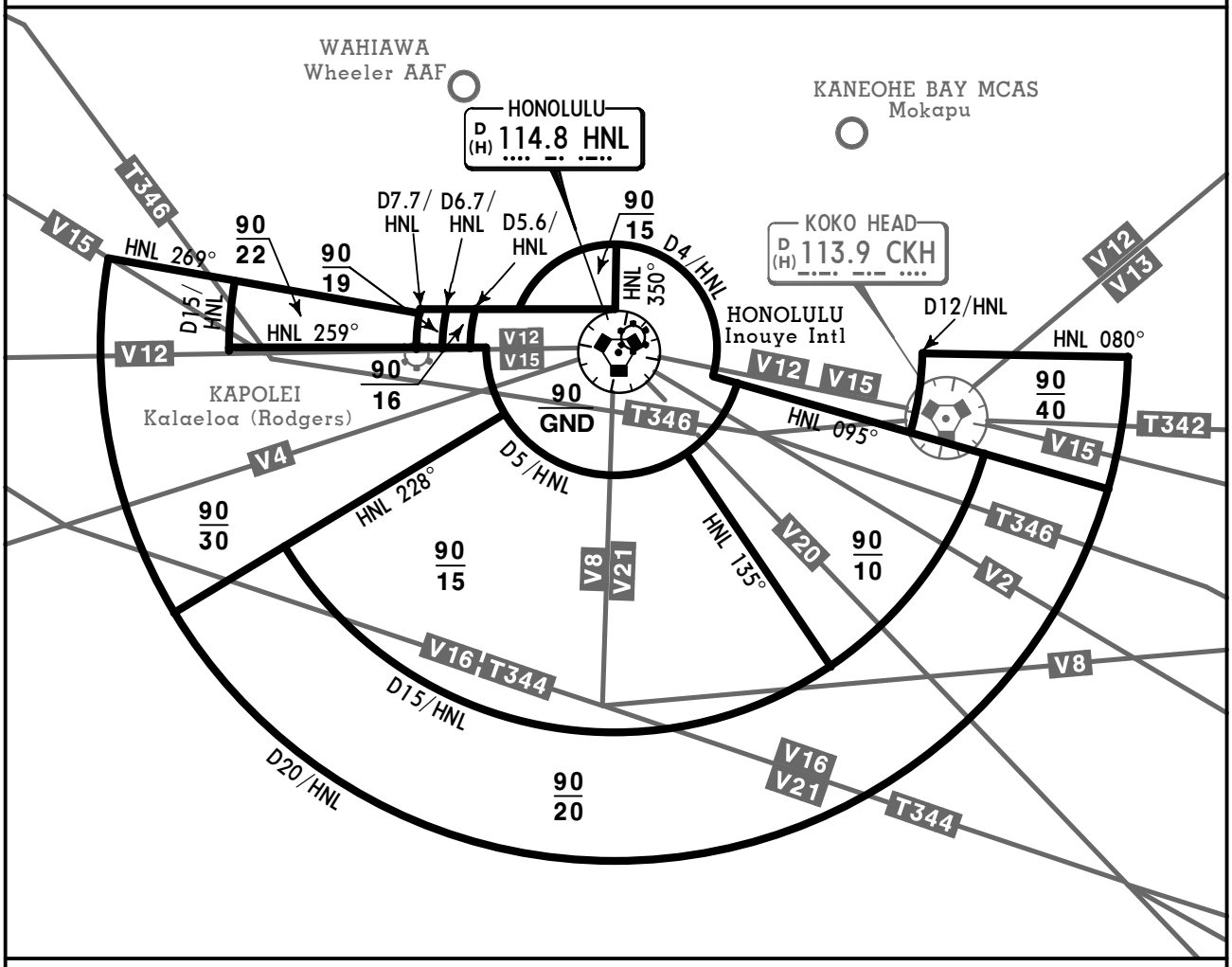
HONOLULU CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

E and NW **Honolulu App (R)** 119.1 E **Honolulu App (R)** 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.

CHANGES: New format.

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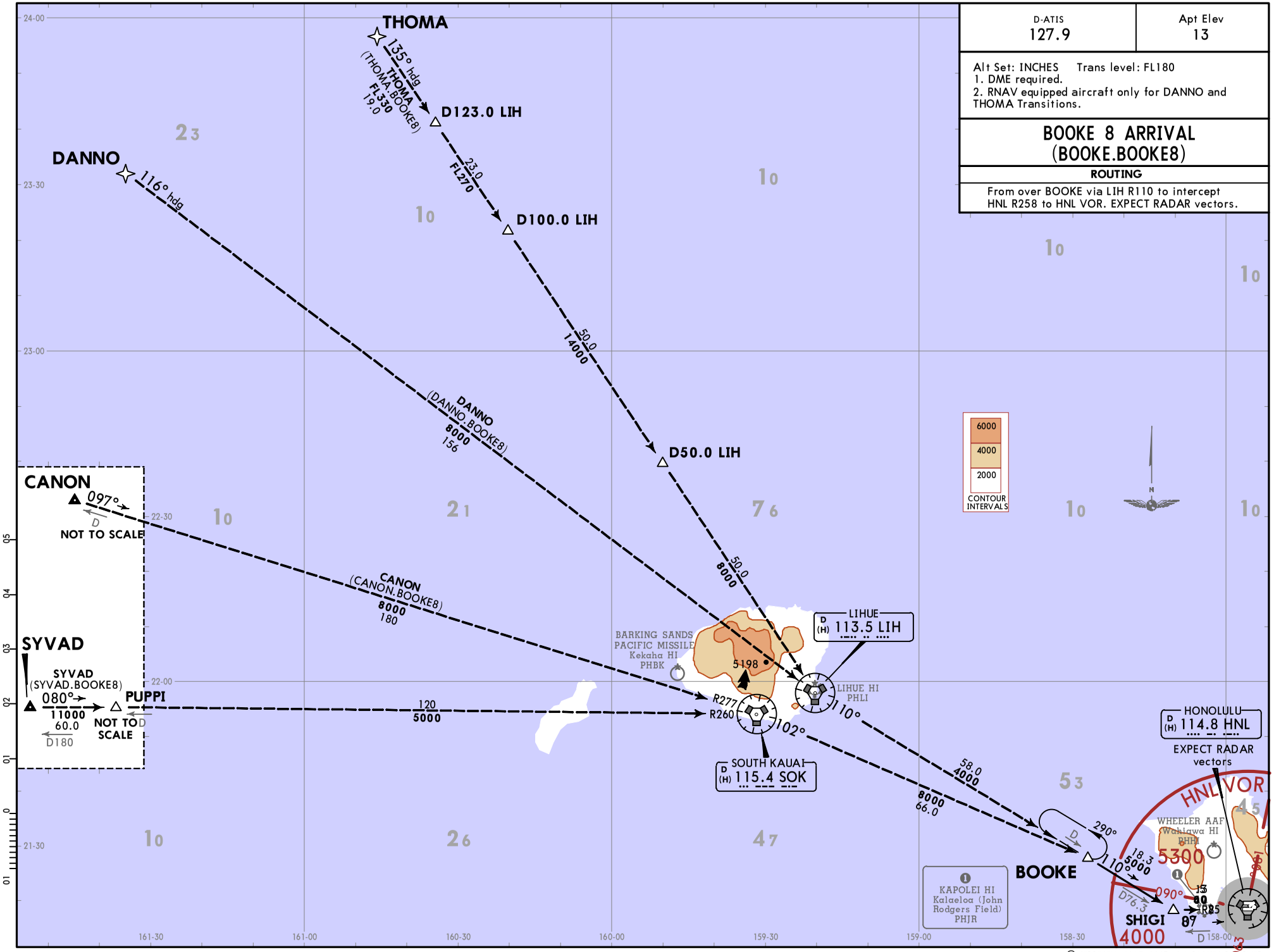
D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180
1. DME required.
2. RNAV equipped aircraft only for DANNO and THOMA Transitions.

BOOKE 8 ARRIVAL (BOOKE.BOOKE8)

ROUTING

From over BOOKE via LIH R110 to intercept HNL R258 to HNL VOR. EXPECT RADAR vectors.



CHANGES: BOOKE Hold, airport name, ATIS now D-ATIS.

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ROUTING
From BAMBO on track 237° to IHNET, then on track 237° to INOYI.

RWY	LANDING
4L	From INOYI on track 216° to HUBAP, then on track 216°. EXPECT RADAR vectors to final approach course or visual approach.
4R	From INOYI on track 216° to HUBAP, then on track 216°. EXPECT RNAV RNP/ILS/GPS approach or RADAR vectors to final approach course.
8L	From INOYI on track 233° to DZURA, then on track 259° to OOKAH, then on heading 259°. EXPECT RNAV RNP/ILS/GPS approach or RADAR vectors to final approach course.
8R	From INOYI on track 233° to DZURA, then on track 259° to OOKAH, then on heading 259°. EXPECT RADAR vectors to final approach course or visual approach.

D-ATIS	Apt Elev
127.9	13

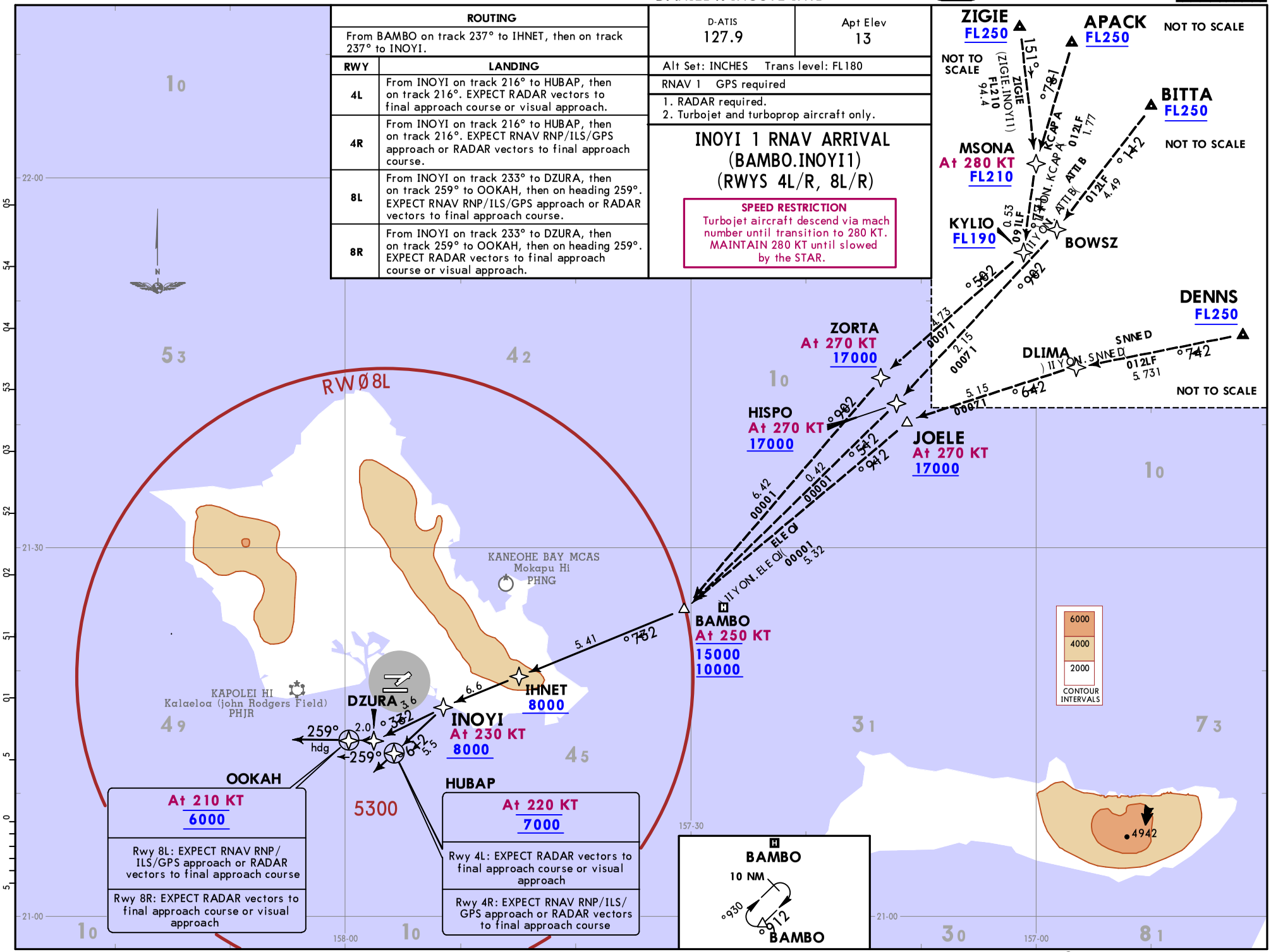
Alt Set: INCHES Trans level: FL180

RNAV 1 GPS required

1. RADAR required.
2. Turbojet and turboprop aircraft only.

INOYI 1 RNAV ARRIVAL (BAMBO.INOYI1) (RWYS 4L/R, 8L/R)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR.



CHANGES: Airport name, ATIS now D-ATIS, waypoint symbols.

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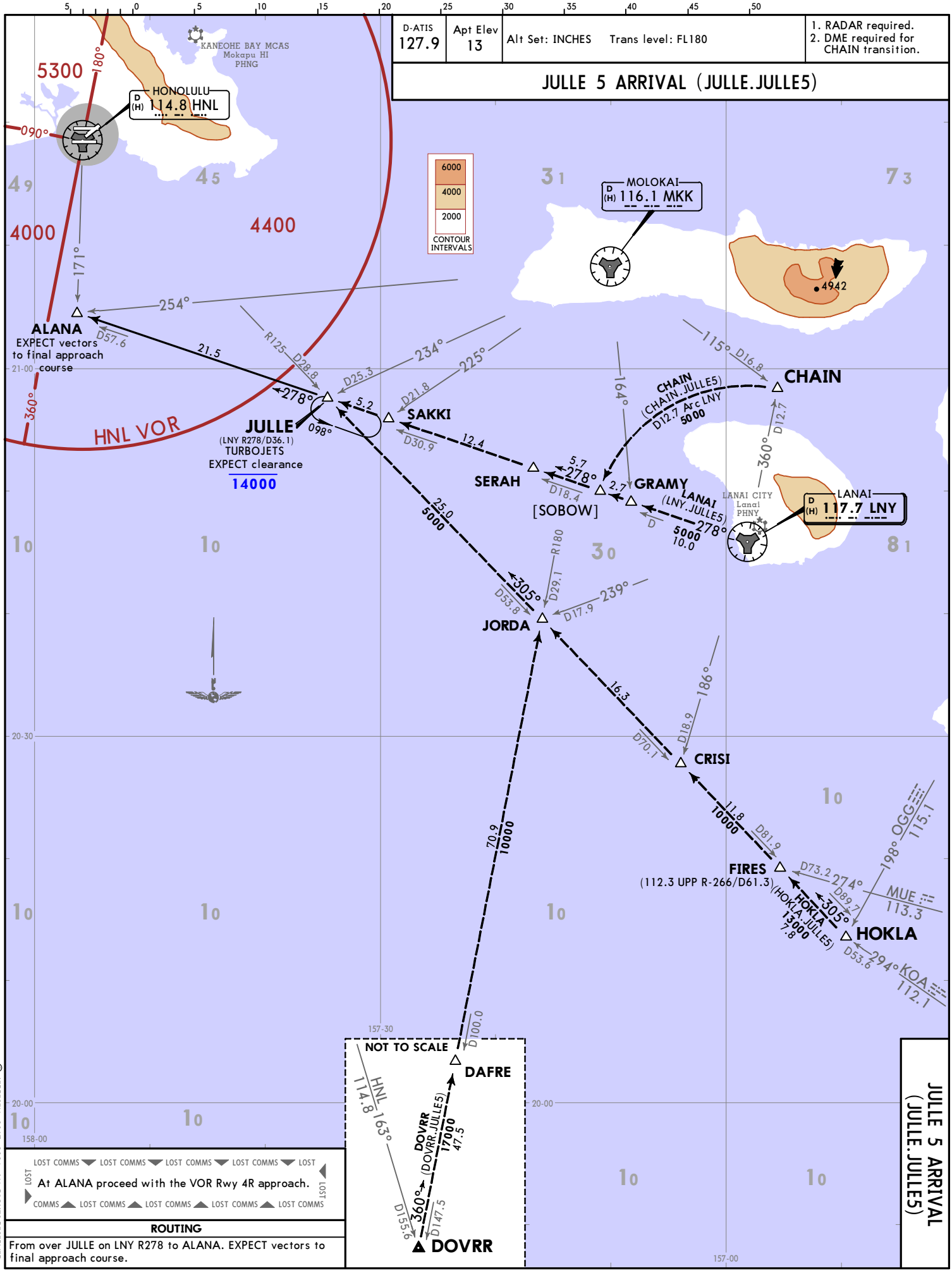
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	
127.9	13		1. RADAR required. 2. DME required for CHAIN transition.

JULLE 5 ARRIVAL (JULLE.JULLE5)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

At ALANA proceed with the VOR Rwy 4R approach.

COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING

From over JULLE on LNY R278 to ALANA. EXPECT vectors to final approach course.

CHANGES: ALANA formations.

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JULLE 5 ARRIVAL (JULLE.JULLE5)

D-ATIS	Apt Elev
127.9	14

Alt Set: INCHES Trans level: FL180

RNAV 1 - GPS

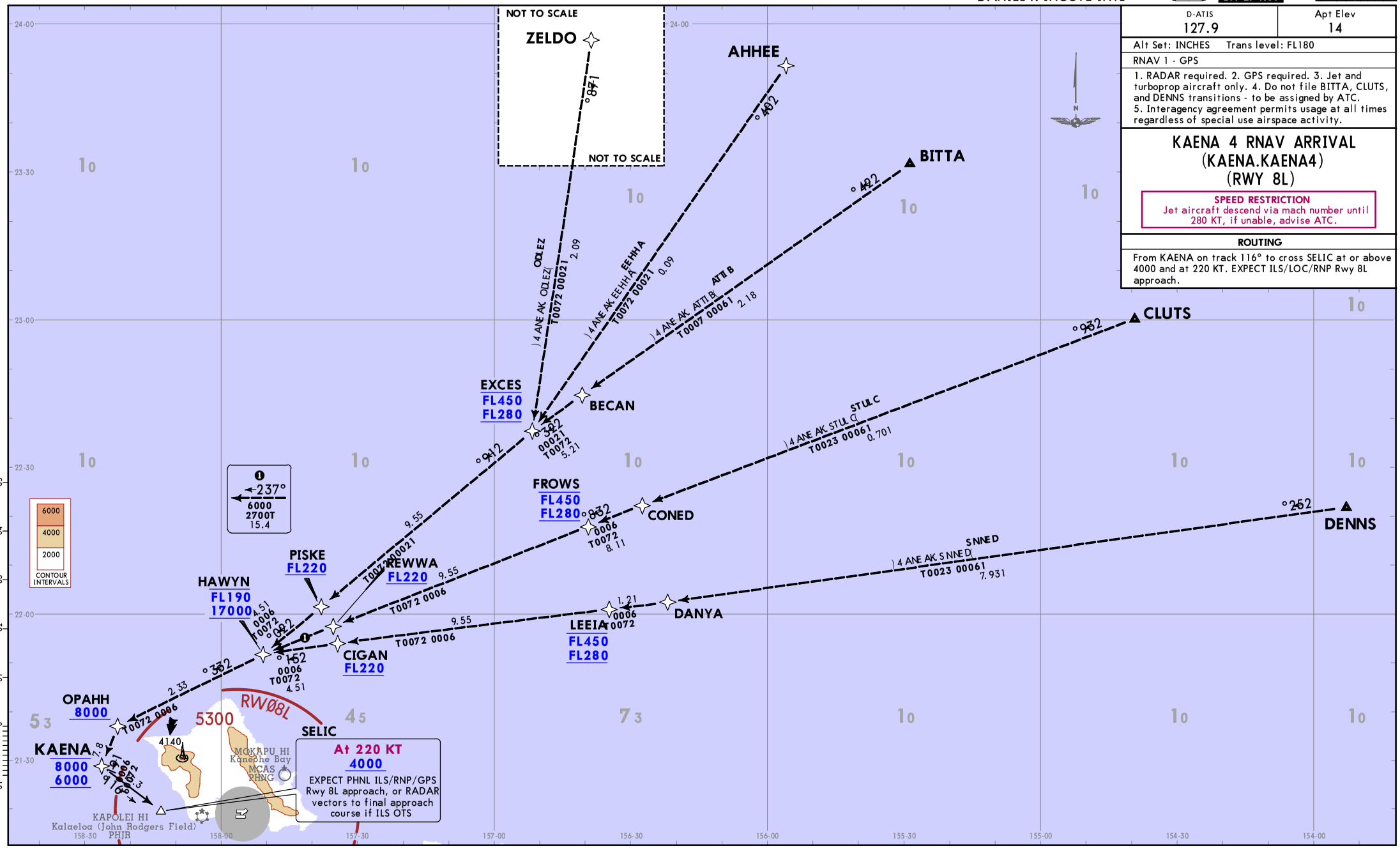
1. RADAR required. 2. GPS required. 3. Jet and turboprop aircraft only. 4. Do not file BITTA, CLUTS, and DENNS transitions - to be assigned by ATC. 5. Interagency agreement permits usage at all times regardless of special use airspace activity.

KAENA 4 RNAV ARRIVAL (KAENA.KAENA4) (RWY 8L)

SPEED RESTRICTION
Jet aircraft descend via mach number until 280 KT, if unable, advise ATC.

ROUTING

From KAENA on track 116° to cross SELIC at or above 4000 and at 220 KT. EXPECT ILS/LOC/RNP Rwy 8L approach.



CHANGES: Procedure renumbered, revised.

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D-ATIS	Apt Elev
127.9	14

RNAV 1 - GPS | Alt Set: INCHES | Trans level: FL180

1. RADAR required. 2. GPS only.
3. Jet and turboprop aircraft only.

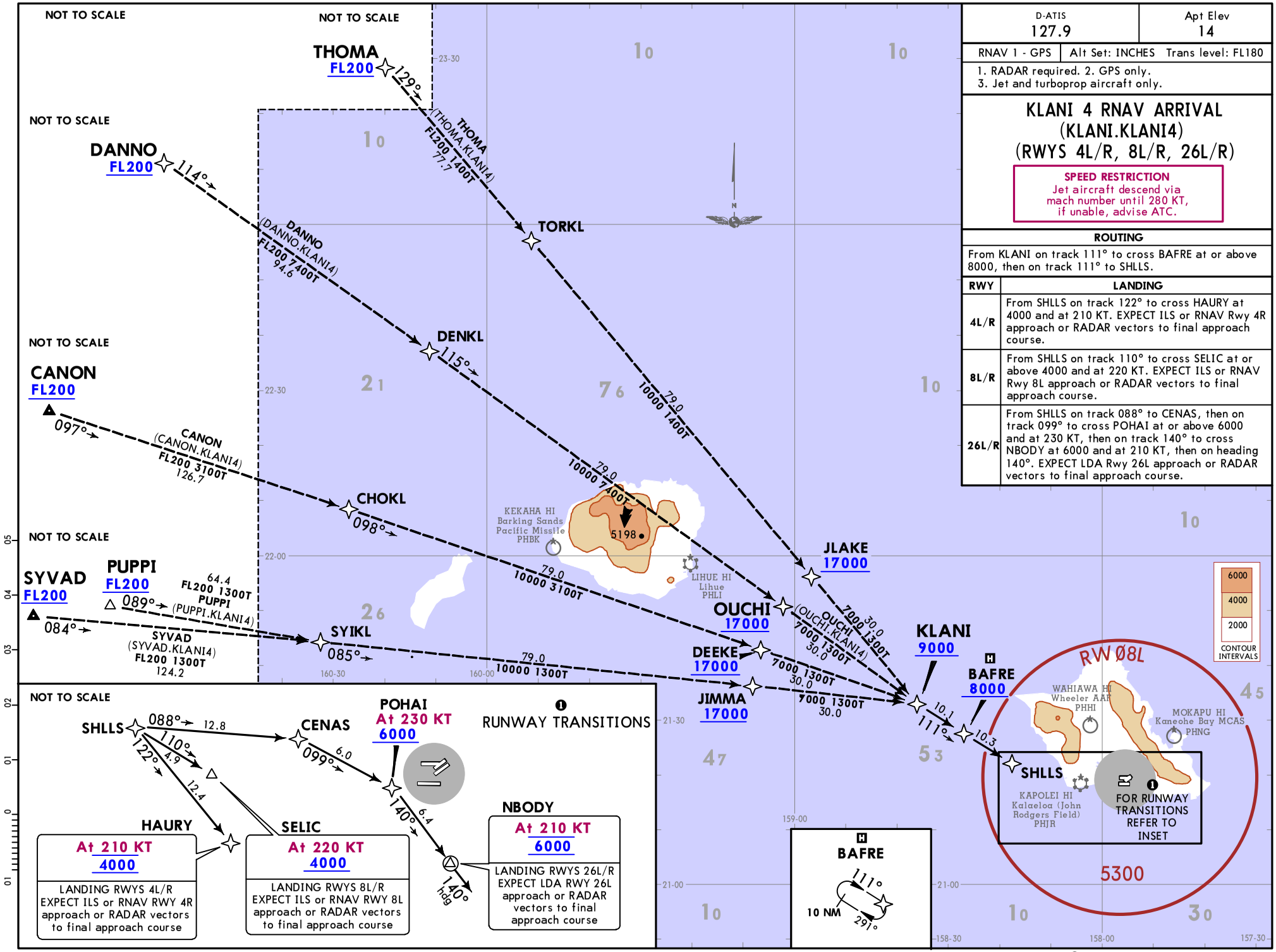
KLANI 4 RNAV ARRIVAL (KLANI.KLANI4) (RWYS 4L/R, 8L/R, 26L/R)

SPEED RESTRICTION
Jet aircraft descend via mach number until 280 KT, if unable, advise ATC.

ROUTING

From KLANI on track 111° to cross BAFRE at or above 8000, then on track 111° to SHLLS.

RWY	LANDING
4L/R	From SHLLS on track 122° to cross HAURY at 4000 and at 210 KT. EXPECT ILS or RNAV Rwy 4R approach or RADAR vectors to final approach course.
8L/R	From SHLLS on track 110° to cross SELIC at or above 4000 and at 220 KT. EXPECT ILS or RNAV Rwy 8L approach or RADAR vectors to final approach course.
26L/R	From SHLLS on track 088° to CENAS, then on track 099° to cross POHAI at or above 6000 and at 230 KT, then on track 140° to cross NBODY at 6000 and at 210 KT, then on heading 140°. EXPECT LDA Rwy 26L approach or RADAR vectors to final approach course.



CHANGES: None.

