UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

CHART SUPPLEMENT
PACIFIC

Effective 0901Z 21 MAR 2024
to 0901Z 16 MAY 2024

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This Chart Supplement is a Civil Flight Information Publication updated every eight weeks by the U.S. Department of Transportation, Federal Aviation Administration, Aeronautical Information Services, http://www.faa.gov/go/ais.

It is designed for use with Flight Information Publication Enroute Charts, and the Sectional Aeronautical Chart covering the State of Hawaii and that area of the Pacific served by U.S. facilities.

This Chart Supplement contains an Airport/Facility Directory, ATC procedures and terminal SID, STAR and IAP charts applicable to the Pacific area.

The official ATC procedures for operating in the Pacific, outside sovereign US airspace are prescribed by ICAO and are contained in ICAO documents 4444, 7030 and Annexes 2 and 11.

**CORRECTIONS, COMMENTS, AND/OR PROCUREMENT**

**CRITICAL** Information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible. **NOTE:** Requests for the creation or revision to Airport Diagrams should be in accordance with FAA Order 7910.4.

**FOR COMMENTS OR CORRECTIONS:** https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

FAA, Aeronautical Information Services
1305 East West Highway
SSMC-4 Suite 4400
Silver Spring, MD 20910-3281
Telephone 1–800–638–8972

**NOTICE:** Changes must be received by Aeronautical Information Services as soon as possible but not later than the “cut–off” dates listed below to assure publication on the desired effective date. Information cut–off dates that fall on a federal holiday must be received the previous work day.

<table>
<thead>
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*Airspace Information includes changes to preferred routes, SID’s, STAR’s, IAP’s and graphic depictions on charts.

**FOR PROCUREMENT:**

For digital products, visit our website at:
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For a list of approved FAA Print Providers, visit our website at:
http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

The following publications for use in the Pacific area are available from the FAA, Aeronautical Information Services:

**HAWAIIAN ISLAND–MARIANA ISLANDS SECTIONAL CHART.** This chart is issued every 56 days.

**NORTH PACIFIC OCEAN ROUTE CHARTS.** Charts are issued every 56 days at 1:12,000,000 composite or four 1:7,000,000 area charts.

**IFR ENROUTE PACIFIC OCEAN AND HAWAIIAN ISLAND CHART.** Available from the National Geospatial–Intelligence Agency, provides coverage of Pacific areas served by US facilities.

NGA Combat Support Center, ATTN: DDCP
Washington, D.C. 20315–0020
Telephone (301) 227–2495 or Toll Free 1–800–826–0342

**AMENDMENT NOTICE**

A change notice will only be issued for safety considerations such as when an amended or original instrument approach procedure is issued. UPON RECEIPT, THE AMENDMENT NOTICE SHOULD BE ATTACHED TO THIS PAGE SO THAT USERS HAVE ALL SIGNIFICANT CHANGES AVAILABLE.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, AGA 3, COM 2.
GENERAL INFORMATION

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## GENERAL INFORMATION

### ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—“req” may mean “request”, “requesting”, “requested”, or “requests”).

For additional FAA approved abbreviations/acronyms please see FAA Order JO 7340.2 —Contractions

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<td>air/ground</td>
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H = Enroute High Altitude Chart (followed by identification)
H+ = Hours or hours plus...minutes past the hour
H24 = continuous operation
HAA = Height Above Airport/Aerodrome
HAL = Height Above Landing Area
HAR = Height Above Runway
HAT = Height Above Touchdown
haz = hazard
hdg = heading
HDL = High Density Traffic Airport/Aerodrome
HF = High Frequency (3000 to 30,000 KHz)
hgr = hangar
hgt = height
hi = high
HIRL = High Intensity Runway Lights
HO = Service available to meet operational requirements
hol = holiday
HOLF = Helicopter Outlying Field
hosp = hospital
HQ = Headquarters
hr = hour
HS = Service available during hours of scheduled operations
hsg = housing
hwy = heavy
HW = Heavy Weight
hwy = highway
HX = station having no specific working hours
Hz = Hertz (cycles per second)
I = Island
IAP = Instrument Approach Procedure
IAS = Indicated Air Speed
IAW = in accordance with
ICAO = International Civil Aviation Organization
ident = identification
IFF = Identification, Friend or Foe
IFR = Instrument Flight Rules
IFR-S = FLIP IFR Supplement
ILS = Instrument Landing System
IM = Inner Marker
IMC = Instrument Meteorological Conditions
IMG = Immigration
### Abbreviation Description

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>immed</td>
<td>immediate</td>
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<tr>
<td>inbd</td>
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<td>intercontinental</td>
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<tr>
<td>ints</td>
<td>intense, intensity</td>
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<tr>
<td>invof</td>
<td>in the vicinity of</td>
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<tr>
<td>irreg</td>
<td>irregularly</td>
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<tr>
<td>Jan</td>
<td>January</td>
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<tr>
<td>JASU</td>
<td>Joint Aircraft Starting Unit</td>
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<tr>
<td>JATO</td>
<td>Joint Assisted Take-Off</td>
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<td>JOAP</td>
<td>Joint Oil Analysis Program</td>
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<tr>
<td>JOSAC</td>
<td>Joint Operational Support Airlift Center</td>
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<tr>
<td>JRB</td>
<td>Joint Reserve Base</td>
</tr>
<tr>
<td>Jul</td>
<td>July</td>
</tr>
<tr>
<td>Jun</td>
<td>June</td>
</tr>
<tr>
<td>K or Kl</td>
<td>Knots</td>
</tr>
<tr>
<td>kHz</td>
<td>kilohertz</td>
</tr>
<tr>
<td>KiAS</td>
<td>Knots Indicated Airspeed</td>
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<tr>
<td>KLIZ</td>
<td>Korea Limited Identification Zone</td>
</tr>
<tr>
<td>km</td>
<td>Kilometer</td>
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<tr>
<td>kw</td>
<td>kilowatt</td>
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<tr>
<td>L</td>
<td>Compass locator (Component of ILS system) under 25 Watts, 15 NM, Enroute Low Altitude Chart (followed by identification)</td>
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<tr>
<td>L2A</td>
<td>Local Time</td>
</tr>
<tr>
<td>LAHSO</td>
<td>Land and Hold–Short Operations</td>
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<td>L–AOE</td>
<td>Limited Airport of Entry</td>
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<td>LAWRS</td>
<td>Limited Aviation Weather Reporting Station</td>
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<tr>
<td>lb, lbs</td>
<td>pound (weight)</td>
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<td>LC</td>
<td>local call</td>
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<tr>
<td>lcl</td>
<td>local</td>
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<tr>
<td>LCP</td>
<td>French Peripheral Classification Line</td>
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<td>location</td>
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<tr>
<td>lctr</td>
<td>locator</td>
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<td>LCVASI</td>
<td>Low Cost Visual Approach Slope Indicator</td>
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<tr>
<td>lcr</td>
<td>localizer</td>
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<tr>
<td>LD</td>
<td>long distance</td>
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<td>LDA</td>
<td>Landing Distance Available</td>
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<tr>
<td>ldg</td>
<td>landing</td>
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<tr>
<td>LDIN</td>
<td>Lead-in Lights</td>
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<td>LDOCF</td>
<td>Long Distance Operations Control Facility</td>
</tr>
<tr>
<td>len</td>
<td>length</td>
</tr>
<tr>
<td>lgt</td>
<td>light, lighted, lights</td>
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<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
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<tr>
<td>LLWAS</td>
<td>Low-Level Wind Shear Alert System</td>
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<tr>
<td>LLZ</td>
<td>Localizer (Instrument Approach Procedures Identification only)</td>
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<td>LMM</td>
<td>Compass locator at Middle Marker ILS</td>
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<tr>
<td>Lo</td>
<td>low</td>
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<tr>
<td>LoALT</td>
<td>Low Altitude</td>
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<tr>
<td>LOC</td>
<td>Localizer</td>
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<tr>
<td>LOM</td>
<td>Compass locator at Outer Marker ILS</td>
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<tr>
<td>LR</td>
<td>Long Range, Lead Radial</td>
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<td>LRA</td>
<td>Landing Rights Airport</td>
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<td>LRRS</td>
<td>Long Range RADAR Station</td>
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<tr>
<td>LSB</td>
<td>lower side band</td>
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<tr>
<td>ltd</td>
<td>limited</td>
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<tr>
<td>M</td>
<td>meters, magnetic (after a bearing), Military Circuit (Telephone)</td>
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<td>MACC</td>
<td>Military Area Control Center</td>
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<tr>
<td>mag</td>
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<tr>
<td>maint</td>
<td>maintain, maintenance</td>
</tr>
<tr>
<td>maj</td>
<td>major</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Intensity Approach Lighting System</td>
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<tr>
<td>MALSR</td>
<td>MALSF with Sequenced Flashers</td>
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<tr>
<td>MALSRI</td>
<td>MALSR with Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>Mar</td>
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<tr>
<td>MARA</td>
<td>Military Activity Restricted Area</td>
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<td>MATO</td>
<td>Military Air Traffic Operations</td>
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<td>MATZ</td>
<td>Military Aerodrome Traffic Zone</td>
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<td>max</td>
<td>maximum</td>
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<tr>
<td>mb</td>
<td>millibars</td>
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<td>MCAC</td>
<td>Military Common Area Control</td>
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<td>MCAF</td>
<td>Marine Corps Air Facility</td>
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<td>MCALF</td>
<td>Marine Corps Auxiliary Landing Field</td>
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<td>MCAS</td>
<td>Marine Corps Air Station</td>
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<td>MCB</td>
<td>Marine Corps Base</td>
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<td>MCC</td>
<td>Military Climbing Corridor</td>
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<td>MCOLF</td>
<td>Marine Corps Outlying Field</td>
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<td>MDA</td>
<td>Minimum Descent Altitude</td>
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<td>MEA</td>
<td>Minimum Enroute Altitude</td>
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<td>med</td>
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<td>MEHT</td>
<td>Minimum Eye Height over Threshold</td>
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<td>memorial</td>
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<tr>
<td>MET</td>
<td>Meteorological, Meteorology</td>
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<tr>
<td>METAR</td>
<td>Aviation Routine Weather Report (in international MET figure code)</td>
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<td>METRO</td>
<td>Pilot-to-Metro voice cell</td>
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<tr>
<td>MF</td>
<td>Medium Frequency (300 to 3000 KHz), Mandatory Frequency (Canada)</td>
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<td>MFA</td>
<td>Minimum Flight Altitude</td>
</tr>
<tr>
<td>mgmt</td>
<td>Management</td>
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<td>mgr</td>
<td>manager</td>
</tr>
<tr>
<td>MHz</td>
<td>Megahertz</td>
</tr>
<tr>
<td>mi</td>
<td>mile</td>
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<tr>
<td>MID/ASIA</td>
<td>Middle East/Asia (ICAO Region)</td>
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<tr>
<td>MJI</td>
<td>Measuring, Intrusion, Jamming, and Interference</td>
</tr>
<tr>
<td>Mil, mil</td>
<td>military</td>
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<tr>
<td>min</td>
<td>minimum, minute</td>
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<td>MIRL</td>
<td>Medium Intensity Runway Lights</td>
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<tr>
<td>misl</td>
<td>missile</td>
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<tr>
<td>mkr</td>
<td>marker (beacon)</td>
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<td>MM</td>
<td>Middle Marker of ILS</td>
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<tr>
<td>mnt</td>
<td>monitor</td>
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<tr>
<td>MOA</td>
<td>Military Operations Area</td>
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</table>
**Abbreviation** | **Description**
--- | ---
MOCA | Minimum Obstruction Clearance Altitude
mod | modify
MOG | Maximum (aircraft) on the Ground
MON | Minimum Operational Network
Mon | Monday
MP | Maintenance Period
MR | Medium Range
MRA | Minimum Reception Altitude
mrk | mark, marker
MSAW | minimum safe altitude warning
msg | message
MSL | Mean Sea Level
msn | Mission
mt | mount, mountain
MTAF | Mandatory Traffic Advisory Frequency
MTCA | Military Terminal Control Area
mthly | monthly
MUAC | Military Upper Area Control
muni | municipal
MWARA | Major World Air Route Area
N | North
N/A | not applicable
NA | not authorized (For Instrument Approach Procedure take-off and alternate MINIMA only)
NAAS | Naval Auxiliary Air Station
NADC | Naval Air Development Center
NADEP | Naval Air Depot
NAEC | Naval Air Engineering Center
NAES | Naval Air Engineering Station
NAF | Naval Air Facility
NALCO | Naval Air Logistics Control Office
NALF | Naval Auxiliary Landing Field
NALO | Navy Air Logistics Office
NAS | Naval Air Station
NAT | North Atlantic (ICAO Region)
natl | national
nav | navigation
navaid | navigation aid
NAVMTO | Navy Material Transportation Office
NAV | Navigation
NAWCC | Naval Air Warfare Center
NAWS | Naval Air Weapons Station
NCPR | Non–Compulsory Reporting Point
NDB | Non–Directional Radio Beacon
NE | Northeast
nec | necessary
NEW | Net Explosives Weight
nigt | night
NM | nautical miles
nml | normal
NMR | nautical mile radius
No or Nr | number
NOLF | Naval Outlying Field
NORDO | Lost communications or no radio installed/available in aircraft
NOTAM | Notice to Air Missions
Nov | November
np or No | non precision instrument
nr or Nr | number
NS | Naval Station
NS ABMT | Noise Abatement
NSA | Naval Support Activity
NSF | Naval Support Facility
--- | ---
Abbreviation | Description
NSTD, nstd | nonstandard
ntc | notice
NVD | Night Vision Devices
NVG | Night Vision Goggles
NW | Northwest
NWC | Naval Weapons Center
O/A | On or about
O/S | out of service
O/R | On Request
OAT | Operational Air Traffic
obsn | observation
obst | obstruction
OCA | Oceanic Control Area
occn | occasional
Oct | October
ODALS | Omnidirectional Approach Lighting System
ODO | Operations Duty Officer
offl | official
OIC | Officer In Charge
OLF | Outlying Field
OLS | Optical Landing System
OM | Outer Marker, ILS
opr | operate, operator, operational
OPS, ops | operations
orig | original
OROCA | Off Route Obstruction Clearance Altitude
ORTCA | Off Route Terrain Clearance Altitude
OT | other times
OTS | out of service
outbd | outbound
ovft | overrun
OX | oxygen
P/L | plain language
PAC | Pacific (ICAO Region)
PAEW | personnel and equipment working
PALS | Precision Approach and Landing System (NAVY)
PAPI | Precision Approach Path Indicator
PAR | Precision Approach Radar
para | paragraph
parl | parallel
pat | pattern
PAX | Passenger
PCL | pilot controlled lighting
PCN | Pavement Classification Number
PCR | Pavement Classification Rating
PDC | Pre–Departure Clearance
pent | penetrate
perm | permanent
perms | permission
pers | personnel
PFC | Porous Friction Courses
PJE | Parachuting Activities/Exercises
p–line | power line
PM | Post meridian, noon til midnight
PMRF | Pacific Missile Range Facility
PMSSV | Pilot–to–Metro Service
PN | prior notice
POB | persons on board
POL | Petrol, Oils and Lubricants
posn | position
**Abbreviation** | **Description**
--- | ---
PPR | prior permission required
prcht | parachute
pref | prefer
prev | previous
prim | primary
prk | park
PRM | Precision Runway Monitor
pro | procedure
proh | prohibited
pt | point
PTD | Pilot to Dispatcher
pub | publication
publ | publish
PVASI | Pulsating Visual Approach Slope Indicator
pvt | private
pwr | power
QFE | Altimeter Setting above station
QNE | Altimeter Setting of 29.92 inches which provides height above standard datum plane
QNH | Altimeter Setting which provides height above mean sea level
qtrs | quarters
quad | quadrant
R/T | Radiotelephony
R/W | Rotary/Wing
RACON | Radar Beacon
rad | radius, radial
RAIL | Runway Alignment Indicator Lights
RAMCC | Regional Air Movement Control Center
R-AOE | Regular Airport of Entry
RAPCON | Radar Approach Control (USAF)
RATCF | Radar Air Traffic Control Facility (Navy)
RCAG | Remote Center Air to Ground Facility
RCAGL | Remote Center Air to Ground Facility Long Range
RCL | Runway centerline
RCLS | Runway Centerline Light System
RCO | Remote Communications Outlet
rcpt | reception
RCR | Runway Condition Reading
rcv | receive
rcvr | receiver
rdo | radio
reconst | reconstruct
reful | refueling
reg | regulation, regular
REIL | Runway End Identifier Lights
rel | reliable
relctd | relocated
REP | Reporting Point
req | request
RETIIL | Rapid Exit Taxiway Indicator Light
Rgn | Region
Rgm | Regional
grt | right
gtf | right traffic
rgd | realigned
RLLS | Runway Lead-in Light System
rmk | remark
rg | range, radio range
RNP | Required Navigation Performance
RON | Remain Overnight
Rot | Rotating Light or Beacon
RPI | Runway Point of Intercept
rpt | report
rqr | require
RR | Railroad
RRP | Runway Reference Point
RSC | Runway Surface Condition
RSDU | Radar Storm Detection Unit
RSE | Runway Starter Extension/Start Strip
RSRS | Reduced Same Runway Separation
rstd | restricted
rte | route
ruf | rough
RVR | Runway Visual Range
RVSM | Reduced Vertical Separation Minima
rwy | runway
S | South
S/D | Seadrome
SALS | Short Approach Lighting System
SAR | Search and Rescue
Sat | Saturday
SAVASI | Simplified Abbreviated Visual Approach Slope Indicator
SAWRS | Supplement Aviation Weather Reporting Station
sby | standby
Sched | scheduled services
sec | sector
SDF | Simplified Directional Facility
SE | Southeast
secd | second, section
SSE | secondary
SELCAL | Selective Calling System
SELF | Strategic Expedientary Landing Field
SEng | Single Engine
Sep | September
SFA | Single Frequency Approach
SFB | Space Force Base
sfc | surface
SFL | Sequence Flashing Lights
SFRA | Special Flight Rules Area
SID | Standard Instrument Departure
SIDA | Secure Identification Display Area
SIF | Selective Identification Feature
sked | schedule
SM | Statute Miles
SOAP | Spectrometric Oil Analysis Program
SOF | Supervisor of Flying
SPB | Seaplane Base
SR | Sunrise
SRE | Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)
SS | Sunset
SSALS/R | Simplified Short Approach Lighting System with RAIL
SSB | Single Sideband
SSR | Secondary Surveillance Radar
STA | Straight-in Approach
std | standard
stn | station
stor | storage
str-in | Straight-in
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>stu</td>
<td>student</td>
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<tr>
<td>subj</td>
<td>subject</td>
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<td>surv/</td>
<td>survival, surveillance</td>
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<td>sum</td>
<td>summer</td>
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<td>Sun</td>
<td>Sunday</td>
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<td>sur</td>
<td>surround</td>
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<td>suspd</td>
<td>suspended</td>
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<tr>
<td>sUAS</td>
<td>small Unmanned Aerial Systems</td>
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<tr>
<td>svc</td>
<td>service</td>
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<td>svcg</td>
<td>servicing</td>
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<td>SW</td>
<td>Southwest</td>
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<tr>
<td>sys</td>
<td>system</td>
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**TA** Transition Altitude
**TAC** Tactical Air Command
**TAF** Aerodrome (terminal or alternate) forecast in abbreviated form
**TALCE** Tanker Aircraft Control Element
**TCA** Terminal Control Area
**TCH** Threshold Crossing Height
**TCTA** Transcontinental Control Area
**TD** Touchdown
**TDWR** Terminal Doppler Weather Radar
**TDZ** Touchdown Zone
**TDZL** Touchdown Zone Lights
**tfc** traffic
**thld** threshold
**thou** thousand
**thru** through
**Thu** Thursday
**til** until
**tkf, tkof** take-off
**TLV** Transition Level
**tmpry** temporary
**TODA** Take-Off Distance Available
**TORA** Take-Off Run Available
**TP** Tire Pressure
**TPA** Traffic Pattern Altitude
**TRACON** Terminal Radar Approach Control (FAA)
**tran** transient
**trans** transmit
**tml** terminal
**tmg** training
**tms** transition
**TRSQA** Terminal Radar Service Area
**Tue** Tuesday
**TV** Television
**tew** tower
**tway** taxiway

**UACC** Upper Area Control Center (used outside US)
**UAS** Unmanned Aerial Systems
**UC** Under Construction
**UCN** Urgent Change Notice
**UDA** Upper Advisory Area
**UDF** Ultra High Frequency Direction Finder
**UFN** until further notice
**UHFL** Ultra High Frequency (300 to 3000 MHz)
**UIR** Upper Flight Information Region
**un** unable
**unauthd** unauthorized
**unavbl** unavailable
**unctl** uncontrolled
**unk** unknown
**unlgtd** unlighted

**Abbreviation** | **Description**
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<td>unmarked</td>
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<td>unmto**</td>
<td>unmonitored</td>
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<td>unrel**</td>
<td>unreliable</td>
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<td>unstd**</td>
<td>unrestricted</td>
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<td>unsatisfactory</td>
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<td>unscheduled</td>
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<td>unsvc**</td>
<td>unserviceable</td>
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<tr>
<td>unuse, unusbl**</td>
<td>unusable</td>
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<td>USA**</td>
<td>United States Army</td>
</tr>
<tr>
<td>USAF**</td>
<td>United States Air Force</td>
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<tr>
<td>USB**</td>
<td>Upper Side Band</td>
</tr>
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<td>USCG**</td>
<td>United States Coast Guard</td>
</tr>
<tr>
<td>USMC**</td>
<td>United States Marine Corps</td>
</tr>
<tr>
<td>USSF**</td>
<td>United States Space Force</td>
</tr>
<tr>
<td>USN**</td>
<td>United States Navy</td>
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<tr>
<td>UTA**</td>
<td>Upper Control Area</td>
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</table>

**V** Defense Switching Network (telephone, formerly AUTOVON)
**V/STOL** Vertical and Short Take-off and Landing aircraft
**VAL** Visiting Aircraft Line
**var** variation (magnetic variation)
**VASI** Visual Approach Slope Indicator
**vclty** vicinity
**VDF** Very High Frequency Direction Finder
**veh** vehicle
**vert** vertical
**VFR** Visual Flight Rules
**VFR–S** FLIP VFR Supplement
**VHF** Very High Frequency (30 to 300 MHz)
**VIP** Very Important Person
**vis** visibility
**VMC** Visual Meteorological Conditions
**VOIP** Voice Over Internet Protocol
**VOT** VOR Receiver Testing Facility

**W** Warning Area (followed by identification), Watts, West, White
**WCH** Wheel Crossing Height
**Wed** Wednesday
**Wg** Wing
**WIE** with immediate effect
**win** winter
**WIP** work in progress
**WSO** Weather Service Office
**WSFO** Weather Service Forecast Office
**wk** week
**wkd** weekday
**wkly** weekly
**wng** warning
**wo** without
**WSP** Weather System Processor
**wt** weight
**wx** weather
**yd** yard
**yr** year

**Z** Greenwich Mean Time (time groups only)
INTENTIONALLY
LEFT
BLANK
AIRPORT/FACILITY DIRECTORY LEGEND

SAMPLE

1. CITY NAME
2. AIRPORT NAME
   (ALTERNATE NAME) (LTS/KLTS) CIV/MIL 3 N "UTC (-6/-5D) NOTAM FILE ORL Not insp. MON Airport
3. TPA—1000(8000)
4. AOE: LPD
5. Class IV, ARF Index A
6. JACKSONVILLE
   COPER
7. H-4G, L-19C
   IAP, DIAP, AD

RWF 18—36
H12004X200 (ASPH—CONC—GRVD)
S—90, D—160, 2D—300 PCN 80 R/W/T HIRL CL
RWF 18: RLLS. MALSF, TDZL, REIL, PAPI(P/2R)—GA 3.0’ TCH 36’. RVR—TMR. Thrd dispcl 300’. Trees, Rgt tlc 0.3% up.
RWF 36: ALSF1. 0.4% down.
RWF 09—27: H6000X150 (ASPH) PCR 1234 R/B/W/T MIRL
RWF 173—353: H3515X150 (ASPH—PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD—SHORT OPERATIONS

LDG RWY HOLD—SHORT POINT AVBL LDG DIST
RWF 18 09—27 6500
RWF 36 09—27 5400

RUNWAY DECLARED DISTANCE INFORMATION

RWF 18: TORA—12004 TODA—12004 ASDA—11704 LDA—11504
RWF 36: TORA—12004 TODA—12004 ASDA—12004 LDA—11704

ARRESTING GEAR/SYSTEM

RWF 18: HOOK E5 (65’ OVRN) BAK—14 BAK—12B (1650’)
BAK—14 BAK—12B (1087’) HOOK E5 (74’ OVRN) RWF 36

SERVICE: S4 FUEL 100LL, JET A OX 1, 3 LGT ACTIVATE MALSR Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11—29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17—35—CTAF. MILITARY—A GEAR—Econnected on dep end, disconnected on apch end.

JASU 3(M32A—60) 2(A/M32A—86) FUEL JBMIII(NC—100, A)

FLUID W SP PRESAIR LOX OIL 0—128 MAINT 51 Mon—Fri 1000—2200Z

TRAN ALERT Avbl 1300—0200Z svc limited weekends.

NOISE: Noise abatement 3 miles from Rwy 18. Contact tower manager.


AIRPORT MANAGER: (580) 481—5739

WEATHER DATA SOURCES: AWOS—1 120.3 (202) 426—8000, LAWRS.

COMMUNICATION: SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426—8000 PTD 372.2

NAME FSS (ORL) on aprt. 123.65 122.65 122.2

NAME RCO 112.2T 112.1R (NAME RADIO)

NAME APP/DEP CON 125.35 275.725 (1200—0400Z)

TOWER 119.65 255.6 (1200—0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPDLC D—HWRX, D—TAXI, DCL (LOGON KMEM)

NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT): 116.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ORL. VHF/OF ctc FSS.

(HH) VORTAC 112.2 MOO Chan 59 N28°32.55’ W81°20.12’ at fld. 1110/8E.

(H) TACAN Chan 29 CBU (109.2) N28°32.65’ W81°21.12’ at fld. 1115/8E.

HERNY NDB (L0M) 221 OR N28°37.40’ W81°21.05’ 177° 5.4 NM to fld.

ILS/DME 108.5 I—ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ASR/PAR (1200—0400Z)

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)

HELIPAD H2: H60X60 (ASPH)

HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of aprt.

187 TPA 1000(813)

WATERWAY 15—35: 5000X425 (WATER)

SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of aprt not visible from twr and are required to ctc twr.

All bearings and radials are magnetic unless otherwise specified. All mileages are nautical unless otherwise noted.
All times are Coordinated Universal Time (UTC) except as noted. All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
**SKETCH LEGEND**

**RUNWAYS/LANDING AREAS**
- Hard Surface
- Metal Surface
- Other than Hard Surface Runways
- Water Runway
- Under Construction
- Closed Rwy
- Closed Pavement
- Helicopter Landings Area
- Displaced Threshold
- Taxiway, Apron and Stopways

**RADIO AIDS TO NAVIGATION**
- VORTAC
- VOR
- VOR/DME
- NDB
- TACAN
- NDB/DME
- DME

**MISCELLANEOUS AERONAUTICAL FEATURES**
- Airport Beacon
- Wind Cone
- Landing Tee
- Tetrahedron
- Control Tower
- TWR

When control tower and rotating beacon are co-located beacon symbol will be used and further identified as TWR.

**APPROACH LIGHTING SYSTEMS**
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. A. Negative symbology, e.g. A. V Indicates Pilot Controlled Lighting (PCL).

- Runway Centerline Lighting
- Approach Lighting System ALSF-2
- Approach Lighting System ALSF-1
- Short Approach Lighting System
- Simplified Short Approach Lighting System (SSALR) with RAIL
- Medium Intensity Approach Lighting System (MALS and MALS/S/SSALS) and (SSALF)
- Medium Intensity Approach Lighting System (MALSIR) and RAIL
- Omnidirectional Approach Lighting System (ODALS)
- Navy Parallel Row and Cross Bar
- Air Force Overflower
- Visual Approach Slope Indicator with Standard Threshold Clearance provided
- Pulsating Visual Approach Slope Indicator (PVASI)
- Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- Tri-color Visual Approach Slope Indicator (TRCV)
- Approach Path Alignment Panel (APAP)
- Precision Approach Path Indicator (PAPI)
LEGEND

This directory is a listing of data on record with the FAA on public-use airports, military airports and selected private-use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the contiguous United States, Puerto Rico and the Virgin Islands. Civil airports and joint Civil/Military airports which are open to the public are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military airports and private-use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navais, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an airport as open to the public in this directory merely indicates the airport operator’s willingness to accommodate transient aircraft, and does not represent that the airport conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military airports, private-use airports, and private–use (limited civil access) joint Military/Civil airports are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airport sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

1. **CITY/AIRPORT NAME**

   Civil and joint Civil/Military airports which are open to the public are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports and private–use (limited civil access) joint Military/Civil airports are listed alphabetically by state and official airport name.

2. **ALTERNATE NAME**

   Alternate names, if any, will be shown in parentheses.

3. **LOCATION IDENTIFIER**

   The location identifier is a three or four character FAA code followed by a four-character ICAO code, when assigned, to airports. If two different military codes are assigned, both codes will be shown with the primary operating agency’s code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter “O”.

4. **OPERATING AGENCY**

   Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private-use airports. The operating agency is shown for military, private-use and joint use airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

<table>
<thead>
<tr>
<th>Code</th>
<th>Airport Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>US Army</td>
</tr>
<tr>
<td>AFRC</td>
<td>Air Force Reserve Command</td>
</tr>
<tr>
<td>AF</td>
<td>US Air Force</td>
</tr>
<tr>
<td>ANG</td>
<td>Air National Guard</td>
</tr>
<tr>
<td>AR</td>
<td>US Army Reserve</td>
</tr>
<tr>
<td>ARNG</td>
<td>US Army National Guard</td>
</tr>
<tr>
<td>CG</td>
<td>US Coast Guard</td>
</tr>
<tr>
<td>CV/MIL</td>
<td>Joint Use Civil/Military Open to the Public</td>
</tr>
<tr>
<td>DND</td>
<td>Department of National Defense Canada</td>
</tr>
<tr>
<td>DOE</td>
<td>Department of Energy</td>
</tr>
<tr>
<td>MC</td>
<td>Marine Corps</td>
</tr>
<tr>
<td>MILCIV</td>
<td>Joint Use Military/Civil Limited Civil Access</td>
</tr>
<tr>
<td>N</td>
<td>Navy</td>
</tr>
<tr>
<td>NAF</td>
<td>Naval Air Facility</td>
</tr>
<tr>
<td>NAS</td>
<td>Naval Air Station</td>
</tr>
<tr>
<td>NASA</td>
<td>National Air and Space Administration</td>
</tr>
<tr>
<td>P</td>
<td>US Civil Air Wherein Permit Covers Use by Transient Military Aircraft</td>
</tr>
<tr>
<td>PVT</td>
<td>Private Use Only (Closed to the Public)</td>
</tr>
</tbody>
</table>

5. **AIRPORT LOCATION**

   Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 3 N.

6. **TIME CONVERSION**

   Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as “Z” time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time (UTC–5h–6DT). The symbol indicates that during periods of Daylight Saving Time (DST) effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (~4DT) and symbol will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Contiguous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.
GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)
Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

CHARTS
Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is depicted. Pacific Enroute Chart will be indicated by P. Area Enroute Charts will be indicated by A. Helicopter Chart depictions will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be referenced as GOMW and GOMC.

INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS
IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each Chart Supplement volume alphabetically by associated city and airport name.

AIRPORT SKETCH
The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top.

ELEVATION
The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as “00”. When elevation is below sea level a minus “-” sign will precede the figure.

ROTATING LIGHT BEACON
B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

TRAFFIC PATTERN ALTITUDE
Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. TPA will only be published if they differ from the recommended altitudes as described in the AIM, Traffic Patterns. Multiple TPA shall be shown as “TPA—See Remarks” and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS
U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCSUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

U.S. CUSTOMS AIR AND SEA PORTS, INSPECTORS AND AGENTS
Northeast Sector (New England and Atlantic States—ME to MD) 407–975–1740
Southeast Sector (Atlantic States—DC, WV, VA to FL) 407–975–1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA) 407–975–1760
Southwest East Sector (OK and eastern TX) 407–975–1840
Southwest West Sector (Western TX, NM and AZ) 407–975–1820
Southwest West Sector (Western TX, NM and AZ) 407–975–1820
Pacific Sector (WA, OR, CA, HI and AK) 407–975–1800
CERTIFICATED AIRPORT (14 CFR PART 139)
Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g., Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

AIRPORT CLASSIFICATIONS

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
<td>X</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

<table>
<thead>
<tr>
<th>Airport Index</th>
<th>Required No. Vehicles</th>
<th>Aircraft Length</th>
<th>Scheduled Departures</th>
<th>Agent + Water for Foam</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>&lt;90’</td>
<td>≥1</td>
<td>500#DC or HALON 1211 or 450#DC + 100 gal H₂O</td>
</tr>
<tr>
<td>B</td>
<td>1 or 2</td>
<td>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>2 or 3</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥159’, &lt;200’</td>
<td>≤5</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>3</td>
<td>≥159’, &lt;200’</td>
<td></td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt;200’</td>
<td>≤5</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>3</td>
<td>≥200’</td>
<td>≥5</td>
<td>Index A + 6000 gal H₂O</td>
</tr>
</tbody>
</table>

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H₂O-Water; DC-Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non–air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

NOTAM SERVICE
All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., “NOTAM FILE BNA”. See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available from flight service stations at 1-800–WX–BRIEF (992–7433) or online through the FAA PilotWeb at https://pilotweb.nas.faa.gov. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at https://www.notams.faa.gov.
Pilots flying to or from airports not available through the FAA PilotWeb or DINS can obtain assistance from Flight Service.

FAA INSPECTION
All airports not inspected by FAA will be identified by the note: Not Inspected. This indicates that the airport information has been provided by the owner or operator of the field.

MINIMUM OPERATIONAL NETWORK (MON) AIRPORT DESIGNATION
MON Airports have at least one VOR or ILS instrument approach procedure that can be flown without the need for GPS, WAAS, DME, NDB or RADAR. The primary purpose of the MON designation is for recovery in case of GPS outage.

RUNWAY DATA
Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea–lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION
Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS
Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.
RUNWAY SURFACE AND SURFACE TREATMENT

Runway lengths prefixed by the letter “H” indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt–concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

- **(AFSC)—Aggregate friction seal coat**
- **(AM2)—Temporary metal planks coated with nonskid material**
- **(ASPH)—Asphalt**
- **(CONC)—Concrete**
- **(DIRT)—Dirt**
- **(GRVD)—Grooved**
- **(GRVL)—Gravel, or cinders**
- **(MATS)—Pierced steel planking, landing mats, membranes**
- **(PEM)—Part concrete, part asphalt**
- **(PFC)—Porous friction courses**
- **(PSP)—Pierced steel planks**
- **(RFSC)—Rubberized friction seal coat**
- **(SAND)—Sand**
- **(TURF)—Turf**
- **(TRTD)—Treated**
- **(WC)—Wire combed**

**RUNWAY WEIGHT BEARING CAPACITY**

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Dual, D=Trident, T=Triple and Q=Quadruple:

<table>
<thead>
<tr>
<th>CURRENT</th>
<th>NEW</th>
<th>NEW DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>S</td>
<td>Single wheel type landing gear (DC3), (C47), (F15), etc.</td>
</tr>
<tr>
<td>D</td>
<td>D</td>
<td>Dual wheel type landing gear (BE1900, B737), (A319), etc.</td>
</tr>
<tr>
<td>T</td>
<td>T</td>
<td>Dual wheel type landing gear (P3, C9),</td>
</tr>
<tr>
<td>ST</td>
<td>2S</td>
<td>Two single wheels in tandem type landing gear (C130),</td>
</tr>
<tr>
<td>TRT</td>
<td>2T</td>
<td>Two double wheels in tandem type landing gear (C17), etc.</td>
</tr>
<tr>
<td>DT</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B707), etc.</td>
</tr>
<tr>
<td>TF</td>
<td>2D</td>
<td>Two dual wheels in tandem type landing gear (B757, KC135),</td>
</tr>
<tr>
<td>SBTT</td>
<td>2D/D1</td>
<td>Two dual wheels in tandem/dual wheel type landing gear (KC10),</td>
</tr>
<tr>
<td>None</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two duals in tandem body type landing gear (A340–600),</td>
</tr>
<tr>
<td>DDT</td>
<td>2D/2D</td>
<td>Two dual wheels in tandem/two duals in double tandem body type landing gear (B747, E4),</td>
</tr>
<tr>
<td>TTT</td>
<td>3D</td>
<td>Three dual wheels in tandem type landing gear (B777), etc.</td>
</tr>
<tr>
<td>TT</td>
<td>D2</td>
<td>Dual wheel type two struts per side main gear type landing gear (B52),</td>
</tr>
<tr>
<td>TDT</td>
<td>C5</td>
<td>Complex dual wheel and quadruple wheel combination landing gear (C5),</td>
</tr>
</tbody>
</table>

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T).