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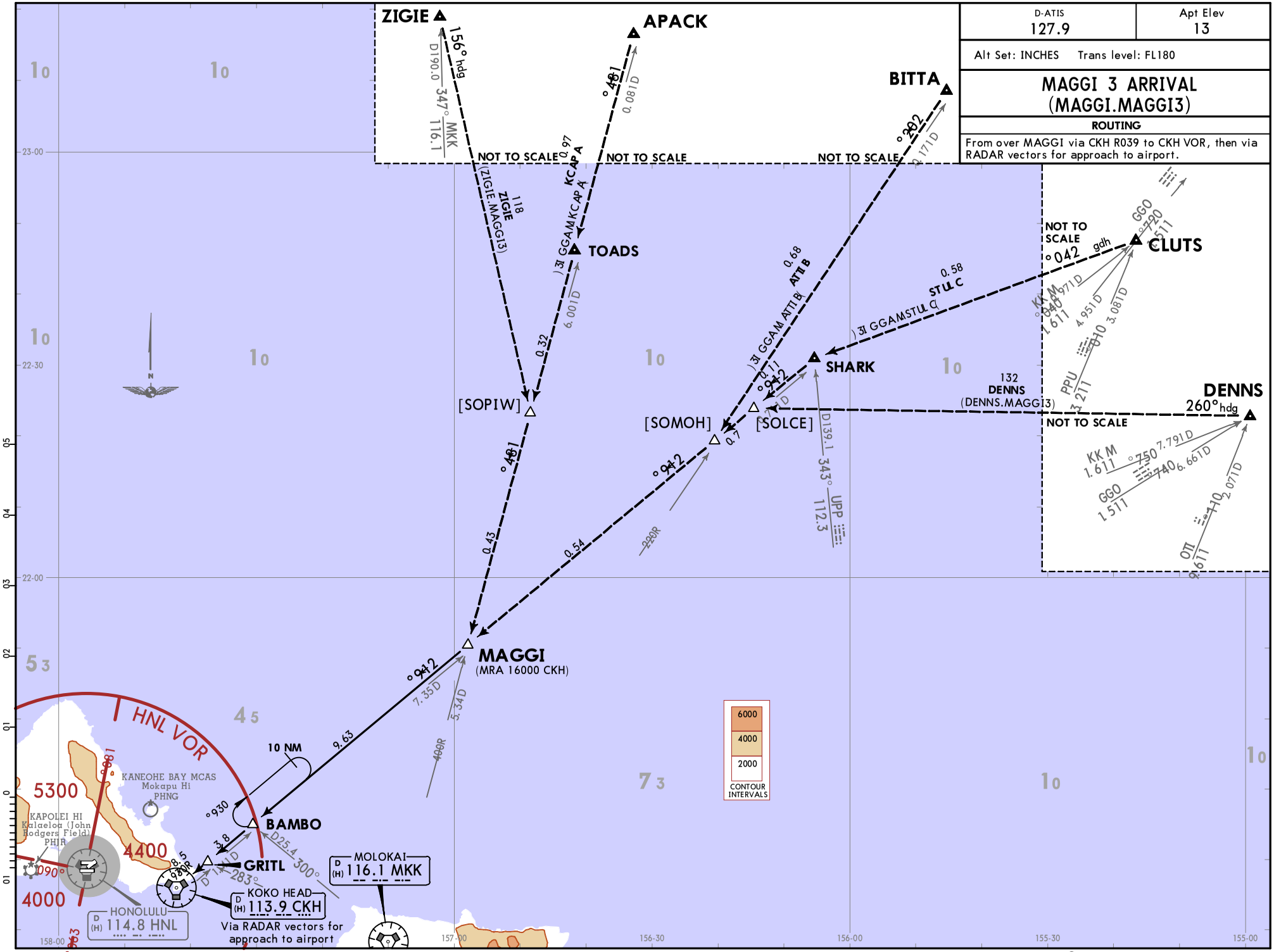
D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180

MAGGI 3 ARRIVAL (MAGGI.MAGGI3)

ROUTING

From over MAGGI via CKH R039 to CKH VOR, then via RADAR vectors for approach to airport.



CHANGES: °Airport name, D-ATIS.

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D-ATIS	Apt Elev
127.9	13

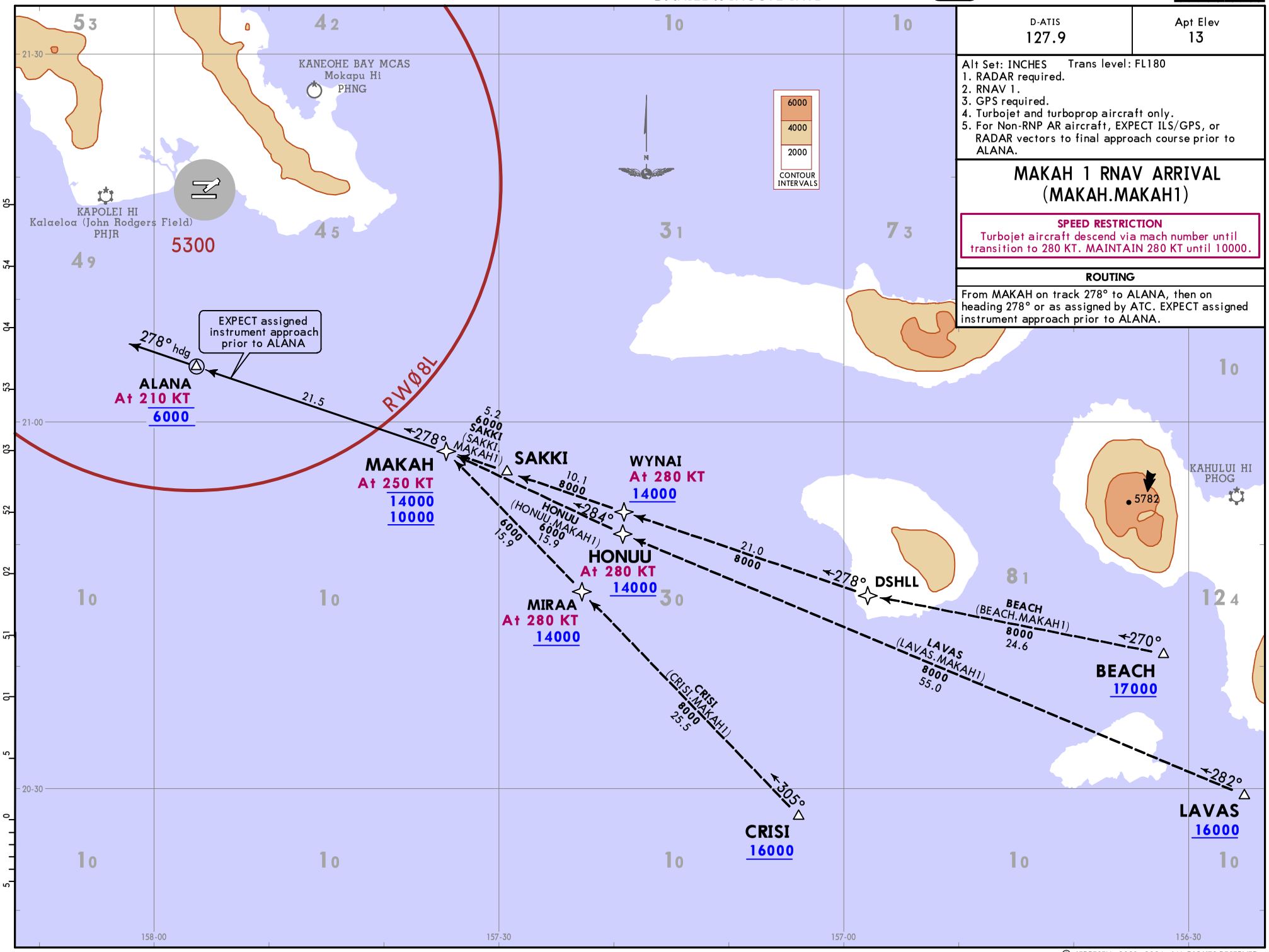
Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. RNAV 1.
3. GPS required.
4. Turbojet and turboprop aircraft only.
5. For Non-RNP AR aircraft, EXPECT ILS/GPS, or RADAR vectors to final approach course prior to ALANA.

MAKAH 1 RNAV ARRIVAL (MAKAH.MAKAH1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until 10000.

ROUTING

From MAKAH on track 278° to ALANA, then on heading 278° or as assigned by ATC. EXPECT assigned instrument approach prior to ALANA.



CHANGES: Airport name, D-ATIS.

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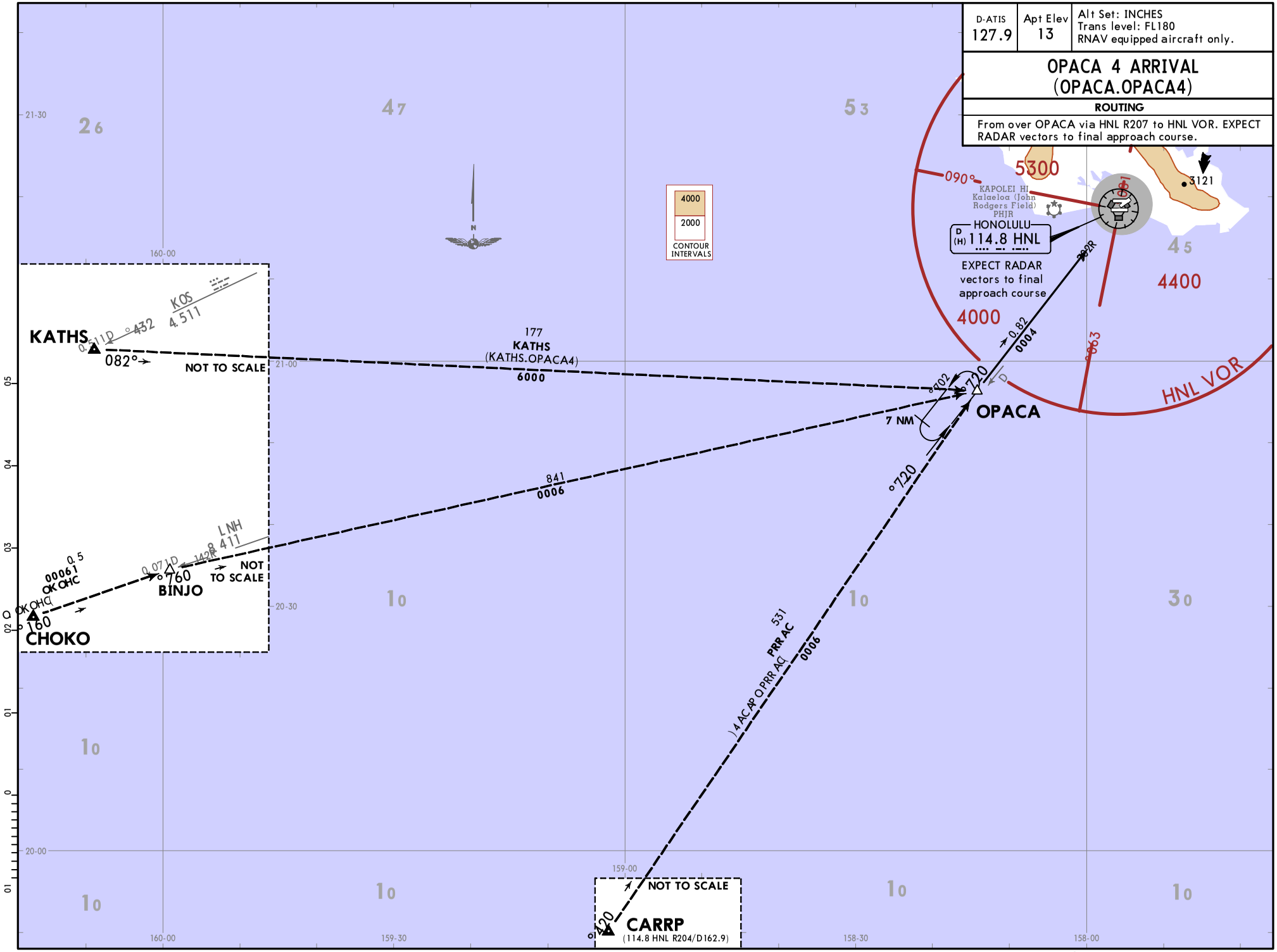
D-ATIS	Apt Elev	
127.9	13	Alt Set: INCHES Trans level: FL180 RNAV equipped aircraft only.

OPACA 4 ARRIVAL (OPACA.OPACA4)

ROUTING

From over OPACA via HNL R207 to HNL VOR. EXPECT RADAR vectors to final approach course.



CHANGES: Airport name, D-ATIS.

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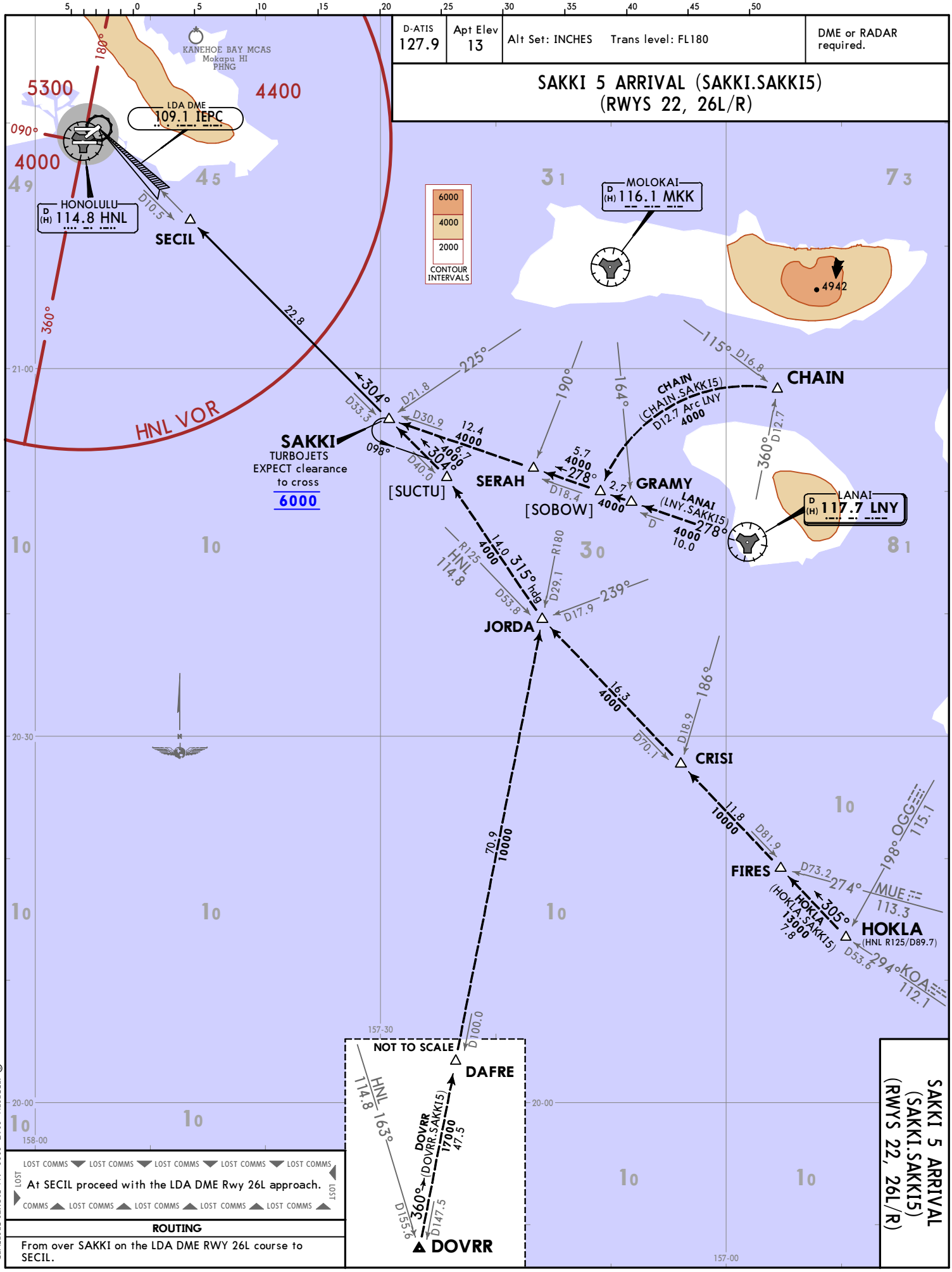
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	DME or RADAR required.
127.9	13		

SAKKI 5 ARRIVAL (SAKKI.SAKKI5) (RWYS 22, 26L/R)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST ▶ At SECIL proceed with the LDA DME Rwy 26L approach. ◀ LOST

COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

ROUTING

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

SAKKI 5 ARRIVAL (SAKKI.SAKKI5) (RWYS 22, 26L/R)

JEPPESEN (10-2G) HONOLULU, HAWAII
28 OCT 22
Eff 3 Nov
STAR

CHANGES: APT name, DOVRR WPT usage, LNY VOR usage.

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D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180

RNAV 1 GPS required

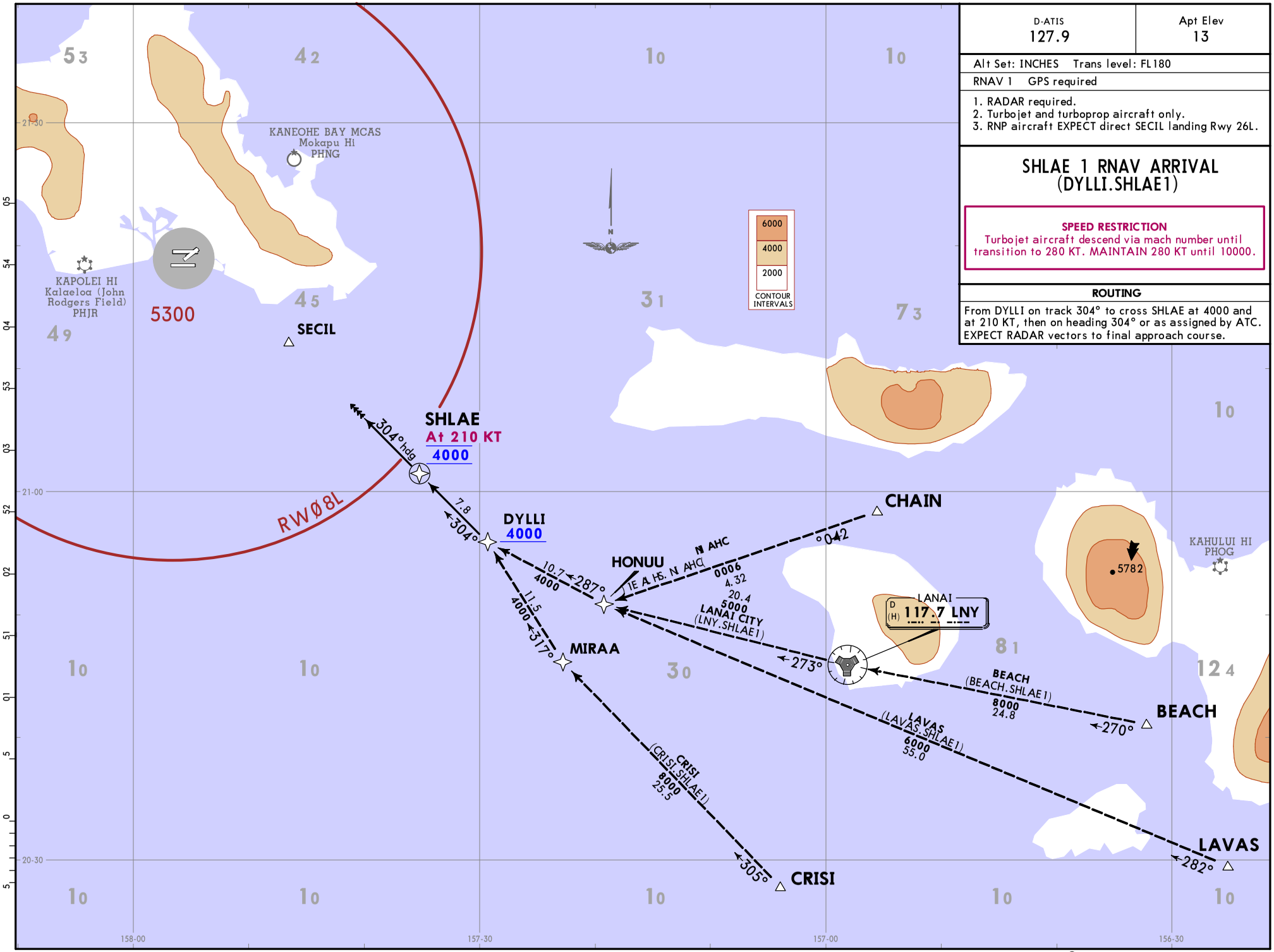
1. RADAR required.
2. Turbojet and turboprop aircraft only.
3. RNP aircraft EXPECT direct SECIL landing Rwy 26L.

SHLAE 1 RNAV ARRIVAL (DYLLI.SHLAE1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until 10000.

ROUTING

From DYLLI on track 304° to cross SHLAE at 4000 and at 210 KT, then on heading 304° or as assigned by ATC. EXPECT RADAR vectors to final approach course.



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D-ATIS	Apt Elev
127.9	13

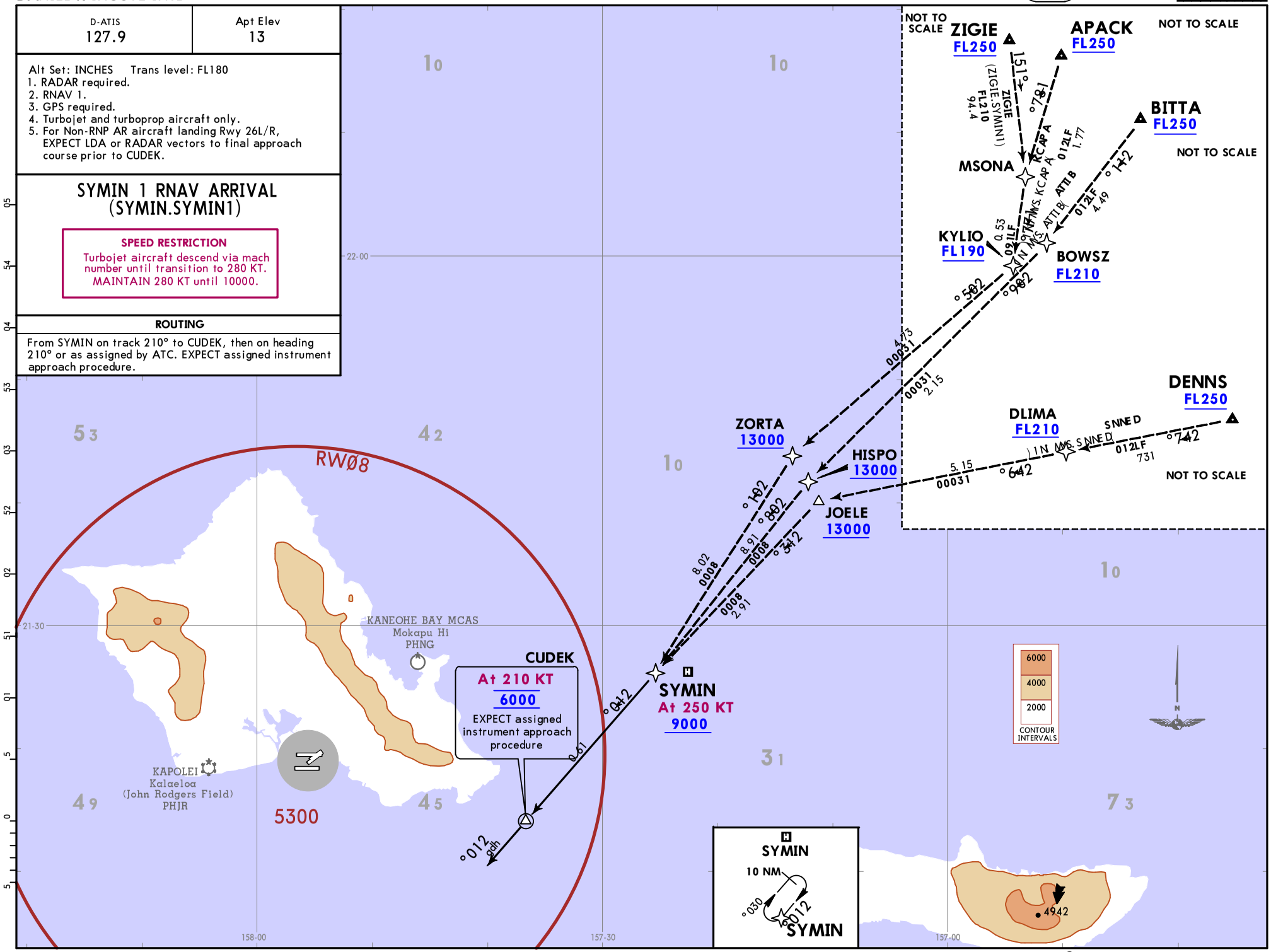
Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. RNAV 1.
3. GPS required.
4. Turbojet and turboprop aircraft only.
5. For Non-RNP AR aircraft landing Rwy 26L/R, EXPECT LDA or RADAR vectors to final approach course prior to CUDEK.

SYMIN 1 RNAV ARRIVAL (SYMIN.SYMIN1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT.
MAINTAIN 280 KT until 10000.

ROUTING

From SYMIN on track 210° to CUDEK, then on heading 210° or as assigned by ATC. EXPECT assigned instrument approach procedure.



CHANGES: Airport name, D-ATIS.