Details of the coded format are as follows:

**NOTE:** ICAO adopted the ACR/PCR System as the new standard method for reporting pavement strength in July 2020. The ACR/PCR System methodology remains unchanged from the ACN/PCN system described above. The Pavement Classification Rating (PCR) remains a five-part code (e.g. PCR 460 R/B/W/T) with the number being one order of magnitude higher than PCNs. The details of the code below are not changed with PCR. ICAO has established a four year transition period during which time a PCN or a PCR may be reported. Currently Aircraft Classification Rating (ACR) data may not be available for all aircraft.
NOTE: Prior permission from the airport controlling authority is required when the ACN/ACR of the aircraft exceeds the published PCN/PCR or aircraft tire pressure exceeds the published limits.

(1) The PCN/PCR NUMBER—The reported PCN/PCR indicates that an aircraft with an ACN/ACR equal or less than the reported PCN/PCR can operate on the pavement subject to any limitation on the tire pressure.

(2) The type of pavement:
R — Rigid
F — Flexible

(3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra—low

(4) The maximum tire pressure authorized for the pavement:
W — Unlimited, no pressure limit
X — High, limited to 254 psi (1.75 MPa)
Y — Medium, limited to 181 psi (1.25MPa)
Z — Low, limited to 73 psi (0.50 MPa)

(5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L—800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIIR—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000’ Standard Approach Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSF—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
RLLS—Runway Lead—in Light System

SALS—Short Approach Lighting System.
SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
SSALS—Simplified Short Approach Lighting System.
SSALSF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALSR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE—OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the “Remarks” portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint use airfields on which they are tenants.

VISUAL GLIDESLOPE INDICATORS

AP—A system of panels, which may or may not be lighted, used for alignment of approach path.
APAP—APAP on left side of runway
PNIL—APAP on right side of runway
PNIR—APAP on right side of runway

PAPI—Precision Approach Path Indicator
P2L—2—identical light units placed on left side of runway
P2R—2—identical light units placed on right side of runway
P4L—4—identical light units placed on left side of runway
P4R—4—identical light units placed on right side of runway

PSIL—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.
PSIR—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator
S2L—2-box SAVASI on left side of runway
S2R—2-box SAVASI on right side of runway

PAC, 21 MAR 2024 to 16 MAY 2024
SAVASI—Simplified Abbreviated Visual Approach Slope Indicator
S2L  2-box SAVASI on left side of runway  S2R  2-box SAVASI on right side of runway
TRCV—Tri–color visual approach slope indicator, normally a single light unit projecting three colors.
TRIL  TRCV on left side of runway  TRIR  TRCV on right side of runway
VASI—Visual Approach Slope Indicator
V2L  2-box VASI on left side of runway  V6L  6-box VASI on left side of runway
V2R  2-box VASI on right side of runway  V6R  6-box VASI on right side of runway
V4L  4-box VASI on left side of runway  V12  12-box VASI on both sides of runway
V4R  4-box VASI on right side of runway  V16  16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37°.

PILOT CONTROL OF AIRPORT LIGHTING

<table>
<thead>
<tr>
<th>Key Mike</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL–Off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL–Off)</td>
</tr>
</tbody>
</table>

Available systems will be indicated in the Service section, e.g., LGT activate HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, "Aeronautical Lighting and Other Airport Visual Aids," for a detailed description of pilot control of airport lighting.

RUNWAY SLOPE
When available, runway slope data will be provided. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 31: Polk. Rgt ftc. 0.4% down.

RUNWAY END DATA
Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt ftc"—Right traffic indicates right turns should be made on landing and takeoff for specified runway end. Runway Visual Range shall be shown as "RVR" appended with "T" for touchdown, "M" for midpoint, and "R" for rollout; e.g., RVR-TMR.

LAND AND HOLD—SHORT OPERATIONS (LAHSO)
LAHSO is an acronym for “Land and Hold—Short Operations” These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION
TORA—Take–off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.
TODA—Take–off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.
LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

ARRESTING GEAR/SYSTEMS
Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12A</td>
<td>Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, 1/4 inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E2B</td>
<td>Rotary Hydraulic (Water Brake).</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>
The following device is used in conjunction with some aircraft arresting systems:

**BAK–14**
A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)

**H**
A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

### UNI–DIRECTIONAL CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB60</td>
<td>Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.</td>
<td></td>
</tr>
<tr>
<td>E5/E5–1/E5–3</td>
<td>Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31LR–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Service/Military/A–Gear in the entry.</td>
<td></td>
</tr>
</tbody>
</table>

### FOREIGN CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>44B–3H</td>
<td>Rotary Hydraulic (Water Brake)</td>
<td></td>
</tr>
<tr>
<td>CHAG</td>
<td>Chain</td>
<td>E–5</td>
</tr>
</tbody>
</table>

### UNI–DIRECTIONAL BARRIER

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>US EQUIVALENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA–1A</td>
<td>Web barrier between stanchions attached to a chain energy absorber.</td>
<td></td>
</tr>
<tr>
<td>BAK–15</td>
<td>Web barrier between stanchions attached to an energy absorber (water squeeze, rotary friction, chain). Designed for wing engagement.</td>
<td></td>
</tr>
</tbody>
</table>

**NOTE:** Landing short of the runway threshold on a runway with a BAK–15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

### OTHER

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.</td>
</tr>
</tbody>
</table>

### SERVICE

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
</tr>
<tr>
<td>100LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
</tr>
</tbody>
</table>

**FUEL**

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>J5 (JPS)</td>
<td>(UP–5 military specification) Kerosene with FS–II, FP** minus 40°C.</td>
</tr>
<tr>
<td>J8+100</td>
<td>(UP–8 military specification) Jet A–1, Kerosene with FS–II*, CL/II*, SDA**, FP** minus 47°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
</tr>
<tr>
<td>J</td>
<td>(Jet Fuel Type Unknown)</td>
</tr>
<tr>
<td>MOGAS</td>
<td>Automobile gasoline which is to be used as aircraft fuel.</td>
</tr>
<tr>
<td>UL91</td>
<td>Unleaded Grade 91 gasoline</td>
</tr>
<tr>
<td>UL94</td>
<td>Unleaded Grade 94 gasoline</td>
</tr>
<tr>
<td>UL100</td>
<td>Unleaded Grade 100 gasoline</td>
</tr>
</tbody>
</table>

*(Fuel System Icing Inhibitor)  **(Freeze Point)  # (Corrosion Inhibitors/Lubricity Improvers)  ## (Static Dissipator Additive)
NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as “MOGAS”, however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

**OXYGEN—CIVIL**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
</tr>
<tr>
<td>OX 3</td>
<td>High Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 4</td>
<td>Low Pressure—Replacement Bottles</td>
</tr>
</tbody>
</table>

**SERVICE—MILITARY**

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

**JET AIRCRAFT STARTING UNITS (JASU)—MILITARY**

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

**USAF JASU (For variations in technical data, refer to T.O. 35–1–7.)**

**ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>System</th>
<th>AC Voltage</th>
<th>DC Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/M32A-66</td>
<td>115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire</td>
<td>28v, 1500 amp, 72 kw (with TR pack)</td>
</tr>
<tr>
<td>MC-1A</td>
<td>115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire</td>
<td>28v, 500 amp, 14 kw</td>
</tr>
<tr>
<td>MD-3</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3A</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3M</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MD-4</td>
<td>120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, “WYE” neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, “DELTA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire</td>
<td></td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS**

<table>
<thead>
<tr>
<th>System</th>
<th>AC Volts</th>
<th>DC Volts</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM32-95</td>
<td>150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia</td>
<td></td>
</tr>
<tr>
<td>AM32A-95</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)</td>
<td></td>
</tr>
<tr>
<td>LASS</td>
<td>150 +/- 5 lb/min @ 49 +/- 2 psia</td>
<td></td>
</tr>
<tr>
<td>MA-1A</td>
<td>82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press</td>
<td></td>
</tr>
<tr>
<td>MC-1</td>
<td>15 cfm, 3500 psia</td>
<td></td>
</tr>
<tr>
<td>MC-1A</td>
<td>15 cfm, 3500 psia</td>
<td></td>
</tr>
<tr>
<td>MC-2A</td>
<td>15 cfm, 200 psia</td>
<td></td>
</tr>
<tr>
<td>MC-11</td>
<td>8,000 cu in cap, 4000 psig, 15 cfm</td>
<td></td>
</tr>
</tbody>
</table>

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>System</th>
<th>AC Voltage</th>
<th>DC Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>115/200v, 400 cycle, 3 phase, 30 kw gen</td>
<td>28v, 700 amp</td>
</tr>
<tr>
<td>AIR:</td>
<td>60 lb/min @ sea level</td>
<td></td>
</tr>
<tr>
<td>AM32A-60*</td>
<td>120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
<td></td>
</tr>
<tr>
<td>AIR:</td>
<td>120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva</td>
<td></td>
</tr>
<tr>
<td>DC:</td>
<td>28v, 500 amp, 15 kw</td>
<td></td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia</td>
<td></td>
</tr>
<tr>
<td>AIR:</td>
<td>120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
<td></td>
</tr>
<tr>
<td>DC:</td>
<td>28v, 200 amp, 5.6 kw</td>
<td></td>
</tr>
<tr>
<td>AM32A-60B*</td>
<td>130 lb/min, 50 psia</td>
<td></td>
</tr>
<tr>
<td>AIR:</td>
<td>120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
<td></td>
</tr>
<tr>
<td>DC:</td>
<td>28v, 200 amp, 5.6 kw</td>
<td></td>
</tr>
</tbody>
</table>

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.*

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USN JASU

ELECTRICAL STARTING UNITS:

NC-8A/A1
DC: 500 amp constant, 750 amp intermittent, 28v;
AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.

NC-10A/A1/B/C
DC: 750 amp constant, 1000 amp intermittent, 28v;
AC: 90 kva, 115/200v, 3 phase, 400 Hz.

AIR STARTING UNITS:

GTC-85/GTE-85
120 lbs/min @ 45 psi.

MSU-200NAV/A/AUGA-5
204 lbs/min @ 56 psi.

WELLS AIR START SYSTEM
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCP-105/RCP
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

ARMY JASU

59B2–1B
28v, 7.5 kw, 280 amp.

OTHER JASU

ELECTRICAL STARTING UNITS (DND):

CE12
AC 115/200v, 140 kva, 400 Hz, 3 phase

CE13
AC 115/200v, 60 kva, 400 Hz, 3 phase

CE14
AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28v/DC, 1500 amp

CE15
DC 22–35v, 500 amp continuous 1100 amp intermittent

CE16
DC 22–35v, 500 amp continuous 1100 amp intermittent soft start

AIR STARTING UNITS (DND):

CA2
ASA 45.5 psig, 116.4 lb/min

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND):

CEA1
AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp
AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER):

C-26
28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire

C-26–B, C-26–C
28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire

E3
DC 28v/10kw

AIR STARTING UNITS (OTHER):

A4
40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)

MA–1
150 Air HP, 115 lb/min 50 psia

MA–2
250 Air HP, 150 lb/min 75 psia

CARTRIDGE:

MXU–4A
USAF

FUEL—MILITARY

Fuel available through US Military Base supply. DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at https://cis.energy.dla.mil/p_cis/See legend item 14 for fuel code and description.

SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE
ADI
Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W
Water Thrust Augmentation—Jet Aircraft.
WAI
Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP
Single Point Refueling.
PRESAIR
Air Compressors rated 3,000 PSI or more.
De–Ice

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OXYGEN:
LPOX  Low pressure oxygen servicing.
HPOX  High pressure oxygen servicing.
LHOX  Low and high pressure oxygen servicing.
LOX   Liquid oxygen servicing.
OXR  Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX   Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;
LH0XRB  Low and high pressure oxygen servicing and replacement bottles;
LPOXR  Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:
LPNIT — Low pressure nitrogen servicing.
HPNIT — High pressure nitrogen servicing.
LHNIT — Low and high pressure nitrogen servicing.

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

<table>
<thead>
<tr>
<th>CODE</th>
<th>GRADE, TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0−113</td>
<td>1065, Reciprocating Engine Oil (MIL−L−6082)</td>
</tr>
<tr>
<td>0−117</td>
<td>1100, Reciprocating Engine Oil (MIL−L−6082)</td>
</tr>
<tr>
<td>0−117+</td>
<td>1100, O−117 plus cyclohexanone (MIL−L−6082)</td>
</tr>
<tr>
<td>0−123</td>
<td>1065, (Dispersant), Reciprocating Engine Oil (MIL−L−22851 Type III)</td>
</tr>
<tr>
<td>0−128</td>
<td>1100, (Dispersant), Reciprocating Engine Oil (MIL−L−22851 Type II)</td>
</tr>
<tr>
<td>0−132</td>
<td>1005, Jet Engine Oil (MIL−L−6081)</td>
</tr>
<tr>
<td>0−133</td>
<td>1010, Jet Engine Oil (MIL−L−6081)</td>
</tr>
<tr>
<td>0−147</td>
<td>None, MIL−L−6085A Lubricating Oil, Instrument, Synthetic</td>
</tr>
<tr>
<td>0−148</td>
<td>None, MIL−L−7808 (Synthetic Base) Turbine Engine Oil</td>
</tr>
<tr>
<td>0−149</td>
<td>None, Aircraft Turbine Engine Synthetic, 7.5c St</td>
</tr>
<tr>
<td>0−155</td>
<td>None, MIL−L−6086C, Aircraft, Medium Grade</td>
</tr>
<tr>
<td>0−156</td>
<td>None, MIL−L−23699 (Synthetic Base), Turboprop and Turboshaft Engines</td>
</tr>
</tbody>
</table>

JOAP/SOAP  Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

TRANSPORT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn−around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN−AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

NOISE
Remarks that indicate noise information and/or abatement measures that exist in the vicinity of the airport.

AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note “See Special Notices” shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non−revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway’s approach end.
MILITARY REMARKS

Joint Civil/Military airports contain both Airport Remarks and Military Remarks. Military Remarks published for these airports are applicable only to the military. Military and joint Military/Civil airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:
CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.
OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.
AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

AIRPORT MANAGER

The phone number of the airport manager.

WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence;
AWOS—Automated Weather Observing System
AWOS–A—reports altimeter setting (all other information is advisory only).
AWOS–AV—reports altimeter and visibility.
AWOS–1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.
AWOS–2—reports the same as AWOS–1 plus visibility.
AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.
AWOS–3P reports the same as the AWOS–3 system, plus a precipitation identification sensor.
AWOS–3PT reports the same as the AWOS–3 system, plus precipitation identification sensor and a thunderstorm/lightning reporting capability.
AWOS–3T reports the same as AWOS–3 system and includes a thunderstorm/lightning reporting capability.
See AIM, Basic Flight Information and ATC Procedures for detailed description of Weather Data Sources.
AWOS–4—reports same as AWOS–3 system, plus precipitation occurrence, type and accumulation, freezing rain, thunderstorm and runway surface sensors.
LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.
LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.
SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.
SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.
TDWR—indicates airports that have Terminal Doppler Weather Radar.
WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVID line), it shall be indicated by a bold ASOS or AWOS followed by the frequency, identifier and phone number, if available.
COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in ascending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation.

Communications will be listed in sequence as follows:

- Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Aeronautical Advisory Stations (UNICOM) or (AUNICOM), and Automatic Terminal Information Service (ATIS) along with their frequency is shown, where available, on the line following the heading “COMMUNICATIONS.” When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as “on arpt”. Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. FSS’s provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS’s for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

- Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned airground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- 122.2 is assigned as a common enroute frequency.
- 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- 122.1 is the primary receive-only frequency at VORs.
- Some FSS’s are assigned 50 kHz frequencies in the 122–126 MHz band (e.g. 122.45). Pilots using the FSS A/V system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities. Frequencies published followed by the letter “T” or “R”, indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only. In cases where communications frequencies are annotated with (R) or (E), (R) indicates Radar Capability and (E) indicates Emergency Frequency.

TERMINAL SERVICES

SFA—Single Frequency Approach.

- CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.
- ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.
- D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.
- AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.
- UNICOM—A non-government air/ground radio communications facility which may provide airport information.
- PTD—Pilot to Dispatcher.
- APP CON—Approach Control. The symbol ® indicates radar approach control.
- TOWER—Control tower.
- GCA—Ground Control Approach System.
- GND CON—Ground Control.
- GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four “key clicks” on the VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.
- DEP CON—Departure Control. The symbol ® indicates radar departure control.
- CLNC DEL—Clearance Delivery.
- CPDLC—Controller Pilot Data Link Communication. FANS ATC data communication capability from the aircraft to the ATC Data Link system.
- POC—Pre-Departure Clearance. ACARs-based clearance delivery capability from tower to gate printer or aircraft.
- PRE TAXI CLNC—Pre taxi clearance.
- VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.
- Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.
- COMD POST—Command Post followed by the operator call sign in parenthesis.
PAC, 21 MAR 2024 to 16 MAY 2024

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “Wx obsn svc 1900–0000Z” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.

OPS—Operations followed by the operator call sign in parenthesis.

CON
RANGE
FLT FLW—Flight Following
MEDIevAC

NOTE: Communication frequencies followed by the letter “X” indicate frequency available on request.

AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times, if available.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D).

Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part–time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS E:

or

AIRSPACE: CLASS D svc “times” other times CLASS E.

When a part–time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700’ or 1200’ AGL and may be determined by consulting the relevant VFR Sectional or Terminal Area Charts. This will be formatted as:

AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS G

or

AIRSPACE: CLASS D svc “times” other times CLASS G

or

AIRSPACE: CLASS E svc “times” other times CLASS G

NOTE: AIRSPACE SVC “TIMES” INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

Class E 700’ AGL (shown as magenta vignetted on sectional charts) and 1200’ AGL (blue vignetted) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700’ / 1200’ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

VOR TEST FACILITY (VOT)

The VOT transmits a signal which provided users a convenient means to determine the operational status and accuracy of an aircraft VOR receiver while on the ground. Ground based VOTs and the associated frequency shall be shown when available. VOTs are also shown with identifier, frequency and remarks in the VOR Receiver Check section in the back of this publication.
**RADIO AIDS TO NAVIGATION**

The Airport/Facility Directory section of the Chart Supplement lists, by facility name, all Radio Aids to Navigation that appear on FAA, Aeronautical Information Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. All VOR, VORTAC, TACAN and ILS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVIDATA file identifier will be shown as “NOTAM FILE IAD” and will be listed on the Radio Aids to Navigation line. When two or more NAVIDATA are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVIDATA listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS) and Automated Weather Observing System (AWOS) will be shown when this service is broadcast over selected NAVIDATA.

NAVIDATA information is tabulated as indicated in the following sample:

**NAVIDATA with Single SSV (VOR, DME, TACAN, NDB, NDB/DME)**

<table>
<thead>
<tr>
<th>Class</th>
<th>NAME (L) VOR/DME</th>
<th>Bearing and distance to center of airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME (L) VORW</td>
<td>117.55 ABE N40°43.60' W75°27.30' 180° 4.1 NM to fld. 1110/8E</td>
<td></td>
</tr>
</tbody>
</table>

**NAVIDATA with Two SSVs (VOR/DME, VORTAC)**

SSV for each component shown in paired parentheses with the VOR SSV shown first followed by the DME or TACAN SSV.

<table>
<thead>
<tr>
<th>Classes</th>
<th>Frequency</th>
<th>Identifier</th>
<th>Geographical Position</th>
<th>Site Elevation</th>
<th>Magnetic Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME (VL) (L) ABVBORTAC</td>
<td>117.55 ABE Channel 122(Y) N40°43.60' W75°27.30' 180° 4.1 NM to fld. 1110/8E</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**VOR unusable 020°–060° byd 26 NM blo 3,500’**

Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the “Y” mode to receive distance information.

**ASR/PAR**—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part–time hours of operation will be shown.

**RADIO CLASS DESIGNATIONS**

**VOR/DME/TACAN Standard Service Volume (SSV) Classifications**

<table>
<thead>
<tr>
<th>SSV Class</th>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000’ to 14,500’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(VL) VOR Low</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 18,000’</td>
<td>70</td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 14,500’</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(DL) DME Low &amp; (DH) DME High*</td>
<td>1000’ to 12,900’</td>
<td>40 increasing to 130</td>
</tr>
<tr>
<td>(DL) DME Low</td>
<td>12,900’ to 18,000’</td>
<td>130</td>
</tr>
<tr>
<td>(DH) DME High</td>
<td>12,900’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
</tbody>
</table>

*Between 1000’ to 12,900’, DME service volume follows a parabolic curve used by flight management computers.

NOTES: Additionally, High Altitude facilities provide Low Altitude and Terminal service volume and Low Altitude facilities provide Terminal service volume. Altitudes are with respect to the station’s site elevation. Coverage is not available in a cone of airspace directly above the facility. In some cases local conditions (terrain, buildings, trees, etc.) may require that the service volume be restricted. The public shall be informed of any such restriction by a remark in the NAVIDATA entry in this publication or by a Notice to Airmen (NOTAM).
The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Automatic Weather Broadcast.</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finding Service.</td>
</tr>
<tr>
<td>DME</td>
<td>UHF standard (TACAN compatible) distance measuring equipment.</td>
</tr>
<tr>
<td>DME(Y)</td>
<td>UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the “Y” mode to receive DME.</td>
</tr>
<tr>
<td>GS</td>
<td>Glide slope.</td>
</tr>
<tr>
<td>H</td>
<td>Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).</td>
</tr>
<tr>
<td>HH</td>
<td>Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).</td>
</tr>
<tr>
<td>H–SAB</td>
<td>Non-directional radio beacons providing automatic transcribed weather service.</td>
</tr>
<tr>
<td>ILS</td>
<td>Instrument Landing System (voice, where available, on localizer channel).</td>
</tr>
<tr>
<td>IM</td>
<td>Inner marker.</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Directional Aid.</td>
</tr>
<tr>
<td>LMM</td>
<td>Compass locator station when installed at middle marker site (15 NM at all altitudes).</td>
</tr>
<tr>
<td>LOM</td>
<td>Compass locator station when installed at outer marker site (15 NM at all altitudes).</td>
</tr>
<tr>
<td>MH</td>
<td>Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).</td>
</tr>
<tr>
<td>MM</td>
<td>Middle marker.</td>
</tr>
<tr>
<td>OM</td>
<td>Outer marker.</td>
</tr>
<tr>
<td>S</td>
<td>Simultaneous range homing signal and/or voice.</td>
</tr>
<tr>
<td>SABH</td>
<td>Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Direction Facility.</td>
</tr>
<tr>
<td>TACAN</td>
<td>UHF navigational facility–omnidirectional course and distance information.</td>
</tr>
<tr>
<td>VOR</td>
<td>VHF navigational facility–omnidirectional course only.</td>
</tr>
<tr>
<td>VOR/DME</td>
<td>Collocated VOR navigational facility and UHF standard distance measuring equipment.</td>
</tr>
<tr>
<td>VORTAC</td>
<td>Collocated VOR and TACAN navigational facilities.</td>
</tr>
<tr>
<td>W</td>
<td>Without voice on radio facility frequency.</td>
</tr>
<tr>
<td>Z</td>
<td>VHF station location marker at a LF radio facility.</td>
</tr>
</tbody>
</table>
### ILS Facility Performance Classification Codes

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

<table>
<thead>
<tr>
<th>ILS/DME</th>
<th>VHF Frequency</th>
<th>TACAN Frequency</th>
<th>VHF Frequency</th>
<th>TACAN Frequency</th>
<th>VHF Frequency</th>
<th>TACAN Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.10</td>
<td>18X</td>
<td>108.55</td>
<td>22Y</td>
<td>111.05</td>
<td>47Y</td>
<td>114.85</td>
</tr>
<tr>
<td>108.30</td>
<td>20X</td>
<td>108.65</td>
<td>23Y</td>
<td>111.15</td>
<td>48Y</td>
<td>114.95</td>
</tr>
<tr>
<td>108.50</td>
<td>22X</td>
<td>108.75</td>
<td>24Y</td>
<td>111.25</td>
<td>49Y</td>
<td>115.05</td>
</tr>
<tr>
<td>108.70</td>
<td>24X</td>
<td>108.85</td>
<td>25Y</td>
<td>111.35</td>
<td>50Y</td>
<td>115.15</td>
</tr>
<tr>
<td>108.90</td>
<td>26X</td>
<td>108.95</td>
<td>26Y</td>
<td>111.45</td>
<td>51Y</td>
<td>115.25</td>
</tr>
<tr>
<td>109.10</td>
<td>28X</td>
<td>109.05</td>
<td>27Y</td>
<td>111.55</td>
<td>52Y</td>
<td>115.35</td>
</tr>
<tr>
<td>109.30</td>
<td>30X</td>
<td>109.15</td>
<td>28Y</td>
<td>111.65</td>
<td>53Y</td>
<td>115.45</td>
</tr>
<tr>
<td>109.50</td>
<td>32X</td>
<td>109.25</td>
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<td>111.75</td>
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PAC, 21 MAR 2024 to 16 MAY 2024


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### General Information

**Airport Locator Index**

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*Indicates unknown datum.*
AMERICAN SAMOA

OFU ISLAND

OFU (Z08)(NSAS) 1 SE UTC–11 S14º11.06’ W169º40.21’

Class III, ARFF Index A NOTAM FILE HNL

RWY 08-26: H1980X60 (CONC–WC) S–12.5 D–12.5 PCN 7 R/C/Z/U

AIRPORT REMARKS: Attended during scheduled flights only. To land ctc airport manager Pago Pago Intl, call 699–9101. Brush and trees Rwy 08–26 along ldg area encroach into imaginary sfc defined by FAR PART 77. Boulders/rocks adjacent to Rwy 08 apch. 400‘ MSL powerlines between OFU and Olosega Islands. Numerous high voltage transformer boxes 3‘ high along north side of rwy. Numerous hydrants 4‘ along north side of rwy.

AIRPORT MANAGER: (684) 699–9101

COMMUNICATIONS: CTAF/UNICOM 122.95


TAU ISLAND

FITIUTA (FAQ)(NSFQ) 0 N UTC–11 S14º12.97’ W169º25.41’

Class III, ARFF Index A NOTAM FILE HNL

RWY 12–30: H3200X75 (CONC–GRVD) S–12.5 PCN 7 R/C/Z/U MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.0º TCH 39’.


AIRPORT REMARKS: Attended 1600–0400Z.

AIRPORT MANAGER: (684) 699–9101

COMMUNICATIONS: CTAF 122.9


TUTUILLA ISLAND

Pago Pago Intl (PPG)(NSTU) 3 SW UTC–11 S14º19.90’ W170º42.69’

Class I, ARFF Index C NOTAM FILE PPG

RWY 05–23: H10001X150 (ASPH–GRVD) S–75, D–200, 2D/2D2–600 PCN 60 F/A/W/T HIRL


RWY 23: PAPI(P4L)—GA 3.0º TCH 75’. Thld dsplcd 790’. Fence.

RWY 08–26: H3801X100 (ASPH–GRVD) S–75, D–200, 2D/2D2–550 PCN 45 F/A/W/T HIRL

RWY 08: Rgt tcf.

SERVICE: SB FUEL 100, JET A1+ LGT Dusk–Dawn. ACTIVATE MALSR Rwy 05; PAPI Rwy 05 and Rwy 23; HIRL Rwy 05–23 and Rwy 08–26; twy lghts freq—118.3.

AIRPORT REMARKS: Attended continuously. Olotele Mt. 1617‘ MSL 3.5 miles west of thld Rwy 08. 399’ MSL obstruction light on LOG NDB located on hill 2.0 SM southwest of thld Rwy 05. Permanently lighted and marked 226’ tower atop Mt. Alava 4.3 SM north-northeast of airport. All flights (except scheduled) prior permission from airport manager required with 24 hour prior notice. All aircraft transitioning Pago Pago (except commercial carriers) must make fuel arrangements with PPG at (684) 733–3158. Sea spray from surf and blow holes may drift across Rwy 05–23 under rough sea conditions. Minor power plant repairs only. Customs available. Landing fee.

CONTINUED ON NEXT PAGE
AIRPORT/FACILITY DIRECTORY
CONTINUED FROM PRECEDING PAGE

AIRPORT MANAGER: (684) 733–3076
COMMUNICATIONS: CTAF 122.9
FALEOLO APP/DEP CON 118.1
RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

(H) VOR/TACAN 112.5  TUT  Chan 72  S14º19.96´ W170º42.50´ at fld. 7.1/12E.
VOR unusable:
005º–032º byd 26 NM blo 16,000´
050º–228º byd 24 NM blo 4,000´
228º–287º byd 34 NM blo 16,000´
287º–005º byd 18 NM
345º–005º

TACAN AZIMUTH unusable:
005º–032º byd 32 NM blo 16,000´
032º–050º byd 34 NM blo 16,000´
287º–005º byd 13 NM
345º–005º byd 5 NM blo 6400´

DME unusable:
005º–032º byd 20 NM blo 16,000´
345º–005º byd 5 NM blo 6400´

NDB (HHW) 403 TUT S14º19.93 W170º43.17 at fld. 12E. Unmonitored.

ILS/DME 110.3  I–TUT  Chan 40  Rwy 05. Unmonitored.

COMM/NAV/WEATHER REMARKS: For IFR clearances ctc Faleolo Air Traffic Control unit phone (685) 42050 or Primary Apch freq 118.1, Secondary Apch freq 118.5, HF freq 6.553. Christchurch NZ NOF is issuing agency for PAGO PAGO Intl NOTAMS ctc NR 64 33581688. For NOTAM ctc New Zealand (643) 358-1688. FSS: NEW ZEALAND.
**FEDERATED STATES OF MICRONESIA**

**KOSRAE ISLAND**

**KOSRAE** (TTK/PTSA) 6 NW UTC+11 N5°21.42’ E162°57.50’

- NOTAM FILE HNL
- RWY 05–23: H5735X150 (ASPH–GRVD) D–152, 2S–175 MIRL
- RWY 05: REIL PAPI(P4L)—GA 3.0’ TCH 52’. Rgt tfc.
- RWY 23: REIL PAPI(P4L)—GA 3.0’ TCH 52’. Lgt tfc.

**SERVICE:** FUEL JET A1 LGT ACTIVATE MIRL Rwy 05–23, PAPI and REIL Rwy 05 and Rwy 23—CTAF.

**AIRPORT REMARKS:**
- Attended Mon–Fri 1900–0300Z, Sat 2000–0100Z, Sun on call. Flt plan must be filed 12 hrs prior to estimated time of arrival, include Pohnpei Intl (PTPN) as address of flt plan. PPR for landing to be filed 48 hr in advance with FSM Secretary of Transportation, Communications and Infrastructure. Please see FSM Dept of Transportation, Communications, and Infrastructure, Division of Civil Aviation website for procedures and forms used to request PPR into FSM: HTTP://WWW.ICT.FM/CIVILAVIATION/FORMS.HTML. Unmarked/unlighted terrain at elev 797’ MSL located approximately 7200’ southeast of arpt. Ship vessels with mast as high as 200’ MSL may be traversing harbor entrance located South of rwy. For fuel transient acft must make prior arrangements by calling (691) 370–2477.
- Security on duty 24hr/7 days, ARFF and SAWR on duty for non–scheduled flights. 110’ tower located at 06º58’58"N, 158º12’32"E, obstruction lighted. Flt plan must be filed 12 hrs prior to estimated time of arrival, ctc arpt manager (691) 320–2682. One hour notice required to clear rwy. Center of rwy has asph patch, hard breaking not recommended. Obstruction lighted 662´ Peipalap Peak located 4900´ SW of threshold. Be alert to ships with maximum height of 150’ in Pohnpei channel 400’ off approach end of Rwy 09. For advisory contact Pohnpei Radio prior to final approach or departure. Construction in progress on airfield. Fuel 100 and 100LL stored off airport. Available on request. For fuel unscheduled acft prior notice required call (671) 649–8861. Landing fee.

**AIRPORT MANAGER:** (691) 320–2793

**COMMUNICATIONS:** CTAF 123.6

**RADIO AIDS TO NAVIGATION:**
- NOTAM FILE HNL.
- NDB/DME (HW) 393 UKS Chan 100 N05º21.18’ E162º57.41’ at fld. 13/8E.

**POHNPEI ISLAND**

**POHNPEI INTL** (PNI/PTPN) 1 N UTC+11 N6°59.11’ E158º12.59’

- NOTAM FILE HNL
- RWY 09–27: H6600X150 (ASPH–GRVD) S–75, D–170, 2S–175, 2D–290 MIRL
- RWY 09: REIL PAPI(P4L)—GA 3.0’ TCH 52’. Rgt tfc.
- RWY 27: REIL PAPI(P4L)—GA 3.0’ TCH 50’. Lgt tfc.

**SERVICE:** FUEL 100, 100LL, JET A1+ LGT ACTIVATE MIRL Rwy 09–27 and Twy lgts—CTAF. For rotating beacon, PAPI Rwy 09 and Rwy 27, REIL Rwy 09 and Rwy 27, wind cone lgts ctc Pohnpei Radio 123.6.

**AIRPORT REMARKS:** Attended Mon–Fri 1900–0400Z, Sat 1900–0200Z, Sun 0600–1300Z. PPR for landing to be filed 48 hr in advance with Federated States of Micronesia Secretary of Transportation, Communications and Infrastructure. Please see FSM Dept of Transportation, Communications, and Infrastructure, Division of Civil Aviation website for procedures and forms used to request PPR into FSM: HTTP://WWW.ICT.FM/CIVILAVIATION/FORMS.HTML. Security on duty 24hr/7 days, ARFF and SAWR on duty for non-scheduled flights. 110’ tower located at 06º58’58"N, 158º12’32”E, obstruction lighted. Flt plan must be filed 12 hrs prior to estimated time of arrival, ctc arpt manager (691) 320–2682. One hour notice required to clear rwy. Center of rwy has asph patch, hard breaking not recommended. Obstruction lighted 662’ Peipalap Peak located 4900’ SW of threshold. Be alert to ships with maximum height of 150’ in Pohnpei channel 400’ off approach end of Rwy 09. For advisory contact Pohnpei Radio prior to final approach or departure. Construction in progress on airfield. Fuel 100 and 100LL stored off airport. Available on request. For fuel unscheduled acft prior notice required call (671) 649–8861. Landing fee.

**AIRPORT MANAGER:** (691) 320–2793

**COMMUNICATIONS:** CTAF 123.6

**RADIO AIDS TO NAVIGATION:**
- NOTAM FILE HNL.
- NDB/DME (HW) 393 UKS Chan 100 N05º21.18’ E162º57.41’ at fld. 13/8E.

**COMM/NAV/WEATHER REMARKS:** LAA available 1 hr prior to scheduled acft arrivals and until 1/2 hr after departure.
ULITHI ATOLL

ULITHI  (TT02)  0 N UTC+10  N10º01.20´ E139º47.39´
16  NOTAM FILE HNL. Not insp.

AIRPORT REMARKS: Unattended. PPR from FSM DOT, COMMUNICATION and INFRASTRUCTURE: CIVIL AVIATION DIVISION (691) 320–2865. Remain in ctc with PTYA.

AIRPORT MANAGER: 9731/9300

COMMUNICATIONS: CIVIL AVIATION DIVISION (691) 320–2865. Remain in ctc with PTYA.

YAP RADIO 123.6 daylight only.