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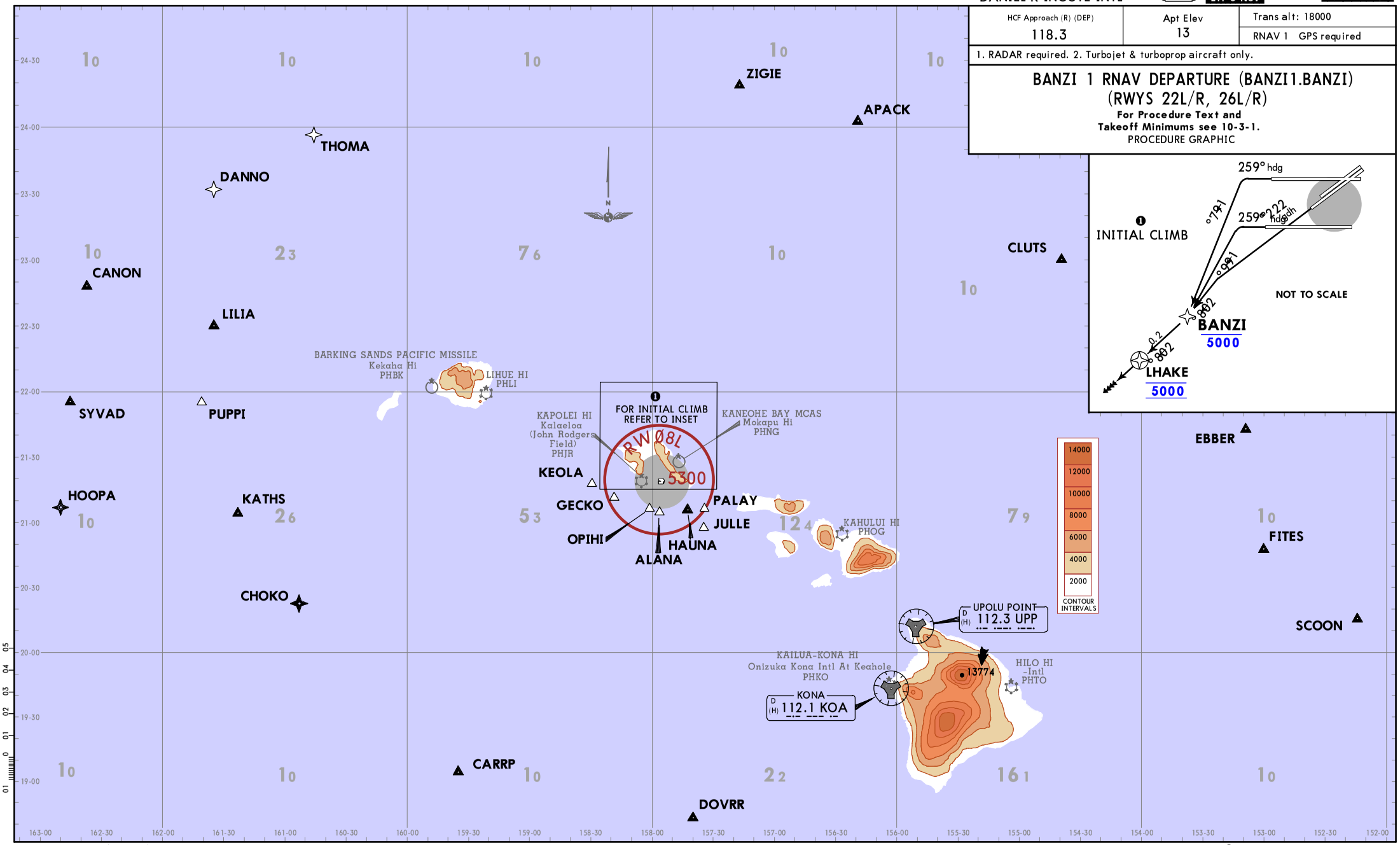
HCF Approach (R) (DEP)	Apt Elev	Trans alt: 18000
118.3	13	RNAV 1 GPS required

1. RADAR required. 2. Turbojet & turboprop aircraft only.

BANZI 1 RNAV DEPARTURE (BANZI1.BANZI) (RWYS 22L/R, 26L/R)

For Procedure Text and Takeoff Minimums see 10-3-1.

PROCEDURE GRAPHIC



CHANGES: Waypoint and NAVAID depictions.

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BANZI 1 RNAV DEPARTURE
(BANZI1.BANZI)

For Procedure Graphic see 10-3

PROCEDURE TEXT

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Departure):
Waterways 4W, 8W, 22W, 26W: Not authorized - ATC.
Rwys 4L/R, 8L/R: Not authorized - ATC.
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 FT/NM to 300.

Gnd speed-KT	75	100	150	200	250	300
237 FT/NM	296	395	593	790	988	1185

RWY	INITIAL CLIMB	TOP ALTITUDE
22L/R	Climb on heading 222° to intercept course 208° to cross BANZI at or below 5000.	5000
26L	Climb on heading 259° to intercept course 199° to cross BANZI at or below 5000.	
26R	Climb on heading 259° to intercept course 197° to cross BANZI at or below 5000.	

ROUTING

From BANZI on track 208° to LHAKE, then on track 208° for RADAR vectors to assigned route/fix, MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

ALANA Departures	EXPECT direct/vectors to ALANA/V-8/V-16/V-20/V-21.
APACK Departures	EXPECT direct/vectors to APACK/R-463.
CANON Departures	EXPECT direct/vectors to CANON/V-15.
CARRP Departures	EXPECT direct/vectors to CARRP/A-579.
CHOKO Departures	EXPECT direct/vectors to CHOKO/R-584/B-326.
CLUTS Departures	EXPECT direct/vectors to CLUTS/R-465.
DANNO Departures	EXPECT direct/vectors to DANNO.
DOVRR Departures	EXPECT direct/vectors to DOVRR/B-596.
EBBER Departures	EXPECT direct/vectors to EBBER/R-577.
FITES Departures	EXPECT direct/vectors to FITES/R-578.
GECKO Departures	EXPECT direct/vectors to GECKO/V-4/V-12/V-16.
HAUNA Departures	EXPECT direct/vectors to HAUNA/V-8/V-16/V-20/V-21/LNY VOR.
HOOPA Departures	EXPECT direct/vectors to HOOPA/A-450.
JULLE Departures	EXPECT direct/vectors to JULLE/V-16/V-20/V-21.
KATHS Departures	EXPECT direct/vectors to KATHS/A-450.
KEOLA Departures	EXPECT direct/vectors to KEOLA/V-16.
KOA VOR Departures	EXPECT direct/vectors to KOA VOR.
LILIA Departures	EXPECT direct/vectors to LILIA/V-15.
OPIHI Departures	EXPECT direct/vectors to OPIHI/V-8/V-16/V-20/V-21.
PALAY Departures	EXPECT direct/vectors to PALAY/V-2/V-8/LNY VOR.
PUPPI Departures	EXPECT direct/vectors to PUPPI/V-16.
SCOON Departures	EXPECT direct/vectors to SCOON.
SYVAD Departures	EXPECT direct/vectors to SYVAD/V-16.
THOMA Departures	EXPECT direct/vectors to THOMA.
UPP VOR Departures	EXPECT direct/vectors to UPP VOR.
ZIGIE Departures	EXPECT direct/vectors to ZIGIE/A-331.

CHANGES: Airport name.

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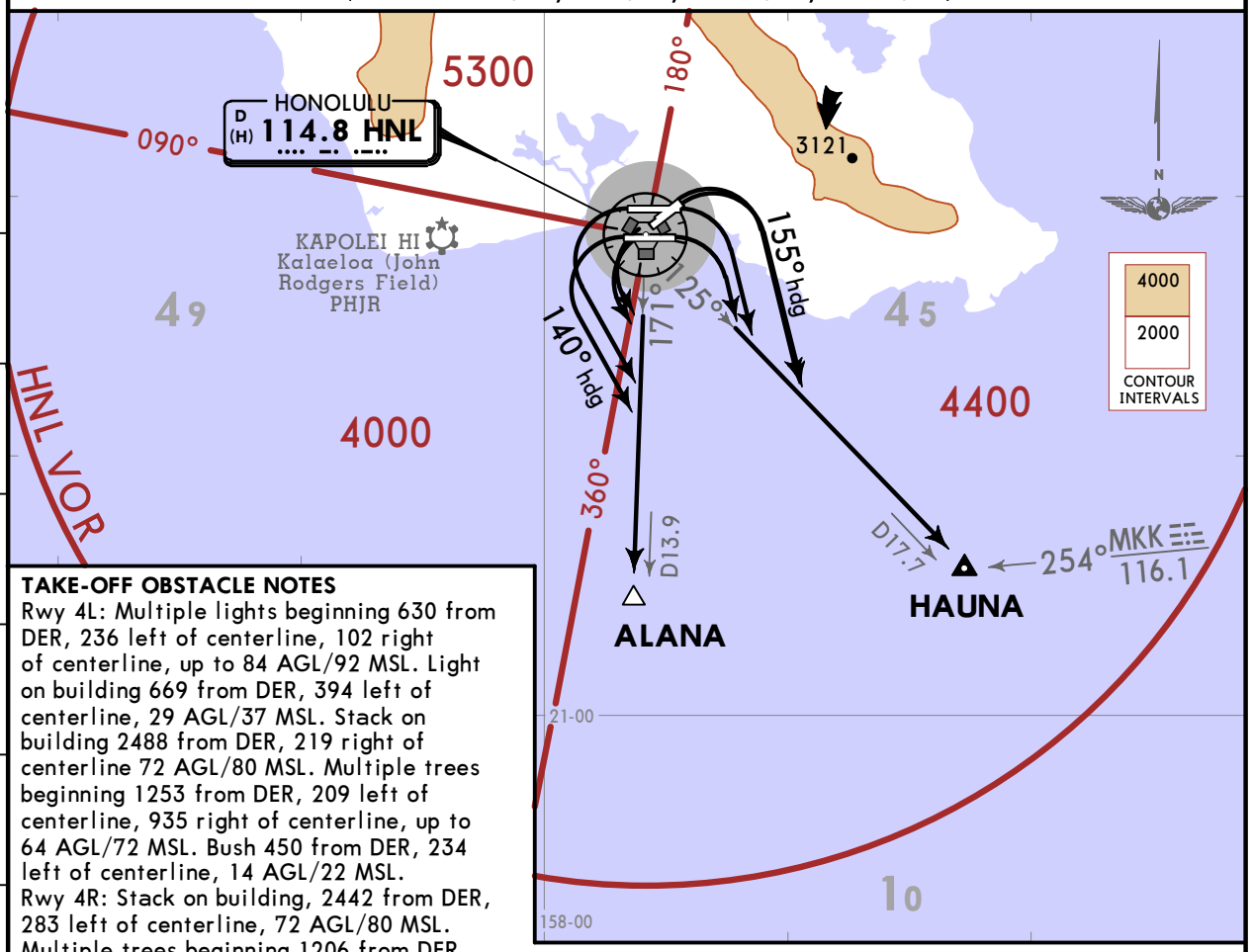
HCF Approach (R) (DEP) West	HCF Approach (R) (DEP) East	Apt Elev	
118.3	124.8	13	Trans alt: 18000

OBSTACLE

HONOLULU 2 DEPARTURE (HNL2.HNL)
(RWYS 4L/R, 8L/R, 22L/R, 26L/R)



TAKE-OFF OBSTACLE NOTES

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 1.1 NM from DER, on centerline, 208 AGL/208 MSL.
Rwy 26R: Multiple light poles beginning 2120 from DER, 813 right of centerline, up to 105 AGL/111 MSL.

TAKE-OFF MINIMUMS:

Waterways 4W, 8W, 22W, 26W: Not Authorized-ATC.
Rwys 4L/R: Standard with minimum climb of 425 FT/NM to 1900, do not exceed 180 KT until SOUTHEAST bound on 155° heading, or 1700-2 1/2 for VCOA.
Rwy 8L: Standard with minimum climb of 310 FT/NM to 1000, or 1700-2 1/2 for VCOA.
Rwy 8R: Standard with minimum climb of 270 FT/NM to 1000, or 1700-2 1/2 for VCOA.
Rwys 22L/R, 26R: Standard.
Rwy 26L: Standard with minimum climb of 237 FT/NM to 300, or 1700-2 1/2 for VCOA.

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

RWY	INITIAL CLIMB
4L/R, 8L/R	Climbing RIGHT turn to 3000 on heading 155° to intercept HNL R125 to HAUNA before proceeding on course. OR,
22L/R, 26L/R	Climbing LEFT turn to 3000 on heading 140° to intercept HNL R171 to ALANA before proceeding on course. OR,

VISUAL CLIMB OVER AIRPORT

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Daniel K Inouye Intl airport southbound at 1600, continue climb to 3000 on HNL R171 to ALANA before proceeding on course.

CHANGES: Reissue.

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HCF Approach (R) (DEP) 124.8

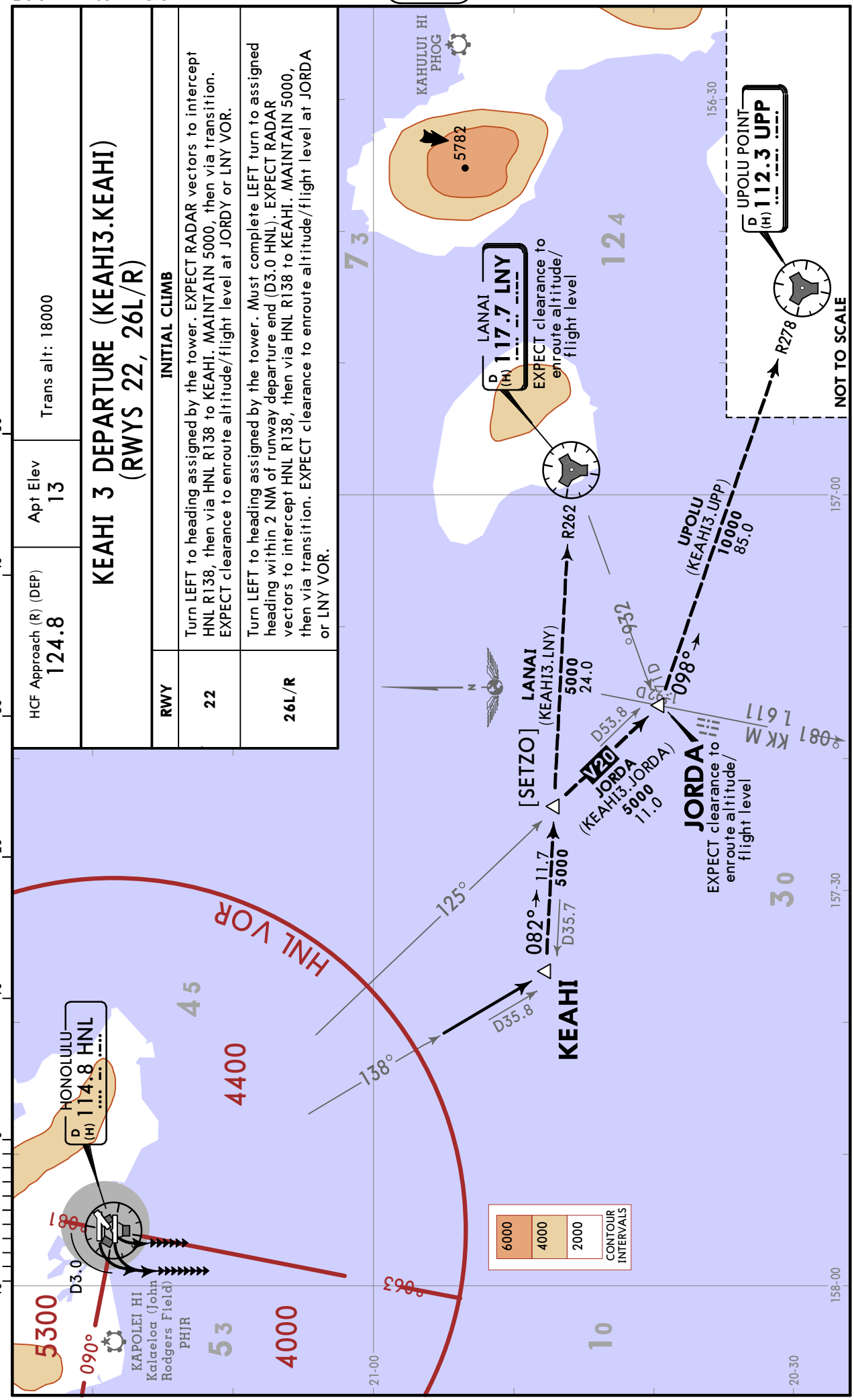
Apt Elev 13

Trans alt: 18000

KEAHI 3 DEPARTURE (KEAHI3.KEAHI) (RWYS 22, 26L/R)

INITIAL CLIMB

RWY	
22	Turn LEFT to heading assigned by the tower. EXPECT RADAR vectors to intercept HNL R138, then via HNL R138 to KEAHI. MAINTAIN 5000, then via transition. EXPECT clearance to enroute altitude/flight level at JORDY or LNY VOR.
26L/R	Turn LEFT to heading assigned by the tower. Must complete LEFT turn to assigned heading within 2 NM of runway departure end (D3.0 HNL). EXPECT RADAR vectors to intercept HNL R138, then via HNL R138 to KEAHI. MAINTAIN 5000, then via transition. EXPECT clearance to enroute altitude/flight level at JORDA or LNY VOR.



CHANGES: None.

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HCF Approach (R) (Dep)	Apt Elev	Trans alt: 18000
118.3	13	

KEOLA 3 DEPARTURE (KEOLA3.KEOLA) (RWYS 4L/R, 8L/R, 26L/R)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

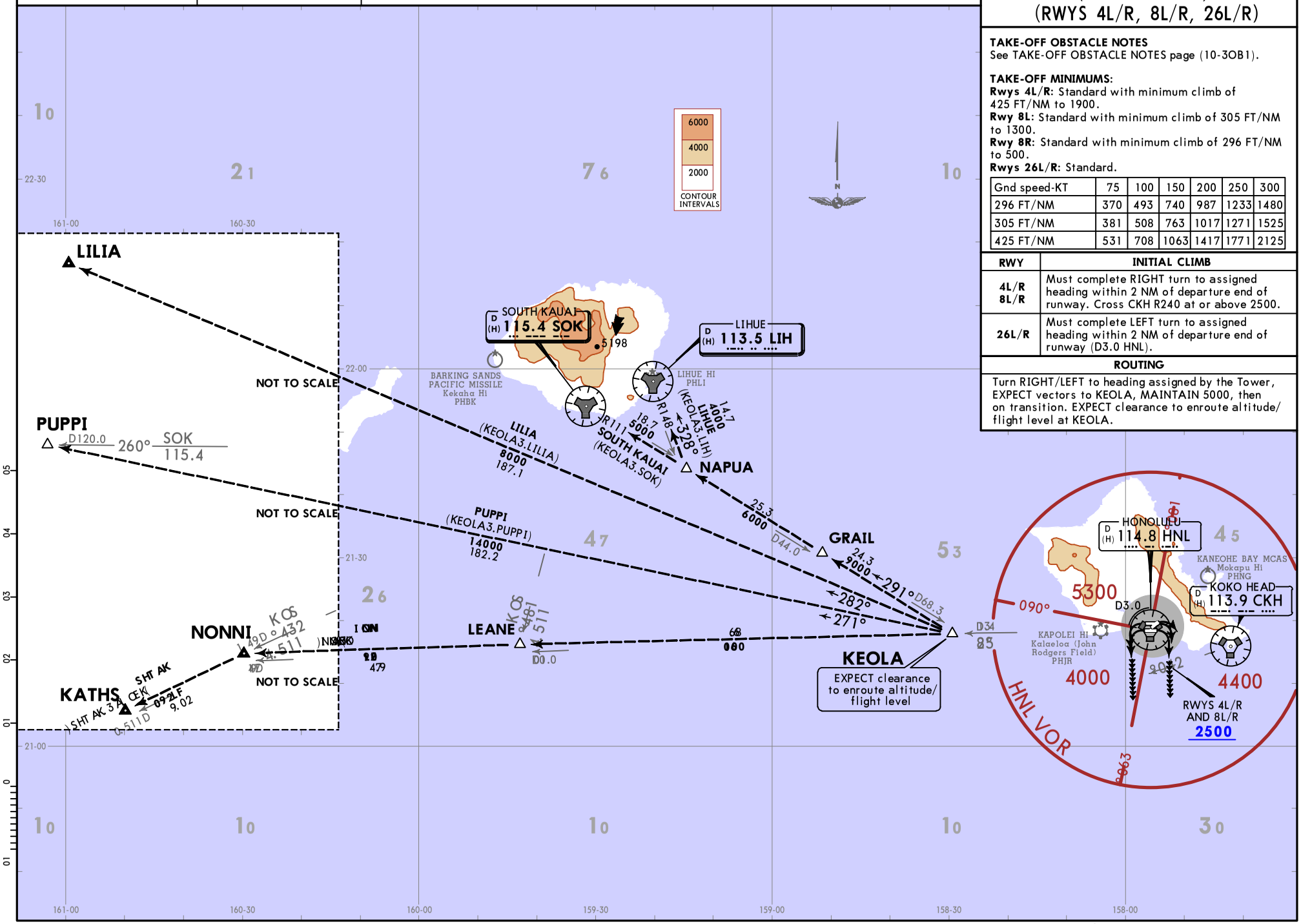
TAKE-OFF MINIMUMS:
Rwys 4L/R: Standard with minimum climb of 425 FT/NM to 1900.
Rwy 8L: Standard with minimum climb of 305 FT/NM to 1300.
Rwy 8R: Standard with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
305 FT/NM	381	508	763	1017	1271	1525
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway. Cross CKH R240 at or above 2500.
26L/R	Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (D3.0 HNL).

ROUTING

Turn RIGHT/LEFT to heading assigned by the Tower, EXPECT vectors to KEOLA, MAINTAIN 5000, then on transition. EXPECT clearance to enroute altitude/ flight level at KEOLA.



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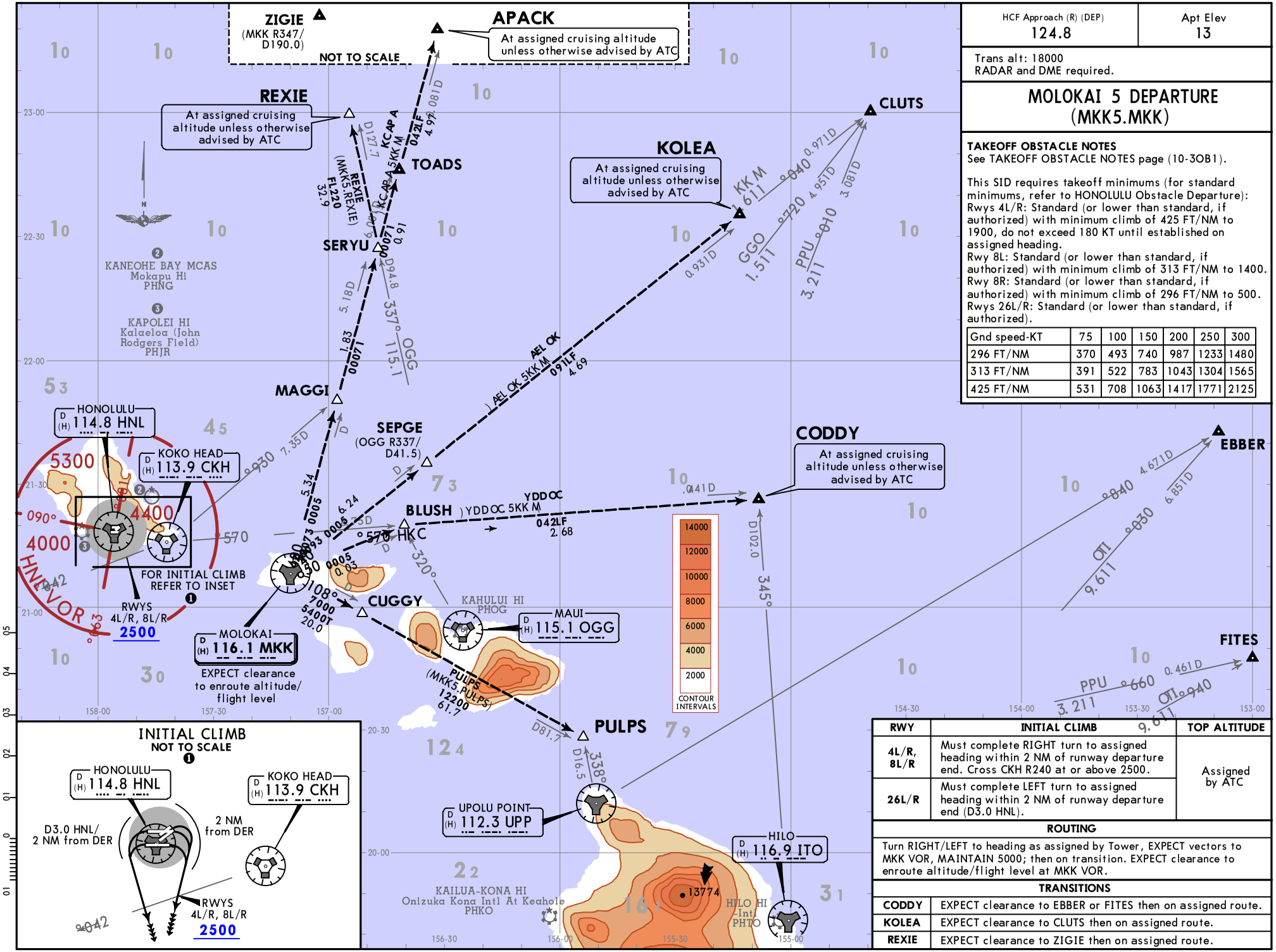

HCF Approach (R) (DEP)	Apt Elev
124.8	13

Trans alt: 18000
RADAR and DME required.

MOLOKAI 5 DEPARTURE (MKK5.MKK)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Obstacle Departure):
Rwys 4L/R: Standard (or lower than standard, if authorized) with minimum climb of 425 FT/NM to 1900, do not exceed 180 KT until established on assigned heading.
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 313 FT/NM to 1400.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
313 FT/NM	391	522	783	1043	1304	1565
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R, 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of runway departure end. Cross CKH R240 at or above 2500.	Assigned by ATC
26L/R	Must complete LEFT turn to assigned heading within 2 NM of runway departure end (D3.0 HNL).	

ROUTING

Turn RIGHT/LEFT to heading as assigned by Tower, EXPECT vectors to MKK VOR, MAINTAIN 5000; then on transition. EXPECT clearance to enroute altitude/flight level at MKK VOR.

TRANSITIONS

CODDY	EXPECT clearance to EBBER or FITES then on assigned route.
KOLEA	EXPECT clearance to CLUTS then on assigned route.
REXIE	EXPECT clearance to ZIGIE then on assigned route.

CHANGES: None.

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HCF Approach (R) (DEP)	Apt Elev
118.3	13

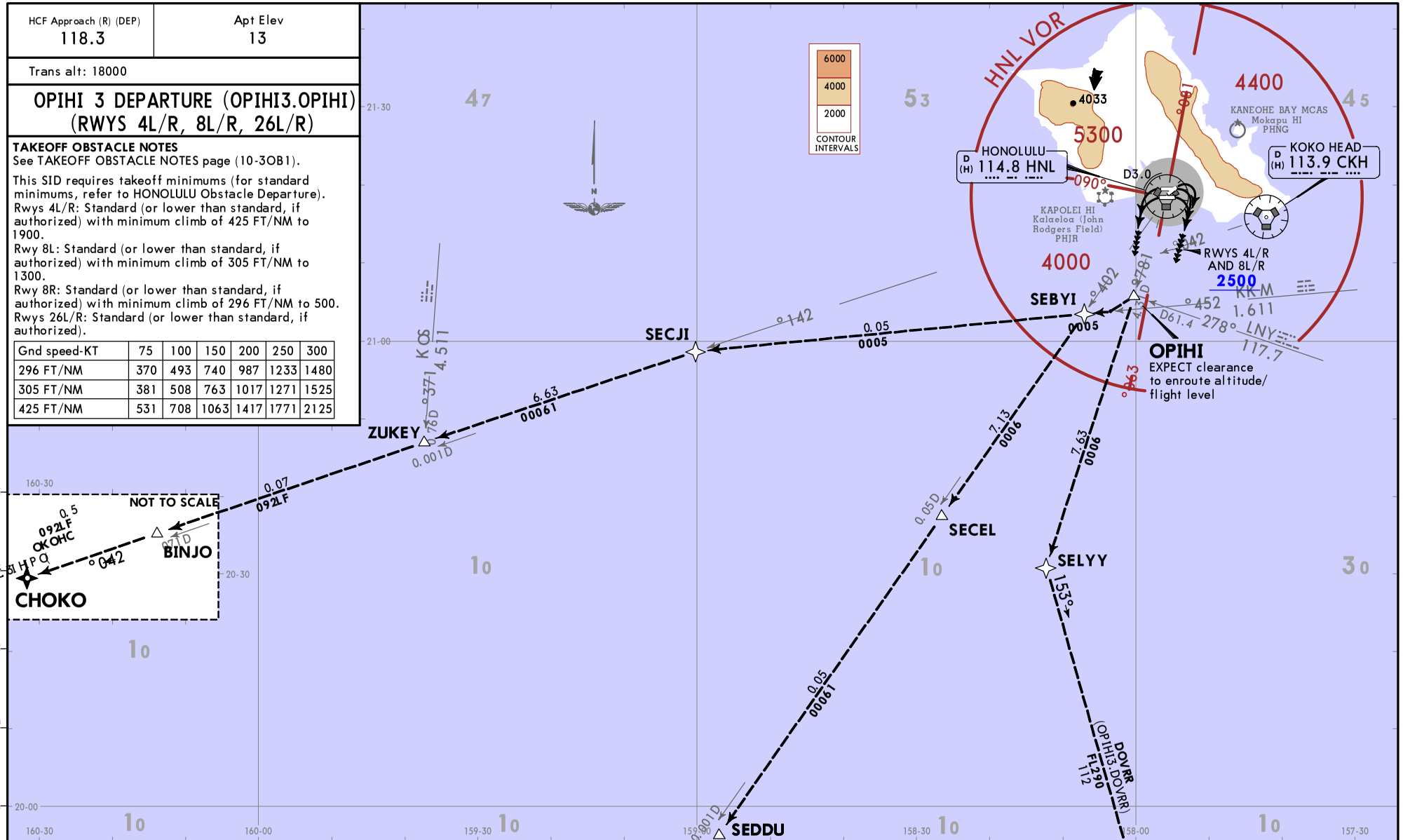
Trans alt: 18000

OPIHI 3 DEPARTURE (OPIHI3.OPIHI) (RWYS 4L/R, 8L/R, 26L/R)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Obstacle Departure).
Rwys 4L/R: Standard (or lower than standard, if authorized) with minimum climb of 425 FT/NM to 1900.
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 305 FT/NM to 1300.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
305 FT/NM	381	508	763	1017	1271	1525
425 FT/NM	531	708	1063	1417	1771	2125



RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway. Cross CKH R240 at or above 2500.
26L/R	Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (D3.0 HNL).

ROUTING

Turn RIGHT/LEFT to heading assigned by the Tower. EXPECT vectors to OPIHI. MAINTAIN 5000, then on transition. EXPECT clearance to enroute altitude/flight level at OPIHI.

CHANGES: Waypoint depiction.

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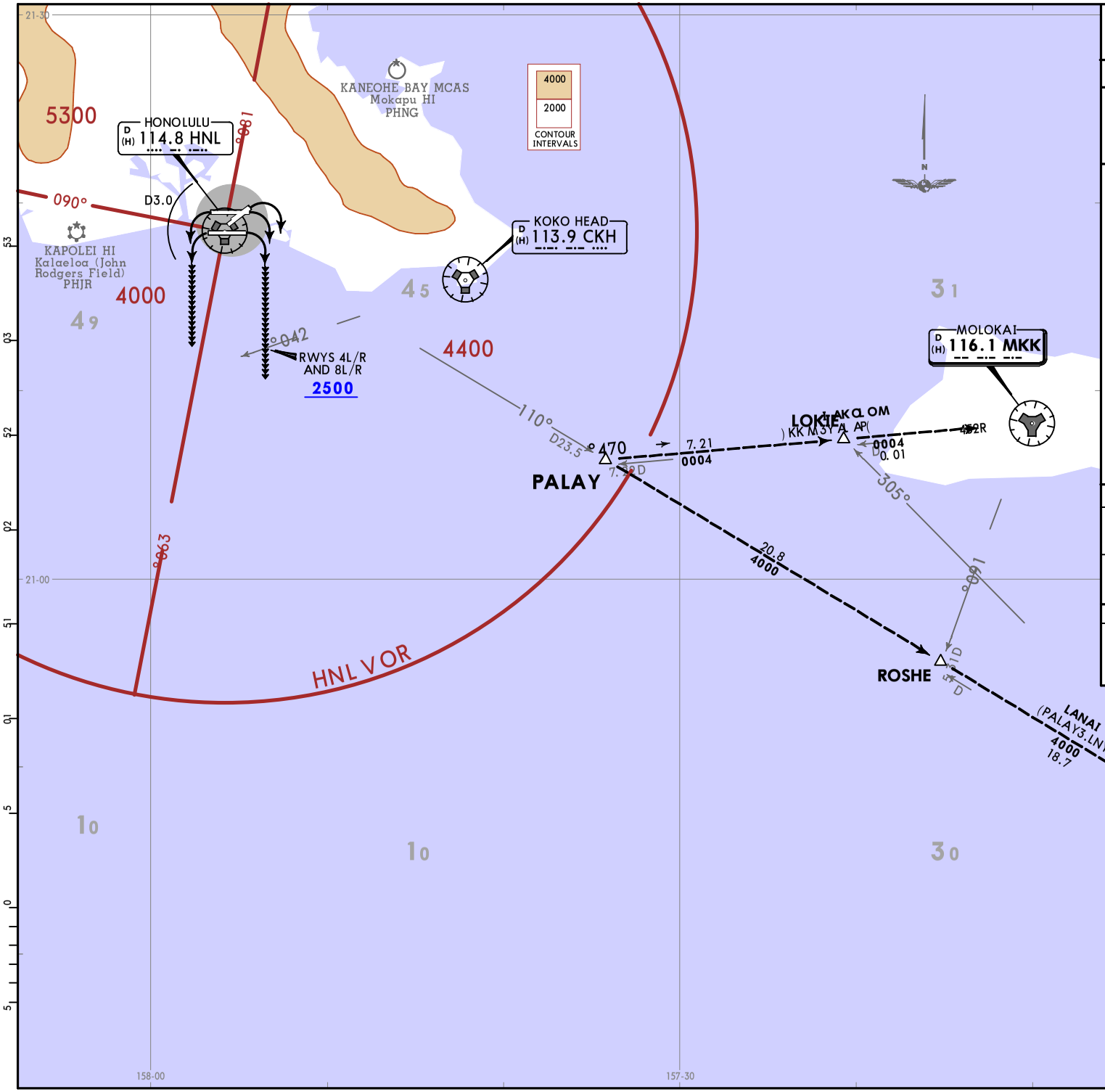

HCF Approach (R) (DEP)	Apt Elev
124.8	13

Trans alt: 18000

PALAY 3 DEPARTURE (PALAY3.PALAY) (RWYS 4L/R, 8L/R, 26L/R)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).
This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Obstacle Departure):
Rwys 4L/R: Standard, (or lower than standard, if authorized) with minimum climb of 425 FT/NM to 1900.
Rwy 8L: Standard, (or lower than standard, if authorized) with minimum climb of 305 FT/NM to 1300.
Rwy 8R: Standard, (or lower than standard, if authorized) with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
305 FT/NM	381	508	763	1017	1271	1525
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of runway departure end. Cross CKH R240 at or above 2500.
26L/R	Must complete LEFT turn to assigned heading within 2 NM of runway departure end (D3.0 HNL).

ROUTING

Turn RIGHT/LEFT to heading assigned by Tower. EXPECT vectors to PALAY. MAINTAIN 5000, then on transition. EXPECT clearance to enroute altitude/ flight level at LNY VOR.

CHANGES: MKK and LNY VORTACs compulsory.

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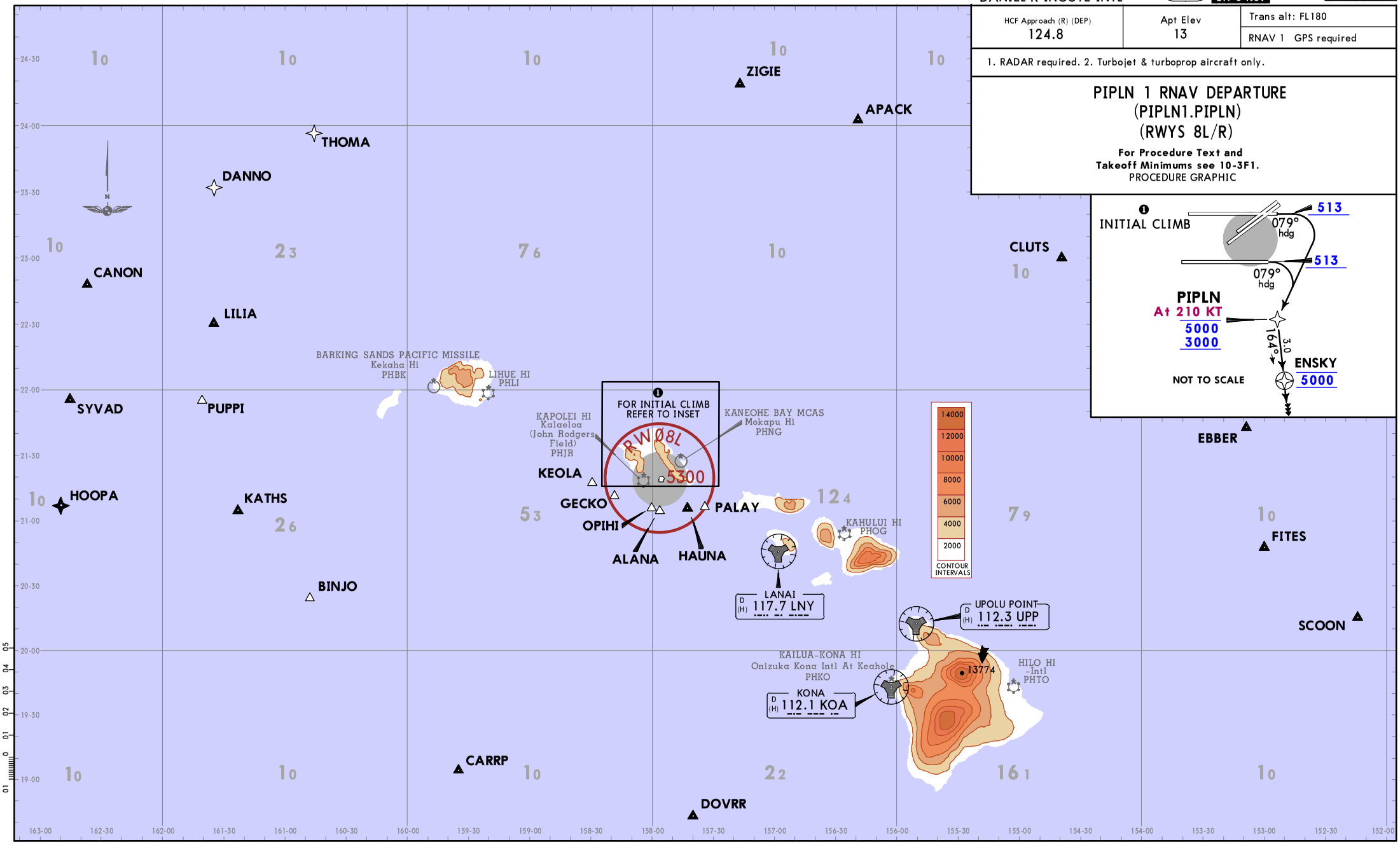
HCF Approach (R) (DEP)	Apt Elev	Trans alt: FL180
124.8	13	RNAV 1 GPS required

1. RADAR required. 2. Turbojet & turboprop aircraft only.

PIPLN 1 RNAV DEPARTURE
(PIPLN1.PIPLN)
(RWYS 8L/R)

For Procedure Text and Takeoff Minimums see 10-3F1.
PROCEDURE GRAPHIC



CHANGES: Waypoint and NAVAID depictions.

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PIPLN 1 RNAV DEPARTURE
(PIPLN1.PIPLN)

For Procedure Graphic see 10-3F

PROCEDURE TEXT

TAKEOFF OBSTACLE NOTES

See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to the HONOLULU Obstacle Departure):
Waterways 4W, 8W, 22W, 26W: Not authorized - ATC.
Rwys 4L/R, 22L/R, 26L/R: Not authorized - ATC.
Rwys 8L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM 513.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 079° to 513, then RIGHT turn direct PIPLN between 3000 and 5000 at 210 KT.	5000

ROUTING

From PIPLN on track 164° to ENSKY, then on track 164° for RADAR vectors to assigned route/fix, MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

ALANA Departures	EXPECT direct/vectors to ALANA/V-8/V-16/V-20/V-21.
APACK Departures	EXPECT direct/vectors to APACK/R-463.
BINJO Departures	EXPECT direct/vectors to BINJO/R-584/B-326.
CANON Departures	EXPECT direct/vectors to CANON/V-15.
CARRP Departures	EXPECT direct/vectors to CARRP/A-579.
CLUTS Departures	EXPECT direct/vectors to CLUTS/R-465.
DANNO Departures	EXPECT direct/vectors to DANNO.
DOVRR Departures	EXPECT direct/vectors to DOVRR/B-596.
EBBER Departures	EXPECT direct/vectors to EBBER/R-577.
FITES Departures	EXPECT direct/vectors to FITES/R-578.
GECKO Departures	EXPECT direct/vectors to GECKO/V-4/V-12/V-16.
HAUNA Departures	EXPECT direct/vectors to HAUNA/V-8/V-16/V-20/V-21/LNY VOR.
HOOPA Departures	EXPECT direct/vectors to HOOPA/A-450.
KATHS Departures	EXPECT direct/vectors to KATHS/A-450.
KEOLA Departures	EXPECT direct/vectors to KEOLA/V-16.
KOA VOR Departures	EXPECT direct/vectors to KOA VOR.
LILIA Departures	EXPECT direct/vectors to LILIA/V-15.
LNY VOR Departures	EXPECT direct/vectors to LNY VOR.
OPIHI Departures	EXPECT direct/vectors to OPIHI/V-8/V-16/V-20/V-21.
PALAY Departures	EXPECT direct/vectors to PALAY/V-2/V-8/LNY VOR.
PUPPI Departures	EXPECT direct/vectors to PUPPI/V-16.
SCOON Departures	EXPECT direct/vectors to SCOON.
SYVAD Departures	EXPECT direct/vectors to SYVAD/V-16.
THOMA Departures	EXPECT direct/vectors to THOMA.
UPP VOR Departures	EXPECT direct/vectors to UPP VOR.
ZIGIE Departures	EXPECT direct/vectors to ZIGIE/A-331.

CHANGES: Airport name.

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TAKEOFF OBSTACLE NOTES - DEPs

- 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 OL 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 1.1 NM from DER, on centerline, 208 AGL/208 MSL.

- RWY 26R:

  Multiple light poles beginning 2120 from DER, 813 right of centerline, up to 105 AGL/111 MSL.

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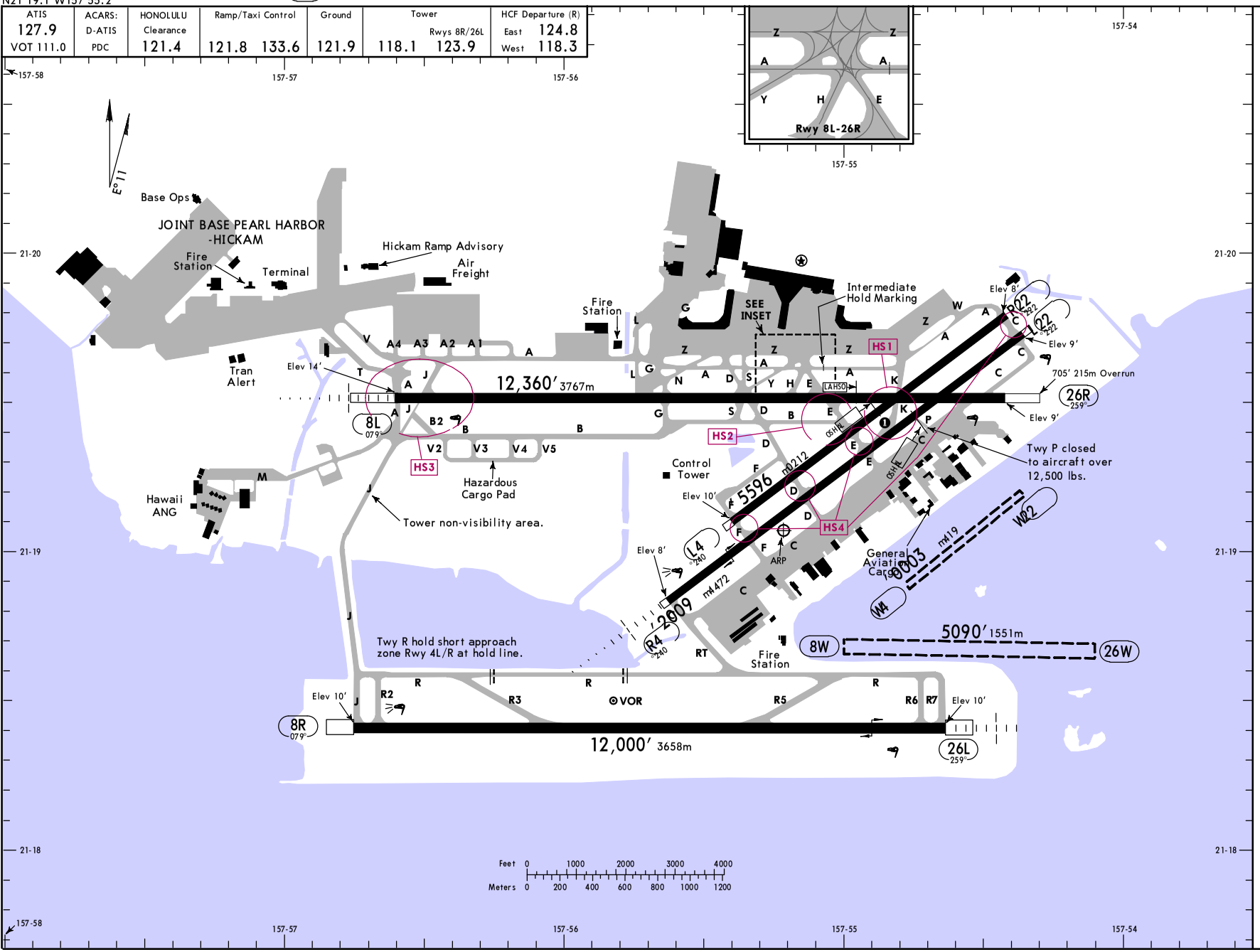
ATIS	ACARS:	HONOLULU	Ramp/Taxi Control		Ground	Tower		HCF Departure (R)	
		Clearance					Rwys 8R/26L	East	124.8
127.9	D-ATIS	121.4	121.8	133.6	121.9	118.1	123.9	West	118.3
VOT 111.0	PDC								


Rwy 8L-26R
Base Ops
JOINT BASE PEARL HARBOR -HICKAM
Fire Station
Terminal
Hickam Ramp Advisory
Air Freight
Tran Alert
Hawaii ANG
Elev 14′
12,360′ 3767m
8L 079°
26R 259°
705′ 215m Overrun
Elev 9′
Elev 8′
Elev 10′
Fire Station
SEE INSET
Intermediate Hold Marking
HS1
HS2
HS3
HS4
LAHSO
Hazardous Cargo Pad
Tower non-visibility area.
Control Tower
Twy P closed to aircraft over 12,500 lbs.
5596
mD212
mD212
mD212

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 in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

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	❹	7952′2424m	8L/26R 6250′1905m	❻	150′ 46m
22L	HIRL REIL ❷❸ PAPI-L	grooved	❺				

❶ Angle 3.0°, TCH 71′.
❷ Angle 3.44°, TCH 80′.
❸ Unusable beyond 2.0 NM.
❹ LDA 8950′(2728m).
❺ LDA 8937′(2724m).
❻ 9000′ (2743m).

4L	MIRL REIL PAPI-L (angle 3.0°, TCH 50′)				8L/26R 3700′1128m		150′ 46m
22R	MIRL REIL						
8R❼	HIRL REIL ❽ PAPI-L						200′ 61m
26L	HIRL MALSF ❽❾ PAPI-L		❿				

❼ Grooved.
❽ (Angle 3.0°, TCH 75′)
❾ PAPI aligned 5° left of rwy centerline. PAPI unusable beyond 5° right of rwy centerline.
❿ LDA 11830′ (3606m).

8L	HIRL MALSR ⓫ PAPI-L	grooved	⓮	11,260′3432m	4L/22R 9349′2850m		200′ 61m
26R	HIRL REIL ⓬⓭ PAPI-L	grooved					

⓫ Angle 3.0°, TCH 73′.
⓬ Angle 3.25°, TCH 65′.
⓭ Unusable beyond 1.5 NM from threshold.
⓮ LDA 12245′ (3732m).

4W 22W							150′ 46m
8W 26W							300′ 91m

TERPS

TAKE-OFF

All Rwys

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

OBSTACLE DEPARTURE PROCEDURE

Use HONOLULU Departure.

(For DIVERSE VECTOR AREA (DVA) see 10-9A1) (For TAKE-OFF OBSTACLE NOTES see 10-9A2)

FOR FILING AS ALTERNATE

	ILS Y Rwy 4R ILS Z Rwy 4R ILS Rwy 8L	RNAV (RNP) Z Rwy 4R RNAV (RNP) Z Rwy 8L	RNAV (GPS) Y Rwy 4R	LOC Rwy 8L RNAV (GPS) Y Rwy 8L	LOC Rwy 4R VOR-A VOR-B	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 8R VOR Rwy 4R	LDA Rwy 26L RNAV (RNP) Rwy 26L
A	600-2	800-2	800-2	800-2	800-2	800-2	NA
B							
C				900-2¼	800-2¼	900-2¼	
D			1300-3	1300-3	1400-3	1400-3	

AMEND 8B

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DIVERSE VECTOR AREA (Radar Vectors) (AMEND 2)

Rwy 4L, 4R: Heading as assigned by ATC; requires minimum climb of 490′/NM to 2100′, do not exceed 180 KT until established on assigned heading.

Rwy 8L: Heading as assigned by ATC; requires minimum climb of 360′/NM to 1700′.

Rwy 8R: Heading as assigned by ATC; requires minimum climb of 305′/NM to 500′.

Rwy 22L, 22R: Heading as assigned by ATC; requires minimum climb of 320′/NM to 3700′.

Rwy 26L: Heading as assigned by ATC; requires minimum climb of 360′/NM to 3700′.

Rwy 26R: Heading as assigned by ATC; requires minimum climb of 430′/NM to 4400′.

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ODP TAKEOFF OBSTACLE NOTES

- 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 obstruction 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 1.1 NM from DER, on centerline, 208′ AGL / 208′ MSL.

- RWY 26R:
  Multiple light poles beginning 2120′ from DER, 813′ right of centerline, up to 105′ AGL/111′ MSL.

AMEND 8B

CHANGES: New obstacle page.

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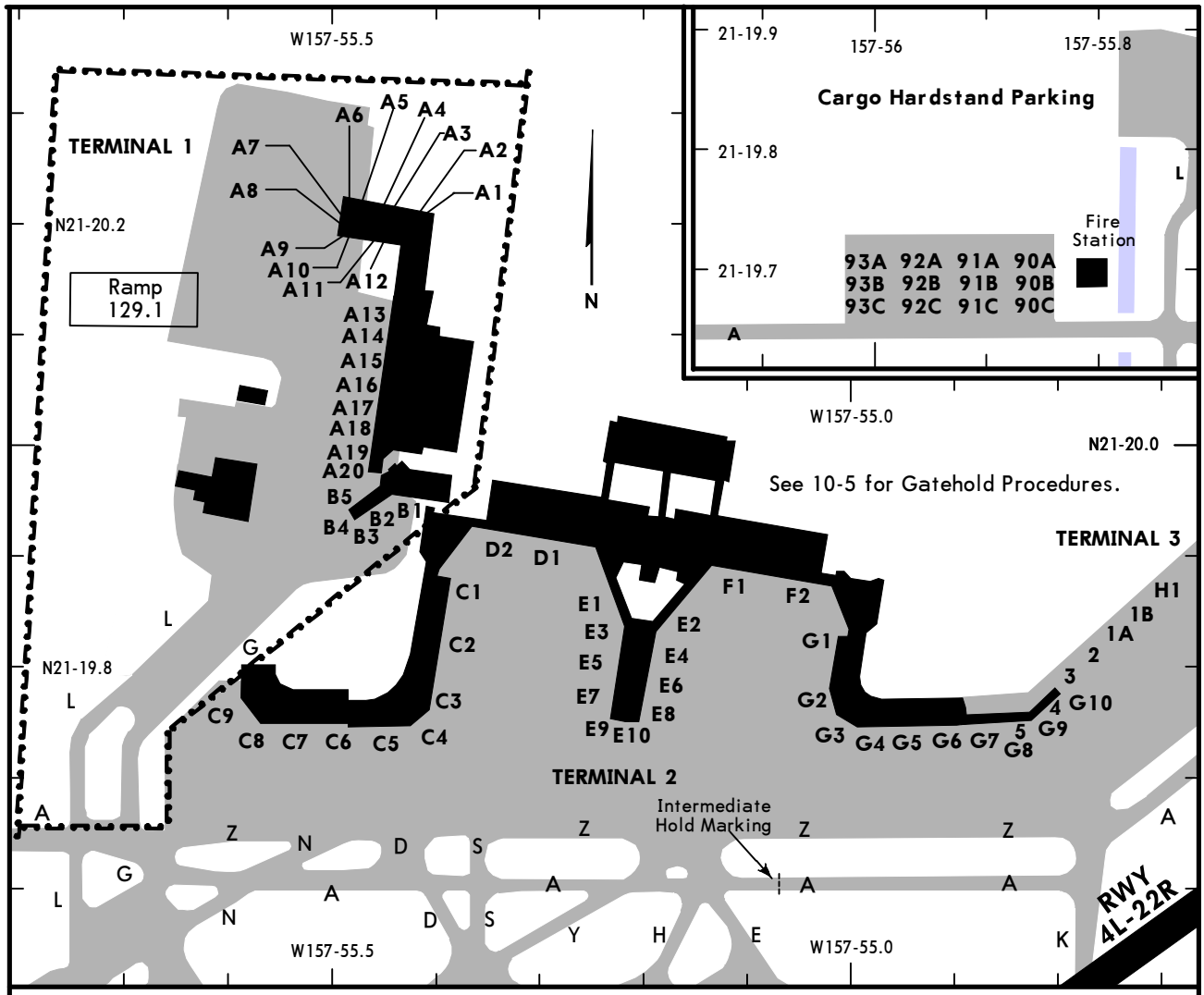

PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
A1 thru A4	N21 20.2 W157 55.4	G3, G4	N21 19.7 W157 55.0
A5 thru A12	N21 20.2 W157 55.5	G5 thru G7	N21 19.7 W157 54.9
		G8	N21 19.7 W157 54.8
A13 thru A16	N21 20.1 W157 55.5	G9, G10	N21 19.8 W157 54.8
A17 thru A20	N21 20.0 W157 55.5	H1	N21 19.9 W157 54.7
B1	N21 19.9 W157 55.4		
B2 thru B5	N21 19.9 W157 55.5	1A, 1B	N21 19.8 W157 54.7
C1	N21 19.9 W157 55.4	2 thru 5	N21 19.8 W157 54.8
C2, C3	N21 19.8 W157 55.4	**CARGO RAMP HARDSTANDS**	
C4	N21 19.7 W157 55.4	90A thru 91C	N21 19.7 W157 55.9
C5 thru C7	N21 19.7 W157 55.5	92A thru 93C	N21 19.7 W157 56.0
C8, C9	N21 19.7 W157 55.6		
D1, D2	N21 19.9 W157 55.3		
E1 thru E8	N21 19.8 W157 55.2		
E9, E10	N21 19.7 W157 55.2		
F1	N21 19.9 W157 55.1		
F2	N21 19.9 W157 55.0		
G1, G2	N21 19.8 W157 55.0		

CHANGES: Intermediate hold marking added.