WENO ISLAND

CHUUK INTL  (TKK/PTKK)  0 SE UTC+10  N7º27.71´ E151º50.58´
10  B AE  NOTAM FILE HNL


RWY 04: REIL, PAPI(P4L)—GA 3.0º TCH 51´. Berm.


SERVICE: FUEL 100LL, JET A1+ LGT PPR for rotating beacon contact Chuuk Radio 123.6. ACTIVATE MIRL VASIs and REILs Rwy 4–22—123.6. Rwy 22 PAPI unusable byd 7º left of cntrln.

AIRPORT REMARKS: Attended Mon–Fri 1730–0230Z, Sat 1730–0230Z, Sun 0500–1300Z. Closed SS–SR. Flt plan must be filed 12 hrs prior to estimated time of arrival, include Pohnpei Intl (PTPN) as address of flt plan. PPR from Chief, Immigration and Labor, Federated States of Micronesia, Kolonia, Pohnpei 96941. 24 hr notice to Chuuk Arpt Manager and Chuuk Chief of Immigration stating acft type and registration, persons on board and their citizenship. PPR for ldg must be filed 48 hrs in advance with the Federated States of Micronesia Secretary of Transportation, Communication and Infrastructure. PPR from FSM DOT, COMMUNICATION and INFRASTRUCTURE: CIVIL AVIATION DIVISION 691–320–2865. Remain in ctc with PTYA. Please see FSM Dept of Transportation Communication and Infrastructure Division of Civil Aviation website for procedures and forms used to request PPR into FSM.

HTTP://WWW.ICT.FM/CIVILAVIATION/FORMS.HTML. Rwy 04 and Rwy 22 concrete berm at each end of rwy pavement. Fast rising terrain to 751´ MSL within 0.5 mile immediately SE of runway.

COMMUNICATIONS: CIVIL AVIATION DIVISION (691) 370–2477. Lighted tower 150´ AGL located approximately 1950´ 080º from SW end runway. Transient acft must make prior arrangements For fuel by calling (691) 370–2477. Fast rising terrain to 751´ MSL within 0.5 mile immediately SE of runway.

AIRPORT MANAGER: (691) 330–2352

COMMUNICATIONS: CIVIL AVIATION DIVISION (691) 370–2477. Lighted tower 150´ AGL located approximately 1950´ 080º from SW end runway. Transient acft must make prior arrangements For fuel by calling (691) 370–2477. Lighted tower 150´ AGL located approximately 1950´ 080º from SW end runway. Fast rising terrain to 751´ MSL within 0.5 mile immediately SE of runway.

COMMUNICATIONS: CIVIL AVIATION DIVISION (691) 370–2477. Lighted tower 150´ AGL located approximately 1950´ 080º from SW end runway. Transient acft must make prior arrangements For fuel by calling (691) 370–2477. Fast rising terrain to 751´ MSL within 0.5 mile immediately SE of runway.
YAP ISLAND

YAP INTL  (T11)(PTYA)  0 SW  UTC+10  N9º29.93’ E138º04.95´
91  B  AOE  NOTAM FILE HNL
RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 47’. Ground.
RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 49’. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1730–0230Z, Sat on call, Sun on call. Sat 24 hrs PPR with filed Flt plan or phone (691) 350–2128 Fax (691) 350–2344. PPR for ldg to be filed 48 hrs in advance with the Secretary of Transportation, Federated States of Micronesia, P.O. Box PS–2, Pohnpei, FSM 96941, phone (011)(691) 320–2865. Please see FSM DOTC&I: div. of civil aviation´s website for procedures and forms used to request PPR into FSM; HTTP://WWW.TCI.GOV.FM/CIVILAVIATION/FORMS.HTML. Be alert when taxiing, cracks on right and left side of twy.
Landing fee. Transient acft must make prior arrangements for fuel with Mobil Oil Guam, expect delay.
AIRPORT MANAGER: (691) 350–2128
COMMUNICATIONS: CTAF 123.6
  YAP RADIO 123.6 LAA. 5205X USB emerg only, 2182 emerg only.
RADIO AIDS TO NAVIGATION:
  YAP NDB/DME (HW/DME) 317  YP  Chan 122  N09º29.97’ E138º05.31’ at fld.  80/1E.
DME unusable:
  001º–009º byd 10 NM
  010º–035º byd 10 NM blo 12,000’
  035º–075º byd 25 NM blo 4,000’
  076º–105º byd 25 NM
  280º–000º byd 25 NM blo 12,000’
COMM/NAV/WEATHER REMARKS: Chan 122 paired with VHF freq 117.5.
GUAM

ANDERSEN  N13°35.47’  E144°56.80’  NOTAM FILE PGUA.
H–TACN  111.7  UAM  Chan 054 at Andersen AFB. 615/2E. No NOTAM MP Mon, Wed 2000–2300Z.

GUAM INTL  (GUM)(PGUM)  3 NE UTC+10  N13°29.04’  E144°47.83’
Class I, ARFF Index E  NOTAM FILE GUM

RWY 06R: MALSR. PAPI(4L)–GA 3.0º TCH 75’. Thld dsplcd 1000’. 0.5% up.
RWY 24R: PAPI(4R)–GA 3.0º TCH 75’. Rgt tcf. 0.7% down.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 06R: TORA–12014  TORA–10014  ASDA–10014  LDA–12014

SERVICE: FUEL  100LL, JET A1
LOT  Chan 40
S–135  D–235  2D–390  2D/2D2–780  PCN 69 F/B/X/U

GUAM ARTCC  (ZUA) (PGZU)

GUAM

MT MACAJNA  N13°27.21’  E144°44.22’  NOTAM FILE PGUM.
NDB (HW) 385  AJA  061º 3.9 NM to Guam Intl.  658/2E.

NIMITZ  N13°27.27’  E144°44.00’  NOTAM FILE PGUM.
(H) VORTACW 115.8  UNZ  Chan 105  063º 4.1 NM to Guam Intl. 674/2E.

COMM/NAV/WEATHER REMARKS: For radar advisory beyond 25 NM ctc Guam Center on 118.7. SSB receiving capability available on all HF freq. Aeronautical Radio, Inc. (ARINC) see Associated Data.
HAWAII

BRADSHAW ARMY AIRFIELD (BSF/PHSF) 1 W UTC–10 N19°45.60’ W155°33.23’

AIRPORT/FACILITY DIRECTORY

HAWAIIAN –MARIANA

AIRPORT MANAGER: 808-961-6232

COMMUNICATIONS: CTAF 119.275 ATIS 124.7

KAMUELA RCO 122.1R ATIS 116.9

RCO 122.2 (HONOLULU RADIO)

PAC, 21 MAR 2024 to 16 MAY 2024

HAMAKU N19°54.62’ W155°11.36’

RCO 122.2 (HONOLULU RADIO)
HILO INTL (ITO)(PHTO)  2 E  UTC–10  N19º43.22’ W155º02.91’  HAWAIIAN ISLANDS  P–1C, 2H

38  B  LRA  ARFF Index—See Remarks  NOTAM FILE ITO

RWS 08–26: H9800X150 (ASPH–GRVD) S–75, D–250, 2D–2D2–850  5.0  2D/2D2–850  2 E  UTC–10  5.0  HIIRL

RWS 08: ODALS. PAPI(P4R)—GA 3.0º TCH 71’. Tree.
RWS 26: MALSR. PAPI(P4L)—GA 2.6º TCH 70’. Tree.

RWS 03–21: H5600X150 (ASPH–GRVD) S–75, D–80, 2D–2D2–410  5.0  2D/2D2–850  2 E  UTC–10  5.0  MIRL

RWS 21: Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWS 03: TORA–5600  TODA–5600  ASDA–5600  LDA–5251
RWS 08: TORA–9800  TODA–9800  ASDA–9800  LDA–9800
RWS 26: TORA–9800  TODA–9800  ASDA–9800  LDA–9800

SERVICE: S1  FUEL  100LL, JET A

ACTIVATE MIRL Rwy 3–21, HIRL Rwy 08–26, MALSR Rwy 26 and ODALS Rwy 08—118.1. Rwy 08 PAPI unusable byd 3 NM.

NOISE: Avoid overflight of noise sensitive residential areas north, west and southwest of arpt.

AIRPORT REMARKS: Attended 1700–0630Z. Rwy 03–21 closed to turbine acft 0400–1600. Be alert—occasional bird flocks on arpt and in flight across Rwy 08–26 and Rwy 03–21. Twy E btn Twy A and Rwy 08–26 ponding drg hvy rains. For fuel advance notice required, for 100LL call (808) 960–5146 or ctc freq 128.95, for JET A call 808–934–7757 or ctc freq 130.8. ARFF avbl 24 hrs, ctc 118.1 or (808) 934–5830/5831. Class I, ARFF Index C. ARFF avbl 24 hrs, contact 118.1 or 808–961-9317. The 1325’ paved area at approach end Rwy 08 marked by chevrons not usable for landing, takeoff, overrun or stopway and cannot be used in computing takeoff data for Rwy 08–26. Obstruction lighted 181’ smoke stack located 1/2 mile south of field. Rwys 08, 21 and 26 wind cones are lctd in the ROFA. Tower controls entry/exit traffic on taxiways F and E to east terminal ramp. Division 1.1, 1.2, 1.3 explosives prohibited. PPR from arpt manager for transportation of Division 1.4 explosives and hazardous material in or out of arpt. Rwy 03–21 no jet operations between 0400–1600Z. PPR from arpt manager for transient parking. Customs available. 100 grade fuel available Mon–Sat 1800–0300Z call (808) 961–6601 or 925–7395/889–6460 (nights and Sundays). Jet fuel available Mon–Sat 1800–0300Z call (808) 935–6881/6122 or 961–6601. NOTE: See Area Notices—General Information On Flying To Hawaii.

AIRPORT MANAGER: (808) 961–9300.

WEATHER DATA SOURCES: ASOS (808) 961–2077.

COMMUNICATIONS: CTAF 118.1  ATIS 126.4

RCO 122.6 122.1R 116.9T (HONOLULU RADIO)
RCO 119.7 (1600–0800Z) 126.6 (0800–1600Z) 267º 2.1 NM to fld. 23/11E.

RAMDO AIDS TO NAVIGATION:

NOTAM FILE ITO.

(H) VORTAC 116.9 ITO Chan 116 N19º43.28’ W155º00.66’  225º 2.1 NM to fld. 23/11E.


KAMUELA N19º59.88’ W155º40.19’  HAWAIIAN–MARIANA  P–2H

NOTAM FILE MUE.

(H) VOR/DME 113.3 MUE Chan 80 at Waimea–Kohala Fld. 2670/11E.

VOR portion unusable:

001º–030º byd 10 NM blo 6,000’
070º–084º byd 25 NM blo 7,000’
070º–084º byd 35 NM blo 13,000’
085º–210º byd 15 NM blo 15,500’
230º–360º byd 10 NM blo 7,500’
290º–360º byd 20 NM blo 16,000’

DME unusable:

070º–084º byd 25 NM blo 7,000’
070º–084º byd 35 NM blo 13,000’
085º–210º byd 15 NM blo 15,500’
290º–300º byd 10 NM blo 500’

RCO 122.1R 113.3T (HONOLULU RADIO)

PAC, 21 MAR 2024 to 16 MAY 2024
KILAUEA N19°26.15′ W155°16.37′
RCD 122.4 (HONOLULU RADIO)

KONA INTL AT KEAHOE (ELLISON ONIZUKA) (KOA)(PHKO) 6 NW UTC–10 N19°44.33′
W156°02.74′
49 B TPA—See Remarks LRA Class I, ARFF Index D NOTAM FILE KOA
RWY 17–35: H11000X150 ( ASPH–GRVD ) S–75, D–200, 2D–400, 2D/D1–450, 2D/2D2–850 PCN 69
F/A/W/T HIRL
RWY 17: MALSR. PAPI(P4L)—GA 3.0º TCH 77’. Terrain. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0º TCH 71’.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–11000 TODA–11000 ASDA–11000 LDA–11000
RWY 35: TORA–11000 TODA–11000 ASDA–11000 LDA–11000

SERVICE: S8 FUEL 100, JET A LGT

AIRPORT REMARKS: Attended 1600–0800Z. Migratory bird activity within a 5 NM radius of arpt. All wide-body aircraft contact tower prior to engine start. Kona Tower not responsible for movement on ramp within demarcation line. Request four engine actl taxi with outboard engines at idle due to narrow twy. Minor powerplant repairs available. Traffic pattern altitudes small aircraft 800(751) large aircraft 1500(1451). Rwy 17–35 double dual tandem wheel for DC10–10, 450,000 lbs GWT, B747–SP 700,000 lbs GWT, B747–100 850,000 lbs GWT. PPR from arpt manager for transient parking call 808–327–9520. Division 1.1, 1.2, 1.3 explosives prohibited. PPR from arpt manager for transportation of Division 1.4 explosives and hazardous material in and out of arpt. Arpt ARFF mnt CTAF 120.3 when tower clsd. Push back/pull out required from terminal parking positions for all acft, no power out. Helicopter operations on and invof Twy Alpha. All helicopters confine operations to paved areas. Jet A and 100 octane fuel available daily 1800–0300Z, other times with prior arrangements, call (808) 329–4682. U.S. Customs lctd on south ramp. Jet acft on cargo and south ramp ctv twr prior to engine start.

AIRPORT MANAGER: (808) 327–9520
WEATHER DATA SOURCES: ASOS (808) 329–0412 LAWRS.
COMMUNICATIONS: CTAF 120.3, ATIS 127.4
RCD 122.45 (HONOLULU RADIO)
© HCF CENTER APP/DEP CON 118.45 278.3
TOWER 120.3 (1600–0800Z) GND CON 121.9 CLNC DEL 118.6
CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Honolulu Control Facility at 808-840-6262.
AIRSPACE: CLASS D svc 1600–0800Z other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE KOA.
(H) VORTAC 112.1 KOA Chan 5B N19°43.03′ W156°02.70′ 347º 1.3 NM to fld. 36/11E.
VOR unusable: 040º–110º
TACAN unusable: 065º–110º
215º–280º byd 13 NM blo 2,000′
215º–280º byd 18 NM
DME unusable: 065º–110º
215º–280º byd 13 NM blo 2,000′
215º–280º byd 18 NM
ILS/DME 109.7 I–KOA Chan 34 Rwy 17. ILS unmonitored when tower closed. LOC backcourse unusable 22º left and 25º right of centerline.

PAHOA N19°32.47′ W154°58.33′ NOTAM FILE ITO.
NDB (HW) 332 POA 327° 11.6 NM to Hilo Intl. 495/11E. Unmonitored when twr clsd.
UPOLU (UPP) [PHUP] 3 NW UTC–10 N20°15.91 ’ W155°51.60 ’
96 B TPA—See Remarks NOTAM FILE UPP
RWY 07–25: H3800X75 (ASPH) S–30, 2S–156 MIRL
0.3% up W
RWY 25: Hill. Rgt tfc.
SERVICE: LGT ACTVT MIRL Rwy 07–25—CTAF.
AIRPORT REMARKS: Unattended. No facilities. PPR for transient parking. PPR from arpt manager phone (808) 327–9520 for transportation of Division 1.1, 1.2, 1.3 explosives in or out of arpt. Occasional flocks of birds on and invol arpt. Skydiving activity on and invol arpt. All helicopters confine ops to paved areas only. TPA—small acft 800(704), large acft 1500(1404). NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS.
AIRPORT MANAGER: (808) 327–9520
COMMUNICATIONS: CTAF 122.9
UPOLU POINT RCO 122.1R 112.3T (HONOLULU RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
RADIO AIDS TO NAVIGATION: NOTAM FILE UPP.
UPOLU POINT (H) VORTAC 112.3 UPP Chan 70 N20°12.03’ W155°50.60’ 335° 4.0 NM to fld. 1760/11E.
VOR unusable:
022°–040° blo 5,000’
123°–130°
203°–292° byd 30 NM blo 8,000’
VORTAC unusable:
145°–160° byd 27 NM blo 19,000’
168°–180° byd 25 NM blo 10,000’

UPOLU POINT N20°12.03’ W155°50.60’ NOTAM FILE UPP.
(H) VORTAC 112.3 UPP Chan 70 335° 4.0 NM to fld. 1760/11E.
VOR unusable:
022°–040° blo 5,000’
123°–130°
203°–292° byd 30 NM blo 8,000’
VORTAC unusable:
145°–160° byd 27 NM blo 19,000’
168°–180° byd 25 NM blo 10,000’
RCO 122.1R 113.3T (HONOLULU RADIO)
WAIMEA–KOHALA (MUE)(PHMU) 1 SW UTC–10 N20°00.08´ W155°40.09´
2671  B  TPA—See Remarks NOTAM FILE MUE
  RWY 04: REIL. VASI(V4R)—GA 2.5º TCH 43´. Rgt tfc.
  RWY 22: REIL. VASI(V4L)—GA 3.0º TCH 35´. Fence.
SERVICE: LGT ACTIVATE MIRL Rwy 04–22—CTAF. VASI Rwy 04 unusable byd 8º left of centerline. VASI Rwy 22 unusable byd 5º left and right of centerline.
AIRPORT REMARKS: Attended 1600–0530Z. Telephone line 1000´ from approach end Rwy 04. Rwy 04 30´ trees 275´ rgt of centerline 3000´ from approach end Rwy. PPR for transient parking. PPR from arpt manager phone (808) 327–9520 for transportation of Division 1.1, 1.2, 1.3 explosives in or out of arpt. Occasional flocks of pigeons on arpt and near Rwy 04–22. All helicopters confine ops to paved areas only. TPA—Traffic pattern altitudes small acft 3500(829), large acft 4200(1529). NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS.
AIRPORT MANAGER: (808) 327–9520
WEATHER DATA SOURCES: AWOS–3PT 120.0 (808) 887–8127.
COMMUNICATIONS: CTAF
® HCF CENTER APP/DEP CON 118.45 278.3
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
AIRSPACE: CLASS E
RADIO AIDS TO NAVIGATION: NOTAM FILE MUE.
KANUELA (H) VOR/DME 113.3 MUE Chan 80 N19°59.88´ W155°40.19´ at fld. 2670/11E.

KAUAI
BARKING SANDS PMRF (BKHXPHBK) N 5 NW UTC–10 N22°01.37´ W159°47.10´
23  B  NOTAM FILE Not insp.
RWY 16–34: H6002X150 (ASPH) PCN 51 F/A/W/T HIRL
  RWY 16: PAPI(P4L)—GA 3.0º TCH 40´.
  RWY 34: PAPI(P4L)—GA 3.0º TCH 40´.
ARRESTING GEAR/SYSTEM
  RWY 16 BAK–12 HOOK E28 (B) (1502´) HOOK E28 (B) (1500´)
NOISE: N shoreline Kauai and the island of Nihau extremely noise sensitive, acft avoid by at least 5 NM.
MILITARY REMARKS: RSTD 72 hr PPR for all acft, user reimburse contractor overtime, DSN 315–421–6310/6311, C808–335–4310/4311. For R3101, ctc RNG Outrider 322.85 or twr 126.2 prior to entry.
COMMUNICATIONS: UNICOM 122.8 ATIS 128.0 (1700–0400Z Mon–Fri exc hol, OT by OPE NEC only)
® HCF CENTER APP/DEP CON 126.5 269.4
NAVY BARKING SANDS TOWER 126.2 360.2 Mon–Fri 1700–0400Z except holidays. Other times by OPR NEC only.
GND CON 124.2 340.2
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
AIRSPACE: CLASS D svc Mon–Fri 1700–0400Z except holidays. Other times by OPR NEC only. Other times CLASS G.
TACAN 112.6 NBS Chan 073 N22°02.26´ W159°47.11´ at Barking Sands PMRF. 26/10E. NOTAM FILE HNL.
TACAN unusable: 010º–040º byd 15 NM blo 17,000´
040º–075º byd 15 NM
075º–120º byd 20 NM blo 17,000´
AIRPORT/FACILITY DIRECTORY

LIHUE (LIH(PHLI))  2 E  UTC–10  N21°58.56'  W159°20.34'  HAWAIIAN ISLANDS  P–2F

152  B  TPA—See Remarks  LRA  Class I, ARFF Index C  NOTAM FILE LIH

Rwy 03–21: H6500X150 (ASPH–GRVD)  S–75, D–200, 2D–350, 2D/2D2–730  PCN 75 F/A/W/T HIRL

RUNWAY DECLARED DISTANCE INFORMATION

PCN 75 F/A/W/T MIRL

Rwy 03: RPL. PAPI(P4L)—GA 3.0' TCH 46'. Rtg tcf. 1.1% up SW.

Rwy 21: RPL. PAPI(P4L)—GA 3.0' TCH 45'. Thld splcd 205'. Tree.

Rwy 17–35: H6500X150 (ASPH–GRVD)  S–75, D–175, 2D–250, 2D/2D2–630  PCN 75 F/A/W/T HIRL

SERVICE: S2  FUEL  100, JET A  LGT When ATCT csld ACTVT MALSR Rwy 35; REIL Rwys 03, 17 and 21; PAPI Rwy 03, 17, 21, and 35; MIRL Rwy 03–21; HIIL Rwy 17–35; tlg–CTAF. PAPI Rwy 03 unusable byd 1.5 NM and 7° left of centerline and offset 9.5° E of centerline due to rapidly rising terrain. Rwy 17 unusable byd 5° rgt of centerline.

AIRPORT REMARKS: Attended 1600–0800Z. Extensive large and small bird activity invof rwys including the nene goose.

TODA–6500

Due to non-visibility twr unable to provide air traffic control svc between acft and/or vehicles on Twy B from 220' to 500' dist rmng signs left side of Rwy 35. 405 ft of Rwy 17–35 int not vsb fm ATCT. Nml runup area is on Twy Alpha north of Twy B and Alpha int. Acft orientation is dependent on wind and twr apvl. Power needing eng runups for otr than nml start–up and taxi out are rqrd to coord these runups with ops at 808–651–6255. Nml setting run is on Twy Alpha north of Twy B and Alpha int. Acft orientation is dependent on wind and twr apvl. Power setting will not cause damage to lghts and signs, if run may cause damage an alternate location will be selected. Rwy 17–35 dist rmg signs left side of Rwy 35. 405 ft of Rwy 17–35 500 ft south of Twy D and Rwy 17–35 int not vsh fm ATCT. Due to non-visibility twr unable to provide air traffic control svc between acft and/or vehicles on Twy B from 220° to 500° S of Twy D. Twr departing and entering movement areas cntc twr. Intersection departures from Twy D on Rwy 17–35 not authorized. ARFF available 24 hrs. 100 octane fuel available 1900–0300Z. For JET A fuel call 1 (800) 776–2138 or 1 S of Twy D. Tfc departing and entering movement areas cntc twr. Intersection departures from Twy D on Rwy 17–35 not authorized. ARFF available 24 hrs. 100 octane fuel available 1900–0300Z. For JET A fuel call 1 (800) 776–2138 or 1

AIRPORT MANAGER: (808) 274–3800

WEATHER DATA SOURCES: ASOS (808) 246–3707

COMMUNICATIONS: CTA 118.9  ATIS 127.2

RCO 122.4 122.1R 113.5T (HONOLULU RADIO)

TOWER 118.9 (128.4 Helicopters) (1600–0800Z)

HCF CENTER APP/DEP CON - CLNC DEL 126.5 269.4 (If unavailable cntc HCF)

GND CON 121.9

CLEARANCE DELIVERY PHONE: For Cd when ATCT is clsd cntc Honolulu Control Facility at 808-840-6262.

AIRSPACE: CLASS D svc 1600–0800Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LIH.

(R) HORTAC 113.5  LIH  Chan 82  N21°57.92'  W159°20.29'  at fld. 101/11E.


ASR

COMM/NAV/WEATHER REMARKS: When twr closed, A/C on ground cntc Honolulu Center (HCF) on 126.5/ HCF Apch 134.0.

HELIPORT REMARKS: Helicopter pads 1 through 20 located west of control twr.

NORTH KAUI (PAC, 21 MAR 2024 to 16 MAY 2024)

RCO 122.3 (HONOLULU RADIO)

HAWAIIAN–MARIANA  P–2F

AIRPORT MANAGER:  (808) 274–3800

NOTAM FILE LIH

AIRSPACE: CLASS D svc 1600–0800Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LIH.

(R) VORTAC 113.5 LIH Chan 82 N21°57.92' W159°20.29' at fld. 101/11E.


ASR

COMM/NAV/WEATHER REMARKS: When twr closed, A/C on ground cntc Honolulu Center (HCF) on 126.5/ HCF Apch 134.0.

HELIPORT REMARKS: Helicopter pads 1 through 20 located west of control twr.


ASR

COMM/NAV/WEATHER REMARKS: When twr closed, A/C on ground cntc Honolulu Center (HCF) on 126.5/ HCF Apch 134.0.

HELIPORT REMARKS: Helicopter pads 1 through 20 located west of control twr.

NORTH KAUI (PAC, 21 MAR 2024 to 16 MAY 2024)

RCO 122.3 (HONOLULU RADIO)

HAWAIIAN–MARIANA  P–2F
PORT ALLEN  (PAK/PHPA)  1 SW UTC–10  N21°53.82’ W159°36.19’  HAWAIIAN–MARIANA  

24  TPA—824(800)  NOTAM FILE LIH  

RWY 09—27: H2450X60 (ASPH)  S–18  
RWY 09: Thld dsplcd 189’. Rgt tfc.  

RUNWAY DECLARED DISTANCE INFORMATION  

RWY 09: TORA–2361 TODA–2361 ASDA–2361 LDA–2361  

NOISE: Noise abatement: Avoid overflight of the salt pond, state recreational beach park, residential and commercial areas N of airfield.  

AIRPORT REMARKS: Unattended. Skydiving on and invof arpt. Daily helicopter activity on and invof arpt. Arpt restricted by owner to aircraft weighing less than 12,500 lbs. No airfield security, overnight acft parking not authorized. NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS.  

AIRPORT MANAGER: (808) 274–3800  

COMMUNICATIONS: CTAF 122.9  
LIHUE RCO 122.4 122.1R 113.5T (HONOLULU RADIO)  
BLEM DLY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.  

RADIO AIDS TO NAVIGATION: NOTAM FILE LIH.  

SOUTH KAUAI (H) VORTAC 115.4  SOK Chan 101 N21°54.02’ W159°31.73’ 256º 4.2 NM to fld. 602/11E.  

COMM/NAV/WEATHER REMARKS: For aviation info 0800–1600Z contact Honolulu FSS on 122.6.  

PRINCEVILLE  (HI01)  3 E UTC–10  N22°12.55’ W159°26.73’  HAWAIIAN ISLANDS  P–2F  

344  
RWY 05–23: H3560X60 (ASPH) S–30 LIRL(NSTD)  
RWY 05: Trees.  
RWY 23: Pole.  

SERVICE: LGT NSTD LIRL OTS indef.  

AIRPORT REMARKS: Unattended. Daytime VFR operations only. Tree line with trees up to 60´ approximately 200´ N of rwy centerline near midfield. Tree line with 20´ trees 125´ N and S of rwy centerline. Ctc Princeville (808) 826–3040, 1900–0300Z for ldg authorization and ops requirements. No helicopter operations permitted except for existing operations by resident tour operator. Rwy 05 rising terrain at approximately 5% slope. Acft parking not to exceed 45 minutes due to limited ramp space. Landing fee.  

AIRPORT MANAGER: (808) 826–3040  

COMMUNICATIONS:  
NORTH KAUAI RCO 122.3 (HONOLULU RADIO)  

CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.  

RADIO AIDS TO NAVIGATION: NOTAM FILE LIH.  

LIHUE (H) VORTAC 113.5 LIH Chan 82 N21°57.92 W159°20.29 327º 15.8 NM to fld. 101/11E.  
TACAN AZIMUTH and DME unusable:  
180º–240º byd 16 NM  
241º–330º byd 18 NM  
331º–355º byd 30 NM blo 7,500’  
VOR unusable:  
180º–240º byd 33 NM blo 11,500’  
241º–330º byd 18 NM  
331º–355º byd 30 NM blo 7,500’  

SOUTH KAUAI  N21°54.02’ W159°31.73’  NOTAM FILE LIH.  
(H) VORTAC 115.4 SOK Chan 101 256º 4.2 NM to Port Allen. 602/11E.  
VORTAC unusable:  
060º–070º byd 30 NM blo 5,000’  
305º–010º byd 15 NM blo 8,500’  
RCO 122.1R 115.4T (HONOLULU RADIO)  

PAC, 21 MAR 2024 to 16 MAY 2024
LANAI (LNY)(PHNY) 3 SW UTC–10 N20°47.14′ W156°57.09′
1308  B TPA—See Remarks  Class I, ARFF Index A NOTAM FILE LNY
RWY 03–21: H5001X150 (ASPH–GRVD) S–75, D–110, 2D–170, C5–517  PCN 12 F/A/W/T MIRL
  RWY 03: PAPI(4R)–GA 3.0º TCH 49º.
  RWY 21: PAPI(4L)–GA 3.76º TCH 45º. Antenna.
RUNWAY DECLARED DISTANCE INFORMATION
  RWY 03: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
  RWY 21: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
SERVICE: FUEL  JET A  LGT
ACTIVATE PAPI Rwy 03 and Rwy 21, MIRL Rwy 03–21—CTAF. Rwy 21 PAPI unusable byd 2 NM due to terrain.
AIRPORT REMARKS: Attended 1600–0400Z. Jet A fuel 5000 gal. POC (808) 286–7075. 24 hrs PPR for Division 1.1, 1.2, 1.3 explosives and 4 hrs PPR for hazardous material in/out of arpt ctc (808) 565–7941/7943. Arpt CLOSED to air carrier ops with more than 10 passenger seats 0530–1600Z except PPR, call (808) 565–7942. TPA—small acft 2100 (792) large acft 2800 (1492). Possible severe updrafts/downdrafts from 2 mile final apch to Rwy 3 thld. Due to ramp limitations all acft parking limited to one hour except via PPR call (808) 565–7942, FAX (808) 565–7940 or (808) 872–3880. Jet parking SW side of ramp is conc. Fixed wing transient parking SW side of ramp is asph. NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON–TOWER ARPTS.
AIRPORT MANAGER: (808) 872–3830
WEATHER DATA SOURCES: AWOS–3PT 118.375 (808) 565–6586.
COMMUNICATIONS: CTAF 122.9
LANAI RCO 122.5R (HONOLULU RADIO)
® HCF CENTER APP/DEP CON 119.3
RADIO AIDS TO NAVIGATION:
(H) VORTAC 117.7 LNY Chan 124 N20º45.87´ W156º58.13´ 027º 1.6 NM to fld. 1250/11E.
TACAN unusable: 005º–063º byd 20 NM blo 15,000´
VOR unusable: 020º–060º byd 27 NM blo 5,000´
ILS/DME 111.1 I–LNY Chan 48 Rwy 03. Class IT.  ILS unmonitored. Glideslope unusable for coupled apchs blo 1,505´ MSL.

MAUI

HALEAKALA N20°42.32′ W156°15.90′
RCO 122.2 (HONOLULU RADIO)
HALEAKALA NOTAM FILE LNY.
HANA (HNM)(PHHN) 3 NW UTC–10 N20°47.74′ W156°00.87′
78  B TPA—See Remarks  NOTAM FILE HNM
RWY 08–26: H3606X100 (ASPH)  S–34, D–48, 2D–80 MIRL
  RWY 08: PAPI(P2L)–GA 3.6º TCH 26´.
  RWY 26: Rgt tfc.
SERVICE: LGT ACTIVATE MIRL (only high intensity avbl) Rwy 8–26—CTAF.
Rwy 08 PAPI daylight ops only. Rwy 08 PAPI OTS indef.
AIRPORT REMARKS: Attended 1745–0230Z. Wild boars on and inv of arpt. Parachute ldg area on east infield btn Twy B and C. Helicopter pilot training maneuvers will be conducted at the approach end of Rwy 26 only. Ultralights on and inv of arpt. 24 hrs PPR for Division 1.1, 1.2, 1.3 explosives and 4 hrs PPR for other hazardous cargo in/out of arpt ctc (808) 248–4861 or (808) 872–3880. Rwy 08–26 35´ trees along both sides of rwy 200´ from centerline. Helicopter parking on grass infield areas between ramp and runway. TPA—Traffic pattern altitudes small acft 800(722) large acft 1500(1422). NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS.
AIRPORT MANAGER: (808) 872–3808
WEATHER DATA SOURCES: AWOS–3PT 118.325 (808) 248–4864.
COMMUNICATIONS: CTAF 122.9
HANA RCO 122.3 (HONOLULU RADIO)
® HCF CENTER APP/DEP CON 118.45 278.3
CLNC DEL 122.3
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
RADIO AIDS TO NAVIGATION: NOTAM FILE OGG.
MAUI (H) VORTAC 115.1 OGG Chan 98 N20°54.39′ W156°25.26′ 095º 23.8 NM to fld. 24/11E.
NOTAM FILE OGG.
Class IB. Unmonitored when ATCT closed. LOC unusable by d 15º left of
Class I, ARFF Index D

LDA–6995

NOTAM FILE LMT.

NOTAM FILE OGG.
Class IB. Unmonitored when ATCT closed. LOC unusable by d 15º left of
Class I, ARFF Index D
KAPALUA (JHM)(PHJH)  5 NW  UTC–10  N20º57.78’  W156º40.38’  AIRPORT/FACILITY DIRECTORY

256  Class I, ARFF Index A  NOTAM FILE JHM

RWY 02–20: H3000X100 (ASPH)  D–44  PCN 2 F/B/W/T

RWY 20:  Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:  TORA–3000  TODA–3000  ASDA–3000  LDA–3000

RWY 20:  TORA–3000  TODA–3000  ASDA–3000  LDA–3000

NOISE: Special noise level standards for acft operating at arpt. Restriction on number of daily flts depending on acft capacity and size.


AIRPORT MANAGER:  (808) 872–3830

WEATHER DATA SOURCES: AWOS–3PT 118.525 (808) 665–6101.

COMMUNICATIONS: CTAF 122.7

© HONOLULU CONTROL FACILITY APP/DEP CON 124.1

CLEARANCE DELIVERY PHONE:  For CD ctc Honolulu Control Facility at 808-840-6262.

AIRSPACE: CLASS E svc 1600–0430Z other times CLASS G.

RADIO AIDS TO NAVIGATION:  NOTAM FILE OGG.

MAUI (H) VORTAC 115.1  OGG  Chan 98  N20º54.39’  W156º25.26’  272º 14.6 NM to fld. 24/11E.

VOR unusable:

060º–085º byd 24 NM blw 9,000’
095º–163º byd 15 NM
164º–195º byd 25 NM blw 7,000’
205º–223º byd 22 NM
224º–242º byd 14 NM blw 20,000’
224º–242º byd 15 NM blw 25,000’
243º–246º byd 16 NM blw 25,000’
247º–274º byd 15 NM blw 25,000’
275º–285º byd 22 NM
300º–315º byd 15 NM
316º–330º byd 29 NM

TACAN AZM unusable:

095º–163º byd 15 NM
164º–195º byd 25 NM blw 7,000’
205º–223º byd 22 NM
224º–242º byd 14 NM blw 20,000’
224º–242º byd 15 NM blw 25,000’
243º–246º byd 16 NM blw 25,000’
247º–274º byd 15 NM blw 25,000’
275º–285º byd 22 NM

DME unusable:

095º–163º byd 15 NM
164º–195º byd 25 NM blw 7,000’
205º–223º byd 22 NM
224º–242º byd 14 NM blw 20,000’
224º–242º byd 15 NM blw 25,000’
243º–246º byd 16 NM blw 25,000’
247º–274º byd 15 NM blw 25,000’
275º–285º byd 22 NM

PAC, 21 MAR 2024 to 16 MAY 2024
MOLOKAI

KALAUPAPA (LUP)(PHLU) 2 N UTC–10 N21º12.66´ W156º58.42´

24 B TPA—800(776) NOTAM FILE MKK

RWY 05–23: H2700X75 (ASPH) S–17 MIRL

RWY 05: PAPI(P2L)–GA 3.0º TCH 19´.

RWY 23: Rgt tfc.

SERVICE LGT ACTVT MIRL Rwy 05–23 med inst only–CTAF. PAPI Rwy 05 daytime VFR use only. Rwy 05 PAPI unusbl byd 2.2 NM. Terrain penetrates PAPI safety slope at 2.7 NM.

AIRPORT REMARKS: Attended Mon–Fri 1700–0130Z. PPR from State Department of Health, Communicable Disease Division to enter settlement area phone Honolulu (808) 586–4580. 24 hrs PPR for Division 1.1, 1.2, 1.3 explosives and 4 hrs PPR for other hazardous material in/out of arpt ctc (808) 567–9660/9663. Deer and wild animals on and invof arpt at night. Oct–May large waves impacting shoreline resulting in salt water sprays 40´ high. NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON–TOWER ARPTS.

AIRPORT MANAGER: (808) 872–3830

COMMUNICATIONS: CTAF 122.9

MOLOKAI RCO 122.1R 116.1T (HONOLULU RADIO)

® HCF CENTER APP/DEP CON 124.1

CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKK.

MOLOKAI (H) VORTAC 116.1 MKK Chan 108 N21º08.29´ W157º10.05´ 057º 11.7 NM to fld. 1421/11E,

VORTAC unusable:

275º–285º byd 25 NM blo 3,500´
MOLOKAI (MKK/PHMK) 6 NW UTC–10 N21°09.17’ W157°05.78’ 454 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE MKK

RWY 05–23: H4494X100 (ASPH–GRVD) S–30, D–48 PCN 28 F/A/W/T MIRL 0.4% up NE

RWY 05: REIL PAP(P4L)—GA 4.0º TCH 49’


RWY 17–35: H3118X100 (ASPH) S–13 PCN 04 F/B/W/T MIRL 0.6% up N

RWY 17: Thld dsplcd 426’. Fence.

RWY 35: Fence.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA–4494 TODA–4494 ASDA–4494 LDA–4494

RWY 17: TORA–3118 TODA–3118 ASDA–3118 LDA–2692


RWY 35: TORA–3118 TODA–3118 ASDA–3118 LDA–3118

SERVICE: LGT When twr closed ACTIVATE MIRL Rwy 05–23 and Rwy 17–35, REIL Rwy 05—CTAF. Rwy 05 PAPI not authorized 1.8 NM byd landing thld due to rapidly rising terrain.

AIRPORT REMARKS: Attended 1500–0615Z. Be alert to egrets and pigeons on and in vicinity of arpt. TPA—small acft 1250(796) large acft 1950(1496). Arpt CLOSED to air carrier operations with more than 10 passenger seats 0530–1600Z except PPR call (808) 567–9660/9663. 24 hrs PPR for Division 1.1, 1.2, 1.3 explosives and 4 hrs PPR for other hazardous material in/out of arpt ctc (808) 567–6140/6008. Large acft with wingspan greater than 78’ may not use Twy A or Rwy 05–23 for simultaneous ops. Mountain approximately 1280’ MSL located 2.8 NM from threshold Rwy 05 on extended centerline. Standing water/ponding on Rwy 17–35 near Twy Echo during inclement weather.

AIRPORT MANAGER: (808) 872–3808

WEATHER DATA SOURCES: ASOS (808) 567–6106

COMMUNICATIONS: CTAF 125.7 ATIS 128.2

HCF CENTER APP/DEP CON 124.1

TOWER 125.7 (1600–0430Z) GND CON 121.9

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Honolulu Control Facility at 808-840-6262.

AIRSPACE: CLASS D svc 1600–0430Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKK.

(H) VORTAC 116.1 MKK Chan 108 N21°08.29’ W157°10.05’ 067º 4.1 NM to fld. 1421/11E.

VORTAC unusable:

275º–285º byd 25 NM blo 3,500’
AIRPORT/FACILITY DIRECTORY

HAWAIIAN ISLANDS

OAHU

EWABE  N21°19.48’ W158°02.94’ NOTAM FILE HNL
NDB (MHW/LOM) 242  HN  218° 1.6 NM to Kalaelea (John Rodgers Fld.)  43/11E.

HONOLULU CONTROL FACILITY  (ZHN)(PHZH)

HALEAKALA RCAG  118.45  121.5
HAMAKUA RCAG  126.6 Primary for area 90 NM E of Denns, Ebber and Fites DME fixes.
KOKEE RCAG  119.9 Primary for area S of Honolulu and area W and NW of Lihue.
MT HALEAKALA RCAG  119.3 Primary for Lanai area.
   124.1 Primary for area NE and E of HNL VORTAC out to approx 90 NM.
   127.6 Freq used about 90 NM NE and E of Oahu to vicinity of Apack, Bitta, Cluts, and Zigie DME fixes.
MT KAALA RCAG  119.9 Back up for area S of Honolulu and area W and NW of Lihue.
   126.5 Primary for area W and NW of Honolulu and Lihue.
   135.4 Back up for all other frequencies.
MAUNA KAPU RCAG  126.5
   135.4
WAIMANALO RCAG  118.45
   119.3
   124.1
   127.6

KAWAIHAPAII AIRFIELD  (HDH)(PHDH) MIL/CIV A  2 W  UTC–10  N21°34.77’ W158°11.84’

14  TPA—800(786) NOTAM FILE HNL
RWY 08–26: H9007X75 (ASPH)  S–40, D–152, 2D–180
RWY 08: Thld dsplcd 1993’.
SERVICE:  FUEL 100, JET A LGT Wind incls are not lgtd.
AIRPORT REMARKS: Attended 1700–0130Z. Located within Dillingham Military Reservation. CLOSED to Civil actv SS–SR. Open to civil use thru agreement between the US Army and the State of Hawaii, check NOTAM’s prior to use, no ATCT in opn. Parachute Jumping. Sky diving activity on and in vicinity of arpt. Ultralights on and inof arpt. Simultaneous glider/powered acft ops. Tree line with 30’ trees N and S of rwy approximately 425’ from centerline. A 5000’ x 75’ rwy for light powered acft has been painted in the center of the existing 9007’ x 75’ paved area for civil use starting approximately 2000’ from each rwy end. NOTE: See Area Notices TRAFFIC ADVISORIES AT NON TOWER AIRPORTS.
MILITARY REMARKS: Opr 1700–0130Z. Rwy 08–26 clsd for mil tmg 0800–1700Z. RSTD PPR for civil actv 12000 and over, ctc arpt Aideside OPS C808–836–6428, Mon–Fri 1745–0230Z. PPR for all mil actv into arpt ctc USA HAWAII RNG C808–655–1429/4892. A 5000’ x 75’ rwy for lgter pwr acft has been painted in the cntr of the 9007’ x 75’ paved area, do not land short of displ thld. No running ldg with skid type copter on rwy. Ldg on avp twy only. Ctsd to civ actv SS–SR. No banner towing. Lt rescue and fire fighting avbl 1700–0130Z. CAUTION Exvt mil copter and glider opr. Exvt PJE wknd and hol. Aerobatics tmg area off–shore north of the fld abv 1500’. Ultralight and skydiving haz. Large sea bird haz Nov–Apr. Mk depression in vcnty of auto fuel pump southwest apn. PJE act 3 NM NW. TFC PAT Eng pwr acft should keep base leg in close and cross arpt bdry fences at or abv 600’ to assure safe separation fr sailplanes/towplanes using the first 2000’ (short of the displ thld). RWY Sailplanes using first 2000’ of full rwy for ldg.
AIRPORT MANAGER: 808-836-6533
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO: 122.6 (HONOLULU RADIO)
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

PAC, 21 MAR 2024 to 16 MAY 2024
HONOLULU

DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR–HICKAM) (HNL)(PHNL) P (AF) 3 NW HAWAIIAN ISLANDS

UTC–10 N21º19.07’ W157º55.21’

12.6 B TPA—See Remarks LRA Class I, ARFF Index E NOTAM FILE HNL

RWY 08L–26R: H12312X150 (ASPH–GRVD) S–100, D–200, 2D–400, 2D/2D–780 PCN 79 R/B/W/T HIRL

RWY 08L: MALSR. PAPI(P4L)—GA 3.0º TCH 71’.

RWY 26R: REIL. PAPI(P4L)—GA 3.25º TCH 65’. Road.

RWY 08R–26L: H12000X200 (ASPH–GRVD) S–80, D–170, 2D–400, 2D/2D–780 PCN 98 F/B/X/T HIRL

RWY 08R: REIL. PAPI(P4L)—GA 3.0º TCH 75’.

RWY 26L: MALSF. PAPI(P4L)—GA 3.0º TCH 75’.

RWY 04R–22L: H9002X150 (ASPH–GRVD) S–100, D–200, 2D–400, 2D/2D–850 PCN 57 F/B/X/T HIRL

RWY 04R: MALSR. PAPI(P4L)—GA 3.0º TCH 71’. Tree.

RWY 22L: REIL. PAPI(P4L)—GA 3.44º TCH 80’. Stack.

RWY 04L–22R: H6955X150 (ASPH) S–100, D–200, 2D–400, 2D/2D–850 PCN 31 F/B/X/T MIRL

RWY 04L: REIL. PAPI(P4L)—GA 3.0º TCH 50’.

RWY 22R: REIL. Antenna.

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy HOLD–SHORT POINT AVBL LDG DIST

RWY 04L 08L–26R 3700

RWY 04R 08L–26R 6250

RWY 08L 04L–22R 9300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L: TORA–6952 TODA–6952 ASDA–6952 LDA–6952

RWY 04R: TORA–9000 TODA–9000 ASDA–8950 LDA–8950

RWY 08L: TORA–12312 TODA–12312 ASDA–12312 LDA–12312

RWY 08R: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 22L: TORA–9000 TODA–9000 ASDA–8937 LDA–8937

RWY 22R: TORA–6952 TODA–6952 ASDA–6952 LDA–6952

RWY 26L: TORA–12000 TODA–12000 ASDA–12000 LDA–12000

RWY 26R: TORA–12300 TODA–12300 ASDA–12300 LDA–12300

ARRESTING GEAR/SYSTEMS

RWY 04R: BAK–14 BAK–12B (1500’) HOOK MB 60 (200’) → RWY 26R

BAK–14 BAK 12B(B) (1500’) RWY 26L

SERVICE: S4 FUEL 100, JET A, A1+ OX 1, 2, 3, 4 LGT Rwy 22L PAPI unusable byd 2 NM. Rwy 26L PAPI aligned 05º left of rwy centerline. Rwy 26L PAPI unusable byd 05º right of rwy centerline. Rwy 26R PAPI unusable byd 1.5 NM from thld. MILITARY—FUEL A++ (Mil; avbl H24) A–GEAR Hook MB100(B) lctd 200’ from thld Rwy 26R. Rwy 04R–22L and Rwy 08R–26L sfc grvd within 10’ of A–G system. Potential for fighter acft tail hook skip exists. TRAN ALERT 15 WG can provide eqpt but crews must provide own pers when needed.

CONTINUED ON NEXT PAGE
AIRPORT/FACILITY DIRECTORY
CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. 100 octane fuel avbl thru FBO. Bird strike hazard all runways. ASDE-X in use. Opr transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Due to location of trw, controllers unable to determine whether acft are on correct final apch to Rwy 04L, Rwy 04R, Rwy 22L and Rwy 22R. Due to non-visibility trw una to dfrn if the flwg areas are clear of obstrns and/or tcfs: pts of Twy J b/w Twy B and Rwy 08R; pts of Inter–Island acft prkg ramp. Rwy 08L–26R 200' wide with lgts outside, pwnt striped 150' wide. TPA—Tfc pattern altitude for small acft entering from northwest 800(787). Tfc pattern altitude for small acft entering from south 1000(987). Tfc pattern altitude for large acft entering from south 1500(1487). During periods of repeated precipitation anticipate wet rwy conditions, if current conditions rqr confirmation ctc Honolulu trw on initial ctc. Remain at least 1 mile offshore of Waikiki Diamond Head Koko Head and Ewa Head. Arrival Rwy 08L, fly ILS apch procedure or a close—in base leg remaining over center of Pearl Harbor Channel. Arrival Rwy 26L and Rwy 26R, remain at tfc pattern altitudes as long as possible before beginning descent for ldg. Tgy G ADG V and below power in w/PRR. Tower approval required to use Taxiway Kilo from Runway 4R. Apron Taxilane 6 b/t Twy C and south ramp clsd except GA/fixd wing loading/unloading only. Apron Taxilane 2 east end 360° clsd. Rwy 04R and Rwy 08R wind cones in nonstandard lctn. All jet acct ramp control prior to engine start at gate or hard stand. PPR from arpt manager for transportation of Class A and B explosives in and out of HNL. LRA: 2 hrs advance notice rqr outside regular business hrs. Ldg fee and storage charges collectable on arrival. NOTE: See Area Notices. NOTE: See General Notices—GENERAL INFORMATION ON FLYING TO HAWAII. NOTE: See Special Notices—Tower Data Link System. NOTE: See Special Notices—HNL Runway Incursion Risk. NOTE: See Special Notices—Arrival Alert.

MILITARY REMARKS: See FLIP AP/3 Supplementary arpt information, route and area rstd, and Oakland FIR flt hzl. All military acft with VIP code 7 or abv acct 15WG command post or relay thru H/S airway 1 hr out to confirm blocktime. All units planning to stage ops from JBPH-H must contact 15 WG/XP (315) 449-1591 at least 60 days prior to arrival. All ANG HI ANG afld ops opr 1500–0300Z Mon–Fri and UTW wknds; clsd Sat, Sun and hol. RSTD JBPH–H is PPR to all non–TFWC mn. TFC PAT tsf alt 2000’ rstd to 154 WG for HIAANG acct. Tgy 08L–26R 200’ wide with lgts outside, pvmt striped 150’ wide. All jet acct ramp control prior to engine start at gate or hard stand. PPR from arpt manager for transportation of Class A and B explosives in and out of HNL. RSTD 154 WG command post or 154 OG/CG for HIAANG acct. All jet acct ramp control prior to engine start at gate or hard stand. PPR from arpt manager for transportation of Class A and B explosives in and out of HNL. LRA: 2 hrs advance notice rqr outside regular business hrs. Ldg fee and storage charges collectable on arrival. NOTE: See Area Notices. NOTE: See General Notices—GENERAL INFORMATION ON FLYING TO HAWAII. NOTE: See Special Notices—Tower Data Link System. NOTE: See Special Notices—HNL Runway Incursion Risk. NOTE: See Special Notices—Arrival Alert.

CAUTION No fighter transient support available in accordance with ACC LSET Flash Safety 06–02. Transient fighter units planning to stage ops from JBPH-H must contact 15 WG/XP (315) 449-1591 at least 60 days prior to arrival. All military acft with VIP code 7 or abv acct 15WG command post or relay thru H/S airway 1 hr out to confirm blocktime. All units planning to stage ops from JBPH-H must contact 15 WG/XP (315) 449-1591 at least 60 days prior to arrival. All ANG HI ANG afld ops opr 1500–0300Z Mon–Fri and UTW wknds; clsd Sat, Sun and hol. RSTD JBPH–H is PPR to all non–TFWC mn. TFC PAT tsf alt 2000’ rstd to 154 WG for HIAANG acct. Tgy 08L–26R 200’ wide with lgts outside, pvmt striped 150’ wide. All jet acct ramp control prior to engine start at gate or hard stand. PPR from arpt manager for transportation of Class A and B explosives in and out of HNL. LRA: 2 hrs advance notice rqr outside regular business hrs. Ldg fee and storage charges collectable on arrival. NOTE: See Area Notices. NOTE: See General Notices—GENERAL INFORMATION ON FLYING TO HAWAII. NOTE: See Special Notices—Tower Data Link System. NOTE: See Special Notices—HNL Runway Incursion Risk. NOTE: See Special Notices—Arrival Alert.

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AIRPORT/FACILITY DIRECTORY
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AIRPORT MANAGER: 808-836-6533
WEATHER DATA SOURCES: ASOS (808) 836–0449 WSP.
COMMUNICATIONS: D–ATIS 127.9 251.15 PTD 133.6 (HICKAM)

HONOLULU CONTROL FACILITY APP CON 118.3 (West)
TOWER 118.1 123.9 (08R–26L) 257.8 273.575 (08R–26L) GND CON 121.9
ADVISORY RAMP 121.8 (HNL INTL) 133.6 254.4 (HICKAM) CLNC DEL 121.4

HONOLULU CONTROL FACILITY DEP CON 118.3 (West) 124.8 (East)

PDC
COMD POST 168.0 292.5 295.5 SHAKA OPS 125.3 349.4

AIRSPACE: CLASS B See VFR Terminal Area Chart CLASS E svc Honolulu Intl arpt.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.
HONOLULU (H) VORTAC 114.8 HNL Chan 95 N21°18.50′ W157°55.82′ at fld. 5/11E.

TACAN AZIMUTH & DME usable:
055°–085° byd 15 NM blo 7,000′
251°–260° byd 20 NM blo 2,200′
261°–280° byd 20 NM blo 3,000′
281°–305° byd 20 NM blo 7,500′
306°–330° byd 30 NM blo 7,500′
331°–340° byd 32 NM blo 5,500′
360°–055° byd 15 NM blo 6,000′
360°–085° byd 25 NM blo 8,000′
360°–085° byd 30 NM blo 12,000′

VOR unusable:
055°–085° byd 15 NM blo 7,000′
100°–115° byd 30 NM blo 4,000′
120°–140° byd 35 NM blo 5,000′
170°–210° byd 20 NM blo 3,000′
240°–250° byd 30 NM blo 3,000′
241°–250° byd 35 NM blo 4,000′
251°–260° byd 20 NM blo 2,200′
261°–280° byd 20 NM blo 3,000′
281°–305° byd 20 NM blo 7,500′
306°–330° byd 30 NM blo 7,500′
331°–340° byd 32 NM blo 5,500′
351°–359° byd 25 NM blo 7,500′
360°–055° byd 15 NM blo 6,000′
360°–085° byd 25 NM blo 8,000′
360°–085° byd 30 NM blo 12,000′

KOKO HEAD (H) VORTACW 113.9 CKH Chan 86 N21°15.91′ W157°42.18′ 274° 12.6 NM to fld. 640/11E.

VOR unusable:
285°–294° byd 27 NM blo 8,000′
295°–000° byd 21 NM blo 5,500′
295°–000° byd 32 NM blo 8,000′

TACAN AZM/DME usable:
285°–294° byd 20.5 NM blo 5,000′
285°–294° byd 27 NM blo 8,000′
295°–000° byd 19 NM blo 5,500′
295°–000° byd 26 NM blo 8,000′
295°–000° byd 32 NM blo 8,000′

EWABE NDB (MHW/LOM) 242 HN N21°19.48′ W158°02.94′ 082° 7.2 NM to fld. 43/11E.

ILS/DME 110.5 I–IUM Chan 42 Rwy 04R. Class IE.
ILS/DME 111.7 I–HNL Chan 54 Rwy 08L. Class IE. LOM EWABE NDB. Excessive oscillation over mnts ne of LOM.

LOD/EWABE (MHW/LOM) 109.1 I–EPC Chan 28 Rwy 26L. LOC unusable byd 25 degrees north of centerline due to terrain.

ASR
COMM/NAV/WEATHER REMARKS: San Francisco Radio, see Associated Data. Excessive needle oscillation can be expected over mountainous terrain NE of NDB—CAUTION advised. Hickam ramp twr (Non–ATC facility) All acft on HIK flightline including haz cargo pad will ctc HIK Ramp prior to eng start/taxi. HIK Ramp will provide advisory directions and will relay to AFLD Ops via VHF capable acft. All acft departing to CONUS must complete USDA inspection prior to eng start/taxi. Rwys 4R and 8R wind cones in nonstandard lctn.

WATERWAY 08W–26W: 5090X300 (WATER)
WATERWAY 04W–22W: 3000X150 (WATER)
SEAPLANE REMARKS: Rwy 04W–22W and Rwy 08W–26W recreational boating activities on and inof waterways.

PAC, 21 MAR 2024 to 16 MAY 2024
WAHIAWA

WHEELER AAF (HHI/PHHI) A 1 SW UTC–10  N21°28.89´ W158°02.27´

843  B  TPA—See Remarks  NOTAM FILE PHHI  Not insp.

RWY 06–24:  H5608X100 (ASPH)  PCN 47 F/A/W/T  MIRL  0.4% up NE

RWY 06:  Thld dspldc 570´. Rgt tfc.

RWY 24:  S2  LGT ACTVT MIRL Rwy 06–24—CTAF. Rotating bcn 1/8 mile north of twr. LED lghts installed on rwy and all twys.  FUEL F24, JAA, 1730–0845Z M–F, OT by NOTAM.

NOISE:  Extremely noise sensitive area; avoid ovft communities surrounding Wheeler AAF.

MILITARY REMARKS:  Attended Mon–Fri 1730–0900Z, exc hol and wknd; other times by NOTAM.  RSTD PPR for full stop ldg, prk and for non–tenant actf, ctc Wheeler OPS C808–656–1282, DSN 456–1282.  Hillclimber Apron rstd to Unmanned Shadow (RQ–7) OPS conducted bbn 140´ and 500´ fr RCL with four sets of 4´ net barriers mkd with obst lgt.  No tnsr fixed–wing actf on Twy A thru Twy F, see AP3 for additional restrictions.  CAUTION  Extensive helicopter tcf inovf arpt. Night vision goggle training A311 500´ and below from 1 hr after SS thru 1 hr before SR.  Extreme caution sweeper on rwy 1500–1700 Mon–Fri.

Use caution on north side of Rwy.  Hold Lines are 50´ from Rwy 06–24 edge.  Remain on parallel Twy A when holding for Rwy.  Use caution on Twy A due to no twy edge lights and rwy hold signs installed.  All afld markings are extremely faded on all aprons and twys.  Use caution when taxing on Twy A; do not taxi behind actf in position and hold on Twy B, C, D, E, F due to recommended rotor/wingtip clnc avbl.  Blue twy edge reflectors instld on Twy A north of rwy and on Twy J adj to south aprn.  Mult tree obstn hazard penetration Rwy 24 40:1 apch sfc slope out 6000 ft (east side).  TFC PAT  All actf arr from north will cross arpt at or abv 2500´ enter twy from south.  South traffic only.  TPA—Rotate Wing 1500(657) fixed wing 2000(1157).

MISC  Wheeler Ops opr 1730–0900Z Mon–Fri exc hols and wknd, OT by NOTAM.

Practice approaches by non–tenant actf restricted and approved only contingent upon tenant actf activity.  Auto wx obsn, human backup avbl H24.  Human wx obsn view obst by bldg W thru NE (250º–060º).  Vis evaluation is ltd to 1/6 to 1/4 mile in this sctr.  Wx svc s only hrs 2 hr PN rqr for timely brief.

AIRPORT MANAGER:  808-656-2656

COMMUNICATIONS:  CTAF 126.3  ATIS 119.675 242.4  D–ATIS 808–656–1789

HONOLULU CONTROL FACILITY APP/DEP CON 118.3 269.0

TOWER 126.3 235.625 (Opr 1730–0900Z Mon–Fri exc hol and wknd; OT by NOTAM.)

GND CON 121.85 237.5

LIGHTING RADIO 141.65 239.5 (Mon–Fri after opr 1730–0900Z.  PINEAPPLE  Opr Mon–Fri 1730–0900Z.


VFR AZKY SVC ctc HONOLULU Apch Ctrl

AIRSPACE:  CLASS D svc Mon–Fri 1730–0900Z exc hol and wknd, OT by NOTAM; other times CLASS E.

RADAR AIDS TO NAVIGATION:  NOTAM FILE HNL.

HONOLULU (H) VORTAC 114.8  HNL  Chan 95  N21°18.50´ W157°55.82´  319° 12.0 NM to fld. 10/11E.

TERN ISLAND

FRENCH FRIGATE SHOALS  (HFS/PHHF)  0 N UTC–11  N23°51.84´ W166°17.08´

TER 06–24:  3000X200 (CORAL)

AIRPORT REMARKS:  CLOSED except in emergency or PPR Fish and Wildlife.

Phone Honolulu 541–1201.

AIRPORT MANAGER:  (808) 541–1201
KIRIBATI

KIRITIMATI (CHRISTMAS ISLAND)

CASSIDY INTL (PLCH) UTC +14 N01º59.18’ W157º21.00’

AOE

RWY 08–26: H6896X148 (ASPH) LIRL PCN 48 F/B/X/T
RWY 08: REIL PAPI—TCH 57’
RWY 26: REIL

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–6896 TODA–7388 ASDA–6896 LDA–6896
RWY 26: TORA–6896 TODA–7388 ASDA–6896 LDA–6896

SERVICE: FUEL 100, JET A1 LGT Rw 08–26 edge lights spaced 312’ apart.

AIRPORT REMARKS: Attended SR–SS with 48 hr prior notice, manned only for scheduled flight. PPR for 600 gal fuel or more. 150’ mast 2 NM SW of arpt. 180° turns in turning nodes rqr for act over 12,566 lbs. All non–sked flights are required to notify civ aviation, Tarawa, not later than 1 week prior to arr giving ETA and ETD. NOTE: See Area Notices—KIRIBATI.

COMMUNICATIONS:
AFIS 118.1 3425 6553 8846 8867 3460X 6575X 8924X 11339 13300. 11339 13300 Avbl for all notified movements.

RADIO AIDS TO NAVIGATION:
CHRISTMAS ISLAND NDB 333 XI N01º59.28’ W157º21.20’ at fld. 9E. Avbl for all notified movements. No aux pwr. Opr HO.

CHRISTMAS ISLAND NDB (MHW) 333 XI at Cassidy Intl. 9E. Avbl for all notified movements. No aux pwr. Opr HO.
ARNO ATOLL
INE (N28) O NW UTC+12 N07º01.00´ E171º29.00´
4  NOTAM FILE HNL  Not insp.
RWY 08–26: 2450X50 (GRVL–CORAL)
AIRPORT REMARKS: Attended on call.
COMMUNICATIONS: CTAF 122.9

TINAK (N18) O N UTC+12 N07º08.00´ E171º55.00´
4  NOTAM FILE HNL  Not insp.
RWY 05–23: 2850X45 (GRVL–CORAL)
AIRPORT REMARKS: Attended on call.
COMMUNICATIONS: CTAF 122.9

ENEWETAK
ENEWETAK AUX AF (PKMA) (AF) UTC+12 N11º20.45´ E162º19.67´
13  AOE  Not insp.
AIRPORT REMARKS: Opr Mon–Sat 2000–0500Z, Enewetak date. Official business only, PPR. Multi unlighted twr up to 100´ in vicinity rwy. Rwy badly deteriorated, emergency ldg only. IFR acft arr Enewetak remain in ctc with Hickam till cleared to Enewetak Radio. Request 2 hour eta notice. No com watch on radio freq outside normal hour of opr. Arr acft trans in blind on 121.5 acft call sign, ETA–100 NM from station. 2 trans, 3 min intervals, IFR dep cnc fr Hickam.
COMM/NAV/WEATHER REMARKS: Trml advisory svc.

JABOR JALUIT ATOLL
JALUIT (N55) I SE UTC+12 N05º54.40´ E169º38.50´
4  NOTAM FILE HNL  Not insp.
RWY 03–21: 5000X60 (GRVL–CORAL)
SERVICE: FUEL 100
AIRPORT REMARKS: Attended on call. Fuel used for local operations only. For refueling contact Air Marshall Islands (692) 93731.
COMMUNICATIONS: CTAF 122.9

KILI ISLAND
KILI (C51) O N UTC+12 N05º39.00´ E169º07.00´
5  NOTAM FILE HNL  Not insp.
RWY 04–22: 4400X100 (GRVL–CORAL)
AIRPORT REMARKS: Attended on call.
COMMUNICATIONS: CTAF 122.9
KWAJALEIN ATOLL

BUCHOLZ AAF  (KWA)(PKWA) A  UTC+12  N08°43.21´E167°43.90´  P–18

16 B  NOTAM FILE PKWA

RWY 06–24: H6668X198 (ASPH)  S–158, D–205, 2D–308  HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 50’.
RWY 24: PAPI(P4L)—GA 3.0º TCH 44’.

SERVICE: FUEL  J5  OX 1, 2  TRAN ALERT  Transit alert contractor assistance available 1930–0730Z.

MILITARY REMARKS: Attended (Base Ops) 1930–0930Z. 24 hr PPR thru Cmdr U.S. Army Kwajalein Atoll; F.O.Box 26 APO AP 96555; Attn: Ctc Base Ops, Pacific DSN 480–2131, C808–580–2131. Unattended airfield ops not authorized except in an emergency. Airfield lighting secured 30 minutes after last scheduled departure. Airfield lighting available with 30 minute response in support of in-flight emergencies. Aircraft utilizing Bucholz AAF for an emergency divert outside of regular operating hours should contact the FAA controller at Oakland Center to arrange for Base OPS/TWR personnel recall. 250’ twr 8.5 NM PKWA brg 300 deg. Act with explosive cargo should plan to arrive between 0200–0530Z. Arr/Dep should not be planned between 0100–1930Z. Avoid rain catchments on N side of rwy and twy. TACAN tower 75 ft high lctd 164 ft N of Twy E centerline. Portions of Twy E not vis from ATCT. Numerous trees and other obstn within 300 ft S of rwy. Use of parallel Twy A lmtd to C–141 and smaller actft. Electro-magnetic radiation may exist 24 hrs daily within 5 NM, fm sfc to 30,000 ft. RSTD Twys A and Twy E are weight restricted for the following actft: B737, B757, B767, C–5, C–17, C–130 back taxi and 180 deg turn on rwy will be required, for either arr or dep. Exceptions may be granted for Twy A, in order to access explosive cargo parking locations. CAUTION Pilots have experienced vertigo dur ngt operns especially dur periods of reduced vis due to lack of visual cues. Men, equip, and vehicles may be oprg in close proximity to the rwy. All arrs and deps make S tfc only to avoid extrem radiation hzs. Overflight of the island N of rwy is prohibited. Ctc Base Ops prior to dep due to radiation haz de-confliction. Rotor bcn does not rotate. NOTE: See Area Notices—MARSHALL ISLANDS.

COMMUNICATIONS:

SAN FRANCISCO ARINC (KWA). NOTAM FILE PKWA.
ROI RADIO 118.1
KWAJALEIN TOWER 126.2 360.2 Opr 2000–0400Z Tues–Sat, excld fed hol. All actft within 50 NM maint twr ctc, OT ctc BASE OPS ADVISORY SVC 118.8 Dur afld opr periods when ATC not avbl, all actft will use std advsy pro of Section 4–1–9 of the U.S. AIM and self–announce all movements on CTAF both on gnd and within 10 NM of the arpt.)
GND CON 121.9
AIRSPACE: CLASS D svc 2000–0400Z Tue–Sat, exc fed hols; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

NDB (HW) 359  NDJ  N08°43.25´E167°43.67´ at fld. 15/9E.

COMM/NAV/WEATHER REMARKS: Report on initial call up with AWOS wx info avbl on freq 119,675 or call (808) 580–2131.

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PAC, 21 MAR 2024 to 16 MAY 2024
DYES AAF (ROI)(PKRO) UTC+12 N09°23.81´E167°28.25´ P-18

14  B

RWY 04–22: H4499X150 (ASPH) PCN 11 F/B/W/T

RWY 04: PAPI(P4L)—GA 3.0º TCH 38’.
RWY 22: PAPI(P4L)—GA 3.0º TCH 38’.

AIRPORT REMARKS: No facilities—ARFF available. No transient acft authorized. Electromagnetic radiation will exist 24 hrs daily within 10 NM radius of Dyess AAF from surface to 50,000. Acft within the abv airspace will be exposed to direct radiation which may produce harmful effect to persons and equipment. REIL available Rwy 04 with prior notice. Five lighted antennae; 263 dish located 0.6 NM E, 175 dish located 0.7 NM ENE, 273 located 1.3 NM SE. 150 located 0.4 NM NNE. Military rotating beacon atop 137 water tower 950 SE. Taxiway lighted. NOTE: See Area Notices—MARSHALL ISLANDS.

COMMUNICATIONS:
SAN FRANCISCO ARINC (HNL) NOTAM FILE HNL.
ROI RADIO 118.1

MAJURO ATOLL

MAJURO N07°03.92´E171°16.11´ NOTAM FILE HNL P-18
NDB/DME (HW/DME) 316 MAJ Chan 114 at Marshall Islands Intl. 4/10E. DME Chan 114 paired with VHF freq 116.7

AMATA KABUA INTL (MAJ)(PKMJ) 7 SW UTC+12 N07°03.90´E171°16.32´ P-18
7  B NOTAM FILE HNL

RWY 07–25: H7913X150 (ASPH–GRVD) S–120, D–171, 2D–290 PCN 64 F/B/X/T MIRL

RWY 07: REIL. PAPI(P4L)—GA 3.0º TCH 55´.
RWY 25: REIL. PAPI(P4L)—GA 3.0º TCH 46’. Tree.

SERVICE: FUEL JET A1+ LGT ACTIVATE MIRL Rwy 07–25, PAPI and REIL Rwys 07 and 25—CTAF.

AIRPORT REMARKS: Attended on request. PPR for ldg from arpt mgr 24 hrs in advance. After sender has confirmed fuel delivery, he must give 24 hours advance notice to Airport Superintendent and Immigration Officer, Majuro, Marshall Islands. If ETA is between 0400Z Fri to 2200Z Mon, 48 hours advance notice must be given to Airport Superintendent. Message will include name of sender, type of aircraft, aircraft identification number, ETA purpose of landing, such as ferry flight, number of crew, PAX and citizenships, and that sender has obtained fuel confirmation from MOBILE OIL Guam including quantity and type of fuel. Include RON in message if applicable. Arpt Superintendent available Sun–Fri 2000–0500Z phone (692) 247–7612/3113, Fax (692) 247–3888.

AIRPORT MANAGER: (692) 247-3113
COMMUNICATIONS: CTA F 123.6

MAJURO RADIO 123.6 LAA 126.6 emerg only 5205X USB emerg only 2182 emerg only.

RADIO AIDS TO NAVIGATION:
MAJURO NDB/DME (HW/DME) 316 MAJ Chan 114 N07°03.92´E171°16.11´ at fld. 4/10E. DME Channel 114 paired with VHF freq 116.7.

MEJIT ATOLL

MEJIT (C30) 0 NE UTC+12 N10°17.00´E170°53.00´

NOTAM FILE HNL Not insp.

RWY 07–25: 3000X50 (GRVL–CORAL)

AIRPORT REMARKS: Attended on call.

COMMUNICATIONS: CTA F 122.9
## MILI ISLAND

**MILI (1Q9)**

- 0 N UTC+12
- N06°05.00’ E171°44.00’
- NOTAM FILE: HNL
- Not insp.
- RWY 05–23: 2850x75 (TURF)
- AIRPORT REMARKS: Attended on call.
- COMMUNICATIONS: CTAF 122.9

## NAMORIK ATOLL

**NAMORIK (3N0)**

- 0 NE UTC+12
- N05°37.90’ E168°07.50’
- NOTAM FILE: HNL
- Not insp.
- RWY 07–25: 2900x45 (GRVL–CORAL)
- AIRPORT REMARKS: Attended on call.
- COMMUNICATIONS: CTAF 122.9

## TAORA ISLAND/MALOELAP ATOLL

**MALOELAP (3N1)**

- 0 E UTC+12
- N08°42.50’ E171°14.00’
- NOTAM FILE: HNL
- Not insp.
- RWY 04–22: 3500x150 (TURF)
- AIRPORT REMARKS: Attended on call.
- COMMUNICATIONS: CTAF 122.9

## UTIRIK ATOLL

**UTIRIK (03N)**

- 0 SE UTC+12
- N11°14.00’ E169°51.00’
- NOTAM FILE: HNL
- Not insp.
- RWY 07–25: 2400x50 (GRVL–CORAL)
- AIRPORT REMARKS: Attended on call.
- COMMUNICATIONS: CTAF 122.9

## WOTJE ATOLL

**WOTJE (N36)**

- 0 E UTC+12
- N09°28.00’ E170°14.00’
- NOTAM FILE: HNL
- Not insp.
- RWY 13–31: 4275x75 (TURF)
- AIRPORT REMARKS: Attended on call.
- COMMUNICATIONS: CTAF 122.9
**MIDWAY ATOLL**

**HENDERSON FLD** (MDY)(PMDY)  P  O SW  UTC–11  N28º12.09´ W177º22.88´  
12  B  Class IV, ARFF Index A  NOTAM FILE MDY  

**RWY 06–24:** H7800X150 (ASPH)  S–120, D–230, 2D–430  PCN 56 F/A/W/U  MIRL  
RWY 06: REIL. PAPI(P4L)—GA 3.0º TCH 80´.  
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 80´.  