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PHNL/HNL
INOUYE INTL

JEPPESEN
2 SEP 22 (11-1)

HONOLULU, HAWAII
ILS Y Rwy 4R

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

LOC IIUM	Final Apch Crs	PERLY	ILS DA(H) (CONDITIONAL)	Apt Elev 13′
110.5	042°	1500′ (1492′)	258′ (250′)	TDZE 8′

MISSED APCH: Climb to 540′ then climbing RIGHT turn to 3000′ on heading 220° and outbound on 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. DME or radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).

MSA HNL VOR: 5300 (180°), 090°, 4400, 4000, 360°

❶ RNAV 1-GPS required
MANDATORY 7000
MAX 210 KT

KAPOLEI -(John Rodgers Field) PHJR
HONOLULU Hickam AFB PHIK
446′ 510′ 680′
2000 1000

PERLY D6.2 IIUM
ILS DME 042° 110.5 IIUM
DEBRY D9.4 IIUM
(IF) YEPGU D15.9 IIUM
042°
214°
10.8 4200
222°
171°
220° hdg
HONOLULU D (H) 114.8 HNL
(IAF) ❶ HUBAP
4.3 312° 3000
HOGRO
13.9 DME Arc HNL
3000
(IAF) ❷ ALANA D13.9 HNL
351° 171°
MKK 254° 116.1
❷ Procedure not authorized for arrivals at ALANA on V16 eastbound.

ALTERNATE MISSED APCH HOLDING
ALANA D17.4 CKH
CKH 218° 113.9
038° 218°

21-20 21-10 10 5 0 5
158-10 158-00 157-50

YEPGU D15.9 IIUM — 3000′ — 042°
DEBRY D9.4 IIUM — 2000′
PERLY D6.2 IIUM GS 1500′ — 1500′ — 042°
6.6 3.2 4.5
TCH 55′
TDZE 8′

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

MALSR PAPI | 540′ | 3000′ on RT | 220° hdg

TERPS STRAIGHT-IN LANDING RWY 4R

Missed approach requires a minimum climb gradient of 318′/NM to 1820′

	ILS DA(H) 258′ (250′)		ILS DA(H) 308′ (300′)	
	FULL	RAIL/ALS out	FULL	RAIL/ALS out
A	1/2	7/8	1/2	7/8
B				
C				
D				

TERPS AMEND 2A 30 JAN 2020

CHANGES: TDZE, minimums.

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PHNL/HNL
INOUYE INTL

JEPPESEN
2 SEP 22 (11-2)

HONOLULU, HAWAII
ILS Z Rwy 4R

BRIEFING STRIP ™

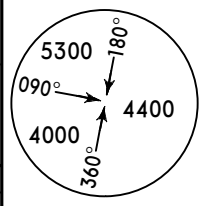
ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

LOC IIUM	Final Apch Crs	PERLY	ILS DA(H) (CONDITIONAL)	Apt Elev 13′
110.5	042°	1500′ (1492′)	258′ (250′)	TDZE 8′

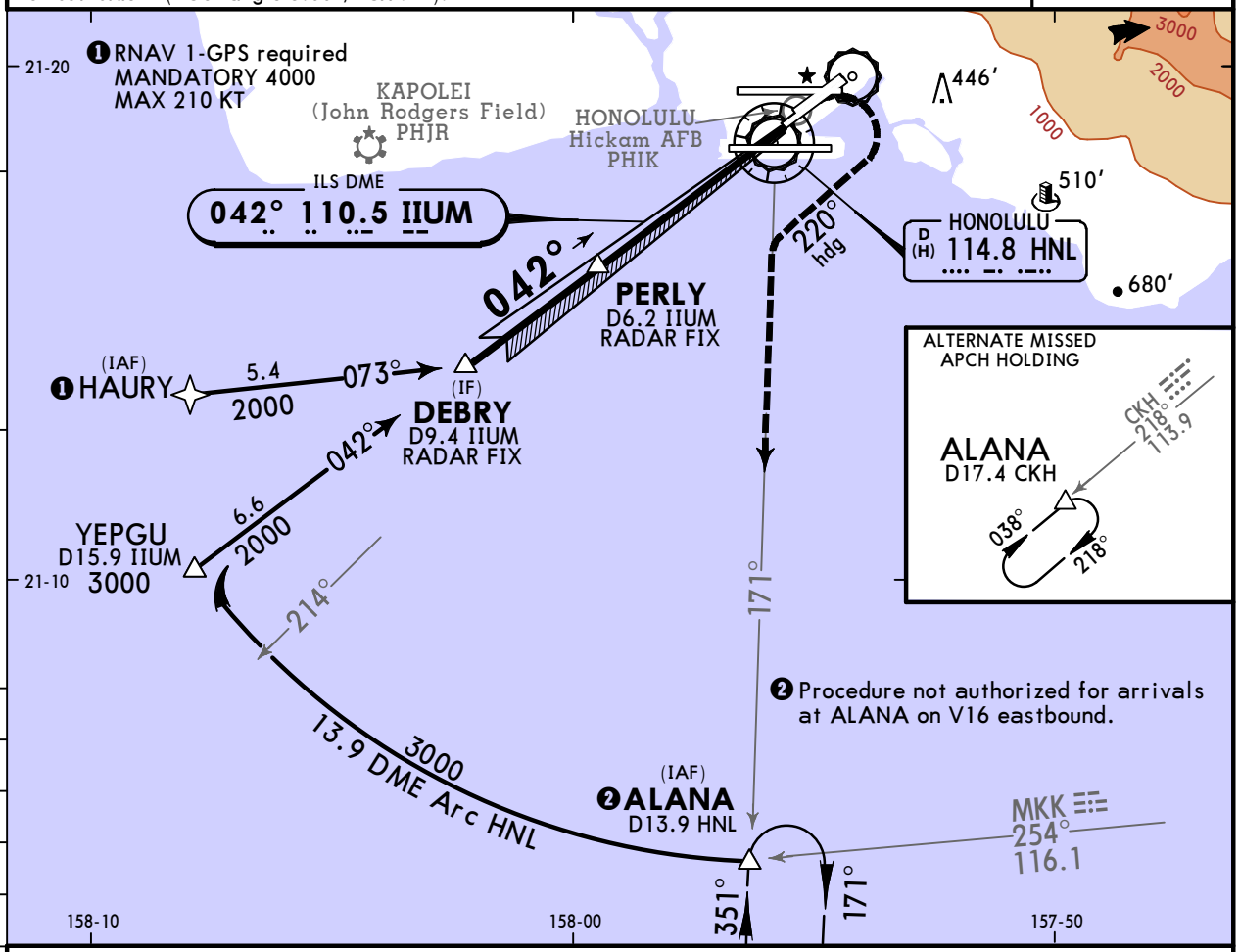
MISSED APCH: Climb to 540′, then climbing RIGHT turn to 3000′ on heading 220° and outbound on HNL VOR R-171 to ALANA INT/ D13.9 HNL and hold.

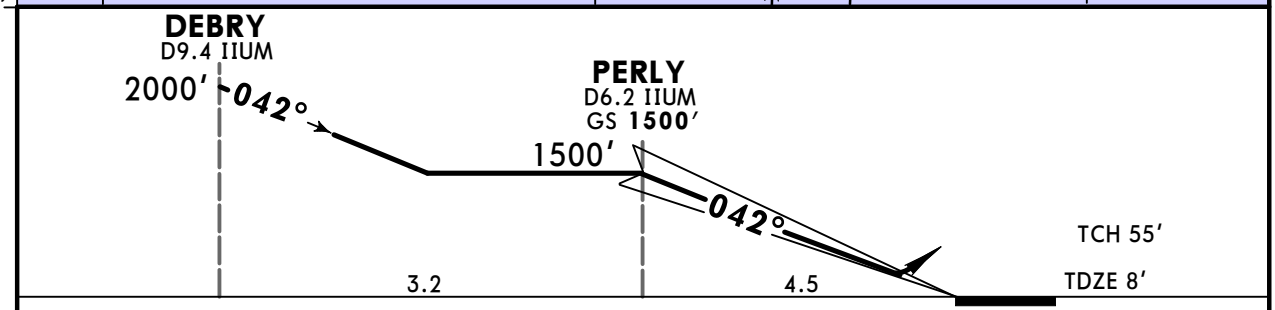
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME or radar required. 2. DME or radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).



MSA HNL VOR





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

MALSR
PAPI

540′

3000′ on RT

220° hdg

TERPS STRAIGHT-IN LANDING RWY **4R**

Missed approach requires a minimum climb gradient of 318′/NM to 1820′

	ILS DA(H) 258′ (250′)		ILS DA(H) 308′ (300′)	
	FULL	RAIL/ALS out	FULL	RAIL/ALS out
A	1/2	7/8	1/2	7/8
B				
C				
D				

TERPS AMEND 2A 30 JAN 2020

CHANGES: TDZE, minimums.

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PHNL/HNL
INOUYE INTL

JEPPESEN
10 MAY 24 (11-3) Eff 16 May

HONOLULU, HAWAII
LOC Rwy 4R

BRIEFING STRIP ™

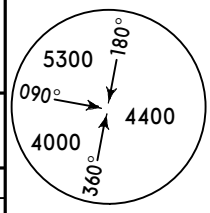
ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
			Rwys 8R/26L		
127.9	118.3	118.1	123.9	121.9	125.3

LOC IIUM	Final Apch Crs	PERLY	MDA(H)	Apt Elev 13′
110.5	042°	1500′(1492′)	460′(452′)	TDZE 8′

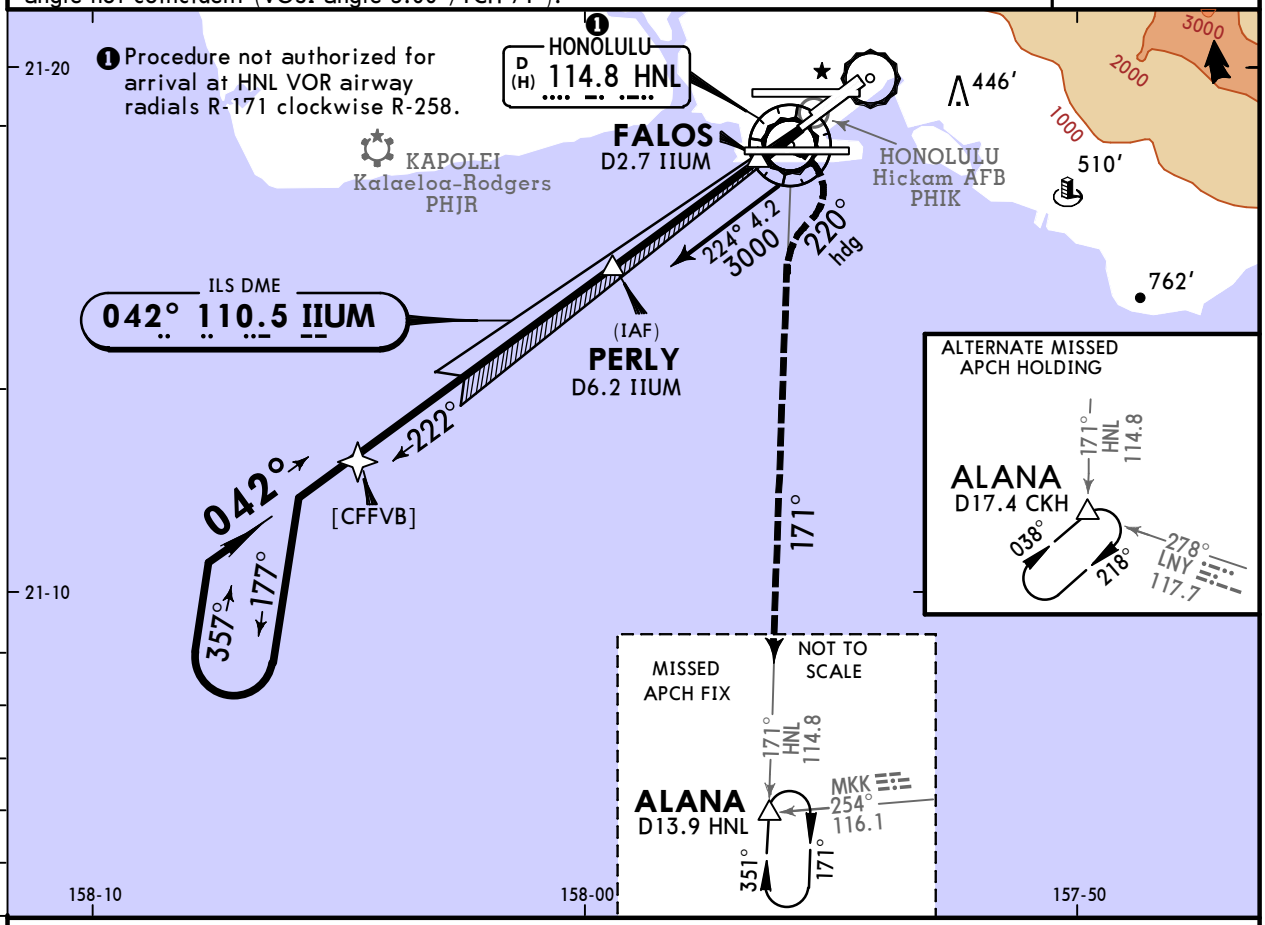
MISSED APCH: Climbing RIGHT turn to 3000′ on heading 220° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

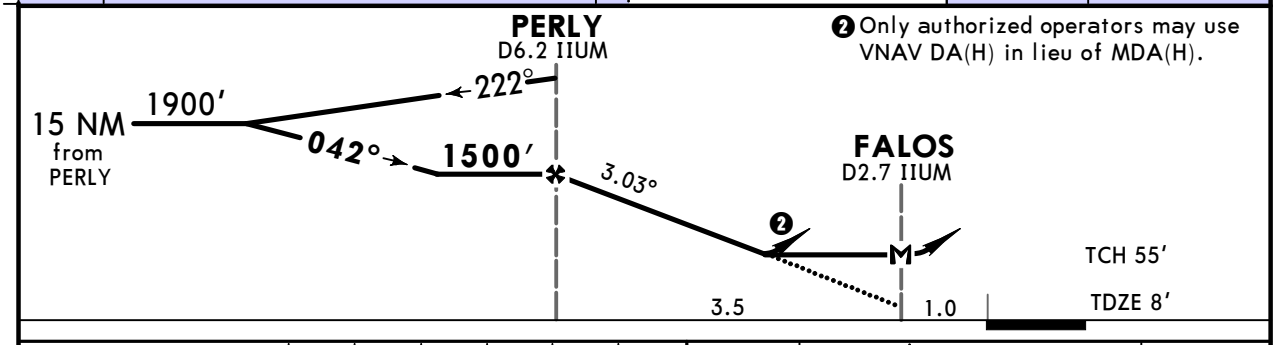
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. Circling Rwy 22R not authorized at night. 3. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 71′).



MSA HNL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at FALOS/D2.7 IIUM							

MALSR
PAPI

3000′ RT on 220° hdg and HNL 114.8 R-171 — ALANA

TERPS STRAIGHT-IN LANDING RWY **4R**

MDA(H) **460′(452′)**

		RAIL/ALS out
A	3/4	1 1/4
B		
C	7/8	1 3/8
D		

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	❶ 680′(667′) -1 1/4
120	❶ 760′(747′) -1 1/4
140	❷ 820′(807′) -2 1/4
165	❷ 1400′(1387′) -3

❶ Circling not authorized northwest of Rwys 8L/22R.
❷ Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 1D 25 FEB 2021

CHANGES: Chart format.

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PHNL/HNL
INOUYE INTL

JEPPESEN
30 AUG 24 (11-4)

HONOLULU, HAWAII
ILS Rwy 8L

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
			Rwys 8R/26L		
127.9	118.3	118.1	123.9	121.9	125.3

LOC IHNL	Final Apch Crs	FGTRE	ILS DA(H)	Apt Elev 13′
111.7	079°	2200′(2187′)	213′(200′)	TDZE 13′

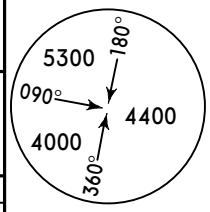
BRIEFING STRIP™

MISSED APCH: Climb to 500′ then climbing RIGHT turn to 5000′ on heading 200° and outbound on HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000′.

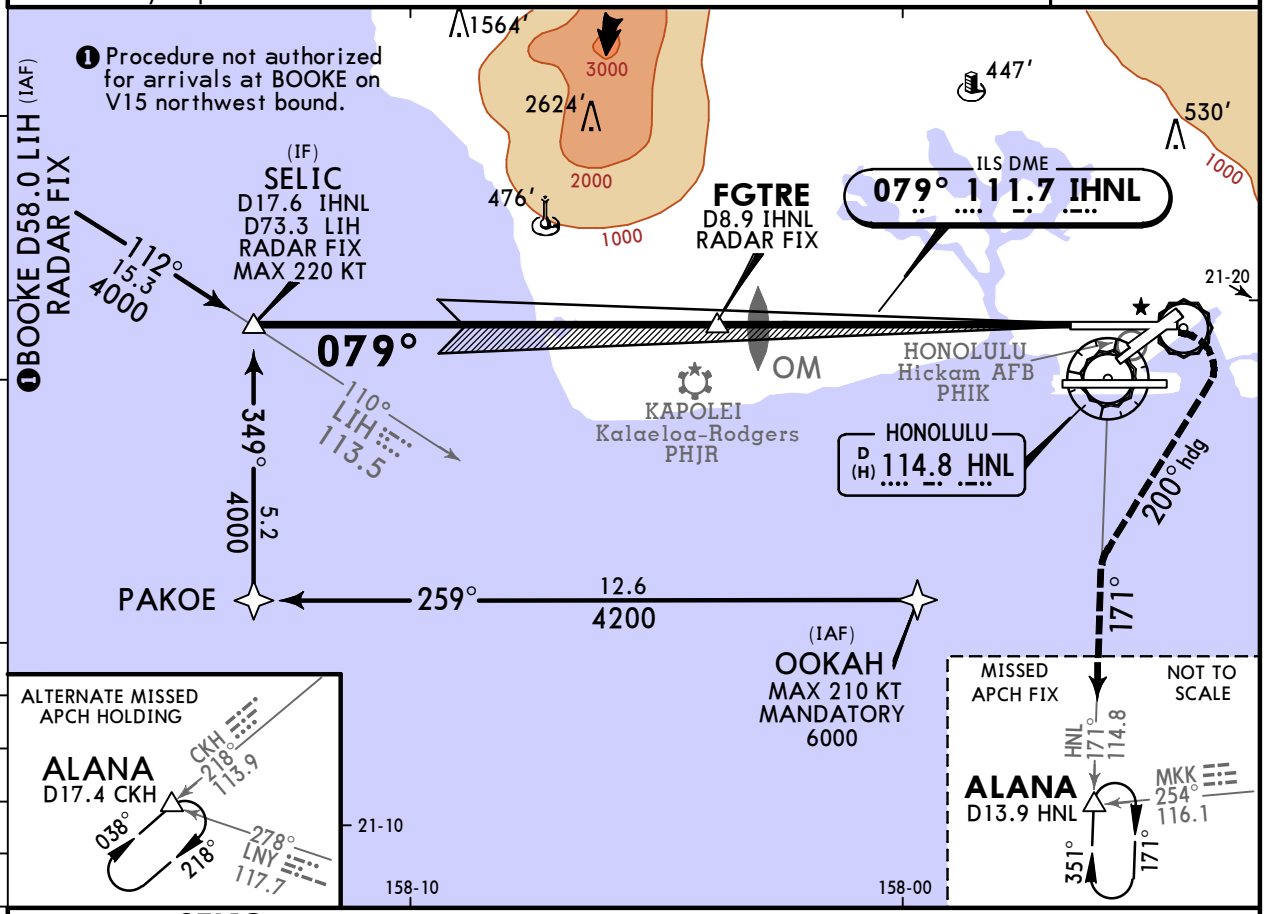
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

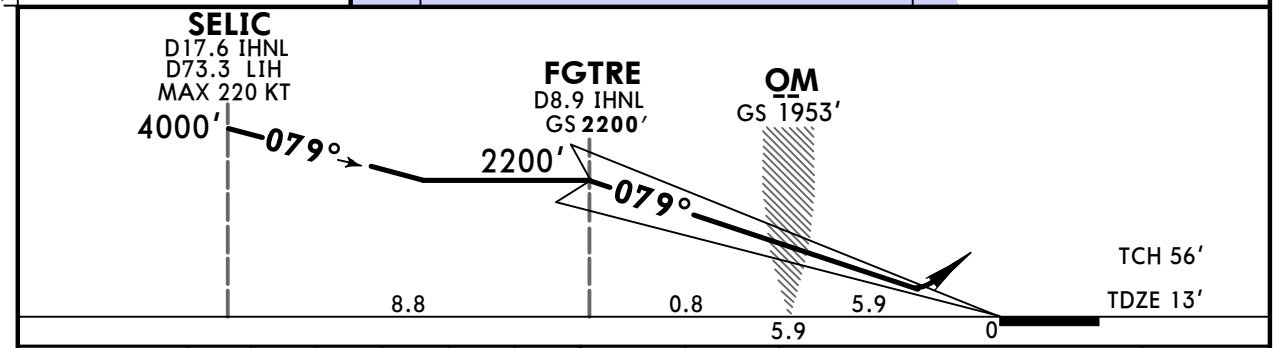
RNP Apch-GPS. From OOKAH.

1. DME or radar required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 3. Use IHNL DME when on the LOC course. 4. When glideslope not used, use LOC Rwy 8L procedure.



MSA HNL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR / PAPI — 500′ — 5000′ RT on 200° hdg and HNL 114.8 R-171 — ALANA

TERPS

STRAIGHT-IN LANDING RWY 8L

ILS

DA(H) 213′(200′)

	RAIL/ALS out
A	1/2
B	
C	
D	

TERPS AMEND 25A 5 SEP 2024

CHANGES: Amendment number.

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PHNL/HNL
INOUYE INTL

JEPPESEN
14 FEB 25 (11-5) Eff 20 Feb

HONOLULU, HAWAII
LOC Rwy 8L

BRIEFING STRIP ™

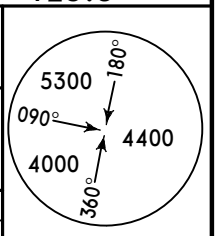
ATIS	HCF Approach (R)	HONOLULU Tower Rwys 8R/26L		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	123.9	121.9	125.3

LOC IHNL	Final Apch Crs	EWABE	MDA(H)	Apt Elev 14'
111.7	079°	2000' (1986')	480' (466')	TDZE 14'

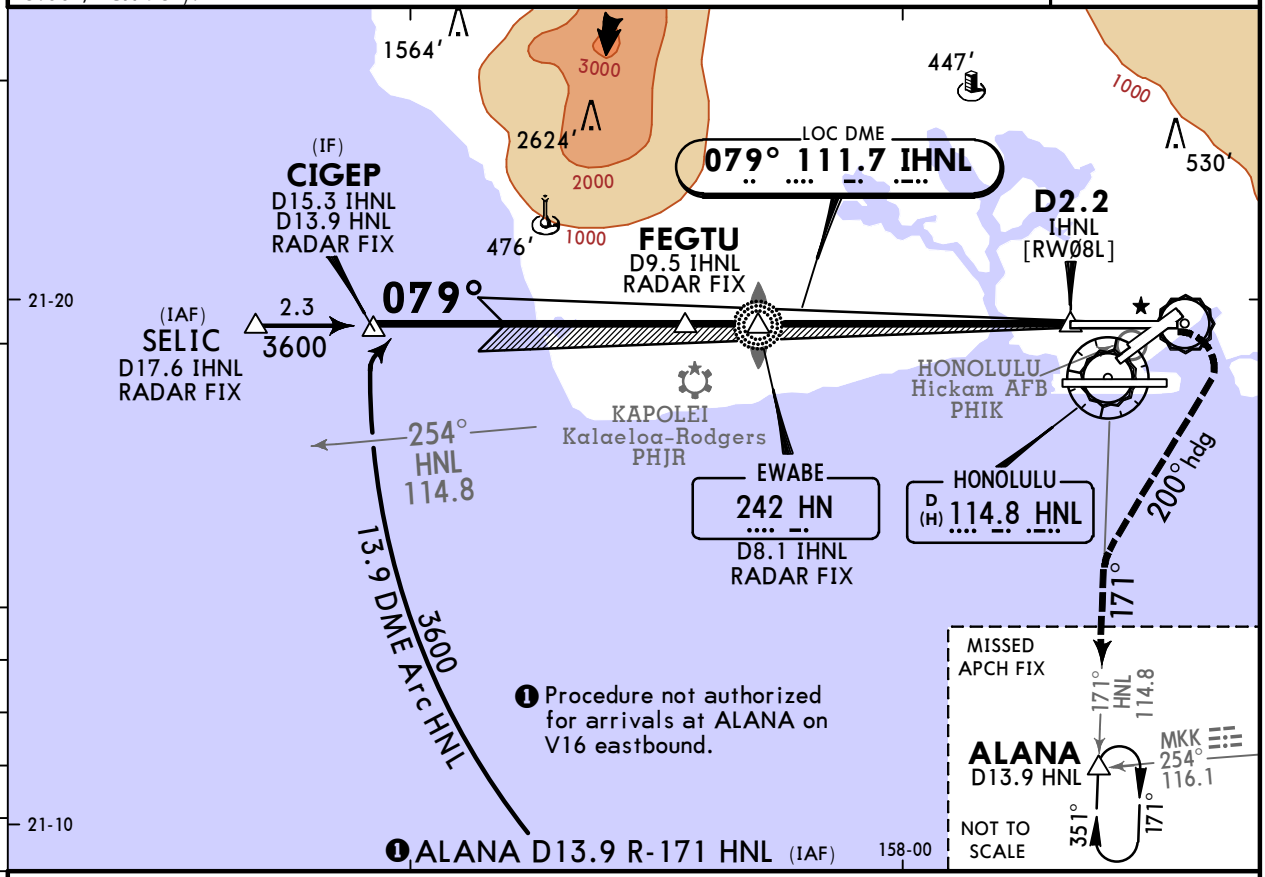
MISSED APCH: Climbing RIGHT turn to 5000' on heading 200° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000'.