**RUNWAY DECLARED DISTANCE INFORMATION**  
RWY 06:  
TORA–7800  TODA–7800  ASDA–7800  LDA–7800  
RWY 24:  
TORA–7800  TODA–7800  ASDA–7400  LDA–7400  

**SERVICE:** LGT  ACTVT REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24—126.2.  

**AIRPORT REMARKS:** Attended 1900–0400Z. Use freq 126.2 for all inbound and outbound communications. Arpt clsd to all tran acft. Arpt open for ETOPS and approved acft ops only. Approved acft ops permitted only during hrs of darkness Nov–Jun due to heavy bird activity. PPR for ldg for approved acft ops from arpt manager 24 hrs in advance due to heavy bird activity call 808–954-4829. Be alert for heavy bird strike hazards at all times. Current bird activity status avbl during initial ctc inbound and prior to tkf and ldg on freq 126.2. Except when necessary for tkf and lndg, all acft maintain minimum alt of 5,000 MSL within 12 miles of arpt. Arpt pri ctc (808) 674–1237. Backup contact sat phone Arpt Manager 011-8816-327-20578, USFWS Refuge Manager 011-8816-327-33725, DBSI Manager 001-8816-327-33825. Emergency pager 24 hrs (480) 768–2500 ID 881631492770. Landing fee.  

**AIRPORT MANAGER:** (808) 954–4829  

**WEATHER DATA SOURCES:** AWOS-3P  118.325 (808) 674–9286.  

**COMMUNICATIONS:** CTAF 122.9  

**AIRSPACE:** CLASS E svc  

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MDY.  
**MIDWAY NDB (HW) 400 MDY N28º12.25´ W177º22.75´ at fld. 16/10E.**  

**COMM/NAV/WEATHER REMARKS:** No ATCT ops. Inbound ctc 100 NM out for advisories. CTAF not monitored ctc freq 126.2. Freq 126.2 monitored 1900–0400Z and during approved acft ops. Arpt advisory on 126.2/257.8; 121.5/243.0 avbl.  

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**MIDWAY**  
N28º12.25´ W177º22.75´  NOTAM FILE MDY  
NDB (HW) 400 MDY at Henderson fld. 16/10E.
**PAGAN ISLAND**

**PAGAN AIRSTRIP** (TT01) 0 S UTC+10 N18°07.47’ E145°46.12’

34 NOTAM FILE HNL Not insp.

RWY 11–29: 1500X120 (TURF–GRVL) S–4 1.5% up E

RWY 11: Trees.

RWY 29: Brush.

AIRPORT REMARKS: Unattended. Arpt CLOSED indefinitely. Survey marker 1 foot high on centerline, approach end of Rwy 11.

COMMUNICATIONS: CTAF 122.9

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**ROTA ISLAND**

**BENJAMIN TAISACAN MANGLONA INTL** (GRO(PGRO)) 6 NE UTC+10

N14°10.46’ E145°14.47’

606 B TPA—See Remarks LRA Class I, ARFF Index A NOTAM FILE HNL

RWY 09–27: H7000X150 (ASPH–GRV) S–90, D–130, 2D–220 PCN 57 F/A/X/T MIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 45°

RWY 27: PAPI(P4L)—GA 3.0º TCH 45°. Rgt ttc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA–7000 TODA–7000 ASDA–7000 LDA–7000


SERVICE: LGT REIL Rwy 09, PAPI Rwy 09 and 27, MIRL Rwy 09–27, twy lgts and windcone oper 2000–0800Z. After 0800Z and durg emergencies ACTVT REIL Rwy 09, PAPI Rwy 09 and 27, MIRL Rwy 09–27, twy lights, windcone—CTAF. Rotating bcn located 950’ south of ARP and 300’ west of terminal bldg centerline extended.

AIRPORT REMARKS: Attended 2000–0800Z. Rdo operator, ARFF psnl, and Wx daily 2000–0800Z. Lgtd twr 1798‘ MSL (262‘ AGL) located 4 miles southwest of arpt. PPR for unskd acft opns fm Rota flight service. Immigration customs and quarantine avbl during scheduled acft operations, other times prior arrangements must be made with field supervisors (670) 532–0026/0027/9455/9493 respectively. TPA—Large and Turbine powered acft 2100(1494), small acft 1600(994).

AIRPORT MANAGER: (670) 532–9497


COMMUNICATIONS: CTAF 123.6

© GUAM CERAP APP/DEP CON 120.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

ROTA NDB (HW) 332 GRO N14°10.30’ E145°14.40’ at fld. 587/2E.
SAIPAN ISLAND

COMMONWEALTH HEALTH CENTER HELIPORT  (C21)  1 E  UTC+10

H1: H45X45 (CONC)

HELIPORT REMARKS: Attended continuously. Rwy H1 110´ hotel bldgs west and 85´ water tank east of helipad.

AIRPORT MANAGER: (670) 234–8950

COMMUNICATIONS: CTAF 125.7

FRANCISCO C ADA/SAIPAN INTL  (GSN)(PGSN)  4 SW  UTC+10  N15º07.21´  E145º43.80´

NOTAM FILE GSN

RWY 07–25: H8699X200 (ASPH–GRVD)  S–87, D–175, 2D–350, 2D/2D2–690  PCN 67 F/A/X/T  HIRL

RWY 07: MALSRE. REIL. Rgt tfc.

RWY 25: REIL. PAP(P4L)—GA 3.0º TCH 75´

RWY 06–24: H7001X100 (ASPH)  PCN 67 R/A/X/T  MIRL

RWY 06: Thld dsplcd 396´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA–7001  TODA–6800  ASDA–6645  LDA–6600

RWY 07: TORA–8699  TODA–8669  ASDA–8664  LDA–8010

RWY 24: TORA–6400  TODA–7001  ASDA–6302  LDA–7000

RWY 25: TORA–8699  TODA–8699  ASDA–8045  LDA–8010

SERVICE: FUEL  100, 100LL, JET A1+

LGT SS–SR. Rw 07 VASI and glidepath not coincident.


Immigration and Customs available during scheduled operations. Other times prior arrangements must be made with CBP port director call (670) 288–0025/26. Rw 06–24 open for taxiing only (not avbl for lng and tkof). Open for ldg and tkof when Rwy 07–25 clsd. ARFF Index: Clsd to unskd acr opns with more than 30 psgr seats exc PPR call or write amgr 670–237–6500/670–285–0128 (cell), P.O. Box 501055 Saipan MP 96950. TPA—Traffic pattern altitude for large and turbine powered acft 1699(1485), small aircraft 1199(985).

AIRPORT MANAGER: (670) 237–6500

WEATHER DATA SOURCES: ASOS (670) 288–5017. SAWRS.

COMMUNICATIONS: ATIS 127.2

GUAM CERAP APP/DEP CON 118.4

TOWER 125.7  GND CON 121.8

AIRSPACE: CLASS D svc

RADIO AIDS TO NAVIGATION:

SAIPAN NDB (HW) 312 SN  N15º06.68´  E145º42.62´  066º 1.2 NM to fld.  83/2E.

ILS/DME 109.9  I–GSN Chan 36  Rw 07.

SAIPAN N15º06.68´  E145º42.62´  NOTAM FILE GSN

NDB (HW) 312 SN  066º 1.2 NM to Francisco C Ada/Saipan Intl.  83/2E.
TINIAN ISLAND

FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT)  1 N UTC+10  N14º59.95´  HAWAIIAN–MARIANA
E145º37.16´  P–1A

270  B  Class I, ARFF Index A  NOTAM FILE HNL

RWY 08–26: H8600X151 (ASPH–CONC–GRVD)  S–75, D–200, 2D–400, 2D/2D2–832

PCN 61 F/A/X/T  MIRL  0.4% up E.

RWY 08: REIL. PAPI(P4L)—GA 2.98º TCH 43´. Hill.

RWY 26: REIL. PAPI(P4L)—GA 2.99º TCH 45´. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:  TORA–8600  TODA–8600  ASDA–8600  LDA–8600

RWY 26:  TORA–8600  TODA–8600  ASDA–8600  LDA–8600

SERVICE: LGT

For REIL Rwy 08 and Rwy 26, PAPI Rwy 08 and Rwy 26, MIRL Rwy 08–26, ctc airport 2000–1000Z on CTAF 123.6. For emergencies between 1000–2000Z lghts can be requested by contacting port police (670) 433–9295/9294 or CTAF 123.6

AIRPORT REMARKS:

Attended 2000–1000Z, other times PPR from Commonwealth Ports Authority Tinian manager, Tinian call 670–433–9296/94 Mon–Sun. Arpt CLSD to unscheduled air carrier operations with more than 10 pax seats except 24 hrs PPR rqrd in writing to arpt manager. P.O. Box 235, Tinian MP 96952. ARFF svc available 2000–0930Z and for air carrier ops with more than 9 passenger seats. Cust avbl dur sked ops. OTR times prior arrangements must be made with Customs Border Patrol Protection Saipan call 288-0028. Traffic pattern altitude for large and turbine powered acft 1803(1532); small acft 1303(1032).

AIRPORT MANAGER: (670) 433–9294

COMMUNICATIONS: CTAF 123.6

© GUAM CERAP APP/DEP CON 118.4

RADIO AIDS TO NAVIGATION

SAIPAN NDB (RW) 312  SN  N15º06.68´ E145º42.62´  216º 8.7 NM to fld.  83/2E.

PAC, 21 MAR 2024 to 16 MAY 2024
### PALAU

#### ANGAUR ISLAND

**ANGAUR AIRSTRIP (ANG)**  30 SW UTC+9  N06°54.00´E134°09.00´  
- **RWY 05–23:** 7000X150 (GRVL) 
- **RWY 05:** Trees.  
- **RWY 23:** Trees.  
- **AIRPORT REMARKS:** Unattended.  
- **COMMUNICATIONS:** CTAF 122.9

#### BABELTHUAP ISLAND

**PALAU INTL (ROR)PTRO**  4 NE UTC+9  N07°22.04´E134°32.66´  
- **RWY 09–27:** H7200X150 (ASPH–CONC–PFC) S–75, D–190, 25–175, 2D–300 MIRL  
- **RWY 09:** REIL, PAPI(P4L)—GA 3.0º TCH 52´. Trees.  
- **RWY 27:** REIL, PAPI(P4L)—GA 3.0º TCH 52´. Trees.  
- **SERVICE:** FUEL—JET A1—LGT—For MIRL Rwy 09–27 and rotating beacon contact KOROR RADIO—123.6.  
- **AIRPORT REMARKS:** Attended continuously. Be alert to large number of birds on rwy at night. ARFF avbl 24/7. All unscheduled flts must file a flt plan at least 7 days prior to arr and all flts must ctc Koror Communications on 123.6 at least 20 min prior to arr. Entry permit reqd call 011 (680) 488–2498, fax 011 (680) 488–4385; landing permit reqd must give 7 days notice. All acft exceeding 100,000 lbs GWT taxi to thld turn around before taxing to apron. Actf under 100,000 lbs GWT may make a turn around where feasible.  
- **AIRPORT MANAGER:** (680) 488–2111  
- **COMMUNICATIONS:** CTAF 123.6  
- **KOROR RADIO** 123.6  
- **RADIO AIDS TO NAVIGATION:** KOROR NDB/DME (HW/DME) 371 ROR Chan 104 N07°22.13´E134°33.02´ at fld. 183/1E. DME channel 104 paired with VHF freq 115.7  
- **DME unusable:** 006º–030º byd 25 NM blo 4,500´  
  031º–050º byd 25 NM blo 3,500´  
  051º–220º byd 25 NM blo 2,200´  
  221º–240º byd 25 NM  
  241º–290º byd 25 NM blo 3,500´  
  291º–335º byd 25 NM  
  336º–005º  
- **COMM/NAV/WEATHER REMARKS:** LAA available 2hrs prior to scheduled acft arrival and until 1hr after departure.  

#### PELELIU

**PELELIU (C23)**  20 SW UTC+9  N07°00.00´E134°14.00´  
- **RWY 04–22:** 6000X40 (GRVL)  
- **RWY 04:** Trees.  
- **RWY 22:** Trees.  
- **AIRPORT REMARKS:** Unattended. Rwy 04–22 first 1000´ Rwy 04 unusable.  
- **COMMUNICATIONS:** CTAF 122.9
WAKE ISLAND AIRFIELD (AWK) (PWAK)  AF  0 N  UTC+12  N19º16.95´ E166º38.20´
23  B  ARFF Index C  NOTAM FILE  HNL  Not insp.
RWY 10–28: H9844X150 (ASPH)  PCN 101 F/AW/T  HIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 76´.
RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 77´.
ARRESTING GEAR/SYSTEM
HOOK BAK–12B (4921´). RWY 28
SERVICE:  A-GEAR  30 min PN rqr. FUEL  Acft refueling at PWAK: Site arr rqr must be obtained from 907-552-5781 and submitted for apvl prior to arr. Fit crew rqr to assist in refuel. J5 (Mil). LGT  Several obst lgts: Controlling obst lgts tower 101´ AGL apx 1700´ S of Rwy 28 thld.
Very limited opr status, avbl for emergency ldg and minimal priority tfc. Emerg divert acft outside published hrs, ctc FAA controller at Oakland Center to arrange base ops/ATC specialist personnel recall via Wake fire dispatch at phone (808) 424–2911 primary or (808) 424–2232 secondary. No aircraft maintenance available. Twy line restriction located at intersection of Twy E and Twy D. Restriction continues west onto the warm–up pad, does not provide wingtip clearance to acft with wingspan greater than 60´. CAUTION Rwy markings worn/faded. Rwy is non–precision instrument rwy but is painted to precision instrument standards. Be alert to bird hazard on approach to Rwy 10 and Rwy 28 departure. 4´ x 8´ area of gradual pavement rise (hump) of apx 2” lctd 2300´ E of apch end Rwy 10, 40´ rgt of cntrln. Be alert to ocean vessels with mast approximately 125´ periodically located at mooring buoys 3600´ west of thld Rwy 10. Afd has mixture of regular and LED obstruction lghts. LED obstruction lghts may not be visible to some NVD. TFC PAT—right break Rwy 10 all acft, left break Rwy 28 all acft. DD–175–1 MISC ETOPS divert location. Firefighting svcvs reduced to NFPA category 7, ARFF Index C. Remote WX briefings avbl 24 hrs from 17 OWS at DSN 315–449–8333/7950 or 448–3809, 2 hr notice rqr for timely brief. When normal SATCOM out of svc, IMARSAT is available. Space avbl passengers are not allowed to remain overnight. Rwy 10–28 900’ coral overrun.
AIRPORT MANAGER: (808) 424–2101/2000
WEATHER DATA SOURCES: AWOS–3P
COMMUNICATIONS:
WAKE OPERATIONS: 128.0  349.4 (2000–0400Z)
RADIO AIDS TO NAVIGATION:
WAKE ISLAND (H) VORTACW 113.5 AWK  Chan 82  N19º17.20´ E166º37.64´ at fld. 18/6E. No–NOTAM MP: VOR 2030–2230Z Tue; TACAN 2030–2230Z Wed.
COMM/NAV/WEATHER REMARKS: Inbd acft should exp descent and apch cnfr ed Oakland ARTCC thru San Francisco Radio. Wake opns monitors 121.5 and 243.0. Inbd acft ctc Wake opns 100 NM out for AAS and adz svcvs rqrmts. Make all dep rpt to ARTCC via HF. No ATC avbl to ovfl.
SPECIAL NOTICES

SECTION 3: NOTICES

HONOLULU (DANIEL K INOUYE INTL) AIRPORT
HNL RUNWAY INCURSION AND WRONG SURFACE LANDING RISKS

Runways 04–22 Runway Incursion Risk: The runway holding position markings (hold lines) between Runway 04L–22R and Runway 04R–22L are relocated, with minimal space of approximately 20 feet between them. Pilots are reminded to hold short of the parallel runway until a clearance is received to cross that runway. ATC is aware that the aircraft tail may not be clear of the exiting runway and is restricting arriving and departing aircraft on that runway.

For additional information, enter this link into your web browser to view a short video on FAA’s You Tube Channel: https://youtu.be/OzwZvJPcGIs.

Wrong Surface Landing Risk: Rwy 04R/Rwy 04L thresholds. Pilot expectation bias or runway confusion cause a potential for wrong runway landings. Pilots are reminded to acknowledge landing runway assignment and visually confirm lined up for the correct runway.

For additional information contact Honolulu Control Facility (HCF) at 808-840-6100.

LASER LIGHT OPERATION

Keck Observatory, Gemini Observatory and Subaru Observatory

A permanent laser light operation is being conducted nightly between sunset and sunrise at Keck Observatory and Gemini Observatory N19°49′26″/W155°28′09″, Kamuela VOR (MUE) 122 degree radial at 16 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash blindness may also occur if the beam enters the cockpit. Honolulu Control Facility, (808) 840-6201 is the FAA coordination facility.

Maui Space Surveillance Complex

A permanent laser light operation is being conducted nightly between sunset and sunrise at the Maui Space Surveillance Complex (MSSC) N20°42′31″/W156°15′28″, Maui VOR (OGG) 131 degree radial at 15 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash blindness may also occur if the beam enters the cockpit. Honolulu Control Facility, (808) 840-6201 is the FAA coordination facility.

PAC, 21 MAR 2024 to 16 MAY 2024
DANIEL K INOUYE INTL (HNL) ARRIVAL ALERT

Landing Northeast
RWY 4L and RWY 4R

Pilot sometimes confuse RWY 4L and RWY 4R.

Not for Navigational Purposes
For Situational Awareness Only
CHANGE NOTICE

A Change Notice will only be issued for safety considerations such as when an amended or original instrument approach procedure is issued.

VMC FLIGHT (VFR)

1. The Oakland OCA/FIR, unless otherwise specified, is classified as class A airspace from FL055 to FL600 (IFR only). VMC flights are not authorized in class A airspace but may operate within the Oakland Oceanic FIR as follows:
   a. At or below FL055 (class G).
   b. In class D and E airspace.
   c. In the airspace surrounding Pacific islands located within the Oakland OCA/FIR with the following restrictions:
      (1) Between sunrise and sunset; and
      (2) When operating less than 100 NM of shoreline of any landmass; and
      (3) Below FL200:

NOTE: VMC Flights operating within 100 NM of landfall are not considered to be “over water” flights.

2. All “over water” VMC flights planning to operate outside of controlled airspace (class G) but on routes within the Oakland Oceanic FIR are required for national security to file an ICAO flight plan.
   a. The flight plan shall contain reporting points along the route not more than 80 minutes apart.
   b. It is the VMC pilots’ responsibility to open and close their VMC flight plan with Oakland ARTCC.

3. All over water VMC flights are required to maintain a continuous listening watch on the appropriate frequency, and make position reports at all filed reporting points on the appropriate HF frequencies.

NOTE: Satphones do not meet the “continuous listening watch” requirements as prescribed by ICAO.

4. Flight following and alerting services are provided by ATC for all over water flights.

5. State owned aircraft (military, customs etc.) may operate VFR within the Oakland Oceanic FIR if exercising “Due regard.”

ADDRESSING FLIGHT PLANS WITH OAKLAND OCEANIC

All aircraft entering Oakland OCA/FIR (KZAK) must address the ICAO flight plans to KZAKZQZX and KSFOXAAX.

OCEANIC IFR SEPARATION STANDARDS

1. LONGITUDINAL: At least 10 minutes between turbojet aircraft on the same or continuously diverging course. Non-turbojet aircraft, at least 15 minutes. Between two RNP-10 aircraft with ADS-C connections, 50 nautical miles and between two RNP-4 aircraft with ADS-C connections, 30 nautical miles.

2. CROSSING: All aircraft at least 15 minutes.

3. LATERAL: At least 100 nautical miles between intended routes, 50 nautical miles between aircraft certified RNP–10 and 30 nautical miles between aircraft certified RNP–4. Lateral separation minima may be reduced in some cases when suitable NAVAIDS are available.

4. VERTICAL: Oakland OCA is classified as Reduced Vertical Separation Minimum (RVSM) airspace. Vertical separation standards are therefore at least 1,000 feet from the lower limit to flight level 410. Above flight level 410 at least 2,000 feet.
GENERAL NOTICES

LOWER SEPARATION MINIMA – OAKLAND OCEANIC FIR

In accordance with ICAO Regional Supplementary Procedures – DOC 7030 PAC Region 6.2.6, notice is hereby given that separation lower than those specified in 6.2.1 and 6.2.2 may be applied in accordance with PANS–ATM DOC 4444 within the Oakland Oceanic FIR/OCA. The use of lower separation standards within the airspace listed below is contingent upon satisfactory and current flight check data of the navigational aids.

Office of Primary Responsibility (OPR): Oakland Center – FAA/AJT-ZOA-IAP
Contact Information: 510-745-3326/3464; email: AJT-ZOA-IAP@faa.gov
Amended: August 2023

MACH NUMBER TECHNIQUE

1. The minimum longitudinal separation between aircraft may be reduced with the application of Mach Number Technique (MNT) thereby improving airspace utilization.

2. APPLICATION

a. MNT may be used only between turbojet aircraft following the same or continuously diverging track, which have reported over a common point.

b. MNT can only be applied between aircraft that are assigned a single cardinal altitude or the aircraft concerned are in level, climbing or descending flight.

c. Longitudinal separation between aircraft using MNT is based on the aircraft maintaining the assigned Mach number at all times, including during climb and descent. If it is not feasible, for operational reasons, to maintain the last assigned Mach number, the pilot shall advise ATC at the time of the initial clearance or subsequent climb/descent request or clearance.

d. Aircraft shall adhere to the Mach number assigned by ATC and shall obtain approval before making any change to the Mach number. If it is essential to make an immediate change in Mach number (i.e. due to turbulence) ATC shall be notified as soon as possible that such a change has been made.

e. MNT SEPARATION MINIMA. When the lead aircraft maintains the same Mach number of the following aircraft the minima when using MNT is 10 minutes.

f. REDUCTIONS TO SEPARATION WHEN APPLYING MNT.

(1) To apply reductions, it must be possible to ensure that the required time interval will exist at the common point from which the aircraft either follow the same track or continuously diverging tracks.

(2) Both turbojet aircraft will be assigned an appropriate Mach number. The lead aircraft will be assigned a Mach number greater than the following aircraft. Separation minima are as follows:

<table>
<thead>
<tr>
<th>Difference in Mach number between aircraft</th>
<th>Minimum separation between aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.02 Mach</td>
<td>9 Minutes</td>
</tr>
<tr>
<td>0.03 Mach</td>
<td>8 Minutes</td>
</tr>
<tr>
<td>0.04 Mach</td>
<td>7 Minutes</td>
</tr>
<tr>
<td>0.05 Mach</td>
<td>6 Minutes</td>
</tr>
<tr>
<td>0.06 Mach</td>
<td>5 Minutes</td>
</tr>
</tbody>
</table>

g. MNT WITH FASTER AIRCRAFT BEHIND. Mach Number Technique may be applied when faster aircraft will follow another aircraft at the same flight level. In this case, longitudinal separation may be established during transition from offshore airspace to the OCA, or when both aircraft are within oceanic airspace. Sufficient longitudinal separation will be applied to ensure at least 10 minutes separation until another form of separation is achieved.

Office of Primary Responsibility (OPR): Oakland Center – FAA/AJT-ZOA-IAP
Contact Information: 510-745-3326/3464; email: AJT-ZOA-IAP@faa.gov
Amended: August 2023

PAC, 21 MAR 2024 to 16 MAY 2024

AIRSPACE

NAVIGATIONAL AIDS

100 NM seaward of the boundary of the Honolulu Domestic area

SOK, LIH, HNL, MIKK, LNY, OGG, ITO, UPP and KOA VORTACS

50 NM of Guam

AJA NDB

130 NM of Wake Island

AWK VORTAC FL180–450

40 NM of Wake Island

AWK VORTAC SFC–FL180

130 NM of Midway Island

NQM TACAN FL180–450

40 NM of Midway Island

NQM TACAN SFC–FL180

50 NM of Majuro Island

MAJ NDB/DME

50 NM of Kwajalein Island

NDJ NDB

50 NM of Weno Island/Chuuk

TTK NDB/DME

50 NM of Yap Island

YP NDB/DME

50 NM of Ponape Island

PNI NDB/DME

50 NM of Saipan Island

SN NDB

50 NM of Babethrop Island/Koror

ROR NDB/DME

Office of Primary Responsibility (OPR): Oakland Center – FAA/AJT-ZOA-IAP
Contact Information: 510-745-3326/3464; email: AJT-ZOA-IAP@faa.gov
Amended: August 2023
USE OF VERY HIGH FREQUENCY (VHF) AND HIGH FREQUENCY (HF) FOR COMMUNICATIONS

Due to the inherent “line of sight” limitations of VHF radio equipment when used for communications in international oceanic airspace, those aircraft operating on an IFR or controlled VFR flight plan beyond the communications capability on the assigned VHF will be required as per ICAO Annex 2 to maintain a continuous listening watch and communications capability on the assigned HF frequencies. These frequencies are listed in Section IV of this Chart Supplement as part of the general-purpose communication facilities operated by Collins Aerospace (San Francisco Radio). These facilities will be responsible for the relay of position reports and other pertinent information between the aircraft and Air Traffic Control.

NOTE: Use of satellite telephones does not provide “a continuous listening watch and therefore does not meet minimum ICAO requirements. However satellite telephones may be used as a backup to HF communications in the event an aircraft is unable to contact San Francisco Radio on HF. Satellite voice equipped aircraft may call San Francisco Radio at SATCOM SHORT CODE 436625 to transmit messages.

DIRECT SATVOICE CAPABILITY

Oakland Center Oceanic has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and the Front Line Manager at Oakland Center Oceanic shall be limited to distress and urgency situations or other exceptional circumstances only. Aircraft desiring to contact Oakland Center Oceanic should use the following INMARSAT security numbers:

INMARSAT number
436697

Office of Primary Responsibility (OPR): Oakland Center – FAA/AJT-ZOA-IAP
Contact Information: 510-745-3326/3464; email: AJT-ZOA-IAP@faa.gov
Amended: August 2023
SPECIAL PACIFIC AREA COMMUNICATIONS
Frequency 123.45 MHz has been designated for use in air-to-air communications between aircraft operating in the Pacific area out of range of VHF ground stations to exchange operational information and facilitate resolution of operational problems.

GUARD OF VHF EMERGENCY FREQUENCY
Pilots should remember that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over-water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to flight information region (FIR) boundaries since it serves to facilitate communications with regard to aircraft, which may experience in-flight emergencies, communications, or navigational difficulties.

USE OF NONDIRECTIONAL BEACON (NDB) FOR NAVIGATION
1. The use of NDB as the “primary” source of navigation for long-range oceanic flight presents the operator with numerous limitations and restrictions that are inherent in low frequency radio equipment and low frequencies signals. These include:

2. NDB of the highest power (2000 watts or more), which are maintained and flight checked as suitable for navigation, are limited in their usable service and/or reception range to no more than 75 NM from the facility at any flight level.

3. Though the operator may be able to receive standard (AM/amplitude modulation) broadcast stations with NDB equipment, primary dependence on the facilities for air navigation is a questionable operating practice. The following are some of the inherent problems associated with reception of these stations:
   a. Infrequent identification of the station.
   b. Identification of foreign language stations may be impossible without some knowledge of the language.
   c. Transmitter sites are not always collocated with studio facilities.
   d. Termination of service without notice.
   e. Weather systems causing erratic and unreliable reception of signal.
   f. Atmospheric disturbances causing erratic and unreliable reception of signal.
   g. No flight checks conducted to verify the suitability and reliability of the facility and its signal for use in air navigation.
   h. Fluctuation (bending) of signal due to “shoreline/mountain” effect.
   i. Standard broadcast stations are not dedicated for air navigation purposes.

4. Considering the limitations, the operator should make every effort to navigate the aircraft so as to maintain the “track/course” and the “tolerances” specified in the ATC clearance. An error of 10 degrees at a distance of 2000 miles equates to approximately 350 NM of course deviation; the inadequacies of the NDB as the sole source of navigation for oceanic flight must be evaluated carefully.

Office of Primary Responsibility (OPR): Aviation Safety, Flight Operations Group, AFS-410
Contact Information: 202-267-8806; email: 9-AWA-AVS-AFS410@faa.gov
Amended: August 2023
Area Notices

American Samoa

Pago Pago International Airport

Procedures

Inbound. About 30 miles from the airport, monitor 118.3 for broadcasts from other aircraft. At 15 miles from the airport broadcast your position, altitude and intentions. Follow this with your position on downwind, base leg and final approach.

Outbound. Monitor 118.3 for broadcasts from other aircraft before taxiing. Broadcast your position on the airport and intentions. Follow this with an announcement before you taxi onto the runway for takeoff.

Hazards, Caution and Warnings

American Samoa – Power Lines: Permanently installed power lines between island of Ofu and Olosega 400 feet ASL unlighted and unmarked.

Honolulu CTA/Hawaii

General Information on Flying to Hawaii

(Entry and Departure Requirements)

Air Commerce Regulations of the United States, Part 6, place certain responsibilities upon owners and operators of aircraft engaging in flights to and from foreign countries.

Customs and other agencies concerned desire to facilitate air travel to the fullest extent possible while carrying out their responsibilities. Aircraft operators can assist by familiarizing themselves with the regulations and by complying with them under all circumstances. Failure to do so may incur substantial penalties.

The following sets forth the principal requirements of concern to private plane operators engaging in international flights.

Arrival and Departure Manifests. All aircraft departing from the continental United States or Alaska or Hawaii are exempt from filing an arrival or departure manifest. Aircraft arriving from any other place are required to file arrival and departure manifests.

Advance Notice Required. Advance notice of each arrival must be furnished to U.S. Customs officials at or nearest to the place of intended first landing who will notify the Immigration and Public Health officials.

Advance notice should be sent so as to be received in sufficient time to enable the officers designated to inspect the aircraft to reach the place of landing before the arrival of the aircraft. At most airports, at least 2 hours advance notice is required for this purpose.

Notification may be made by telephone, which is preferable, or by telegram or radio. The notice should specify the following: (a) Type of aircraft; (b) Identification number (NC number); (c) Name of pilot; (d) Place of last departure; (e) Airport of entry; (f) Number of alien and citizen passengers; and (g) Estimated time of arrival (indicating whether H.S.T., P.S.T., etc).

All aircraft entering the United States from a foreign area must give advance notice of arrival IAW 19 CFR 122.23 and 122.31. Notice must be given to the port director at the place of first landing, either directly by radio, telephone, or other method; or through FAA flight notification procedure (see International Flight Information Manual, Federal Aviation Administration). When reliable means for giving notice are not available (for example, when departure is from a remote place) a departure must be made at a place where notice can be sent prior to coming into the U.S. Notice of arrival must be furnished far enough in advance to allow inspecting U.S. Customs and Border Protection (CBP) officers to reach the place of first landing of the aircraft prior to the aircraft’s arrival. When advance notice is received, the port director will inform any other concerned Federal agency.

Airports for Entry or Reentry. If the operator of a private aircraft returning to or visiting the United States wishes to land at any airport of entry, advance notice of arrival is necessary. This advance notice should be sent also to the immigration and public health officers at or nearest the place of intended first landing.

If he intends to land at a place not designated as an airport of entry, he must obtain permission to make such landing and give advance notice of arrival to the customs office nearest the intended place of first landing. It is not necessary that separate requests be sent to immigration and public health officers in these cases.

What to Report. The advance notice should specify the type of aircraft, registration marks, name of commander, place of last departure, international airport, number of alien passengers, number of citizen passengers, and the estimated time of arrival. This advance notice should be sent in time to enable officers, designated to inspect the aircraft, to reach the place of landing before the aircraft arrives.

Upon arrival, the operator and passengers will be examined in the same manner as any international traveler. They must declare any articles acquired abroad. If any passengers or cargo are carried, an inward manifest must be filed. Customs officers can supply forms for both types of declaration, although operators should have their own supply.

In Case of Emergency. If an emergency landing is made in the United States, the aircraft operator should report as promptly as possible to the nearest customs, immigration and public health officers. The aircraft operator should not permit any merchandise or baggage to be removed, or any passengers to depart, without official permission unless necessary for preservation of life or property.

The Matter of Charges. No charges are made for services during business hours when a landing takes place at any airport of entry; except that, when an aircraft arrives on a Sunday or holiday, or during other than regular hours, OVERTIME PAY WILL BE COLLECTIBLE. These charges are required by law. They may amount to as much as two days pay for each officer for any service performed on a Sunday or holiday. However, the charges are prorated where more than one aircraft is processed.

PAC, 21 MAR 2024 to 16 MAY 2024
If the landing is made at a place other than an airport of entry, any expenses incurred by Government officers in going to and from the place of landing are payable by the plane operator. In addition, if the aircraft arrives on a Sunday or holiday, or during other than regular hours, OVERTIME PAY WILL BE COLLECTIBLE.

UNITED STATES LANDING RIGHTS AIRPORTS. At the following airports an application for permission to land must be submitted in advance to U.S. Customs. At least two hours advance notice of arrival must also be furnished to U.S. Customs. Advance notice of arrival may be included in your flight plan filed in Canada or Mexico if destined to an airport where flight notification service is available; this notice will be treated as an application for permission to land.

HAWAII
Lihue/Lihue Airport
Hilo/Hilo Intl
Honolulu/Daniel K Inouye Intl
Kahului/Kahului Airport

NOTE: All aircraft entering U.S. airspace from a foreign port or departing U.S. airspace for a foreign port must provide at least 1 hour advance notice to the U.S. Customs and Border Protection (CBP) via the Electronic APIS (eAPIS) at https://eapis.cbp.dhs.gov/ , telephone, radio, or other means, or through the FAA. Requests for permission to land at a Hawaiian landing rights airport should be directed to 808–861–8462 ext 0.

RADAR SERVICE – HONOLULU DOMESTIC AREA
In an effort to eliminate the mid-air collision potential in the Honolulu Domestic area, civil aircraft are encouraged to take one of the following two courses of action: (1) File an IFR flight plan, if the pilot is qualified and aircraft properly equipped; (2) Take advantage of the VFR radar advisory service provided by Honolulu Control Facility, by contacting Honolulu Control Facility on 119.3 MHz for aircraft SE of Oahu, 126.5 MHz when W of Oahu, or on 124.1 MHz when NE of Oahu. Aircraft desiring this service should request VFR radar advisory service and give aircraft identification, type, altitude, position with reference to the nearest navaid or geographical location, heading and destination. If controller workload permits, radar traffic advisories will be issued after radar identification is accomplished by aircraft position correlation, or aircraft identifying turns. This is in addition to the radar services provided by Maui and Honolulu Approach Controls for aircraft in their respective areas.

RADAR SERVICE – KONA DOMESTIC AREA
Primary radar service unavailable below 5000 feet MSL east of Haleakala and south of Maunakea. In the area as described, radar services are available only to transponder equipped aircraft.

GLIDE SLOPE SIGNALS ON LOCALIZER BACK COURSE
Localizer Back Course instrument approach procedures do not utilize glide path information. In most back course areas, however, extraneous glide slope signals emanating from the front course site can be detected—THESE GLIDE SLOPE SIGNALS SHOULD BE DISREGARDED WHEN CONDUCTING LOCALIZER BACK COURSE APPROACHES.

The FAA has conducted an airborne survey to determine the level of extraneous glide slope signal at each location. Where a significant level of “fly down” glide slope signal is present, the approach chart will be annotated as an additional alert to the pilot.

BEACON REQUIREMENTS
Aircraft departing the Honolulu CTA and entering the Oakland FIR should remain on their last assigned discrete beacon code until passing the first compulsory reporting point after crossing the KZAK FIR boundary, thence adjust transponder to display code 2000 until otherwise directed by air traffic control.

HIGH FREQUENCY (HF) RADIO FREQUENCY ASSIGNMENT
Aircraft departing airports in Hawaii and entering the Oakland FIR should contact San Francisco Radio on 131.95 for HF frequency assignment prior to departure. If unable to contact San Francisco Radio prior to departure, then within ten (10) minutes of departure.

STRATEGIC LATERAL OFFSET PROCEDURE (SLOP) IN HONOLULU CONTROL FACILITY AIRSPACE TO MITIGATE WAKE TURBULENCE AND TO MITIGATE COLLISION RISK
1. Aircraft are encouraged to use the Strategic Lateral Offset Procedure (SLOP) published in the USA AIP (Aeronautical Information Publication within the Honolulu CF CTA (Honolulu Control Facility Control Area).
2. In addition to the airspace authorized for SLOP in the USA AIP, flights may use SLOP while on ATS routes in the Honolulu CF CTA.
   a. Departing oceanic flights may apply SLOP within the Honolulu CF CTA upon reaching initial cruise flight level and within 70 NM from oceanic entry point.
   b. Oceanic flights arriving Hawaii should terminate SLOP no later than 70 NM after oceanic exit point or when receiving radar vectors whichever occurs first.
   c. Oceanic overflights should remain on SLOP offset throughout the Honolulu CTA.
3. Hawaiian inter-island flights must not use SLOP.

For questions about SLOP in HCF CTA call 808-840-6204
VFR FLIGHT WITHIN HAWAII

NOTE: CAUTION – HIGH DENSITY COMMUTER AND SIGHTSEEING TRAFFIC

VFR Cruising altitude at or below 3,000 feet AGL

In order to reduce traffic conflict between interisland flights at or below 3,000 feet, an informal cruising altitude program is in use in the Hawaiian islands. Recommended eastbound altitudes: 2500, 1500, 500 feet; recommended westbound altitudes: 3000, 2000, 1000 feet.

SPECIAL ALERTNESS RECOMMENDED: Pilots engaged in sightseeing Hawaii must be sure their attention is not diverted from their primary responsibility for the safe operation of their aircraft. There is extensive VFR traffic operating along shorelines of all islands. Aircraft range in size from Cessna 152 to DeHavilland DHC–7 (4–engine). These aircraft generally operate from the shoreline to three miles offshore, at altitudes below 4500 feet.

Pilots should be aware of the high density traffic areas listed below.

NORTH SHORE MOLOKAI–MAUI

The route from Koko Head (CKH) VORTAC to and along the north shore of Molokai and Maui is extremely heavily traveled by aircraft engaged in commuter and sightseeing operations. As many as seven aircraft may be operating along Molokai north shore in both east and west bound directions, simultaneously and on a routine basis. The number may be up to 15 aircraft during peak traffic periods.

VFR CHECKPOINTS: ILIO POINT, KALAUPAPA, and CAPE HALAWA on Molokai; NAKALELE POINT on Maui.

The following precautions are recommended:

– Maintain an especially alert watch for other aircraft. Traffic becomes concentrated in the vicinity of Ilio Point, Kalaupapa (airport), Cape Halawa, and Nakalele Point. Altitude changes should be avoided in these areas.

– Maintain an alert listening watch on 122.9 MHz and announce aircraft position, direction of flight and altitude when passing the VFR checkpoints noted above, arriving aircraft should broadcast position, altitude and intentions on 122.9 MHz prior to contacting Molokai Tower.

EXAMPLE: ROYAL 76, ILIO POINT EASTBOUND 1500
TANGO 34, CAPE HALAWA WESTBOUND 2000

– Landing aircraft–Molokai Airport: Before crossing within one mile of the shoreline, or before passing abeam the VFR checkpoints noted above, arriving aircraft should broadcast position, altitude and intentions on 122.9 MHz prior to contacting Molokai Tower.

EXAMPLE: ROYAL 76 THREE WEST ILIO POINT, 1500, LANDING MOLOKAI

– Landing aircraft–Kalaupapa Airport: Aircraft landing at Kalaupapa Airport should comply with transiting procedures and, when approximately five miles from the airport, broadcast position, altitude and intentions on 122.9 MHz (remaining clear of the Molokai Airport Traffic Area). Follow this up with appropriate announcements on downwind, base leg and final approach. When departing Molokai for Kalaupapa, request frequency change to 122.9 MHz after departure, in order to make these broadcasts.

Flights Through Kalaeloa Class D–Aircraft at or above 2000’ , contact HCF APP on 119.1/239.05 if north of Kalaeloa Airport, 118.3/269.0 if south of the airport. Aircraft below 2000’, contact Kalaeloa Tower for instructions.

HONOLULU CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS

Regardless of weather conditions, an ATC authorization is required prior to operating within Class B airspace. Pilots should not request an authorization to operate within CLASS B unless the requirements of sections 91.215 and 91.131 of the FAR are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, the aircraft must be equipped with an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.

2. No person may takeoff or land a civil aircraft at an airport unless the requirements of sections 91.215 and 91.131 of the FAR are met.

3. Aircraft operating within the Honolulu CLASS B airspace must be operated in accordance with ATC clearances and instructions.

4. Aircraft desiring to transit CLASS B should contact Honolulu Control Facility on the frequency depicted for the sector of flight with reference to the geographical 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 radial.

5. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if the route penetrates CLASS B.

FLIGHT PROCEDURES

A. IFR Flights

Aircraft operating within the Honolulu CLASS B airspace must be operated in accordance with ATC clearances and instructions.

B. VFR Flights

1. Arriving aircraft, or aircraft desiring to transit CLASS B should contact Honolulu Control Facility on the frequency depicted for the sector of flight with reference to the geographical 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 radial.

2. Aircraft departing the primary airports are requested to advise the Honolulu clearance delivery position prior to taxing of the intended route of flight and altitude. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if the route penetrates CLASS B.

3. Aircraft desiring to transit CLASS B will obtain clearance on an equitable “first-come, first-served” basis, providing the requirements of FAR 91 are met.

PAC, 21 MAR 2024 to 16 MAY 2024
ATC PROCEDURES

All aircraft will be controlled and separated while operating with CLASS B, except helicopters may not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed targets will be provided on a workload permitting basis to aircraft operating outside of CLASS B.

NOTE: Assignments of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

CLASS D/CLASS E AIRSPACE

Elimination of Special VFR (FAR 91.157) Operations within Certain CLASS D/CLASS E airspace (FAR 93.113)

Special VFR flight operations by fixed-wing aircraft have been suspended within Honolulu CLASS D/CLASS E airspace which contains the following airports:

Honolulu (Daniel K Inouye Intl) Airport

At all other CLASS D/CLASS E airspace, Special VFR operations will be permitted only if IFR operations are not delayed.

Requests for relief from the special VFR prohibition will be considered for certain frequently recurring flight operations, including agricultural, industrial, and flights conducted by IFR-rated pilots in IFR equipped aircraft.

The ruling affects only Special VFR operations. VFR operations may continue to be conducted.

TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS

The following procedures are supplemental to those described in the FAA Aeronautical Information Manual (AIM).

1. AT A NON–UNICOM AIRPORT
   a. When inbound, tune to 122.9 MHz about 15 miles from the airport (if IFR, when the controller advises: “CHANGE TO ADVISORY FREQUENCY APPROVED”) and listen for broadcasts from any other aircraft. Then, about 5 miles from the airport broadcast your position, altitude, and intentions. Follow this up with appropriate announcements of your position on downwind, base and final approach.
   b. When outbound, tune to 122.9 MHz before taxiing and listen for broadcasts from any other aircraft. Then broadcast your position on the airport and intentions. Follow this up with an announcement before you taxi onto the runway for takeoff.

2. AT AN AIRPORT LISTED AS HAVING UNICOM
   a. When inbound, tune to 122.8 MHz about 15 miles from the airport (if IFR, when the controller advises: “CHANGE TO ADVISORY FREQUENCY APPROVED”) and listen for any other aircraft communicating with the UNICOM operator. Then, about 5 miles from the airport, inform the UNICOM operator of your position, altitude and intentions.
   b. When outbound, contact the UNICOM operator on 122.8 MHz before taxing and furnish your position on the airport and intentions.
   c. In both cases, the UNICOM operator will provide runway, wind, and at his discretion, traffic information.

3. PART TIME TOWER (WHEN CLOSED)
   a. When inbound at about 15 miles from the airport (if IFR, when the controller advises; “CHANGE TO ADVISORY FREQUENCY APPROVED”) tune to and listen for broadcasts from other aircraft on the appropriate frequency listed below. Then, about 5 miles from the airport, broadcast your position, altitude and intentions. Follow this up with appropriate announcements of your position on downwind, base and final approach.
      1. Hilo Intl – 118.1 MHz
      2. Kahului Airport – 118.7 MHz
      3. Keahole Airport – 120.3 MHz
      4. Lihue Airport – 118.9 MHz
      5. Molokai Airport – 125.7 MHz
   b. When outbound, tune to the appropriate frequency before taxing and listen for broadcasts from any other aircraft. Then broadcast your position on the airport and intentions. Follow with an announcement before you taxi onto the runway for takeoff.

HONOLULU TERMINAL AREA – VFR CLASS B DEPARTURE ROUTES

RESPONSIBILITIES

VFR CLASS B DEPARTURE ROUTES WILL BE ISSUED ONLY UPON REQUEST. Detailed departure instructions will be furnished to others. All procedures and altitudes described in this letter are subject to weather and traffic conditions. Pilots are not relieved of their responsibilities to see and avoid other traffic, to maintain appropriate terrain and obstruction clearance, and to remain in weather conditions equal to or better than the minima required by FAR 91.155. When compliance with an assigned route, heading, or altitude is likely to compromise pilot responsibility with respect to terrain, obstruction clearance, and/or weather minima, approach control should be so advised.

DEPARTURE PROCEDURES

Before taxiing, pilots shall contact clearance delivery on 121.4/281.4 and state the current ATIS information code and requested departure procedure. Clearance delivery will issue the departure route clearance and assign transponder code. Unless otherwise directed by ATC, pilots shall depart CLASS B via the cleared route.

Example: Pilot – N86DD SHORELINE FOUR DEPARTURE WITH INFORMATION QUEBEC.
ATC – N86DD IS CLEARED OUT OF CLASS B VIA SHORELINE FOUR DEPARTURE SQUAWK 0271.
NOTE: Large acft expect clearance via radar vectors, initial heading 155º/200º

Runway 04/08L Procedures

Shoreline Six Departure

Departing Runway 04L/04R maintain runway heading to the H-1 Freeway. Departing Runway 08L maintain runway heading to Nimitz Highway. Turn right, parallel Nimitz Highway proceeding direct to the center of Honolulu Harbor. Fly
within ½ mile offshore passing abeam Kewalo Basin then within ½ mile of the shoreline until south of Diamond Head. Turn left and resume own navigation remaining within 2 miles of the shoreline until departing Class B. Fixed wing aircraft maintain 1500 feet. Helicopters maintain at or below 500 feet. Departure Control frequency will be 124.8/317.6. Procedure intended for twin engine aircraft and helicopters.

**Freeway Two Departure**

Depart Runway 04L or Runway 04R on runway heading to Moanalua Freeway (State Highway 78/Interstate Highway H-201), or depart runway 08L and turn left to fly parallel to runway 04L to Moanalua Freeway. Then turn RIGHT to follow Moanalua Freeway eastbound to H-1 Freeway and Kalanianaoa Highway until passing abeam Koko Head. Maintain 1500 feet. Departure Control frequency will be 124.8/317.6. Procedure restricted to helicopters and small propeller-driven aircraft only. Helicopters maintain at or below 1000 feet.

**Redhill Two Departure**

Depart Runway 04L/04R on runway heading to Moanalua Freeway (State Highway 78/Interstate Highway H-201) or depart Runway 08L and turn left parallel Runway 04L to Moanalua Freeway. Then turn left and follow Moanalua Freeway northwest bound until departing Class B. Maintain 1500 feet. Departure control frequency will be 119.1/239.05. Procedure restricted to helicopters and small propeller driven aircraft. Helicopters maintain at or below 1000 feet. CAUTION: VFR traffic proceeding inbound from the H-1/H-2 Interchange descending out of 2000 feet.

** Punchbowl Two Departure**

Depart runway 04L/04R on runway heading to Moanalua Freeway (State Highway 78/Interstate Highway H-201) or depart runway 08L and turn left paralleling Runway 04L to Moanalua Freeway. Then turn left and follow Moanalua Freeway northwest bound until departing Class B airspace. Maintain 1500 feet. Departure control frequency will be 124.8/317.6. Procedure intended for twin engine aircraft.

**Runway 22/26R Procedures**

NOTE: All aircraft turn on landing lights while in CLASS B.

**Kona Five Departure**

After departure, remain over the runway until departure end, then turn left heading 180, climb and maintain 1500 feet. Expect radar vectors to avoid traffic on Runway 26L LDA final approach course. Departure control frequency will be 124.8/317.6. Helicopters depart the south ramp and proceed direct to HNL VORTAC; do not overfly any runways. From HNL VORTAC, fly heading 180, climb and maintain at or below 1000 feet.

**West Loch Five Departure**

After departure turn right as soon as practicable until north of Runway 26R. Then fly direct to the center of West Loch of Pearl Harbor. Maintain 1500 feet while in Class B. Departure control frequency will be 119.1/239.05. Helicopters maintain at or below 1000 feet. Caution: VFR traffic inbound from the H-1/H-2 Interchange will be descending out of 2000 feet.

**ARRIVAL PROCEDURES**

Arrivals must contact Approach Control and receive clearance BEFORE entering CLASS B. The HNL CLASS B is established from the HNL VORTAC. High density traffic in the vicinity of the H-1/H-2 Interchange. CLASS B entry from the Pali is not recommended.

**North Six Arrival**

Contact approach control 119.1/239.05 prior to H-1/H-2 Interchange at or above 2000 feet.

PROCEDURE WHEN CLEARED:

FIXED WING AIRCRAFT: From the H-1/H-2 Interchange, proceed direct to and cross Ford Island at 1500 feet. Proceed direct to the Navy/Marine Golf Course while maintaining 1500 feet until advised by tower. Enter left downwind Runway 4R. Downwind must be flown over Runway 8L at Taxiways G/L. Aircraft must remain north of Taxiway R. If unable, advise ATC.

HELICOPTERS: Proceed direct to Ford Island and hold, maintain at or below 1000 feet. Expect further instructions from the tower.

**West Five Arrival**

Contact approach control 119.1/239.05 prior to Kahe Power Plant at or above 2000 feet.

PROCEDURE WHEN CLEARED:

From Kahe Power Plant, proceed direct to the H-1/H-2 Interchange at 2000 feet.

FIXED WING AIRCRAFT: From the H-1/H-2 Interchange, via one of the following routes as assigned by approach control:

a. Runway 4R: Proceed direct to and cross Ford Island at 1500 feet. Proceed direct to the Navy/Marine Golf Course while maintaining 1500 feet until advised by tower. Enter left downwind Runway 4R. Downwind must be flown over Runway 8L at Taxiways G/L. Aircraft must remain north of Taxiway R. If unable advise ATC.

b. Runway 22L: Proceed eastbound along the H-1 Freeway then join Moanalua Freeway to Tripler Hospital. After Tripler Hospital, enter right base Runway 22L. Maintain 1500 feet until advised by tower.
HELIQUOPTERS: Depart the H-1/H-2 Interchange direct to Ford Island and hold, maintain at or below 1000 feet. Expect further instructions from the tower.

NOTE: Aircraft below 2000 feet should contact Kalaeloa Tower on 132.6 prior to Kahe Power Plant.

**East Four Arrival**

Runways 04/08 configuration. Contact App Con 124.8/317.6 prior to NORBY intersection (MKK262 radial 20 DME or CKH 112 radial 12 DME). PROCEDURE WHEN CLEARED, from NORBY, proceed southwest bound on the MKK 262 radial at or below 3500`. Expect radar vectors for right base to Runway 04R.

**Freeway Five Arrival**

Runways 04/08 configuration. Contact App Con 124.8/317.6 prior to CKH at or above 2000`. PROCEDURE WHEN CLEARED:

From Koko Head, proceed direct to Waialae Golf course, then follow the Freeway to Fort Shafter to enter a left downwind to Runway 04R. Downwind leg must overfly Runway 08L over Taxiway G/G. Aircraft must remain north of Taxiway R; if unable advise ATC.

Maintain 2000` until advised by tower.

**Kona Six Arrival**

Runways 22/26 configuration. Contact approach control on 119.1/239.05 prior to CKH at or above 1,500 feet, or contact approach control on 124.8/317.6 prior to NORBY intersection at or below 3,000 feet. PROCEDURE WHEN CLEARED:

FIXED WING AIRCRAFT: Proceed direct to and cross Koko Head at or below 2,000 feet, then proceed to Waialae Golf Course. Follow the H-1 Freeway to enter a left base to Runway 22L. Maintain 1,500 feet until advised by the tower.

HELIQUOPTERS: Proceed direct to and cross Waialae Golf Course at or below 1,000 feet. Follow the H-1 Freeway to Punchbowl. Hold at Punchbowl at or below 1,000 feet.

*Use caution:* Turbojet aircraft will be inbound along the south shoreline.

**Tripler Four Arrival**

Contact Approach control 119.1/239.05 prior to H1/H2 interchange at or above 2000`. PROCEDURE WHEN CLEARED:

From H1/H2 interchange, proceed east along H1 then join Moanalua freeway to Tripler Hospital then via one of the following routes as assigned by approach control:

a. Runway 22L: After Tripler, enter right base RWY 22L. Maintain 1500 feet until advised by tower.

b. Runway 4R: Enter left downwind Runway 4R. Downwind must be flown over Runway 8L at Taxiways G/G. Aircraft must remain north of Taxiway R. Maintain 2000` until advised by tower.

**SIMULTANEOUS OPERATIONS**

Simultaneous take–offs and landings on intersecting runways are common at the Honolulu (Daniel K Inouye Intl) Airport. IT IS THE RESPONSIBILITY OF THE PILOT TO DETERMINE WHETHER HE/SHE CAN COMPLY WITH A HOLD–SHORT RESTRICTION. Upon acceptance of a “HOLD–SHORT” instruction, pilots must acknowledge the clearance with a read back of “(aircraft ID), hold short rwy (rwy number).”

**HONOLULU (Daniel K Inouye Intl) AIRPORT**

**Gatehold Procedures**

THE FOLLOWING GATEHOLD PROCEDURES ARE ESTABLISHED FOR ALL NORTH AMERICA–BOUND TURBOJET DEPARTURES FROM HONOLULU (DANIEL K INOuye INTL) AIRPORT:

1. Advise clearance delivery: “identification, 10 minutes to taxi, destination, requested flight level.”

2. 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. 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.

3. When ATC specifies a release (take–off) time for your requested route and altitude, alternatives 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 of 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.

4. ATC will not contact you if time elapses and your clearance is cancelled; it is the pilots 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.

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

6. 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 alternatives. The first aircraft may lose their assigned altitude/route if all the following occurs.

   a. The first aircraft has not pushed from the gate in the specified time in paragraphs 2 or 3.

   b. The second aircraft is/has pushed from the gate.

   c. The second aircraft requests that altitude after push back.

7. Enroute clearances are based on accurate “10 minute to taxi” declarations. Those flight 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 Hilo, Kona, Kahului and Lihue traffic.

Informal Runway Use Program

Unless runway closures, wind, weather or traffic conditions, aircraft emergencies, actual air defense missions or operational necessities require otherwise, all turbojet aircraft and all aircraft having a maximum passenger capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds, including all models of the Convair 240, 350, and 440; Martin 202 and 404; F-27 and FH227; Hawker Siddeley 748; military fighter interceptor turbojet; and any other aircraft with a minimum zero fuel weight in excess of 35,000 pounds will be assigned runway as follows:

<table>
<thead>
<tr>
<th>GROUP I</th>
<th>GROUP II</th>
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<tbody>
<tr>
<td>Turbojet aircraft capable of 300,000 pounds gross takeoff weight or more</td>
<td>Other turbojet, turbine; 4 or more engine turbojet, and military fighter interceptor turbojet type aircraft</td>
</tr>
<tr>
<td>4 or more engine turbojet, and military fighter interceptor turbojet type aircraft (DC10, L1011, DC8, B747, B707, KC135, B52, F15, F16, E6, etc.)</td>
<td>(B727, B737, MD80, C130, etc.).</td>
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TRADE (NORTHEAST) WIND CONDITIONS

<table>
<thead>
<tr>
<th>Departures:</th>
<th>8R</th>
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<tbody>
<tr>
<td>Arrivals:</td>
<td>8L</td>
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KONA (SOUTHWEST) WIND CONDITIONS

<table>
<thead>
<tr>
<th>Departures:</th>
<th>26L or 22R/L</th>
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</thead>
<tbody>
<tr>
<td>Arrivals:</td>
<td>26L, 26L</td>
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</table>

AIRCRAFT LANDING RUNWAY 8L:
Fly the ILS approach procedure or fly a base leg over Kalaeloa (John Rodgers Fld) maintaining 3000 feet until established on the final approach course. Large jet or smaller aircraft may fly a close-in base leg remaining over the center of Pearl Harbor channel.

AIRCRAFT LANDING RUNWAY 26L/R:
Remain at traffic pattern altitudes as long as possible before beginning descent for landing.

AIRCRAFT LANDING RUNWAY 4R:
For aircraft parking on the South Ramp, expect to exit Runway 4R at Taxiway D or North. Taxiway F is a primary departure point for Runway 4R.

STANDARDIZED TAXI ROUTES FROM RUNWAY 26L

Signatories to STR Letters of Agreement with Honolulu Control Facility may expect STR instructions from RWY 26L to the Terminal. After exiting runway 26L onto taxiway R3, R2 or J, if given standardized taxi route instructions by Honolulu Tower, comply with the assigned taxi route:

North Route Bravo
From taxiway J taxi north via taxiway J, hold short of taxiway B. From taxiway R2, or R3 turn left on taxiway R, turn right on taxiway J, taxi north via taxiway J, hold short of taxiway B. Hold short of taxiway B until further taxi instructions are received.

North Route Sierra
From taxiway J taxi north via taxiway J, turn right on taxiway B, turn left on taxiway Sierra, hold short of Runway 26R. From taxiway R2, or R3 turn left on taxiway R, turn right on taxiway J, hold short of taxiway B, hold short of Runway 26R. Hold short of Runway 26R until further taxi instructions are received.

Advise Honolulu Tower if unable to comply with the STR instructions.

DEPARTURES – ALL RUNWAYS:
Turn southward as soon as possible after takeoff. Remain at least one mile offshore of Waikiki, Diamond Head, Koko Head and Ewa Beach.

NOTES: 1. Cooperation of all users is expected to preclude disruption or creation of conflicting traffic flows.
2. Pilots unable to comply with the program should advise Honolulu Ground or Approach Control as soon as possible for traffic adjustments.

KAHULUI AIRPORT

Gatehold Procedures

THE FOLLOWING GATEHOLD PROCEDURES ARE ESTABLISHED FOR OVERSEAS TURBOJET DEPARTURES FROM KAHULUI AIRPORT:

1. Advise clearance delivery: “Identification, 10 minutes to taxi, destination, requested flight level.”
2. 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.
3. 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.
4. 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.
5. Enroute clearances are based on accurate “10 minute 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 Lihue, Honolulu, Kona and Hilo traffic.

PAC, 21 MAR 2024 to 16 MAY 2024
KONA INTL AT KEAHOLE (ELLISON ONIZUKA)

Gatehold Procedures

THE FOLLOWING GATEHOLD PROCEDURES ARE ESTABLISHED FOR OVERSEAS TURBOJET DEPARTURES FROM KONA INTL AT KEAHOLE AIRPORT (ELLISON ONIZUKA):

1. Advise clearance delivery: "Identification, 10 minutes to taxi, destination, requested flight level."
2. The statement "10 minutes to taxi" means that you will depart the block, taxi, tow, or pushback within 10 minutes after receiving enroute ATC clearance.
3. 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.
4. 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.
5. 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 Lihue, Honolulu, Kahului and Hilo traffic.

LIHUE AIRPORT

Gatehold Procedures

THE FOLLOWING GATEHOLD PROCEDURES ARE ESTABLISHED FOR OVERSEAS TURBOJET DEPARTURES FROM LIHUE AIRPORT:

1. Advise clearance delivery: "Identification, 10 minutes to taxi, destination, requested flight level."
2. 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.
3. 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.
4. 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.
5. 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.

Informal Runway Use Program

The area directly south of Lihue Airport and west of Carters Point has been designated as a noise sensitive area. The opening of Rwys 17–35 has given us the opportunity to significantly reduce aircraft noise in the vicinity of schools and homes. This program is the result of the cooperative efforts of state, local and federal government and is designed in accordance with the U.S. Department of Transportation Aviation Noise Abatement Policy.

A. GENERAL

Unless runway closures, weather, traffic conditions, aircraft emergencies, actual air defense missions, or operational necessity requires, aircraft will be assigned runways and routings as described in this section. Pilots are requested to adhere to these procedures during all hours, including 2100 to 0700 local.

B. ITINERANT DEPARTURES

All jet and multi–engine propeller aircraft should depart on Rwys 03, 17, or 35. Aircraft to initiate turns seaward as soon as possible following takeoff.

C. ITINERANT ARRIVALS

All jet and multi–engine propeller aircraft should land on Rwys 35, 21, or 17. All approaches should occur from a seaward direction.

D. LOCAL OPERATIONS

(Touch–and–Go and Low Approach) Preferred runways for local operations of jet and multi–engine propeller aircraft are Rwys 17–35. Downwind leg for Rwys 17–35 should be at least 1 mile east of the coastline.

E. TOWER ADVISORY

When the runway specified in these procedures is other than the runway most nearly aligned with the wind, controllers shall preface their instructions with the phrase "For Noise Abatement". If in the interest of safety a runway different from that specified is preferred the pilot is expected to advise Lihue Tower accordingly. Lihue Tower will honor such requests and advise the pilot that the runway requested is noise sensitive.

HILO INTERNATIONAL AIRPORT

Gatehold Procedures

THE FOLLOWING GATEHOLD PROCEDURES ARE ESTABLISHED FOR OVERSEAS TURBOJET DEPARTURES FROM HILO INTERNATIONAL AIRPORT:

1. Advise clearance delivery: "Identification, 10 minutes to taxi, destination, requested flight level."
2. 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.
3. 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.
4. 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.
5. Enroute clearances are based on accurate "10 minutes to taxi" declarations. Those flights that taxi without receiving enroute clearance will receive no altitude/route priority.

PAC, 21 MAR 2024 to 16 MAY 2024
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.

**Preferred Departure Routing**

Hilo departures planning U.S. Mainland destinations via the Central East Pacific (CEP)–Hawaii to U.S. Mainland will be cleared as follows:

- R578 VIA THE ITO 345 RADIAL 39 MILE DME FIX AND THE UPP 066 RADIAL TO FITES.
- R577 VIA THE ITO 345 RADIAL 55 MILE DME FIX AND THE UPP 048 RADIAL TO EBBER.
- R465 VIA THE ITO 345 RADIAL 158 MILE DME FIX AND THE OGG 027 RADIAL TO CLUTS.
- R463 AND NORTH VIA V25 ARROW DIRECT APACK.

Flight plan format for these routes is as follows:

```
IT0345039 FITES R578
IT0345055 EBBER R577
IT0345158 CLUTS R465
```

Your cooperation in filing flight plans in accordance with the above data will be appreciated.

**HAZARDS, CAUTIONS, AND WARNINGS**

**HAWAII – POHAKULOA TRAINING AREA:** Extensive military aircraft training in and near R3103 at speeds of 250 knots. All pilots flying over the island of Hawaii within 10 NM of R3103 (SFC to 30,000 feet) should be alert for high speed maneuvering aircraft.

**HAWAII – TRAFFIC PATTERN VOLCANIC ERUPTION AREA:** During eruptions in the Hawaii Volcanos Parks area, left hand elliptical traffic patterns will be established up wind of the eruption area for all aircraft. Minimum altitude 2000 feet above the terrain. Remain clear of smoke. Pilots are requested to maintain an alert listening watch on 122.9 MHz and announce aircraft position, direction of flight, altitude and intentions.

**HAWAII:** Caution advised all airports on Kauai, Oahu, Molokai, Lanai and Maui. Migratory bird activity surface to 1500 feet within a 5 NM radius of the airports from August–May.

**HAWAII – TOUR AIRCRAFT:** High volume tour aircraft operating over Hawaii. For traffic information, monitor 127.05 NW of ITO VOR 215 radial, monitor 122.85 SE of ITO VOR 215 radial.

**KAUAI – NAVIGATIONAL WARNING:** Electromagnetic radiation will continuously exist within a 2500 foot radius and 2500 feet above unified S band antenna located at N22º06.81´/W159º39.83´ near Kokee NASA Telemetry Station, Kauai. Helicopters and slow speed aircraft flying within the airspace will be exposed to direct radiation which may produce harmful effects to personnel and equipment. Radiation cannot be seen and must be presumed by all pilots to continuously exist.

**KAUAI – PORT ALLEN AIRPORT:** Warning – Exercise extreme caution in the vicinity of Port Allen due to high volume of Tour Rotorcraft and Fixed Wing, Glider, and Military Operations.

**KAUAI – TOUR AIRCRAFT:** High volume tour aircraft operating over Kauai. Monitor 127.05 for traffic information.

**LANAI – LANAI AIRPORT APRON AREA:** Apron use is as follows: Light acft transient parking in marked tie downs NE section of apron. Helicopters park on far NE corner of apron. Airline operations on apron area fronting terminal. Air Cargo acft operations on apron by cargo bldg SW of ARFF station; do not block access to SW apron extension. Jet/heavy acft transient parking on SW apron extension. HAZARDOUS MATERIALS handling far SE corner of apron.

**LANAI – TOUR AIRCRAFT:** High volume tour aircraft operating over Lanai. Monitor 122.9 for traffic information.

**MAUI – KAHOOLAWE ISLAND:** Flying below the altitude of 300 feet or landing on the island of Kahoolawe, Hawaii is inherently dangerous. Live unexploded munitions are on the surface of the island. Rotor and prop wash may disturb these items, resulting in a detonation. Anyone desiring to land on Kahoolawe Island must contact the Kahoolawe Island Reserve Commission at (808) 243–5029 or 243–5022.

**MAUI – KAHULUI AIRPORT/HELIPORT:** The area east of the approach end of Rwy 02 has been designated as a helicopter operating area. No fixed wing operations approved except via PPR. Contact arpt manager 808–872–3880.

**MAUI – KAHULUI AIRPORT RAMP AREA:** The area east of the approach end of Rwy 02 has been designated as a helicopter operating area. No fixed wing operations approved except via PPR. Contact arpt manager 808–872–3880.

**MAUI – KAHULUI AIRPORT RAMP AREA:** Yellow segmented and solid lines painted on the apron area fronting the passenger terminal represents the line of demarcation between the authority of the FAA and the State. The FAA is responsible for the control and direction of all ground traffic from the solid yellow line outward toward the field. That area is considered to be an active operating area. Aircraft, vehicles, and/or ground equipment entering this area must have prior clearance from the tower. The area lying between the line and the terminal building falls under the jurisdiction of the State. The acft pilot and ground vehicle operator crossing from the taxiway is responsible for avoiding collisions, accidents, and using safe operating procedures. Ramp area East of Rwy 02–20 falls under the jurisdiction of the State. The FAA is not responsible for control or direction of ground traffic in that area. Yellow demarcation lines cross east ramp taxiway entrances. Acft with wingspan between 95´ and 112´ taxi E ramp only between 200 E and 600 E north Twy F; acft with wingspan greater than 112´ may not use E ramp taxi lane. East Ramp: parking limited to MTOW 155,000 lb.; parking area north of ARFF limited to acft wingspan less than 96´; parking between 600 E north Twy F and Twy E limited to acft wingspan less than 112´.
MAUI – HALEAKALA CONTROLLED FIRING AREA: The Haleakala Controlled Firing Area is described as follows: From 10,000 feet MSL to unlimited within a circular area with a 1 NM radius from the Mount Haleakala Maui Observatory (located at the 10,000 foot level at N20º42.42’/W156º15.38’) and expanding outward and upward in a conical shape from this 1 NM radius based on an angle from the observatory of 15 degrees above the horizontal. The conical boundary leaves the 1 NM radius at 10,000 feet MSL and passes through 20,000 feet MSL at the 7.22NM radius and through 42,000 feet at the 20.90 NM radius. Pulsed Laser Ruby operations potentially hazardous to eyesight will be conducted within this area intermittently for 5 to 30 minute periods generally at night and advertised by NOTAM. Laser operations are predicted on the non-interference with IFR operations through coordination with the Honolulu Control Facility. Pilots of aircraft flying VFR should avoid the controlled firing area during its advertised time of use. As a precautionary measure however Laser operations will be suspended if an aircraft penetrates the area of concern. The status of the controlled firing area can be obtained by contacting the controlling facility.

MAUI–KAHOOLawe CONTROLLED FIRING AREA: The Kahoolawe Hawaii Controlled Firing Area is described as follows: From SFC up to and including 5000’ MSL within that area bounded by N20º37’30”/W156º32´48”, to N20º34´48”/W156º30´24”, to N20º28´56”/W156º30´24”, to N20º28´06”/W156º41´48”, to N20º20´30”/W156º44´12”, to N20º33´12”/W156º44´30”, to N20º37´30”/W156º36´24”, thence to point of beginning. The CFA includes the entire island of Kahoolawe.

Ordnance disposal/demolition work potentially hazardous to aircraft shall be conducted by NOTAM during daylight hours only. The controlling agency is FAA Honolulu Control Facility. The status of the CFA can be obtained by contacting the controlling facility.

MAUI – PARASAILING AREA: Parasailing off-shore Lahaina (OGG VORTAC 175R/014 DME) 1000’ below, sunrise to sunset.

MAUI – AEROBATIC OPERATIONS: 1 NM radius (OGG VORTAC 175R/011 DME) from 0315–0415Z Sundays 1500’ and below.

MAUI – ULTRALIGHT OPERATIONS: Extensive ultralight operations from atop Mt. Haleakala to Kalama Park (OGG VORTAC 175R/011DME). Unpowered ultralights remain over land. It is recommended that aircraft arriving from the south remain offshore, west of the OGG 175R until 11 DME before turning inbound to Kahului airport.

MAUI – TOUR AIRCRAFT: High volume tour aircraft operating over Maui. Monitor 120.65 for traffic information.

MAUI – VFR AIRCRAFT LANDING KAHULUI AIRPORT INBOUND FROM THE NW: VFR aircraft landing Kahului Airport inbound from the NW should contact Honolulu Control Facility (“HCF Approach”) on 120.2 at least 5 miles NW of Nakailele Point for radar identification and sequencing to the airport.

MOLOKAI – TOUR AIRCRAFT: High volume tour aircraft operating over Molokai. Monitor 121.95 for traffic information.

OAHU – HONOLULU (DANIEL K INOUYE INTL) AIRPORT – RAMP AREA: Broken yellow lines, ramps and taxiways indicate the edge of full strength bearing pavement. Pilots are cautioned to avoid taxing main gear over stabilized taxiway and apron shoulders. Shoulder pavement is stabilized only and not load bearing. Exercise care in following taxiway centerlines at all times especially on turns and at intersections. Yellow non movement area boundary lines painted on the apron area fronting the terminal complex represents a line of demarcation between the authority of the FAA and the airport operator (State). The FAA is responsible for the control and directing of all ground traffic from the non movement area boundary line outward toward the field. This area is considered an air operation area (AOA). Aircraft, vehicles and/or ground equipment entering this area must have proper clearance from the air traffic control tower. The area lying between the non movement area boundary lines inbound toward the concourse falls under the jurisdiction of the airport operator (State). The aircraft pilot and ground vehicle equipment operator crossing the non movement boundary lines from the taxiway is responsible for avoiding collisions, accidents, and using safe operating procedures in the non movement area.

OAHU – HONOLULU (DANIEL K INOUYE INTL) AIRPORT AND METROPOLITAN AREA: Numerous cranes at the airport and metropolitan areas up to 500’ AGL.

OAHU – HONOLULU (DANIEL K INOUYE INTL) AIRPORT – PROXIMITY TO KALEAOLOA (JOHN RODGERS FLD): All pilots are reminded of the proximity of Honolulu (Daniel K Inouye Intl) Airport to Kalaeloa (John Rodgers Fld). Exercise caution when approaching Honolulu (Daniel K Inouye Intl) Airport as both fields have parallel Runways 04. Several landings have been made at Kalaeloa (John Rodgers Fld) by pilots mistaking it for Honolulu (Daniel K Inouye Intl) Airport. Minimum IFR altitude for aircraft overflying Kalaeloa (John Rodgers Fld) is 2200 feet.