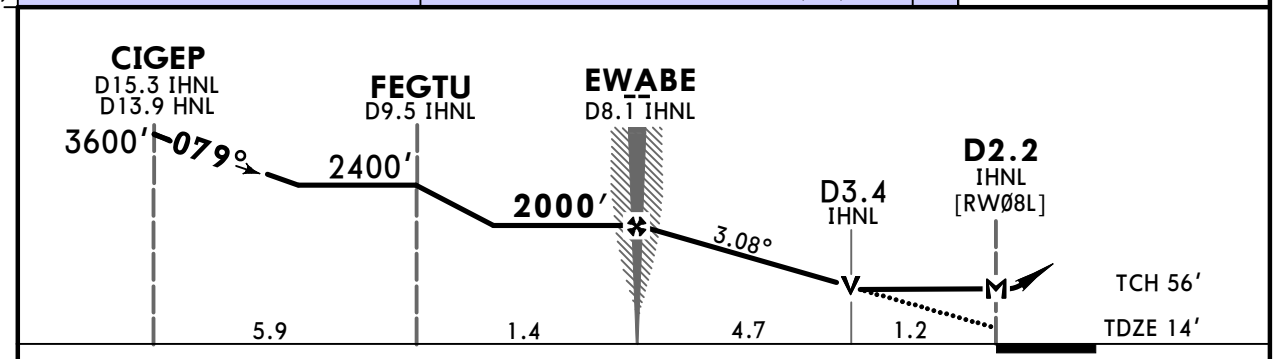
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or RADAR required. 2. Circling Rwy 22R not authorized at night. 3. Use IHNL DME when on the LOC course. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 73').



MSA HNL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	381	490	545	654	763	872
MAP at D2.2 IHNL or EWABE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR
PAPI

5000' RT on 200° hdg and HNL 114.8 R-171

ALANA

TERPS

STRAIGHT-IN LANDING RWY8L

MDA(H) 480' (466')

		RAIL/ALS out
A	1/2	1
B		
C	1	1 3/8
D		

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	1 680' (666') -1
120	
140	2 820' (806') -2 1/4
165	2 1280' (1266') -3

1 Circling not authorized northwest of Rwys 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 2A 20 FEB 2025

CHANGES: Airport/TDZE elevation, profile, minimums.

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PHNL/HNL
INOUYE INTL

JEPPESEN

10 MAY 24 (11-6) Eff 16 May

HONOLULU, HAWAII
LDA Rwy 26L

BRIEFING STRIP ™

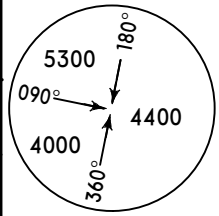
ATIS	HCF Approach (R)	HONOLULU Tower Rwys 8R/26L		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	123.9	121.9	125.3

LOC IEPC	Final Apch Crs	HEFTL	MDA(H)	Apt Elev 13'
109.1	304°	1400' (1390')	600' (590')	TDZE 10'

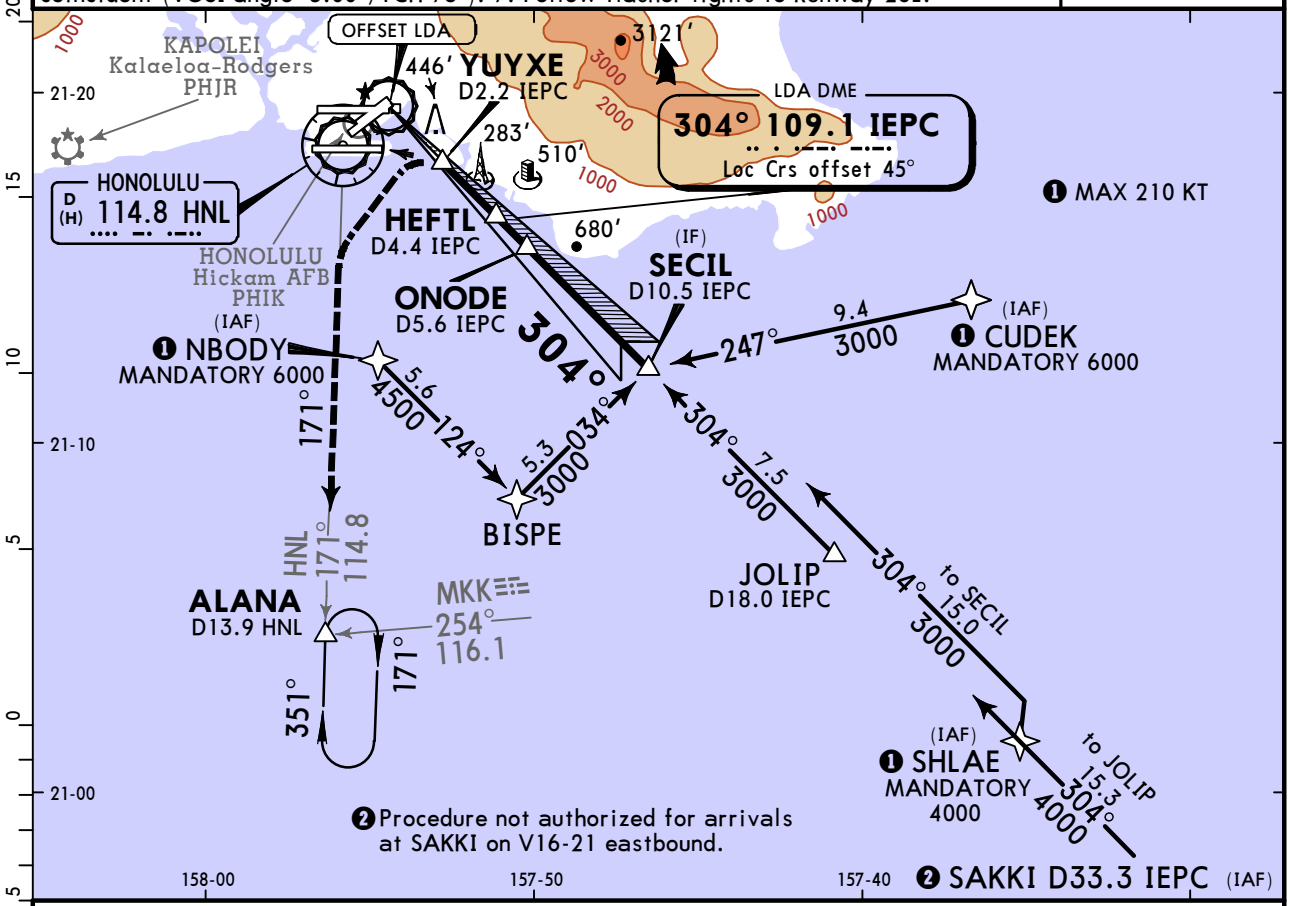
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound on HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

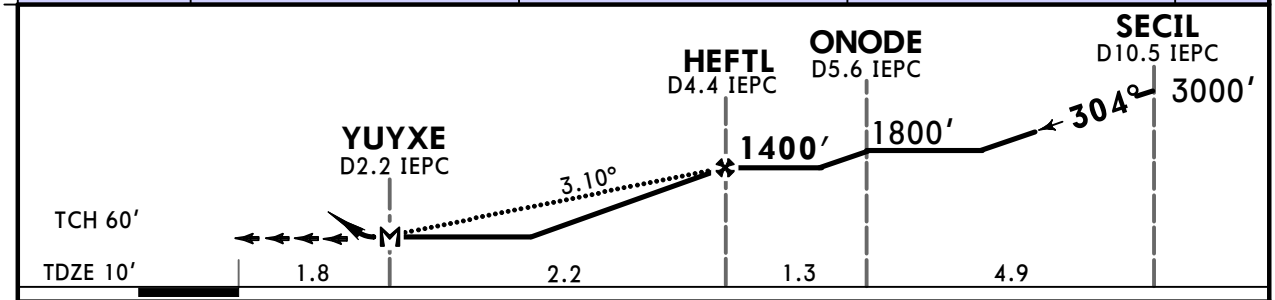
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. DME Required. 2. From CUDEK, NBODY, SHLAE: RNAV 1-GPS required. 3. Circling Rwy 22R not authorized at night. 4. Procedure not authorized when ALS or SFL inoperative. 5. Use IEPC DME when on the LOC course. 6. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 75'). 7. Follow flasher lights to Runway 26L.



MSA HNL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at YUYXE							

MALSF / PAPI | 600' | 3000' LT | HNL on 114.8 R-171 | ALANA

TERPS STRAIGHT-IN LANDING RWY 26L

MDA(H) 600' (590')

		ALS out
A	2	NA
B		
C		
D		

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	1 680' (667') -2¼
120	1 760' (747') -2¼
140	2 820' (807') -2¼
165	2 1400' (1387') -3

1 Circling not authorized northwest of Rwys 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 6A 25 FEB 2021

CHANGES: Chart format.

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PHNL/HNL
INOUYE INTL

JEPPESEN
2 SEP 22 (12-1)

HONOLULU, HAWAII
RNAV (GPS) Rwy 4L

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower	Rwys 8R/26L	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	123.9	121.9	125.3

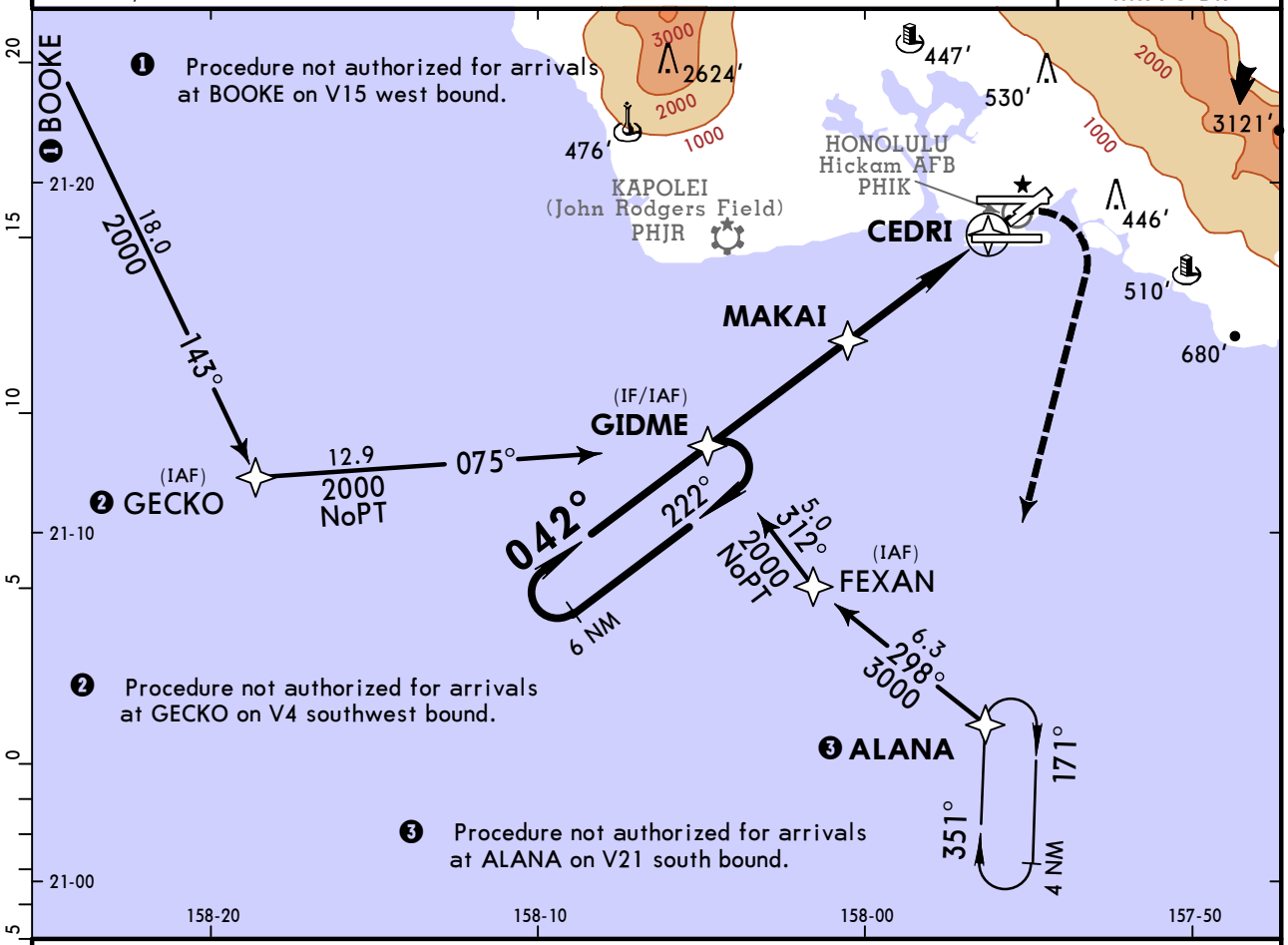
RNAV	Final Apch Crs	MAKAI	LNAV MDA(H)	Apt Elev 13′
	042°	2000′ (1990′)	460′ (450′)	TDZE 10′

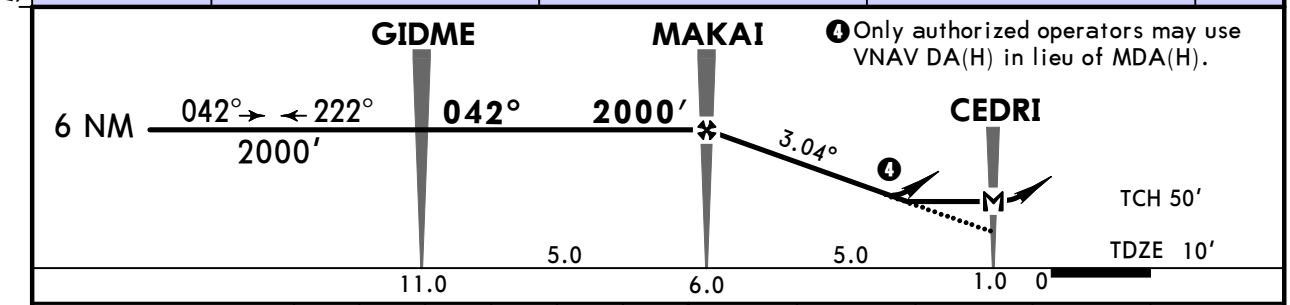
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ direct ALANA and hold.

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

1. Circling Rwy 22R not authorized at night. 2. Rwy 4L helicopter visibility reduction below 3/4 SM not authorized.

5300
MSA CEDRI





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at CEDRI							

REIL PAPI-L	500′	3000′ RT	D	ALANA

TERPS

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

A	1¼
B	1¼
C	1⅜
D	1½

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26 W.

Max Kts	MDA(H)
90	❶ 680′ (667′) - 1¼
120	
140	❷ 820′ (807′) - 2¼
165	❷ 1400′ (1387′) - 3

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

TERPS ORIG-C 27 APR 2017

CHANGES: Notes, circling minimums.

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PHNL/HNL
INOUYE INTL

JEPPESEN
2 SEP 22 (12-2)

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 4R

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

RNAV	Final Apch Crs	PERLY	LNAV MDA(H)	Apt Elev 13′
	042°	1500′(1492′)	460′(452′)	TDZE 8′

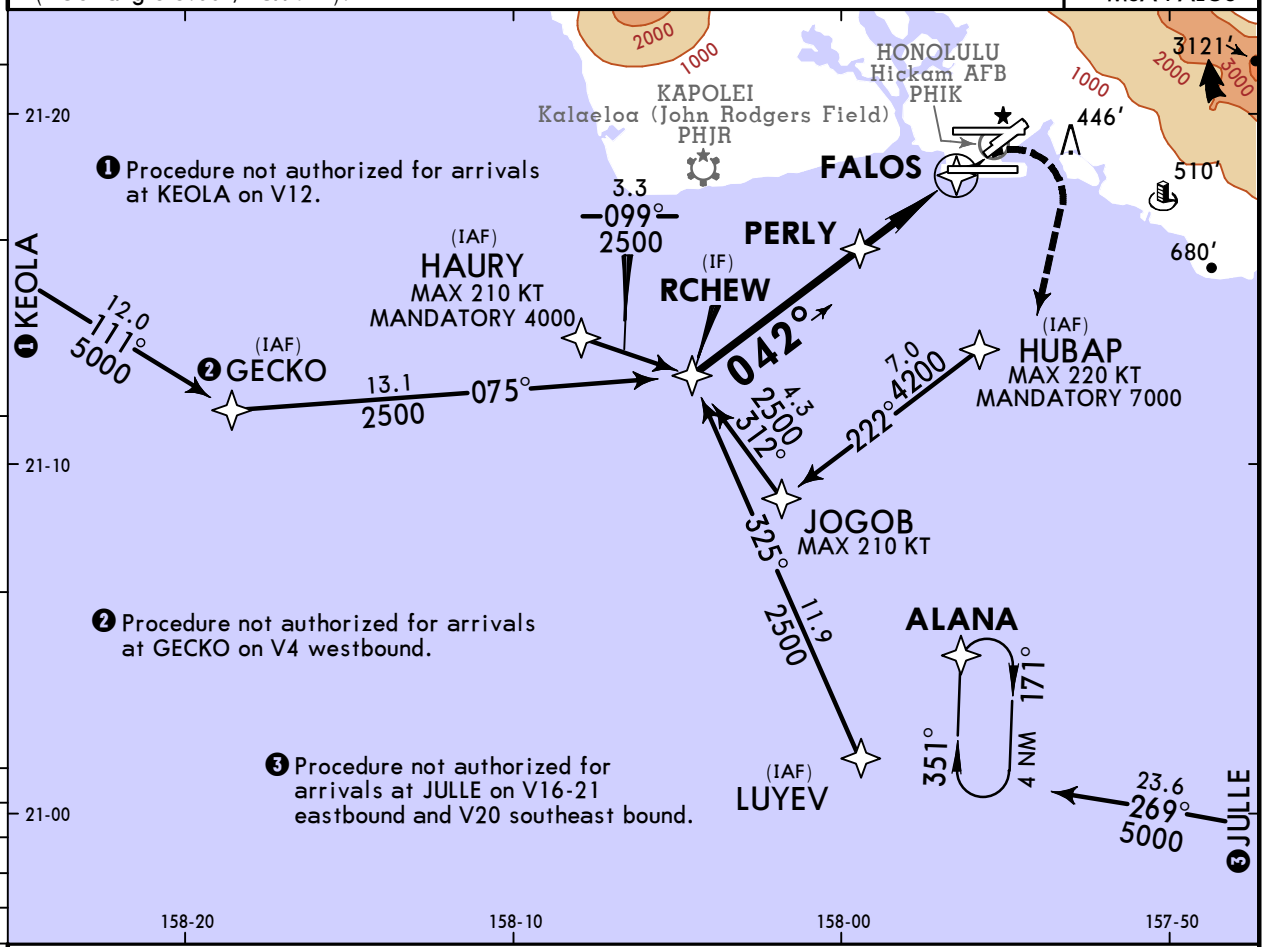
MISSED APCH: Climbing RIGHT turn to 3000′ direct ALANA and hold.

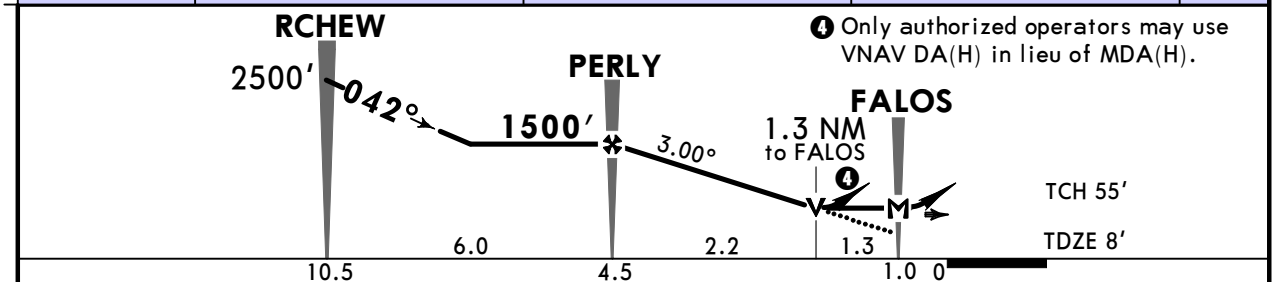
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNP Apch

1. Circling Rwy 22R not authorized at night. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 71′).

5300
MSA FALOS





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

MALSR
PAPI

3000′
RT

ALANA

TERPS

STRAIGHT-IN LANDING RWY 4R
LNAV
MDA(H) 460′(452′)

		RAIL/ALS out
A	3/4	1 1/4
B		
C	7/8	1 3/8
D		

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	❶ 680′(667′) - 1 1/4
120	❶ 760′(747′) - 1 1/4
140	❷ 820′(807′) - 2 1/4
165	❷ 1400′(1387′) - 3

❶ Circling not authorized northwest of Rwy 8L and 22R.
❷ Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 3A 25 FEB 2021

CHANGES: None.

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PHNL/HNL
INOUYE INTL

JEPPESEN
5 JUL 24
Eff 11 Jul
(12-3)

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 8L

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

RNAV	Final Apch Crs	JUNGL	MDA(H)	Apt Elev 13′
	079°	**3100′**(3087′)	**480′**(467′)	TDZE 13′

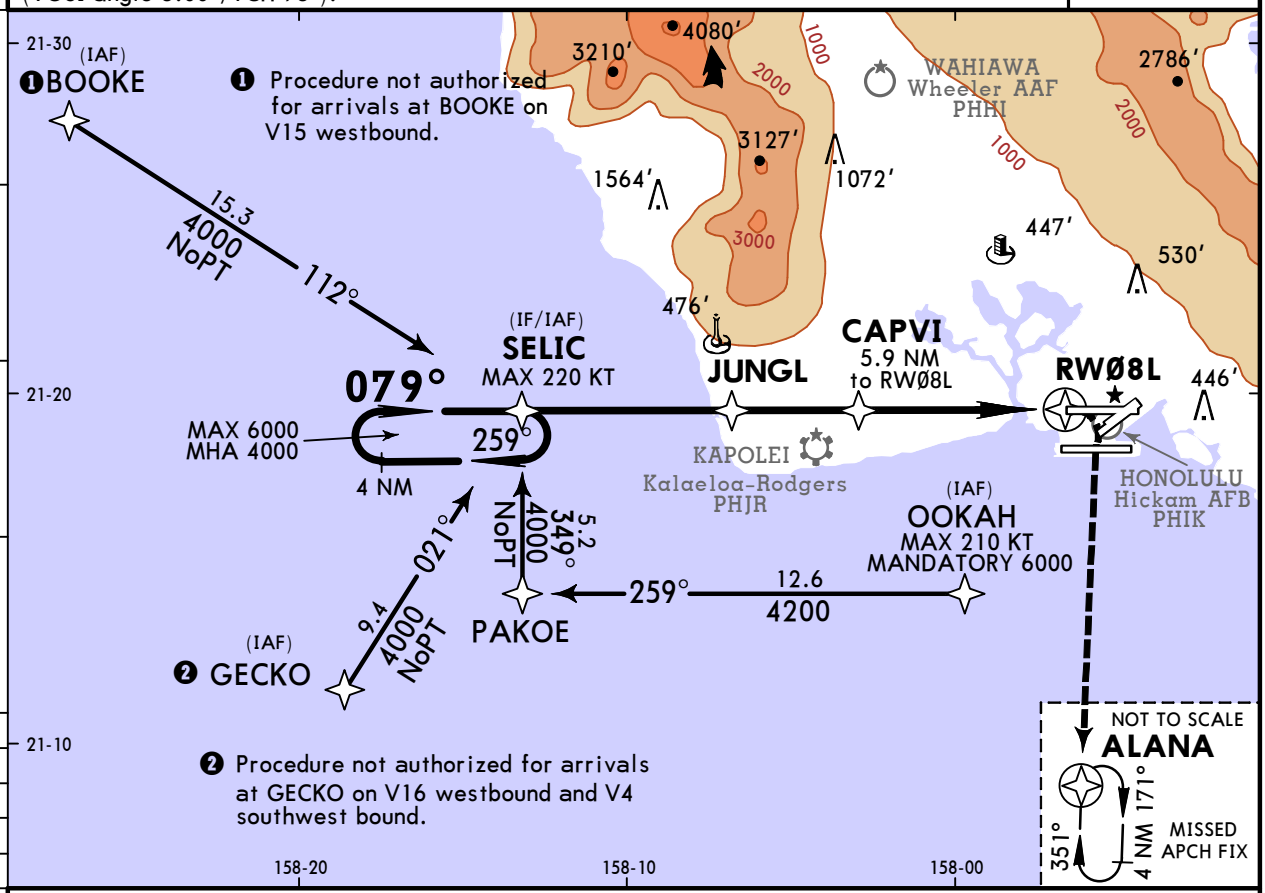
MISSED APCH: Climbing RIGHT turn to 3600′ direct ALANA and hold, continue climb-in-hold to 3600′.

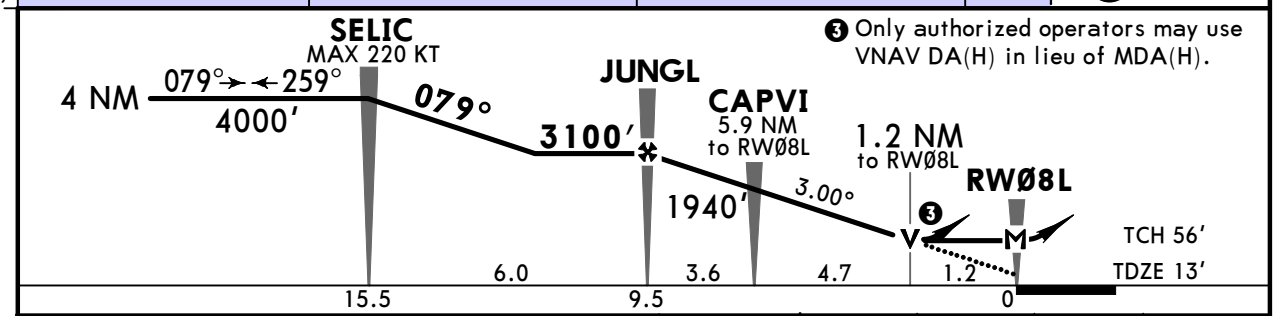
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP Apch-GPS

1. Circling Rwy 22R not authorized at night. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 73′).

5300
MSA RWØ8L





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8L							

MALSR
PAPI
3600′
RT
D
ALANA

TERPS

STRAIGHT-IN LANDING RWY **8L**
LNAV
MDA(H) **480′**(467′)

		RAIL/ALS out
A	½	1
B		
C	1	1⅜
D		

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	❶ 680′(667′) -1
120	
140	❷ 820′(807′) -2¼
165	❷ 1280 (1267′)-3

❶ Circling not authorized northwest of Rwy 8L and 22R.
❷ Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 4 16 MAY 2024

CHANGES: Note, chart format.