OAHU–KALEAOLOA AIRPORT NOISE ABATEMENT: Avoid overflight residential areas and schools north and east of arpt. Rw 11/29 available Cat A act only; fly downwind over dep ends rwy 4. All other act Rw 11 dep only, Rw 29 arr only.

OAHU – KANEHOYE BAY MCAS – HIGH PERFORMANCE AIRCRAFT: Kanehoye Bay MCAS advises high performance aircraft will make maximum performance VFR climbs from takeoff Rwys 04/05 at various times following a warning broadcast on Kanehoe Tower and Approach Control frequencies. Request all aircraft contact Kanehoe Tower prior to transiting CLASS D airspace northeast of Rwys 04/05.

OAHU – KALEAOLOA (JOHN RODGERS FLD): Tanker vessels with mast height up to 1.70 feet intermittently operating 2 NM South of approach end Rw4 04.

OAHU – KALEAOLOA (JOHN RODGERS FLD) AIRPORT – PROXIMITY TO HONOLULU (DANIEL K INOUYE INTL) AIRPORT: All pilots are reminded of the proximity of Honolulu (Daniel K Inouye Intl) Airport to Kalaeloa (John Rodgers Fld). Departing aircraft must complete assigned departure heading within two nautical miles from the departure end of the runway. Advise Tower if unable to comply.

OAHU – GLIDER OPERATIONS: Caution – Gliders operating over central Oahu, 20 NM Radius of the location of the now-decommissioned Wheeler (HHI) NDB (21º28.67’N 158º02.03’W excluding HNL TCA), surface to 22,000 feet during mountain wave conditions. Occasional higher operations in unusually strong conditions. Gliders aren’t normally transponder equipped and aren’t visible on ATC radar.

OAHU – HAZARD AREAS: (1) Pilots are cautious to avoid, or maintain a minimum of 500 feet AGL over the following ammunition storage areas due to significant threat to life and property posed by possible forced landing or other mishap.

<table>
<thead>
<tr>
<th>AREA</th>
<th>DIMENSIONS</th>
<th>LOCATION FROM HNL VORTAC</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAD Waikiki</td>
<td>1.5 NM Radius</td>
<td>353 radial at 5.2 DME</td>
</tr>
<tr>
<td>NAD Lualualei</td>
<td>2.5 NM Radius</td>
<td>316 radial at 9.7 DME</td>
</tr>
</tbody>
</table>

(2) All pilots are cautioned to avoid Kaena Point land mass within 1/2NM (9,120 feet). Potential personnel and electro-explosive device hazards exist due to high power radio frequency transmitters.

PAC, 21 MAR 2024 to 16 MAY 2024
ARUA – HANG GLIDING: Hang gliding operations will be conducted from Makapuu Point 3 miles west along ridge to Waimanalo Beach from 1800 to 0500Z daily, 2000 feet and below. Exercise extreme caution when transiting the area.

ARUA – ULTRALIGHT OPERATIONS: Extensive ultralight operations conducted between Makapuu Point and Manana (Rabbit Island).

ARUA – TOUR AIRCRAFT: High volume tour aircraft operating over Oahu. Monitor 122.85 for traffic information.

ARUA – EARTH TRACKING STATION: Effective immediately and UFN all pilots are requested to avoid overflights below 1000 feet AGL of Com Earth Tracking Station located at HNL300023 DME fix at all times.

ARUA – RIFLE/PISTOL RANGE: Military rifle/pistol range located on west side of Pearl Harbor channel entrance between Ewa Beach and Keahi Point (HNL264R 3.0 DME) (N21º18.81´/W157º58.84´) active Monday through Friday between 0700 to 1700 HST. Danger area from the shoreline extends one nautical mile southeast, 4500 feet wide, from the surface to 200 feet. All aircraft inbound to HNL Rwys 4R/L and 8R/L, remain above 200 feet until east of this area.

ARUA – NAVIGATIONAL WARNING: Electromagnetic radiation will continuously exist within a 2800 foot radius and 2800 feet above all antenna systems along a three mile stretch of mountain ridge between N21º33.81´/W158º13.83´ and N21º33.81´/W158º15.83´ as part of the Kaena Point Satellite Tracking Station, Oahu, Hawaii. Helicopters and slow speed aircraft, including hang gliders, flying within the above airspace will be exposed to direct radiation which may produce harmful effects to personnel and equipment. Radiation is not visually apparent and must be presumed by all pilots to continuously exist.

ARUA – LIGHTS-OUT MILITARY TRAINING: Extensive military rotary wing traffic in and near Alert Area A–311. Unlighted military rotary wing training conducted within boundaries of A–311 from 1 hour after sunset through 1 hour before sunrise, surface to 500 feet AGL.

ARUA – AIRBORNE HAZARD: Fireworks Displays will be conducted every Friday between 7:00 pm and 9:00 pm, for three minutes at Hilton Hawaiian Village (HNL VORTAC 096R/5NM), 600 ft and below, 1/2 NM radius. Avoidance Advised.

HELICOPTER PILOTS – KAPALAMA HELIPAD: Additional high tension electrical line installed on West border of helipad. Use Caution.

KIRIBATI

Full details of all aeronautical facilities in the Kiribati, which includes the Line Islands, are promulgated in the New Zealand Aeronautical Information Publication, South Pacific Flight Guide.

TARAWA – BONRIKI AIRFIELD: Operates during daylight hours only. Field is not lighted at night. Tarawa authorities request that pilots arrive before dark.

KIRITIMA TI (CHRISTMAS ISLAND) – CASSIDY INTL: Operates during daylight hours for any flight which has given 48 hours prior notice. Airport not manned unless flights are known to be operating. Fuel is available during daylight hours with prior notice. Non-scheduled Flight Procedures

1. If an operator intends to carry out a non-scheduled flight in transit across, or make non-traffic stops in the territory of Kiribati, he may do so without the necessity of obtaining prior permission. However, the attention of operators is drawn to the need for prior notification in respect to navigation aids.

2. If an operator intends to perform a non-scheduled flight into Kiribati for the purpose of taking on or discharging passengers, cargo, or mail he shall apply to:

   Postal Address: Director of Civil Aviation
   P. O. Box 487
   Betio, Tarawa
   Kiribati

   Telegraphic Address: AVIATION, BETIO, Tarawa

3. The application for permission to carry out such operations must include the following information in the same order as shown hereunder:

   A. Name and address of applicant.
   B. Type of aircraft and registration marks.
   C. Date and times of arrival and departure from airfields in Kiribati.
   D. Place or places of embarkation or disembarkation, as the case may be, of passengers and/or freight.
   E. Purpose of flight and number of passengers, and/or nature and amount of freight.
   F. Name, address and business of charterer, if any.

4. Normally the time required for consideration of applications is brief, but applicants should make allowances for communication delays.
FEDERATED STATES OF MICRONESIA
WENO ISLAND–CHUUK INTERNATIONAL AIRPORT

1. Prior permission required for all non-scheduled aircraft from Civil Aviation Directorate, Department of Transportation, Communications and Infrastructure, Division of Civil Aviation, P.O. Box PS 2, Palikir, Pohnpei, FM 96941–0000; Tel (691) 320–2865; Fax (691) 320–5853; e-mail TransFSM@mail.fm

2. A copy of clearance and schedule must then be submitted to:
   a) Chuuk International Airport, P.O. Box 189, Weno, Chuuk State, FM 96942; Tel–Office (691) 330–5940, SWARS (691) 330–2352; FAX (691) 330–4242; e-mail ChuukAirport@mail.fm. The Chuuk Airport Executive Manager must be notified three (3) days prior for the ETA of the aircraft. A flight plan must be filed 12 hours prior for the ETA, include Pohnpei Intl Airport (PTPN) as an additional address of the Flt Plan.
   b) Immigration Office, P.O. Box 666, Weno, Chuuk State, FM 96942; Tel (691) 330–2355; FAX (691) 330–4135; e-mail CIL@mail.fm
   c) Customs Office, P.O. Box 610, Weno, Chuuk State, FM 96942; Tel. (691) 330–4482; FAX (691) 330–5893; e-mail CTAChk@mail.fm
   d) Quarantine Office, Tel (691) 330–3720; FAX (691) 330–3721; e-mail ChuukQuart@mail.fm

3. Transient aircraft must make prior arrangements with Mobil Oil Guam for fuel and also Mobil Oil Micronesia–Chuuk, P.O. Box 130, Weno, Chuuk State, FM 96942, Tel (691) 330–2540; FAX (691) 330–2688.

GUAM CTA/MARIANA ISLANDS

GUAM–APRA HARBOR—OROTE POINT

In the interest of national security, the Commander, Naval Forces Marianas (COMNAVMAR) requests all civil aircraft avoid overflying U.S. Naval ships and military property west of a line between Santa Rita and Piti below 1500 feet.

RADAR SERVICE PROGRAM GUAM TERMINAL AREA

The VFR radar service program in the Guam Terminal Area provides full time radar advisory and sequencing service to VFR aircraft within 25 miles of the Nimitz VORTAC and radar advisory sequencing and separation within the Andersen TRSA and arriving Andersen AFB. Pilots of VFR aircraft arriving airports in Guam Terminal Area should contact Guam Approach Control when 25 NM from the Nimitz VORTAC. All aircraft use 269.0 or 119.8 MHz. Approach control will issue runway, wind and traffic information, and vectors as necessary for proper sequencing with other arriving aircraft at Andersen AFB and Agana airports. When a pilot reports the aircraft he is to follow in sight, he will be advised to follow it. Departing VFR aircraft desiring traffic information should request VFR radar service on initial contact with Andersen Ground Control or Agana Tower, and advise direction of flight. Tower will advise when to contact departure control and frequency. Since this is a voluntary program, the procedures are not to be interpreted as relieving pilots of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions, to maintain appropriate terrain and obstruction clearance, or to remain in weather conditions equal to or better than the minima required by FAR 91.155. Whenever compliance with an assigned route or heading is likely to compromise pilot responsibility respecting terrain and obstruction clearance and weather minima, Guam approach control should be so advised so that the heading may be revised as appropriate.

NOTES:
1. A graphic depiction of the Guam Terminal Area may be found at the end of this section.
2. Information on flying within a TRSA may be located in Section V of this supplement or in the Aeronautical Information Manual.

FRANCISCO MANGLONA BORJA/TINIAN INTL AIRPORT – COMMUNICATION

Airport with UNICOM available from 2000–0930Z. When inbound tune to 123.6 about 15 miles from the airport (if IFR when the controller advises CHANGE TO ADVISORY FREQUENCY APPROVED) and listen for any other aircraft communicating with the UNICOM operator. When about 5 miles from the airport inform the operator of your position, altitude and intentions. When outbound contract the UNICOM operator before taxiing and furnish your position on the airport and intentions. In both cases the UNICOM operator will provide runway, wind and traffic information.

HAZARDS, CAUTIONS, AND WARNINGS

GUAM – SATELLITE TRACKING OPERATIONS: Because of possible interference with satellite tracking operations and to avoid a potentially hazardous radiation field, pilots are advised to avoid the area within 1 NM of the UNZ VORTAC 033R at 12.2 DME at and below 3100 feet.

GUAM – BALLOON RELEASE: National Weather Service Guam Observatory releases twice ascending balloon borne atmospheric sensing instruments at N13°33’/E144°50’ between 1100–1115Z and 2300–2315Z. Instrument equipment consists of 6 foot diameter rubber balloon with string train 100 feet in length containing a red paper parachute and small white plastic radiosonde instrument. Equipment estimated to ascend to altitudes of 10,000 feet within a 5 mile radius by 1130Z and 2330Z. Ascends to 50,000 feet by 1215Z and 0015Z. Ascends to 100,000 feet by 1300Z and 0100Z respectively.
1. **Altimeter Setting Requirements**

1.1 Within the Auckland Oceanic FIR, the vertical position of aircraft shall be maintained by reference to standard pressure value of 1013.2 hPa, except that:
   a. Aircraft shall change to and from the appropriate zone QNH value upon entering and leaving the QNH zones;
   b. Where the aerodrome of destination or departure is not within a QNH zone aircraft shall use the appropriate aerodrome QNH value when at or below 13,000 feet within 100NM from the shoreline of the landmass on which the destination or departure aerodrome is situated.

1.2 Within the New Zealand domestic, Samoa, Tonga and Cook Area QNH Zones, when at or below 13,000 feet aircraft shall maintain vertical position by reference to the appropriate zone QNH, except that aircraft landing and taking off or operation within a control zone shall use the appropriate aerodrome QNH. However, a QFE altimeter setting may be used in accordance with paragraph 1.7.

1.3 The transition layer between the transition altitude of 13,000 feet and the transition level of FL150 provides adequate separation between aircraft observing different pressure values when the QNH is above 980 hPa. However, when the zone QNH is 980 MB or less, the minimum usable flight level above the zone involved shall be FL160.

1.4 The transition layer shall not be used except when ascending or descending. While passing through the transition layer, vertical position shall be expressed in terms of flight levels (1013.2 hPa) when ascending and in terms of altitude (QNH) when descending.

1.5 Pilots departing from an aerodrome where no QNH value is available shall set the aerodrome elevation on the altimeter prior to departure and shall obtain the appropriate altimeter setting as soon as possible and in any case before entering IMC.

1.6 QNH values passed to aircraft will be rounded down to the nearest whole hPa.

1.7 **Use of QFE Altimeter Setting**

1.7.1 Where suitable equipment is available, a QFE altimeter setting will be provided, on request, for flights operating by visual reference within an aerodrome traffic circuit. Additionally, foreign operators normally using a QFE altimeter setting for instrument approaches will be provided, on request, with a QFE for the aerodrome elevation except for:
   a. An instrument runway, if the runway threshold is 7 feet or more below the aerodrome elevation;
   b. A precision approach runway; in which case the QFE for the relevant threshold elevation will be provided.

1.7.2 QFE values passed to an aircraft will be rounded down to the nearest whole hPa.

2. **Enroute Communications**

2.1 The Auckland Oceanic Control System (OCS) is fully FANS 1/A compliant. The Logon address is “NZZO”

2.1.1 Auckland Oceanic Control will accept Automatic Dependent Surveillance – Contract (ADS-C) position reports; and Controller Pilot Datalink Communications (CPDLC).

2.1.2 SELCAL checks by CPDLC equipped aircraft are not required when entering NZZO FIR. Aircraft filing a SELCAL code in item 18 of their flight plan will be assumed to have a serviceable SELCAL and to be maintaining a SELCAL watch on the HF primary frequency advised in the appropriate MONITOR instruction passed by the transferring CPDLC authority.

NOTE: There is no requirement for FANS 1/A aircraft entering NZZO FIR to contact Auckland Radio for a SELCAL check.

2.2 Aircraft enroute within the Auckland Oceanic FIR shall maintain a continuous listening watch on the frequency assigned by the Air/Ground control station.

NOTE: The requirement to maintain a continuous listening watch may be met by the use of approved automatic signaling devices such as SELCAL.

2.3 Unless using Datalink and logged onto NZZO, aircraft inbound to Auckland Oceanic FIR shall establish RTF contact with ATC on Auckland Oceanic frequencies at the Auckland boundary. Outbound aircraft shall transfer to route frequency when instructed by ATC.

2.4 Aircraft entering the Samoa, Tonga, Cook or New Zealand domestic sectors, will be instructed when to change from route frequency to the frequency of the appropriate ATC unit. Aircraft leaving these sectors will be instructed by ATC when to change to the route frequency.

3. **Enroute Air Navigation Facilities and Service Charges**

Airways Corporation, the ATC service provider in the upper airspace of the Auckland Oceanic FIR, levies charges for enroute air navigation services provided to aircraft. Operators of any aircraft for which navigation services are made available in the Auckland Oceanic FIR should be aware that they may be obligated to pay charges for the services provided.

Office of Primary Responsibility (OPR): Auckland Oceanic Area Control Centre - Oceanic Operations Team Leader
Contact Information: +64 9 275 5473; email: AKLOCATLGroup@airways.co.nz
Amended: August 2023
CENTRAL EAST PACIFIC (CEP)

1. The Central East Pacific (CEP) is the organized route system between Hawaii and California. Seven ATS routes, R463, R464, R465, R585, R576, R577, R578, and associated transition waypoints are within the CEP. Reduced Vertical Separation Minimum (RVSM) and Required Navigation Performance 10 (RNP–10) are required for aircraft operating within the CEP at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

2. ATS Routes R464, R465, R585, R576 and R577 are one-way routes and any odd or even cardinal flight level may be flight planned.

3. Applicable ATC procedures can be found in Order JO 7110.65 and ICAO Document 7030 – PAC/RAC.

RNAV–10 SEPARATION

RNAV 10 is also known as RNP 10 (ICAO DOC 9613 1.2.5.5.1). RNP 10 lateral separation (50 NM) may be applied within the Oakland OCA/FIR between RNP 10 or better approved aircraft. RNP 10 lateral separation is based on the equipment qualifiers filed in the flight plan for the aircraft. Operators shall determine that the appropriate state authority has approved the aircraft and the aircraft will meet the RNP 10 requirements for the filed route of flight and any planned alternate routes. The letter “R” in field 10a (equipment) of the ICAO standard flight plan indicates RVSM approved aircraft. The operators shall determine that the appropriate state authority has approved the aircraft and the aircraft will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter “W” in field 18 of the FPL to indicate RNP 10. This equipment qualifier should be filed provided the aircraft will maintain RNP 10 eligibility for the entire route segment within the Oakland Oceanic FIR. RNP 10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

RNP–4 SEPARATION

RNP 4 horizontal separation (30 NM lateral and 30 NM longitudinal) may be applied within the Oakland OCA/FIR between RNP 4 approved aircraft with RCP 240 and RSP 180 approval. Eligibility for RNP 4 horizontal separation is based on the equipment qualifiers filed in the flight plan for the aircraft. Operators shall determine that the appropriate state authority has approved the aircraft and the aircraft will meet the RNP 4, RCP 240 and RSP 180 requirements for the filed route of flight and any planned alternate routes. The flight plan shall be filed with the appropriate codes as detailed in the United States AIP.

RVSM SEPARATION

Reduced Vertical Separation Minimum (RVSM) 1,000 foot vertical separation between RVSM approved aircraft may be applied within the Oakland OCA/FIR between FL290 and FL410. Aircraft operating within this airspace between FL290 and FL410 require RVSM approval. RVSM vertical separation will be based on the equipment qualifier filed by the aircraft. The operators shall determine that the appropriate state authority has approved the aircraft and the aircraft will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter “W” in field 10a (equipment) of the ICAO standard flight plan indicates RVSM approved aircraft.

1. Non-RVSM Equipped Civil Aircraft:
   a. Non-RVSM equipped civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL430 may flight plan at RVSM flight levels in the RVSM stratum provided one of the following conditions exists:
      (1) The aircraft is being initially delivered to the state of registry or operator; or
      (2) The aircraft was formerly RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval; or
      (3) The aircraft is being utilized for mercy or humanitarian purposes.
   b. The approval for non-RVSM is intended exclusively for the purposes indicated above.

2. Non-RVSM Equipped State Aircraft:

Non-RVSM state aircraft may flight plan at RVSM flight levels without prior coordination. State aircraft should include “STS/Military NON-RVSM” in field 18 of the ICAO standard flight plan.

3. Suspension of RVSM:

ATC will consider suspending RVSM procedures within affected areas of the Oakland OCA/FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000 ft.

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

Oakland ARTCC has full CPDLC capability and normal service in the entire Oakland OCA/FIR for FANS–1/A capable aircraft. The Oakland OCA/FIR log-on address is “KZAK”; the facility is “OAKODYA.”

1. HF Communications Requirement

Prior to entering the Oakland OCA/FIR, contact San Francisco Radio on HF and identify the flight as CPDLC equipped. Provide SELCAL, departure and destination, aircraft registration number and advise whether SATVOICE equipped. Expect to receive primary and secondary HF frequency assignments from San Francisco Radio for the entire route of flight within the Oakland OCA/FIR. Pilots must maintain HF communications capability with San Francisco Radio at all times within the Oakland OCA/FIR.

2. Log-On

a. For aircraft departing from airports along the west coast of North America, Guam and Hawaii, Oakland Oceanic Control requires that data-link aircraft not logon to Oakland Oceanic (KZAK) until after leaving 10,000’ MSL. This request is made to eliminate ADS periodic reports for aircraft that are still on the ground which will assist in the transition from the domestic airspace automation environment. Additionally, this should reduce operator cost.
b. Aircraft entering the Oakland OCA/FIR CPDLC service area from non-CPDLC airspace: Log on to CPDLC at least 15 but not more than 45 minutes prior to entering the Oakland OCA/FIR CPDLC service area. Contact San Francisco Radio on HF and inform them you are a CPDLC flight.

c. Aircraft entering the Oakland OCA/FIR CPDLC service area from adjacent CPDLC airspace: Pilots should determine the status of the CPDLC connection. If KZAK is the active center, the pilot shall contact San Francisco Radio on HF, identify the flight as a CPDLC flight. If KZAK is not the active center, the pilot shall, within 5 minutes after the boundary is crossed, terminate the CPDLC connection, then log on to KZAK, contact San Francisco Radio on HF and inform them you are a CPDLC flight.

3. CPDLC Position Report Message Format

Oakland OCA/FIR (KZAK) cannot accept position reports containing latitude and longitude (Lat/Long) in the ARINC 424 format, which is limited to five characters (e.g. 40N50). Position reports in the KZAK CPDLC service area containing Lat/Long waypoints will be accepted in complete latitude and longitude format only. Flights unable to send position reports in complete latitude and longitude format must accomplish position reporting via HF voice communications.


Prior to entering HCF airspace, aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log on to CPDLC prior to reentering Oakland OCA/FIR (KZAK) airspace when HCF advises to contact en route communications or San Francisco Radio.

5. Aircraft Entering Guam CERAP Airspace.

Contact Guam CERAP 250 miles out on 118.7, squawk 2100.


The CPDLC and ADS connection with Oakland ARTCC may be terminated within the Guam CTA. If the CPDLC connection with KZAK is not terminated, do not use CPDLC for ATC COM until Guam CERAP advises you to again contact en route communications or San Francisco Radio. It may be necessary to log back on to CPDLC with KZAK 10–15 minutes prior to exiting the Guam CTA if the CPDLC connection was terminated.

BEACON CODE REQUIREMENTS

Upon reaching the first compulsory reporting point in KZAK FIR airspace and after radar service is terminated, all aircraft should adjust their transponder to display code 2000 on their display. Aircraft should maintain code 2000 thereafter until otherwise directed by air traffic control.

PACIFIC ORGANIZED TRACK SYSTEM (PACOTS) GUIDELINES

(1) General Information

a. Geographical Boundary. PACOTS tracks may be established within the Oakland Oceanic, Fukuoka, and Anchorage FIRs.
b. Track Definition Message (TDM). Oakland ARTCC is using the TDM format for PACOTS tracks. Questions regarding published PACOTS tracks should be directed to Oakland ARTCC Traffic Management Unit (TMU), at (510) 745–3771.
c. Oakland ARTCC or Fukuoka Air Traffic Management Center (ATMC) may develop more or fewer tracks according to user needs, military activity, significant weather, or other limitations.
d. Usable Flight Levels

(1) All IFR flight levels at or above FL290 except the Westbound North America-Japan PACOTS which also includes FL280 in the Oakland OCA/FIR. Certain restrictions may apply for non-PACOTS traffic operating in the opposite direction to the published PACOTS tracks.
e. Lateral Spacing of Tracks

(1) PACOTS Tracks are established at least 50 NM apart. Tracks are defined using latitude/longitude expressed in whole degrees or named waypoints with the exception of FIR crossing points.
f. Flight Planning

(1) The following flight planning restrictions and rules apply to aircraft operating within the Oakland Oceanic FIR on the PACOTS during the effective time of the Track. These restrictions do not affect aircraft filing on ATS routes.

(a) Participating Aircraft

1. Aircraft requesting altitudes at or above FL280 may flight plan via the route published in the daily NOTAM or track message.
2. Operators must file appropriate SIDs and STARs associated with the departure/arrival airports.
3. Operators must flight plan to avoid active military airspace and comply with NOTAM restrictions.

(b) Non-Participating Aircraft. Random routes under the PACOTS at FL270 and below are permitted, unless otherwise prohibited by NOTAM. Higher Altitude may be approved if traffic permits.

g. ATC Procedures

(1) Aircraft utilizing a PACOTS Track must be RNAV 10 (RNP10) or RNP4 approved.

(2) Aircraft flight planning via an approved UPR procedure have the same priority for altitude assignment as aircraft flight planning a PACOTS Track.

(3) The minimum longitudinal separation between aircraft crossing the Fukuoka FIR boundary on the same track at the same flight level will be 10 minutes using Mach Number Technique or applicable ADS–C distance-based separation standard.

h. Position Reporting

(1) Within the Oakland and Anchorage oceanic control areas position reports shall be made using latitude/longitude coordinates or named fixes as specified in the TDM. Position reports shall comprise information on present position, estimated next position, and ensuing position in accordance with
### PACOTS TRACK DESIGNATOR AND DETAILS TABLE

<table>
<thead>
<tr>
<th>TRACK NAME</th>
<th>ROUTE</th>
<th>TDM DAILY PUBLICATION TIME</th>
<th>REQUIRED USE OR UPR ALTERNATIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Hawaii to Japan</td>
<td>Daily at 1100 UTC by KZAK</td>
<td>Track A is optional, operators may flight plan a UPR.</td>
</tr>
<tr>
<td>B</td>
<td>Hawaii to Japan</td>
<td>Optional at 1100 UTC by KZAK</td>
<td>Track B is optional, operators may flight plan a UPR.</td>
</tr>
<tr>
<td>11</td>
<td>Japan to Hawaii</td>
<td>Daily at 2200 UTC by RJJJ</td>
<td>Track 11 is optional, operators may flight plan a UPR.</td>
</tr>
<tr>
<td>12</td>
<td>Japan to Hawaii</td>
<td>Optional at 2200 UTC by RJJJ</td>
<td>Track 12 is optional, operators may flight plan a UPR.</td>
</tr>
<tr>
<td>C</td>
<td>North American West Coast to Japan</td>
<td>Daily at 1100 UTC by KZAK</td>
<td>Track C is required for westbound aircraft crossing 160E between 0230 and 0600 UTC. During the Track C required times operators may file a UPR at least 50 NM north or south of Track C.</td>
</tr>
<tr>
<td>D</td>
<td>North American West Coast to Japan</td>
<td>Optional at 1100 UTC by KZAK</td>
<td>For westbound aircraft crossing 160E between 0230 and 0600 UTC, operators may file a UPR at least 50 NM north or south of Track C.</td>
</tr>
<tr>
<td>E</td>
<td>North American West Coast to Japan</td>
<td>Daily at 1100 UTC by KZAK</td>
<td>For westbound aircraft crossing 160E between 0230 and 0600 UTC, operators may file a UPR at least 50 NM north or south of Track C.</td>
</tr>
<tr>
<td>F</td>
<td>North American West Coast to Japan</td>
<td>Daily at 1100 UTC by KZAK</td>
<td>For westbound aircraft crossing 160E between 0230 and 0600 UTC, operators may file a UPR at least 50 NM north or south of Track C.</td>
</tr>
<tr>
<td>1</td>
<td>Japan to North American West Coast</td>
<td>Daily at 2200 UTC by RJJJ</td>
<td>For eastbound aircraft crossing 160E between 1100 and 1230 UTC, operators may file a UPR at least 50 NM north or south of Track 2.</td>
</tr>
<tr>
<td>2</td>
<td>Japan to North American West Coast</td>
<td>Daily at 2200 UTC by RJJJ</td>
<td>Track 2 is required for eastbound aircraft crossing 160E between 1100 and 1230 UTC. During the Track 2 required times operators may file a UPR at least 50 NM north or south of Track 2.</td>
</tr>
<tr>
<td>3</td>
<td>Japan to North American West Coast</td>
<td>Daily at 2200 UTC by RJJJ</td>
<td>For eastbound aircraft crossing 160E between 1100 and 1230 UTC, operators may file a UPR at least 50 NM north or south of Track 2.</td>
</tr>
<tr>
<td>4</td>
<td>Japan to North American West Coast</td>
<td>Optional at 2200 UTC by RJJJ</td>
<td>For eastbound aircraft crossing 160E between 1100 and 1230 UTC, operators may file a UPR at least 50 NM north or south of Track 2.</td>
</tr>
<tr>
<td>H</td>
<td>North American West Coast to Asia</td>
<td>Daily at 1100 UTC by KZAK</td>
<td>For westbound aircraft crossing 160E between 0230 and 0600 UTC, operators may file a UPR at least 50 NM north or south of Track C.</td>
</tr>
<tr>
<td>J</td>
<td>North American West Coast to Asia</td>
<td>Daily at 0000 UTC by KZAK</td>
<td>Track J is required for westbound aircraft crossing 160E between 1500 and 1800 UTC. During the Track J required times operators may file a UPR at least 50 NM north or south of Track J.</td>
</tr>
<tr>
<td>14</td>
<td>Asia to North American West Coast</td>
<td>Daily at 2200 UTC by RJJJ</td>
<td>For eastbound aircraft crossing 160E between 1100 and 1230 UTC, operators may file a UPR at least 50 NM north or south of Track 2.</td>
</tr>
<tr>
<td>15</td>
<td>Asia to North American West Coast</td>
<td>Optional at 2200 UTC by RJJJ</td>
<td>For eastbound aircraft crossing 160E between 1100 and 1230 UTC, operators may file a UPR at least 50 NM north or south of Track 2.</td>
</tr>
</tbody>
</table>

**NOTE:** Operators may contact Oakland ARTCC Traffic Management Unit to be added to the daily publication of Westbound PACOTS Tracks.

**USER PREFERRED ROUTE (UPR) GUIDELINES**

1. **UPR General Guidelines:**
   a. The UPR must be planned to avoid military special use and NOTAMed airspace when active.
   b. The UPR must utilize a published STAR where appropriate.
   c. PACOTS UPRs have the same priority for altitude assignment as aircraft on an optional PACOTS Track. There is one exception, operators which flight plan a UPR that is not laterally separated from an opposite direction PACOTS/UPR traffic flow will likely be restricted vertically while in conflict with the major traffic flow.
   d. Conditions that may not allow the use of UPRs
      (1) Operators will be informed via International NOTAM whenever a condition exists that may restrict the use of UPRs within a particular FIR.
      (2) Conditions that may restrict the use of UPRs include:
         (a) Large scale military operations
         (b) Typhoons.
2. UPR Specific Guidelines

a. North America – Asia PACOTS UPR Guidelines
(1) The North America – Asia PACOTS UPR guidelines are applicable to the Oakland, Fukuoka and Anchorage Oceanic FIRs.
(2) The UPR route must enter or exit the Oakland Oceanic FIR over a published waypoint on the FIR boundary offshore of North America.
(3) The UPR must comply with the procedures published by Japan and Anchorage ARTCC.
(4) The PACOTS Track UPR must follow the Guidelines published above in the PACOTS Track Designator Details Table.

b. Hawaii – Asia PACOTS UPR Guidelines
(1) The Hawaii-Asia PACOTS UPR guidelines are applicable to the Oakland and Fukuoka Oceanic FIRs.
(2) The UPR shall be planned to incorporate a published waypoint on the Honolulu Control Facility (HCF) boundary.
(3) The UPR must comply with the procedures published by Japan.
(4) The PACOTS Track UPR must follow the Guidelines published above in the PACOTS Track Designator Details Table.
(5) The UPR route must begin or end over one of the following Hawaiian Gateway waypoints in the HCF CTA:
   (a) THOMA
   (b) DANNNO
   (c) CANON
   (d) LILIA
   (e) PUPPI
   (f) SYVAD
   (g) HOOPA

NOTE: Operators may contact Oakland ARTCC Traffic Management Unit to be added to the daily publication of available Hawaiian Gateway waypoints due to Hawaii Warning Area Activity.

c. Japan – Oceania UPR Procedures. In association with operations between Japan (RJAA, RJTT, RJBB and RJGG) and Oceania (YSSY, YBBN, YBCS, YBCG, NZAA and NWWW) the following procedures must be used when planning UPRs:
(1) The northbound and southbound UPRs must remain in the Fukuoka, Oakland, Guam, Port Moresby, Honiara, Auckland and Brisbane FIRs.
(2) The UPR must include filing reporting points on the Control Center boundary crossings.
(3) Within the Guam CTA aircraft may flight plan UPRs at or above FL310. Aircraft at FL300 and below must flight plan via Air Traffic Service (ATS) Routes in the Guam CTA.
(4) The UPR must comply with the published procedures for the Fukuoka, Port Moresby, Brisbane and Auckland CTAs.

d. Asia – Koror UPR Procedures. In association with operations between Asia and Koror (PTRO) the following procedures must be used when planning UPRs:
(1) The UPR must remain in the Fukuoka FIR, Oakland FIR and Guam CTA.
(2) Aircraft must flight plan via existing ATS routes within the Guam CTA or remain clear of the Guam CTA by 50 NM or more.
(3) The UPR must remain at least 50 NM clear of the Manila FIR.
(4) The UPR must comply with the published procedures in the Japan AIP for the Fukuoka FIR.

e. Central East Pacific (CEP) UPR Procedures. The Central East Pacific Routes (CEPs) are published ATC airways between Hawaii and California. The CEP routes include R463, R464, R465, R585, R576, R577, and R578. One CEP UPR Flight may have a negative impact on multiple aircraft flight planned on a CEP airway. To preserve the overall efficiency of the CEP airspace, CEP UPRs will likely be subject to vertical restrictions below or above the traffic established on the CEP routes.
(1) CEP UPR General restrictions.
   (a) Aircraft on UPR routes in the CEP have a lower priority for altitude assignment than aircraft flight planned on a CEP route. CEP UPRs should expect to be at FL300 or below or FL430 and above until established on a CEP Route. Higher altitude may be available traffic permitting.
   (b) Aircraft that cross multiple tracks will encounter more traffic and will hold to lower altitude while crossing CEP routes.
   (c) CEP UPR aircraft must enter/depart the HCF CTA on a CEP route.
   (d) Aircraft should cross the CEP airways as expeditiously as possible.
   (e) CEP UPRs may cross a CEP Route to join a CEP route in the direction the route is published to be flown.
(2) UPRs between Hawaii and California:
   (a) Flight plan the UPR utilizing the waypoints of the CEP routes, do not file points in between CEP airways.
   (b) Aircraft entering KZAK airspace north of R585 may flight plan a UPR route east of 142 West longitude. Aircraft must be established on a CEP route west of 142 West longitude.
(3) UPRs from the South Pacific to California within the CEP airspace
   (a) Northbound UPRs that cross the CEP must be capable of climbing to FL390 by the time they cross R578.
   (b) Northbound UPRs that cannot cross R578 at FL390 or above, should expect to be restricted to cross below CEP Traffic.
(4) UPRs California to the South Pacific within the CEP airspace
   (a) California departures to the South Pacific are typically heavy and requesting initial oceanic altitudes below the CEP traffic established on routes. The California departures will be held below the CEP Traffic until they are clear of the CEP airspace or join a CEP route.
(5) UPRs between the Pacific Northwest and the South Pacific
   (a) UPRs that cross the CEP must be capable of climbing to FL390 by the time they reach the CEP airspace.
   (b) UPRs that cannot cross the CEP airspace at FL390 or above, should expect to be restricted to cross below the CEP.
Traffic established on routes.

f. UPRs between Hawaii and Alaska. UPRs between Hawaii and Alaska typically cross the heavy East or Westbound PACOTS/UPR North America traffic flows.

(1) While in conflict with the NA PACOTS/UPR traffic flows, the Hawaii – Alaska UPRs will likely experience vertical restrictions below or above the PACOTS/UPR traffic.

(2) The Hawaii – Alaska UPRs must exit/enter the HCF CTA over one of the following route segments:
   (a) ZIGIE ZOULU or ZOULU ZIGIE
   (b) APACK AUNTI or AUNTI APACK
   (c) ZIGIE to a point north ZOULU or point north ZOULU to ZIGIE

4. For further information or questions regarding UPRs, contact the Oakland Oceanic Supervisor at (510) 745-3342.

GUAM AREA PREFERENTIAL ROUTING

1. Due to traffic congestion within the Oakland OCA/FIR north, south and west of the airspace delegated to Guam CERAP (A 250NM radius of 13°32’N/144°55’E) preferred routings have been established. This notice applies to all turbojet aircraft at or above FL280 operating within the Oakland OCA/FIR north, south or west of the Guam CTA. The following are the Guam area preferential routings within the Oakland OCA/FIR. Aircraft operators must ensure that these preferential routes are indicated in Field 15 of the ICAO standard flight plan. The acronym FPRD in the descriptions below means flight plan route to destination.