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PHNL/HNL
INOUYE INTL

JEPPESEN

10 MAY 24 (12-4) Eff 16 May

HONOLULU, HAWAII
RNAV (GPS) Rwy 8R

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower Rwys 8R/26L		Ground	HICKAM COMMAND POST
127.9	118.3	123.9	118.1	121.9	125.3

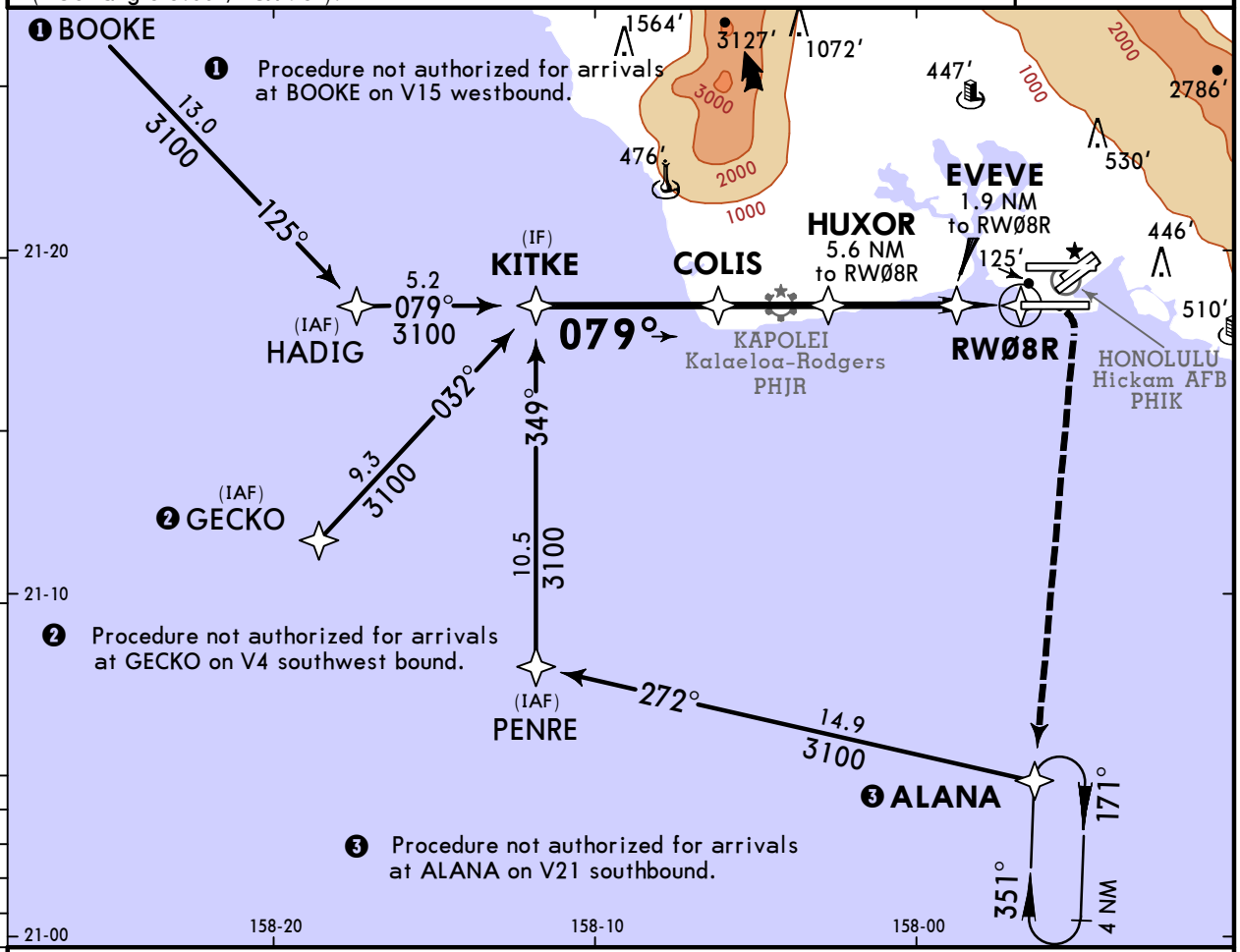
RNAV	Final Apch Crs	COLIS	MDA(H)	Apt Elev 13′
	079°	3100′ (3090′)	360′ (350′)	TDZE 10′

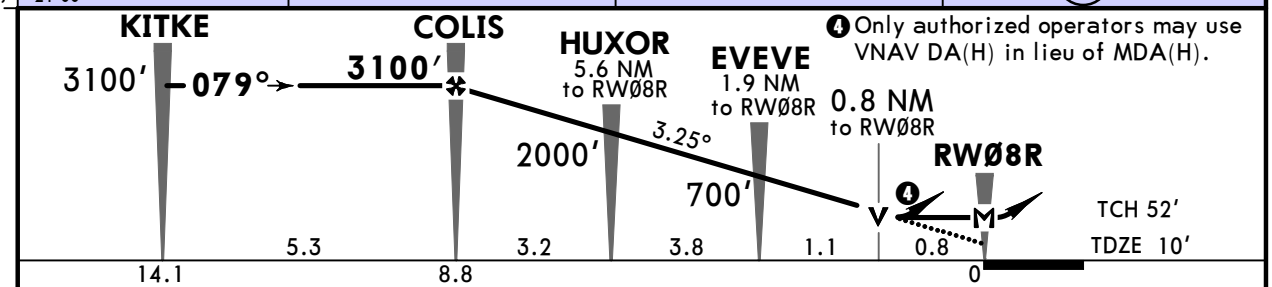
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3100′ direct ALANA and hold, continue climb-in-hold to 3100′.

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Circling Rwy 22R not authorized at night. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 75′).

5200
MSA RWØ8R





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.25°	403	518	575	690	805	920
MAP at RWØ8R							

REIL
PAPI-L

500′ then 3100′ RT

D

ALANA

TERPS

STRAIGHT-IN LANDING RWY **8R**
LNAV
MDA(H) **360′** (350′)

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

		Max Kts	MDA(H)
A	1	90	❶ 680′ (667′) -1
B		120	❶ 760′ (747′) -1
C		140	❷ 820′ (807′) -2¼
D		165	❷ 1340′ (1327′) -3

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

TERPS AMEND 1 17 JUN 2021

CHANGES: Chart format, profile note added.

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PHNL/HNL INOUYE INTL

JEPPESEN

10 MAY 24 (12-20) Eff 16 May

HONOLULU, HAWAII RNAV (RNP) Z Rwy 4R

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

RNAV	Final Apch Crs	PERLY	RNP 0.30	Apt Elev 13′
	042°	1500′ (1491′)	Refer to Minimums	TDZE 9′

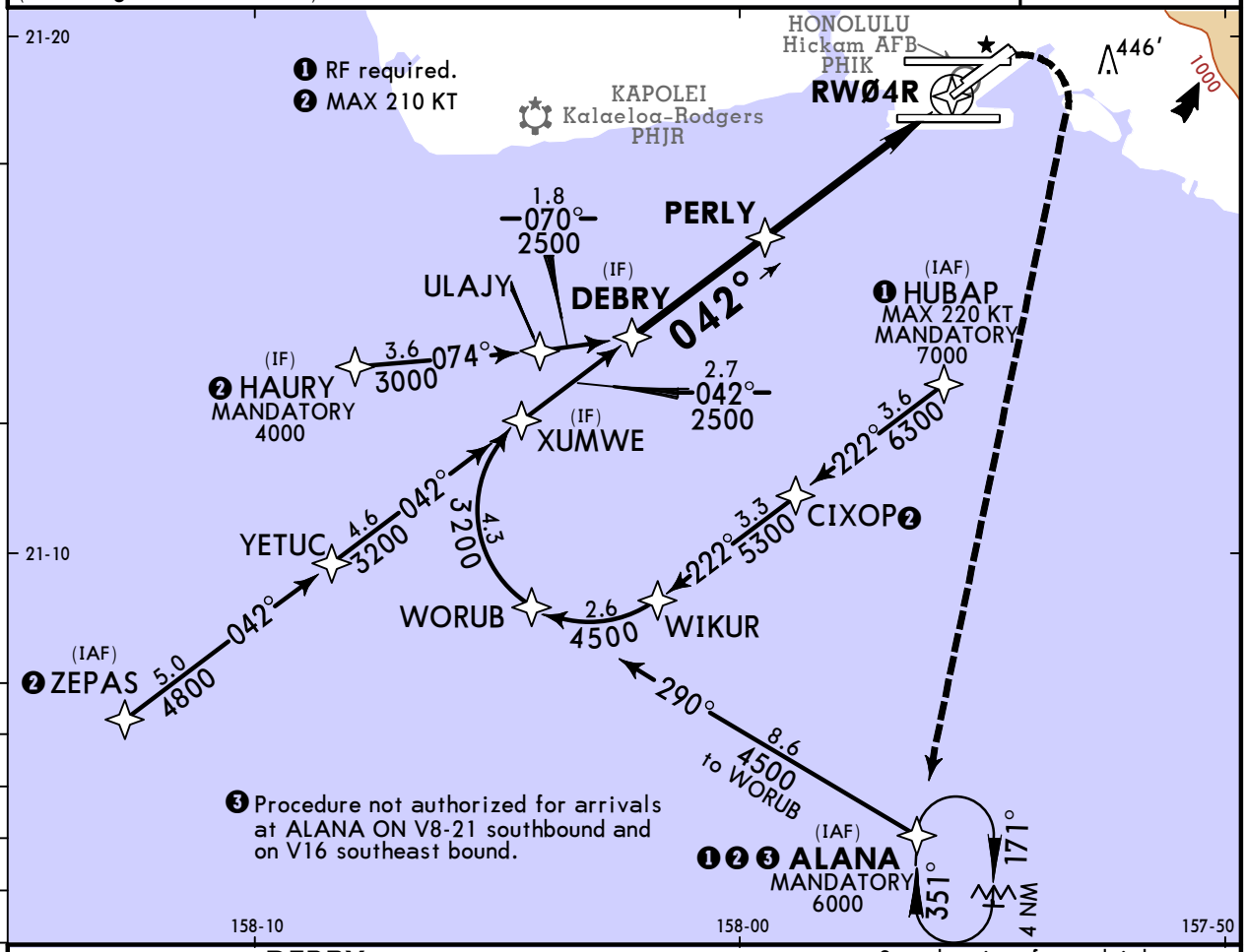
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ direct ALANA and hold.

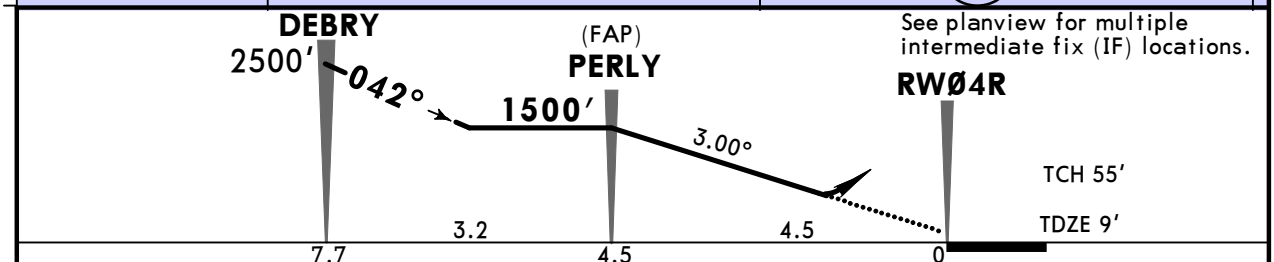
RNP AR Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 17°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71′).

5300

MSA RW04R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSR | PAPI | 580′ | 3000′ RT | ALANA

TERPS

STRAIGHT-IN LANDING RWY **4R**
RNP 0.30

DA(H) A: **259′** (250′)
B: **277′** (268′)
C,D: **432′** (423′)

		RAIL/ALS out
A	1/2	3/4
B		7/8
C	3/4	1 1/4
D		

TERPS AMEND 2 30 JAN 2020

CHANGES: Chart format.

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PHNL/HNL INOUYE INTL

JEPPESEN 5 JUL 24 Eff 11 Jul (12-21)

HONOLULU, HAWAII RNAV (RNP) Z Rwy 8L

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

RNAV	Final Apch Crs	FGTRE	RNP 0.15 DA(H)	Apt Elev 13′
	079°	2200′(2187′)	285′(272′)	TDZE 13′

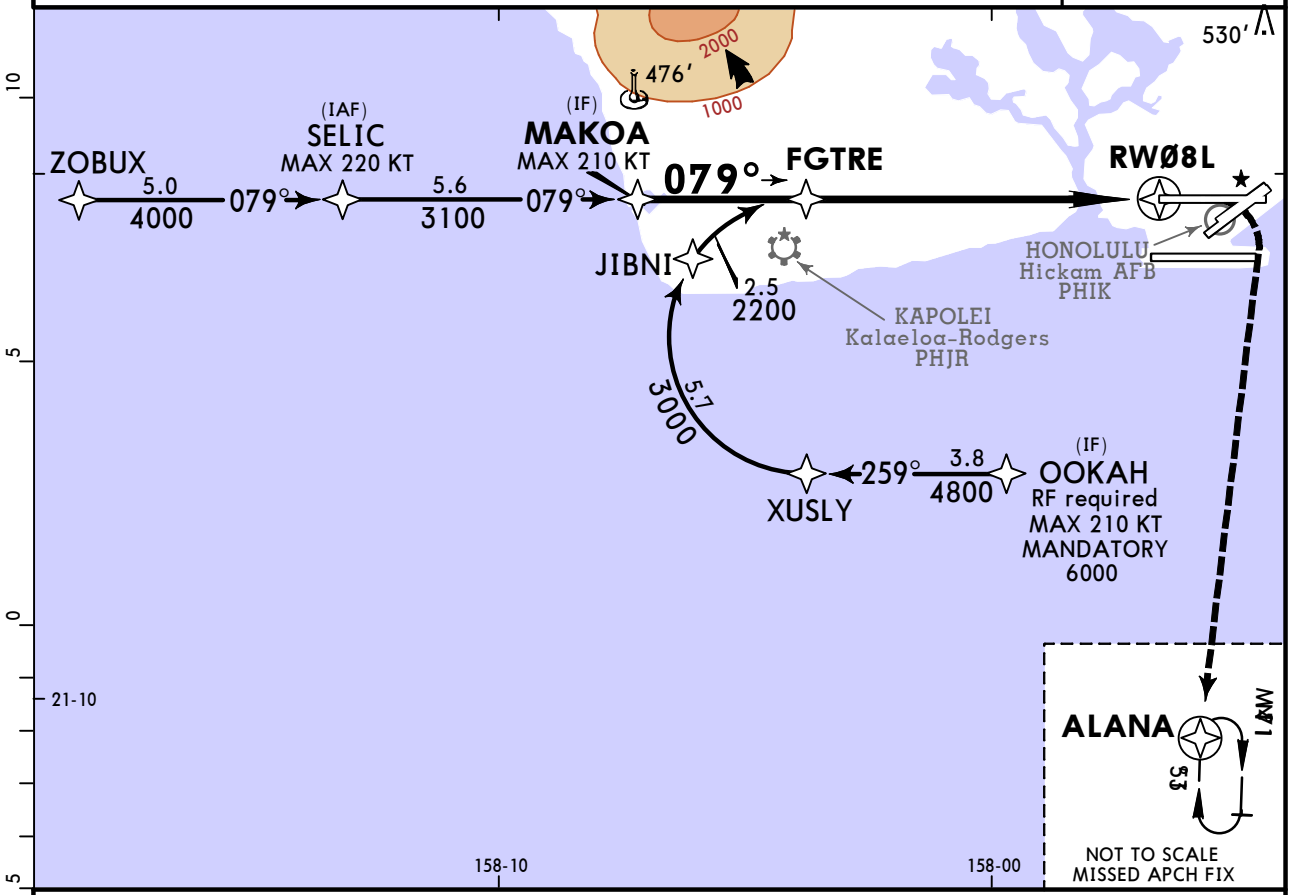
MISSED APCH: Climb to 420′ then climbing RIGHT turn to 3000′ direct ALANA and hold.

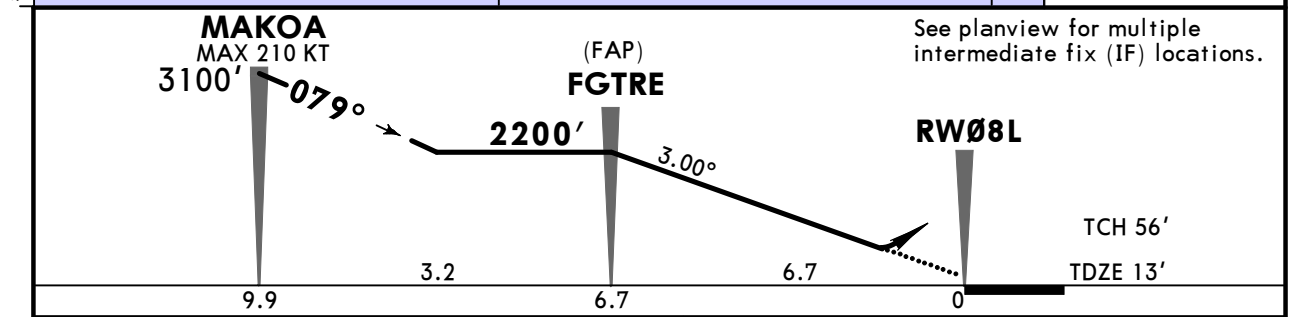
RNP AR Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 17°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73′).

5300

MSA RWØ8L





See planview for multiple intermediate fix (IF) locations.

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSR PAPI | 420′ | 3000′ RT | D | ALANA

TERPS STRAIGHT-IN LANDING RWY **8L**

	RNP 0.15 DA(H) 285′(272′)		RNP 0.30 DA(H) 347′(334′)	
		RAIL/ALS out		RAIL/ALS out
A	½	⅞	½	1
B				
C				
D				

TERPS AMEND 4 16 MAY 2024

CHANGES: Note.

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PHNL/HNL
INOUYE INTL

JEPPESEN
22 FEB 19 (12-22)

HONOLULU, HAWAII
RNAV (RNP) Rwy 26L

BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower	Rwys 8R/26L	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	123.9	121.9	125.3

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

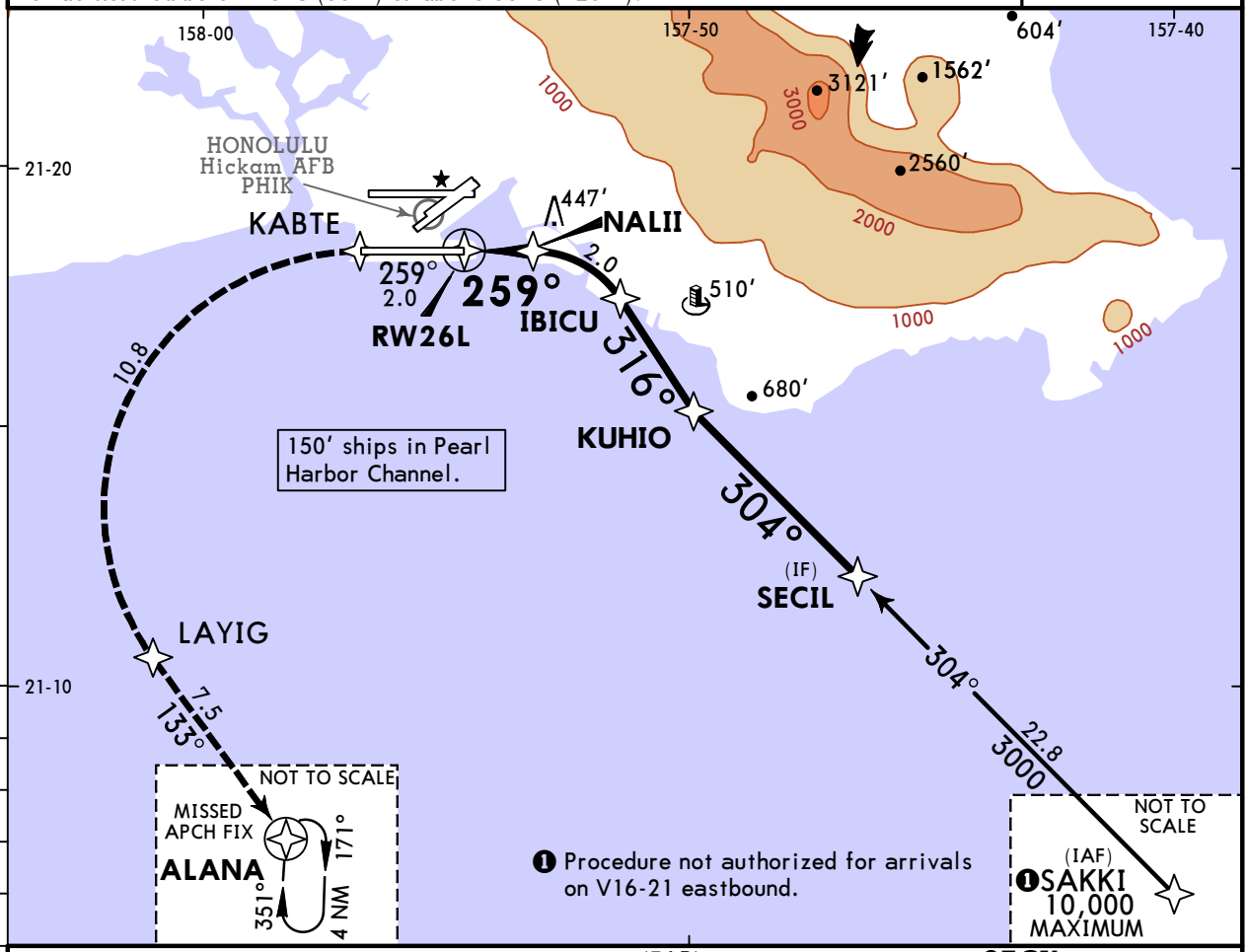
MISSED APCH: Climb to 3000′ on track 259° to KABTE, LEFT turn to LAYIG, then track 133° to ALANA and hold.
Missed Approach requires minimum climb of 234′/NM to 300′.

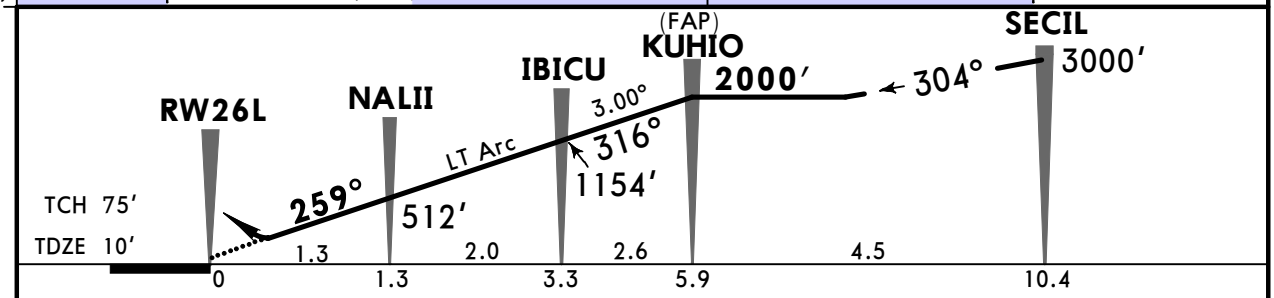
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNP AR Apch, RF required.

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 15°C (58°F) or above 53°C (128°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′ on 259° KABTE

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

		ALS out
A	3/4	1
B		
C		
D		

TERPS AMEND OE 27 APR 2017

CHANGES: Notes, chart format.

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PHNL/HNL
INOUYE INTL

JEPPESEN
25 JUN 21 (13-1)

HONOLULU, HAWAII
VOR or TACAN Rwy 4R

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower (Rwys 8R/26L)	Ground	HICKAM COMMAND POST
127.9 251.15	118.3 269.0	118.1 257.8 / 123.9 273.575	121.9 348.6	125.3 349.4

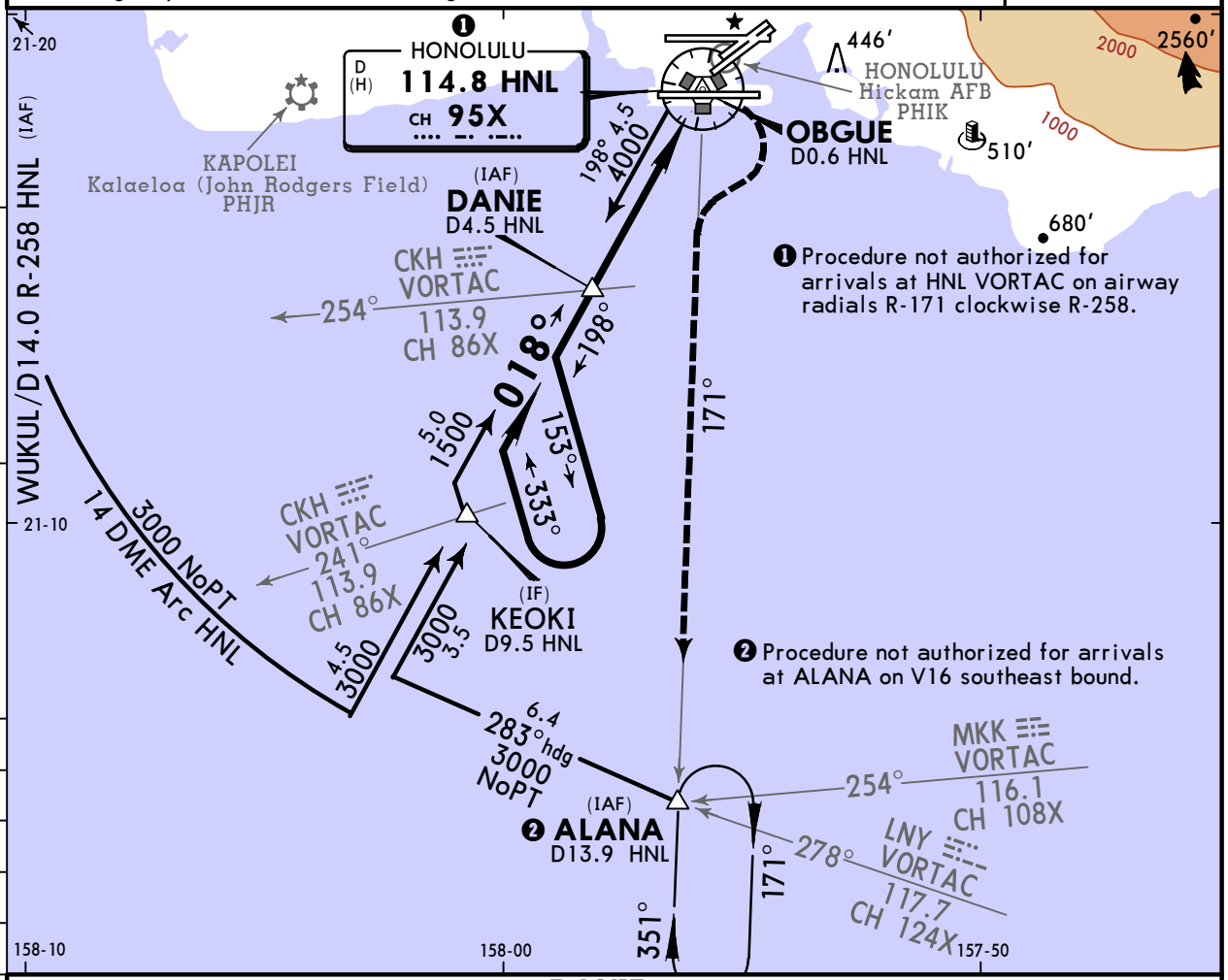
VORTAC HNL	TACAN HNL	Final Apch Crs	DANIE	MDA(H)	Apt Elev 13'
114.8	CH 95X	018°	1500 (1492')	460' (452')	TDZE 8'

MISSED APCH: Climbing RIGHT turn to 3000' outbound on HNL VORTAC R-171 to ALANA INT/D13.9 HNL and hold.

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

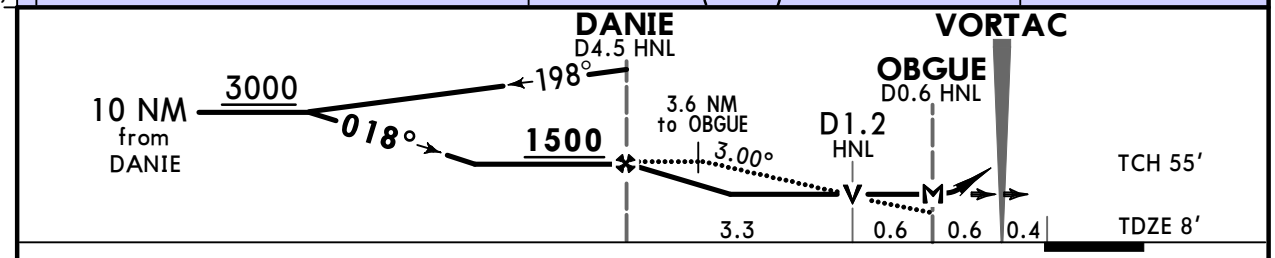
1. Circling Rwy 22R not authorized at night.

MSA HNL VORTAC: 5300 (180°–090°), 4400 (090°–360°), 4000 (360°–180°)



❶ Procedure not authorized for arrivals at HNL VORTAC on airway radials R-171 clockwise R-258.

❷ Procedure not authorized for arrivals at ALANA on V16 southeast bound.



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

MALSR — PAPI — 3000' RT — HNL 114.8 CH 95X on R-171 — **ALANA**

TERPS

STRAIGHT-IN LANDING

MDA(H) 460' (452')

	RAIL/ALS out
A	V1
B	V1
C	V1 1/4
D	V1 1/2

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)	
90	❶ 680' (667')	V1 1/4
120	❶ 760' (747')	V1 1/4
140	❷ 820' (807')	V2 1/4
165	❷ 1400' (1387')	V3

❶ Circling not authorized for CAT A and B northwest of Rwys 8L and 22R.
❷ Circling not authorized for CAT C and D north of Rwy 8L-26R.

TERPS ORIG-E 25 FEB 2021

CHANGES: TACAN added.

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PHNL/HNL
INOUYE INTL

JEPPESEN
25 JUN 21 (13-2)

HONOLULU, HAWAII
VOR or TACAN-A

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
			Rwys 8R/26L		
127.9 251.15	118.3 269.0	118.1 257.8	123.9 273.575	121.9 348.6	125.3 349.4

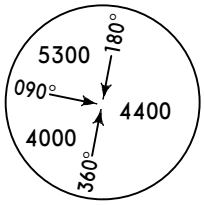
BRIEFING STRIP ™

VORTAC HNL	TACAN HNL	Final Apch Crs	DYDRA	MDA(H)	Apt Elev 13′
114.8	CH 95X	305°	1500 (1487′)	Refer to Minimums	

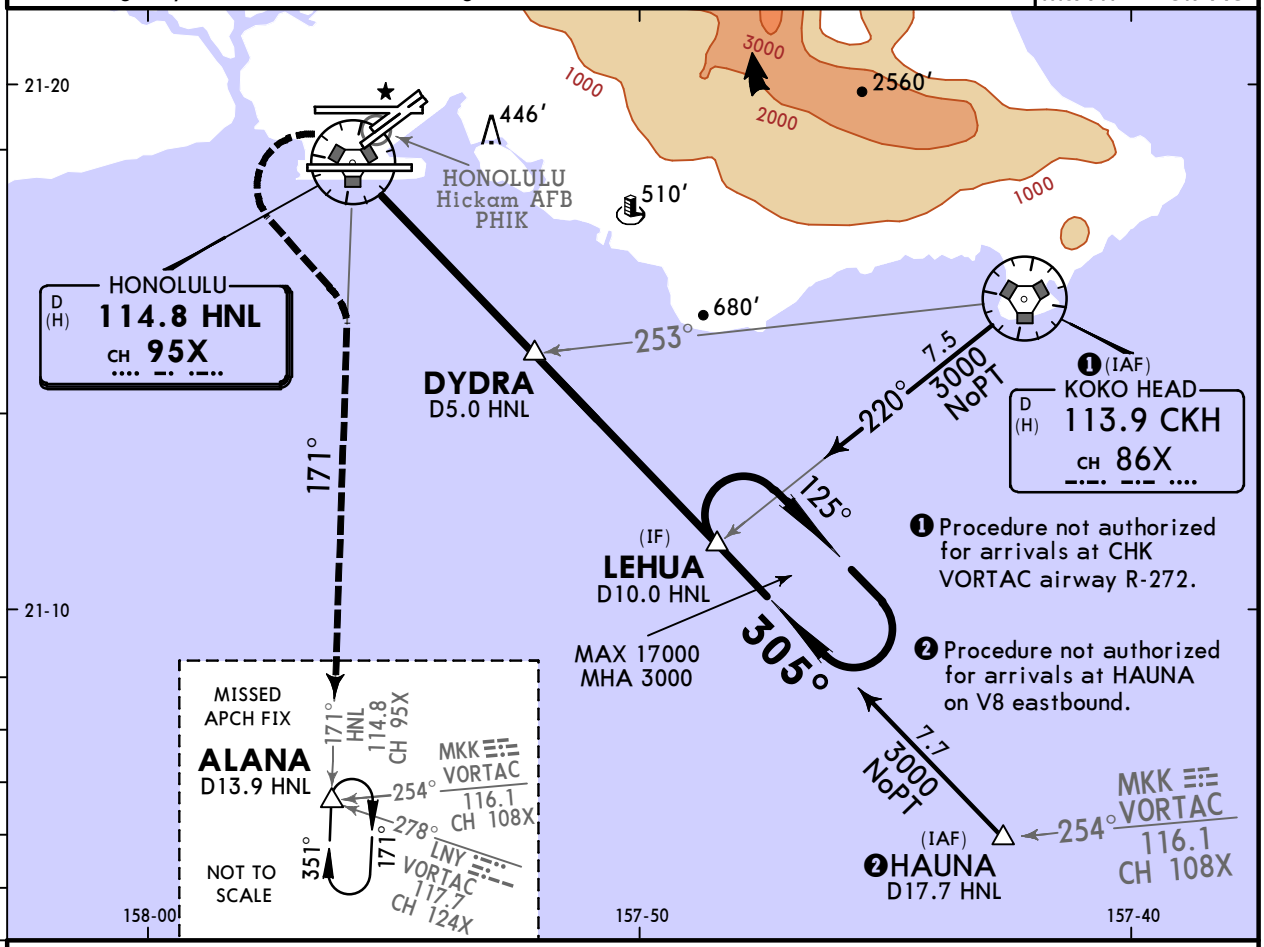
MISSED APCH: Climbing LEFT turn to 3000′ outbound on HNL VORTAC R-171 to ALANA INT/D13.9 HNL and hold.

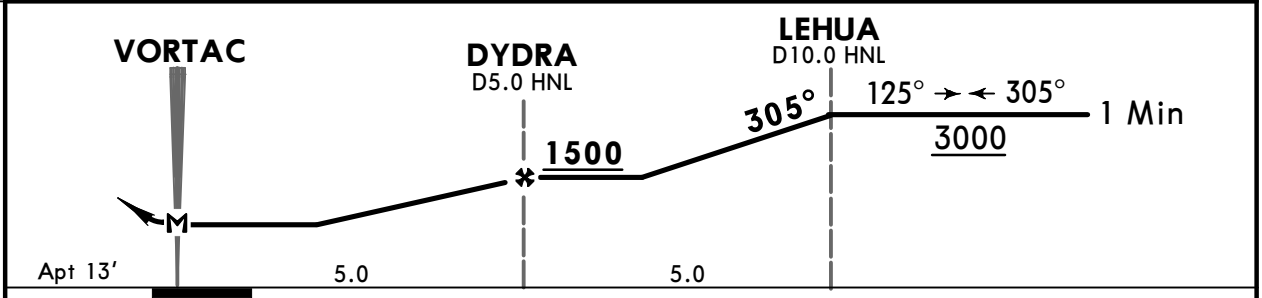
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Circling Rwy 22R not authorized at night.



MSA HNL VORTAC





								Lighting - Refer to Airport Chart	3000′ LT	HNL 114.8 CH 95X on R-171	ALANA
MAP at VORTAC											

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

C	Max Kts	MDA(H)	
A	90	❶ 680′ (667′)	V1
B	120	❶ 760′ (747′)	V1
C	140	❷ 820′ (807′)	V2 1/4
D	165	❷ 1400′ (1387′)	V3

❶ Circling not authorized for CAT A and B northwest of Rwys 8L and 22R.
❷ Circling not authorized for CAT C and D north of Rwy 8L-26R.

TERPS AMEND 1D 25 FEB 2021

CHANGES: TACAN added.

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PHNL/HNL
INOUYE INTL

JEPPESEN
25 JUN 21 (13-3)

HONOLULU, HAWAII
VOR or TACAN-B

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9 251.15	118.3 269.0	118.1 257.8	Rwys 8R/26L 123.9 273.575	121.9 348.6	125.3 349.4

BRIEFING STRIP ™

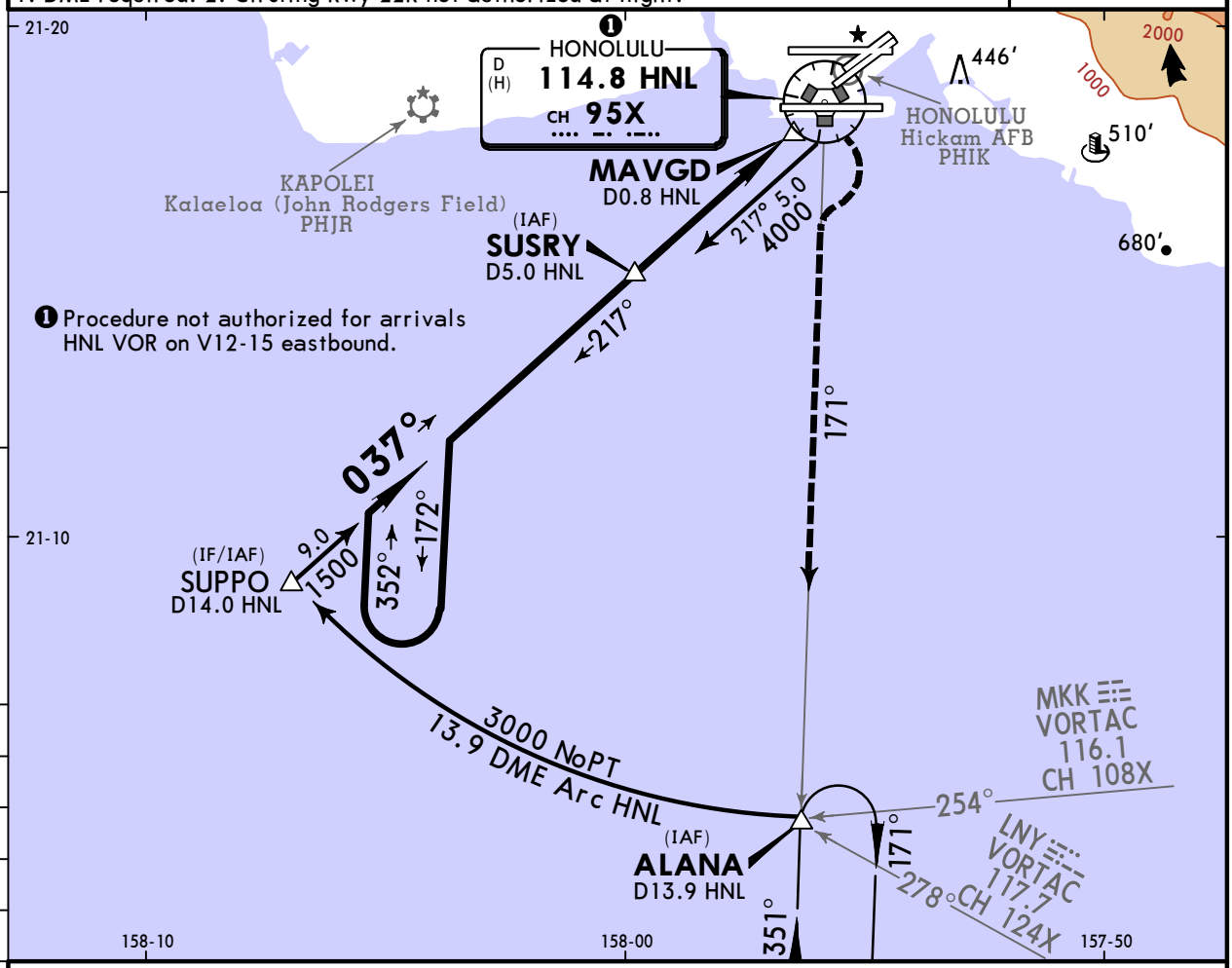
VORTAC HNL	TACAN HNL	Final Apch Crs	SUSRY	MDA(H) Refer to Minimums	Apt Elev 13′
114.8	CH 95X	037°	1500 (1487′)		

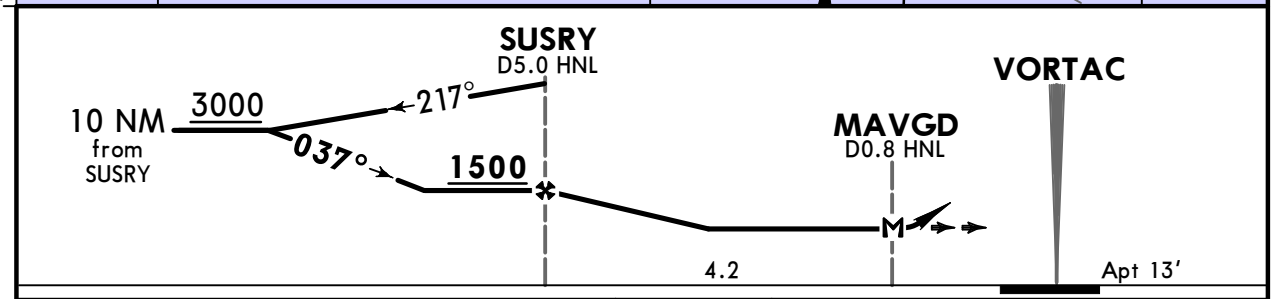
MISSED APCH: Climbing RIGHT turn to 3000′ outbound on HNL VORTAC R-171 to ALANA INT/D13.9 HNL and hold.

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

1. DME required. 2. Circling Rwy 22R not authorized at night.

MSA HNL VORTAC: 5300 (090°–180°), 4400 (180°–360°), 4000 (360°–090°)





								Lighting - Refer to Airport Chart	3000′ RT	HNL 114.8 on CH 95X R-171	ALANA
MAP at MAVGD										

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

C	Max Kts	MDA(H)	
A	90	1 680′ (667′)	V1
B	120	1 760′ (747′)	V1
C	140	2 820′ (807′)	V2 1/4
D	165	2 1400′ (1387′)	V3

1 Circling not authorized for CAT A and B northwest of Rwys 8L and 22R.
2 Circling not authorized for CAT C and D north of Rwy 8L-26R.

TERPS AMEND 2D 25 FEB 2021

CHANGES: TACAN added.

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PHNL/HNL

INOUYE INTL

JEPPESEN

2 APR 21 (19-1)

HONOLULU, HAWAII
KAHE POWER PLANT
VISUAL Rwy 22L

BRIEFING STRIP ™

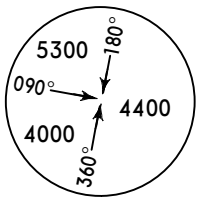
ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	119.1	118.1	Rwys 8R/26L 123.9	121.9	125.3

NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS **5100′-3**	Apt Elev 13′

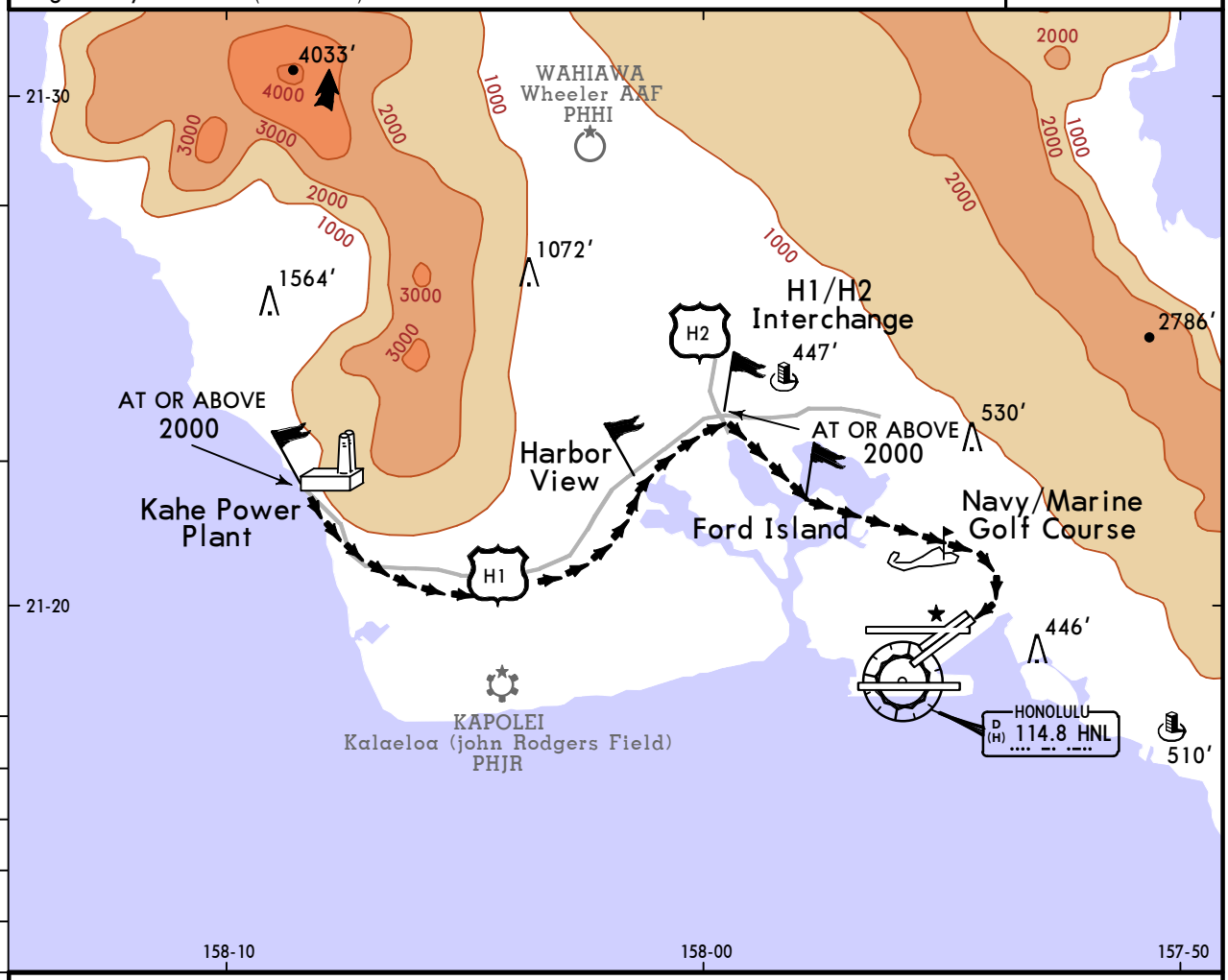
MISSED APCH: No Missed Approach procedure.

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

1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night. 4. Pilots may expect Runway 22R. 5. Vertical Guidance Navaid and Angle: Rwy 22L PAPI (GS 3.44°).



MSA HNL VOR



KAHE POWER PLANT VISUAL RWY 22L

From west of Oahu, proceed direct to Kahe Power Plant, then follow the H-1 Freeway eastbound to H1/H2 interchange. From H1/H2 interchange, proceed direct to Ford Island, then to the Navy/Marine Golf Course. Enter right downwind to runway 22L.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **5100′**- VIS **3**

TERPS AMEND 1 27 APR 2017

CHANGES: Visual Track from Ford Island to Navy/Marine Golf course updated.

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Printed from JeppView for Windows 5.3.0.0 on 16 Aug 2026; Terminal chart data cycle 04-2026 (Expired); Notice: After 26 Feb 2026, 0000Z, this chart may no longer be valid

PHNL/HNL

INOUYE INTL

JEPPESEN

2 APR 21 (19-2)

HONOLULU, HAWAII
WAIALAE GOLF COURSE
VISUAL Rwy 22L

BRIEFING STRIP ™

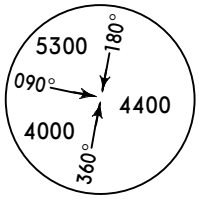
ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS **5100′-3**	Apt Elev 13′

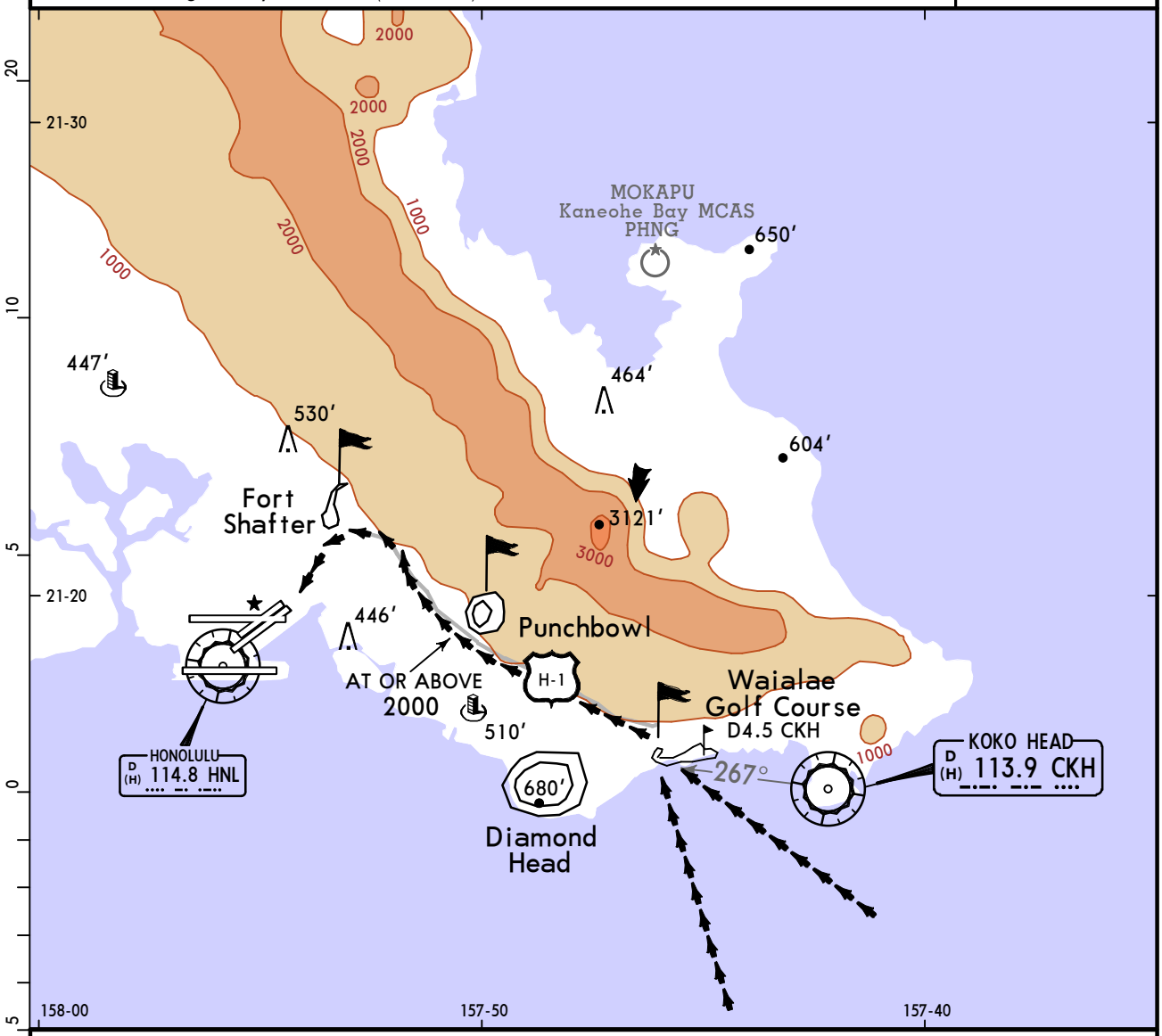
MISSED APCH: No Missed Approach procedure.

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

1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night. 4. Pilots may expect landing Rwy 22R. 5. Vertical Guidance Navaid and Angle: Rwy 22L PAPI (GS 3.44°).



MSA HNL VOR



WAIALAE GOLF COURSE VISUAL RUNWAY 22L

From east of Oahu, proceed direct to Waialae Golf Course, then follow the H-1 Freeway westbound to Fort Shafter. Turn final to Runway 22L over Fort Shafter.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **5100′**- VIS **3**

TERPS AMEND 1 27 APR 2017

CHANGES: Chart format, topo.

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