2. Southbound aircraft en route from the Fukuoka OCA/FIR and terminating within Guam CERAP delegated airspace:
   a. OVER KEITH – KEITH R584 OTTRE FPRD
   b. OVER PADKO – PADKO G339 RIDLL FPRD
   c. OVER MONPI – MONPI A597 REEDE FPRD MONPI A216 RIDLL FPRD
   d. OVER OMLET – OMLET B586 WINZR FPRD
   e. OVER TEGOD – TEGOD G205 GUYES FPRD TEGOD A337 SNAPP W21 HIRCH FPRD

3. Northbound aircraft originating within Guam CERAP delegated airspace, en route to destinations within the Fukuoka OCA/FIR:
   a. OVER MIKYY – MIKYY R584 KEITH FPRD
   b. OVER NATSS – NATSS G339 PAKDO FPRD
   c. OVER OATSS – OATSS A216 MONPI FPRD
   d. OVER RICHH – RICHH A597 MONPI FPRD
   e. OVER TOESS – TOESS B586 OMLET FPRD
   f. OVER TERRY – TERRY G205 TEGOD FPRD
   g. OVER TEEDE – TEEDE A337 TEGOD FPRD

NOTE 1: Aircraft within the Oakland OCA/FIR and transiting Guam CERAP delegated airspace must flight plan to enter/exit Guam Center airspace on an appropriate ATS route(s) or other established compulsory reporting points (e.g., FATUM or JOBSS).

NOTE 2: With the exception of aircraft flight planned via Oceania UPR procedures, operators flight planning at or above FL310 with filed routes other than those described above should expect to be re-routed to the preferential route. Requests for alternate routes will be considered on a real-time basis as traffic conditions permit. However, aircraft should flight plan for and be prepared to fly the entire preferential route. Aircraft operating EAST of 150E longitude will not be affected.

1. Clearances
   a. When requesting an IFR clearance while on the ground, make every effort to communicate through San Francisco Radio or CPDLC. If unable to contact San Francisco Radio, a request for an IFR clearance can be made via direct communications with the sector controller via telephone.
   b. If unable to receive a clearance through any of the above means and you elect to depart VFR in accordance with ICAO Annex 2 and Document 7030, continue efforts to establish communication and obtain a clearance as soon as possible.

NOTE: Rules pertaining to VFR flight may be found within Section III–General Notices of this supplement.

2. Hazards
   a. Kwajalein Atoll–Dyess AAF: Electromagnetic radiation will exist 24 hours daily within 2.17 NM radius of Dyess AAF from the surface to 13,000 feet. Aircraft within this airspace may be exposed to direct radiation, which may be harmful to personnel and equipment.
   b. Kwajalein Atoll-Bucholz AAF: Electronic radiation may exist 24 hours daily within 5nm radius of Bucholz AAF from surface to 30,000 feet.
   c. Kwajalein Atoll-180 NM Radius: Hazardous military activity will be conducted which affect aircraft at all altitudes and flight levels within a 180 NM radius of 0843.3N/16743.8E until further notice. All nonparticipating VFR pilots are advised to remain well clear of the area. IFR flights under ATC jurisdiction may expect possible reroute to and from Bucholz Airport. For further information, contact Kwajalein Range Safety Officer at 805–355–1516.
GUAM TERMINAL AREA

Heavily travelled routes for high performance aircraft arriving and departing Guam Intl and Andersen AFB should be avoided by light aircraft pilots flying VFR. The largest concentration of aircraft occurs within a radius of approximately 15 miles of the airports and at an altitude up to and including 4000 feet.

In addition to the above there are two areas of activity to be avoided, both outside the Agana Class D airspace. The first – ALFA – is a light aircraft low altitude training area within a 6 mile radius of Inarajan Bay. Aircraft training in this area should operate at or below 1800 feet and should monitor Guam Approach Control on freq 119.8. The second area – BRAVO – is a light aircraft high altitude training area for use up to 10,000 feet. This area is within a 5 mile radius of Cocos Island. Aircraft in this area should also monitor Guam Approach Control on 119.8.
CLASS C AIRSPACE
KAHULUI AIRPORT
FIELD ELEV 53' MSL

CONTACT HCF APPROACH CONTROL
120.2  322.4

MOLOKAI

Molokai Island

LEGEND
VFR CHECK POINTS
FLOOR IN HUNDREDS
OF FEET MSL
CEILING IN HUNDREDS
OF FEET MSL

HALEAKALA NATIONAL PARK

Public law prohibits flight of VFR helicopters or Fixed-wing aircraft below 9500 feet MSL over the following areas in Haleakala National Park: Haleakala Crater, Crater Cabins, the Scientific Research, Halemau Trail, Kaupo Gap Trail or any designated tourist viewpoint.

CLASS C AIRSPACE PROCEDURES
VFR AIRCRAFT PROPOSING TO ENTER KAHULUI AIRPORT CLASS C AIRSPACE ARE REQUIRED TO CONTACT ATC PRIOR TO ENTRY. INITIAL CONTACT: REFER TO CHARTED VFR CHECK POINTS OR 10 DME FROM THE OGG VORTAC. INITIAL CALLS IN CLOSE PROXIMITY TO THE AIRSPACE BOUNDARY MAY RECEIVE INSTRUCTIONS TO "REMAIN CLEAR OF CHARLIE AIRSPACE AND STANDBY." INITIAL CALLS FROM THE MORE DISTANT CHECK POINTS ARE PREFERRED.
FREQUENCIES: NORTH OF V15 – 120.2, SOUTH OF V15 – 119.5.
KAHULUI, MAUI

Shown are the most heavily traveled routes for high performance aircraft arriving and departing Kahului Airport, Maui. Light plane pilots flying VFR in these areas should maintain an alert lookout and monitor HCF Approach Control frequency. Aircraft transiting north of the Kahului Airport in VFR conditions are requested to remain at least 8 NM north of the airport at or below 4500 ft; if westbound, 3500 ft. if eastbound, or following the shoreline at or below 2500 ft. and be responsive to routing changes issued by HCF Approach Control or Maui Tower. The area depicted as "ALFA" is a light aircraft local training area. Area is outside Kahului Airport Class C airspace. Aircraft training in area normally operate at or below 3000 ft. and monitor HCF Approach Control.
NOISE SENSITIVE AREAS AND RECOMMENDED FLIGHT PATHS (VFR)
KAHULUI AIRPORT

Note: Aircraft more than 12,500 lbs. inbound from the south or flying over land from the northwest desiring runway 5, must overfly the airport and enter left traffic for runway 5.
INFORMAL RUNWAY USE PROGRAM—KAHULUI ARPT, MAUI

Aircraft noise complaints from Spreckelsville Beach area located adjacent to Kahului Airport have become a matter of serious concern. To alleviate the situation, noise abatement departure runways and flight patterns have been developed. All pilots are urged to follow these procedures to the maximum extent possible consistent with operational and safety requirements. Runway 2 is designated as the noise abatement departure runway for both large and jet powered aircraft. Departure flight pattern runway 2: Climb straight ahead until one mile clear of shoreline before commencing turns. If takeoff on runway 5 is necessary, both large and jet powered aircraft are requested to: if east or westbound, turn left as soon as possible and proceed one mile clear of shoreline; if southbound, turn right as soon as possible if traffic permits, otherwise turn left.

NOISE ABATEMENT ROUTE FOR AIRCRAFT DEPARTING RUNWAYS 2 AND 5 KAHULUI AIRPORT, MAUI.
NOTE: RUNWAY 2 DESIGNATED NOISE ABATEMENT DEPARTURE RUNWAY FOR LARGE AIRCRAFT AND JET POWERED AIRCRAFT.

RUNWAY 2
CLIMB STRAIGHT AHEAD UNTIL ONE MILE CLEAR OF SHORELINE.

KAULULI TOWN

PAC, 21 MAR 2024 to 16 MAY 2024
KONA INTERNATIONAL AT KEAHOLE AIRPORT, HAWAII

Depicted on this chart are the most heavily traveled routes for high performance aircraft arriving and departing Kona Intl At Keahole Airport, Kona, Hawaii.

General Aviation pilots flying VFR should be extra alert in these areas. Contact Kona Tower on frequency 120.3 for traffic advisories.
PREFERRED VFR ROUTING
LIHUE AIRPORT, LIHUE, KAUAI

LEGEND

- PREFERRED VFR ARRIVAL ROUTES
- PREFERRED VFR DEPARTURE ROUTES
- IFR ARRIVAL/DEPARTURE ROUTES
- REQUEST CENTER ADVISORIES PRIOR TO TRANSITING AREA 126.5

AIRCRAFT INBOUND TO LIHUE FROM THE EAST CONTACT HONOLULU CENTER 126.5 BY MID-CHANNEL.

VFR AIRCRAFT DEPARTING LIHUE AIRPORT VIA RUNWAY 3/35 EASTBOUND, FLY OUTBOUND ON OR NORTH OF LIH 103 RADIAL UNTIL 25 MILES EAST.

PAC, 21 MAR 2024 to 16 MAY 2024
Bucholz Army Airfield (Kwajalein Atoll) VFR Arrival/Departure RF Avoidance Routing

1. VFR arriving or departing aircraft must maintain indicated altitudes in vicinity of Bucholz Army Airfield. A high intensity radiated field can exist in vicinity of Bucholz and the possibility of interference exists if procedure is not followed.

2. Avoid overflight of indicated area at NW corner of Kwajalein.
PREFERRED VFR ROUTING AT SAIPAN AND WEST TINIAN AIRPORTS

Tradewind Condition
(Northeast Winds, Rwy 07, Rwy 08 In Use)

1. VFR turbo jet aircraft arriving Saipan from the southwest should proceed northbound along the west coast of Tinian. VFR turbo jets from the north-northwest should proceed southbound about 10 miles west of Saipan. They should intercept the I-CSN localizer at 10 DME and proceed inbound on the localizer maintaining at or above 2300’ above mean sea level until passing KORDY (localizer/7 DME).

2. VFR twin engine aircraft arriving at Saipan from Tinian, Rota/Guam should proceed to Unai Masalok and direct to Puntan Opyan.

3. VFR single engine aircraft arriving Saipan from Tinian should turn left after takeoff and proceed northbound via BROADWAY to the traffic circle, then northeast to Asiga Point, then across Saipan channel for straight-in to Rwy 07.

4. VFR twin engine aircraft from Saipan should make right traffic to Nafran Point, then southwest bound to Puntan Masalok, then enter left traffic for Rwy 08 at West Tinian.

5. VFR single engine aircraft from Saipan should make left traffic downwind to Puntan Agingan, across Saipan channel to Puntan Tahgong (north tip of Tinian), direct to 8th Avenue traffic circle, thence via 8th Avenue to enter left traffic for Rwy 08 at West Tinian.
PREFERRED VFR ROUTING AT SAIPAN AND WEST TINIAN AIRPORTS

Southwest Wind Condition
(Rwy 25 and Rwy 26 In Use)

1. VFR single engine aircraft from Saipan Rwy 25 to West Tinian, direct across Saipan Channel to Broadway Traffic Circle, via BROADWAY to enter a right base leg for Rwy 26.
2. VFR twin engine aircraft from Saipan Rwy 25 left turn direct Unai Masalok, make straight-in to Rwy 26 at West Tinian.
3. VFR twin and single engine aircraft from West Tinian, Rwy 26 to Saipan, right turn follow 8th Avenue to Traffic Circle, direct to Punan Tahgong across Saipan Channel to Agingan Point, enter right downwind for Rwy 25 at Saipan.
HILO INTL, HILO

Depicted on this chart are the most heavily traveled routes for high performance aircraft arriving and departing Hilo Intl, Hilo, Hawaii.

General aviation pilots flying VFR should be extra alert in these areas. Contact Hilo Approach Control on frequency 119.7 for traffic advisories.
NOISE SENSITIVE AREAS AND RECOMMENDED FLIGHT PATHS (VFR)
HILO INTL
HILO, HAWAII

LARGE AIRCRAFT PATTERN ALTITUDE 1500’ MSL
SMALL AIRCRAFT PATTERN ALTITUDE 800’ MSL

PAC, 21 MAR 2024 to 16 MAY 2024
**Glider Operations:** Gliders are normally air-towed and routinely depart the traffic pattern to the South. (Right turn after takeoff Rwy 08, left turn after takeoff Rwy 26.) Gliders normally fly the ridge line to the south of the airport, within 5 NM. Most gliders are not radio equipped. The powered aircraft towing the gliders have radios and routinely use the glider traffic pattern, entering the traffic pattern from the South.

**Sky Dive Operations:** Extensive parachute operations occur daily at 16,000' and below. Parachutists normally exit the aircraft upwind of the airport and during strong winds may exit as far as 3 NM from the drop zone. Parachutes are usually opened between 2,000' and 4,500' altitude, and then flow to the drop zone entering an abbreviated left traffic pattern (Rwy 08) or right traffic pattern (Rwy 26). During light and no wind conditions, the parachutes may open directly above the airport and adjacent beach area.

**TRAFFIC PATTERN**

**SMALL AIRCRAFT 800' MSL**

**SAILPLANES AND TOWPLANES 700' MSL**

**ALL TRAFFIC TO NORTH OF RUNWAY**

**MAXIMUM AUTHORIZED LANDING WEIGHT:**

S-40, D-152, DT-180.

Left turn after Rwy 08 takeoff, avoid parachute drop zone.

Right turn after Rwy 26 takeoff, avoid parachute drop zone.

**SKETCH LOOKING NE**

**MOUNTAIN**

**DILLINGHAM AIRFIELD, OAHU**
ARRIVAL/DEPARTURE GRAPHICS

AREA NOTICES

PAC, 21 MAR 2024 to 16 MAY 2024

WHEELER TWR 126.3/235.625
GND 121.85/237.5

TRAFFIC PATTERN
FIXED WING
ROTARY WING
NVG

DOWN WIND
2000 MSL
1500 MSL
1500 MSL

BASE
1300 MSL
1300 MSL
1300 MSL

PREFERRED ROUTING TRANSITING AND VFR ARRIVAL/DEPARTURE ROUTES FOR WHEELER AAF

DILLINGHAM
CTAF 123.0
MILITARY AIR To AIR
233.3

HALEIWA
3000 ***

THOMPSON CORNER

R3110A,B,C

PINEAPPLE
2000D/NG
2500N*

R3109A,B,C

2000D/NG
2500N

MOTORPOOL

DOLE

KOLEKOLE

2200, N, NG

LEGEND

CIVIL AIRCRAFT TRANSITIONS
Contact Tower at HI/H2 Interchange or Harbor View Northbound/Haleiwa Southbound. Expect Altitude Assignment at or above 2500’ MSL.

A-311
For flight following/advisories aircraft below 500’ AGL contact Lightning Radion (P) UHF 239.5 (A) VHF 139.2

KUNIA TOWN

MILANANTOWN

1500, N, NG*

1500, N, NG**

K O H U

1500

HI/H2 INT

CHART NOT TO SCALE
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SECTION 4: ASSOCIATED DATA

RADIO NAVIGATIONAL AIDS BY IDENT

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<thead>
<tr>
<th>Ident</th>
<th>Name</th>
<th>Ident</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>AJA</td>
<td>Mt. Macajna (NDB)</td>
<td>NDJ</td>
<td>Bucholz (NDB)</td>
</tr>
<tr>
<td>AWK</td>
<td>Wake (VORTAC)</td>
<td>OGG</td>
<td>Maui (VORTAC)</td>
</tr>
<tr>
<td>CKH</td>
<td>Koko Head (VORTAC)</td>
<td>PNI</td>
<td>Pohnpei (NDB/DME)</td>
</tr>
<tr>
<td>GRO</td>
<td>Rota (NDB)</td>
<td>POA</td>
<td>Pahoa (NDB)</td>
</tr>
<tr>
<td>HN</td>
<td>Ewabe (NDB)</td>
<td>ROR</td>
<td>Koror (NDB/DME)</td>
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<tr>
<td>HNL</td>
<td>Honolulu (VORTAC)</td>
<td>SN</td>
<td>Saipan (NDB)</td>
</tr>
<tr>
<td>IAI</td>
<td>Kona (VORTAC)</td>
<td>SOK</td>
<td>South Kauai (VORTAC)</td>
</tr>
<tr>
<td>ITO</td>
<td>Hilo (VORTAC)</td>
<td>TUT</td>
<td>Pago Pago (NDB)</td>
</tr>
<tr>
<td>LIH</td>
<td>Lihue (VORTAC)</td>
<td>TUT</td>
<td>Pago Pago (VORTAC)</td>
</tr>
<tr>
<td>LNY</td>
<td>Lanai (VORTAC)</td>
<td>UKS</td>
<td>Kosrae (NDB/DME)</td>
</tr>
<tr>
<td>MAJ</td>
<td>Majuro (NDB/DME)</td>
<td>UNZ</td>
<td>NIMITZ (VORTAC)</td>
</tr>
<tr>
<td>MDY</td>
<td>Midway (NDB)</td>
<td>UPP</td>
<td>Upolu Point (VORTAC)</td>
</tr>
<tr>
<td>MKK</td>
<td>Molokai (VORTAC)</td>
<td>XI</td>
<td>Christmas Island (NDB)</td>
</tr>
<tr>
<td>MUE</td>
<td>Kamuela (VOR/DME)</td>
<td>YP</td>
<td>Yap (NDB/DME)</td>
</tr>
</tbody>
</table>

VOR RECEIVER CHECK

Airborne and ground checkpoints consist of certified radials that should be received at specific points on the airport surface, or over specific landmarks while airborne in the immediate vicinity of the airport.

Should an error in excess of ±4º be indicated through use of the ground check, or ±6º using the airborne check, IFR flight should not be attempted without first correcting the source of the error. CAUTION: No correction other than the “correction card” figures supplied by the manufacturer should be applied in making these VOR receiver checks.

GROUND RECEIVER CHECKPOINTS

<table>
<thead>
<tr>
<th>STATION</th>
<th>FREQ.</th>
<th>TYPE VOT FACILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honolulu</td>
<td>111.0</td>
<td>G</td>
</tr>
</tbody>
</table>

PAC, 21 MAR 2024 to 16 MAY 2024
SAN FRANCISCO RADIO

(Services available for aircraft engaged in international flight)

San Francisco Radio using Pacific common air/ground ATC frequency networks shared with other ground stations are listed below. The frequencies in use will depend on the time and conditions which affect radio propagation. International flights on the ground at ANC or within VHF range of the SEA-ANC network that are entering the NOPAC Route System within Anchorage Centers FIR boundary should contact San Francisco Radio on VHF 129.4, to obtain primary/secondary HF frequencies and verify SELCAL before entering NOPAC. If unable 129.4, primary/secondary HF frequencies may be obtained from Anchorage ARTCC, but no SELCAL is available.

WEB-PAGE FOR CURRENT SAN FRANCISCO RADIO FREQUENCIES: Radio.arinc.net

Primary and Secondary San Francisco Radio frequencies for the Pacific and Atlantic are continuously updated on this webpage.

CENTRAL WEST PACIFIC (CWP) NETWORK FREQUENCIES

San Francisco

MWARA—2998, 3455, 4666, 5652, 6532, 8870, 8903, 11384, 13300, 17904 and 21985 kHz

LDOCF (c)—3494, 6640, 8933, 11342, 13348, 17925 and 21964 kHz

NORTH PACIFIC (NP) NETWORK FREQUENCIES

San Francisco

MWARA—5628, 6655, 8915, 8951, 10048, 13339, 17946 and 21925 kHz

LDOCF (c)—3494, 6640, 8933, 11342, 13348, 17925 and 21964 kHz

CENTRAL EAST PACIFIC NETWORK FREQUENCIES

San Francisco

Extended Range VHF (a)—131.95

MWARA—2869, 3413, 3452, 5547, 5574, 6673, 8843, 8915, 10057, 11282, 13288, 13354, and 21964 kHz

LDOCF (c)—3494, 6640, 8933, 11342, 13348, 17925, and 21964 kHz

Seattle Pre-flight checks (b)—129.4 (SEA-ANC), 131.80 (North West), 131.95 (Central CA), and 128.90 (Southern CA).

SOUTH PACIFIC (SP) NETWORK FREQUENCIES

San Francisco

MWARA—3467, 5643, 8867, 13261, and 17904 kHz

LDOCF (c)—3494, 6640, 8933, 11342, 13348, 17925, and 21964 kHz

SSB capability available on all HF freqs. (a) Extended Range VHF 131.95. Coverage includes area within approximately 200 NM of the Hawaiian Islands and along the Hawaii-Mainland US tracks extending outward approximately 250 NM from the HNL, SFO, and LAX areas. (b) Call San Francisco Radio on VHF to arrange HF checks. 129.40 available for enroute communications on SEA-ANC routes. (c) Users are reminded that all transmissions on the San Francisco Radio HF SSB LDOCF must be in the single sideband mode (upper sideband only).

Phone patch service will be available as a normal part of the service. Communications are limited to aircraft operational control matters. Public correspondence (personal messages) to/from crew or passengers cannot be accepted. Refer questions to San Francisco Radio operations at 1-800-621-0140. Aircraft operating in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC, shall maintain communications with Gander Radio and a listening or SELCAL watch on HF frequencies of the North Atlantic D (NAT D) network (2971 kHz, 4675 kHz, 8891 kHz and 11279 kHz). Additionally, Gander Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM:

San Francisco Radio has operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between San Francisco Radio Communications Centers and enroute oceanic aircraft.

Aircraft desiring to contact the San Francisco Radio Communications Center should use the SATCOM Short Code to call San Francisco Radio:

<table>
<thead>
<tr>
<th>Oceanic Area</th>
<th>Center</th>
<th>SATCOM Short code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific</td>
<td>SFO</td>
<td>436625</td>
</tr>
</tbody>
</table>

San Francisco Radio will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications.

Office of Primary Responsibility (OPR): Oakland Center – FAA/ATJ-ZOA-IAP
Contact Information: 510-745-3326 and/or 510-745-3464; email: AJT-ZOA-IAP@faa.gov
Amended: June 2023
The following tabulation lists all known jumping sites. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions.

### Special Use Airspace

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Altitude</th>
<th>Time</th>
<th>Controlling Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>A–311</td>
<td>Wheeler AAF</td>
<td>To 500’ AGL</td>
<td>1730–0900Z</td>
<td>Lightning Control VHF 139.2 UHF 239.5 FM 39.35</td>
</tr>
<tr>
<td>W–11A</td>
<td></td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
</tr>
<tr>
<td>W–11B</td>
<td></td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>Commander Joint Region Marianas</td>
</tr>
<tr>
<td>W–12</td>
<td></td>
<td>To FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
</tr>
</tbody>
</table>

### Parachute Jumping Areas

<table>
<thead>
<tr>
<th>Area Name</th>
<th>Location</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agat Bay Drop Zone, GU</td>
<td>244 radial, 11.2 NM, UNZ VORTAC</td>
<td>2 NM radius. Intermittent. Up to 10,000 ft MSL. Military use only.</td>
</tr>
<tr>
<td>Anderson Drop Zone, GU</td>
<td>054 radial, 13.5 NM, UNZ VORTAC</td>
<td>2 NM radius. Intermittent. Up to 18,000 ft.</td>
</tr>
<tr>
<td>Apra Harbor, GU</td>
<td>265 radial, 4 NM, UNZ VORTAC</td>
<td>2 NM radius. Intermittent. Up to 12,000 ft.</td>
</tr>
<tr>
<td>Basilan Drop Zone, HI</td>
<td>326 radial, 16.6 NM, HNL VORTAC</td>
<td>2 NM radius. Intermittent. FSS HNL. Military. Up to 12,500 ft. Honolulu Control Facility ARTCC 126.5.</td>
</tr>
<tr>
<td>Dandan Drop Zone, GU</td>
<td>018 radial, 2.4 NM, SN NDB</td>
<td>1 NM radius. Daily. Up to 14,000 ft AGL.</td>
</tr>
<tr>
<td>Dillingham, HI</td>
<td>310 radial, 21.5 NM, HNL VORTAC</td>
<td>3 NM radius. Daily. Up to 16,000 ft.</td>
</tr>
<tr>
<td>Apra Harbor, GU</td>
<td>306 radial, 22.1 NM, HNL VORTAC</td>
<td>3 NM radius. Up to 16,000 ft.</td>
</tr>
<tr>
<td>East Range/Taro Drop Zone, HI</td>
<td>332 radial, 11.8 NM, HNL VORTAC</td>
<td>0.5 NM radius. Intermittent. Greatest activity on weekends. Military. Maximum altitude 12,500 ft MSL.</td>
</tr>
<tr>
<td>Ferguson Hill Drop Zone, GU</td>
<td>040 radial, 9.5 NM, UNZ VORTAC</td>
<td>2 NM radius. Intermittent. Up to 14,000 ft. MSL. Military use only.</td>
</tr>
<tr>
<td>Guam Intl, GU</td>
<td>080 radial, 5.8 NM, UNZ VORTAC</td>
<td>1 NM radius. Daily. Up to 14,000 ft FSS HNL.</td>
</tr>
<tr>
<td>Holister Drop Zone, HI</td>
<td>179 radial, 9.1 NM, MUE VOR/DME</td>
<td>1 NM radius. 0700-2200. Up to 35,000 ft. Honolulu Control Facility ARTCC 118.45.</td>
</tr>
<tr>
<td>Honolulu, HI Helemano Military Reservation, HI</td>
<td>340 radial, 14.5 NM, HNL VORTAC</td>
<td>0.7 NM radius. Daily. Greatest activity on weekends. Up to 15,000 ft.</td>
</tr>
<tr>
<td>Inouye Drop Zone, HI</td>
<td>178 radial, 10.7 NM, MUE VOR/DME</td>
<td>1 NM radius. 0700-2200. Up to 35,000 ft. Honolulu Control Facility ARTCC 118.45.</td>
</tr>
<tr>
<td>Kahuku, HI</td>
<td>351 radial, 22.6 NM, HNL VORTAC</td>
<td>Intermittent. Up to 12,500 ft AGL.</td>
</tr>
<tr>
<td>Kanes Drop Zone, HI</td>
<td>341 radial, 22.5 NM, HNL VORTAC</td>
<td>2 NM radius. Intermittent. FSS HNL. Military. Maximum Alt 12,500 ft AGL. Honolulu Control Facility ARTCC 126.5.</td>
</tr>
<tr>
<td>Mangilao Drop Zone, GU</td>
<td>090 radial, 4.6 NM, UNZ VORTAC</td>
<td>2 NM radius. Daily. Up to 14,000 ft FSS HNL. Guam Intl Twr 118.7.</td>
</tr>
<tr>
<td>Northwest Fld Drop Zone, GU</td>
<td>035 radial, 12 NM, UNZ VORTAC</td>
<td>2 NM radius. Intermittent up to 18,000 ft. Military.</td>
</tr>
<tr>
<td>Orote Point, GU</td>
<td>254 radial, 5.5 NM, UNZ VORTAC</td>
<td>2 NM radius. Intermittent. Up to 12,000 ft.</td>
</tr>
<tr>
<td>Pokai Bay, HI</td>
<td>285 radial, 17.5 NM, HNL VORTAC</td>
<td>3 NM radius. Intermittent. Up to 3,000 ft.</td>
</tr>
<tr>
<td>Port Allen, HI</td>
<td>256 radial, 4.2 NM, SOK VORTAC</td>
<td>2 NM radius. Daily. Max altitude 10,000 ft. Honolulu Control Facility Center 126.5.</td>
</tr>
<tr>
<td>Puukapu Drop Zone, HI</td>
<td>345 radial, 22.6 NM, HNL VORTAC</td>
<td>Intermittent. Up to 12,000 ft AGL. FSS HNL.</td>
</tr>
<tr>
<td>Tiggershark–Inland Drop Zone, HI</td>
<td></td>
<td>1 NM radius. M–F 0700–2200, Sat–Sun, Hol 0900–2200. Up to 7,000 ft. Honolulu Cont Fac (ZHN) 142.45.</td>
</tr>
<tr>
<td>Uncle Drop Zone, HI</td>
<td>179 radial, 8.7 NM, MUE VOR/DME</td>
<td>1 NM radius. 0700-2200. Up to 35,000 ft. Honolulu Control Facility ARTCC 118.45.</td>
</tr>
<tr>
<td>Upolu Point Drop Zone, HI</td>
<td></td>
<td>5 NM radius. Daily. All hours. Up to 13,000 ft MSL. Honolulu Control Facility (ZHN) 126.0</td>
</tr>
<tr>
<td>ASSOCIATED DATA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
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<td>-----------------</td>
</tr>
<tr>
<td><strong>W–13A LOW</strong></td>
<td>To FL300</td>
<td>By NOTAM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>FAA, Guam CERAP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commander Joint Region Marianas</td>
</tr>
<tr>
<td><strong>W–13B LOW</strong></td>
<td>To FL300</td>
<td>By NOTAM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>FAA, Guam CERAP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commander Joint Region Marianas</td>
</tr>
<tr>
<td><strong>W–13C LOW</strong></td>
<td>To FL300</td>
<td>By NOTAM</td>
</tr>
<tr>
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<td>To FL300 to</td>
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**PAC, 21 MAR 2024 to 16 MAY 2024**
### SPECIAL USE AIRSPACE (Continued from preceding page)

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<tr>
<th>No.</th>
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<th>Time</th>
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<th>Using Agency</th>
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<td>W–196</td>
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<td></td>
<td>Sat–Sun 1800–0200Z Other times by NOTAM</td>
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<tr>
<td>W–517</td>
<td>Guam</td>
<td>Unltd</td>
<td>By NOTAM</td>
<td>FAA GUAM CERAP</td>
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<tr>
<td>R–3101</td>
<td>PMRF Barking Sands 4</td>
<td>Unltd</td>
<td>Mon–Fri 1600–0400Z Other times by NOTAM</td>
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<td>CO Pacific Missile Range Fac</td>
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<tr>
<td>R–3103</td>
<td>Humuula</td>
<td>to 30,000´</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>Commanding Gen. US Army Schofield Barracks, HI</td>
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<tr>
<td>R–3107</td>
<td>Kaula Rock</td>
<td>to 18,000´</td>
<td>Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACSFAC PH, Pearl Harbor, HI issued at least 24 hours in advance.</td>
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<tr>
<td>R–3109A</td>
<td>Schofield–Makua</td>
<td>to 8,999´</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>US Army Schofield Barracks, HI</td>
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<td>R–3109B</td>
<td>Schofield–Makua</td>
<td>9,000´ to 18,999´</td>
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<td>US Army Schofield Barracks, HI</td>
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<td>R–3110A</td>
<td>Schofield–Makua</td>
<td>to 8,999´</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>US Army Schofield Barracks, HI</td>
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<td>9,000´ to 18,999´</td>
<td>Intermittent</td>
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<td>US Army Schofield Barracks, HI</td>
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<td>Schofield–Makua</td>
<td>to 8,999´</td>
<td>By NOTAM</td>
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<tr>
<td>R–7201</td>
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<td>To FL600</td>
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<td>FAA, Guam CERAP</td>
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<tr>
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<td>To FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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</tr>
</tbody>
</table>

Altitude given in feet.  
P—Prohibited  R—Restricted  A—Alert  W—Warning

Unauthorized flight is not permitted within a Prohibited Area, or within a Restricted Area during the time of use and between the altitudes noted in the tabulation. In Warning Areas flights are not restricted, but avoidance is advised during use.

(Authorization may be granted by the controlling agency or by Executive Order of the President).
# Key to Aerodrome Forecast (TAF) and Aviation Routine Weather Report (METAR)

**TAF** KPI061320Z 0519K05 55M HZ FEW020 WS010/31022KT
FM1900 30015G25KT 35M SHRA OVC015 TEMPO 2200 1/2SM +TSRA
OVC008CB
FM0100 27008KT 55M SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 6SM NSW SKC

**METAR** KPI060755Z COR 22105G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T101820159

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<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
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</thead>
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<tr>
<td><strong>TAF</strong></td>
<td>Message type: <strong>TAF</strong>-routine or <strong>TAF AMD</strong>-amended forecast, <strong>METAR</strong>-hourly, <strong>SPECI</strong>-special or <strong>TESTM</strong>-non-commissioned ASOS report</td>
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<tr>
<td>KPI061320Z</td>
<td>ICAO location indicator 091955Z</td>
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<tr>
<td>0519K05</td>
<td>Issuance time: ALL times in UTC <em>Z</em>, 2-digit date, 4-digit time</td>
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<tr>
<td>55M</td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
</tr>
<tr>
<td>HZ FEW020</td>
<td>In U.S. <strong>METAR</strong>: CORected ob; or AuTOmated ob for automated report with no human intervention; omitted when observer logs on</td>
</tr>
<tr>
<td>22105G25KT</td>
<td>Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, <strong>KT</strong> (KMH or MPS); as needed, <strong>Gust</strong> and maximum speed; 00000KT for calm; for <strong>METAR</strong>, if direction varies 60 degrees or more, <strong>Variability</strong> appended, e.g. 180V260</td>
</tr>
<tr>
<td>3/4SM</td>
<td>Prevailing visibility: in U.S., Statute Miles &amp; fractions; above 6 miles in <strong>TAF</strong> Plus <strong>SM</strong>. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)</td>
</tr>
<tr>
<td>R28L/2600FT</td>
<td>Runway Visual Range: <strong>R</strong>: 2-digit runway designator Left, Center, or Right as needed; <strong>P</strong>: Minus or Plus in U.S., 4-digit value, <strong>Feet</strong> in U.S., (usually meters elsewhere); 4-digit value <strong>Variability</strong> 4-digit value (and tendency <strong>Down</strong>, <strong>Up</strong> or <strong>No change</strong>)</td>
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<tr>
<td>TSRA</td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
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**Report**

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<td>A2992</td>
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**Notes:**
- **SPECI** and **TESTM** are non-commissioned ASOS reports.
- **TAF AMD** is an amended TAF.
- **METAR** is a routine meteorological report.
- **Variability** appended to **METAR** indicates wind direction variability.
- **Runway Visual Range** is reported in units of thousands of feet.
- **Temperature** and **Dew-point** are reported in degrees Celsius.
- **Altimeter setting** is indicated in **pressures** and **hundreds of millibars**.
ASSOCIATED DATA

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

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<td>WS010/31022KT</td>
<td>In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); &quot;&quot;: 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td>RMK SLP045 T01820159</td>
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<tr>
<td>FM1930</td>
<td>For and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
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<tr>
<td>TEMPO 2022</td>
<td>TEMPOrary: changes expected for ≤ 1 hour and in total, ≤ half of 2-digit hour beginning and 2-digit hour ending time period</td>
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<tr>
<td>PROB40 0407</td>
<td>PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period</td>
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<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
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</table>

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity
- Light "no sign" Moderate + Heavy
VC Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of observation; in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor
MI Shallow BC Patches PR Partial TS Thunderstorm
BL Blowing SH Showers DR Drifting FZ Freezing

WEATHER PHENOMENA

Precipitation
DZ Drizzle RA Rain SN Snow SG Snow grains
IC Ice crystals PL Ice pellets GR Hail GS Small hail/snow pellets
UP Unknown precipitation in automated observations

Obscuration
BR Mist (≥5/8SM) FG Fog (<5/8SM) FU Smoke VA Volcanic ash
SA Sand HZ Haze PY Spray DU Widespread dust

Other
SQ Squall SS Sandstorm DS Duststorm PO Well developed
FC Funnel cloud +FC tornado/waterspout dust/sand whirls

- Explanations in parentheses "(" ") indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS TAFs exclude turbulence, icing & temperature forecasts; NWS METARs exclude trend fcst.
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if; visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service

PAC, 21 MAR 2024 to 16 MAY 2024
## PIREP FORM

3 or 4 letter Identifier

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Items 1 through 5 are mandatory for all PIREPs

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FAA Form 7110-2 (9/19) Supersedes Previous Edition

PAC, 21 MAR 2024 to 16 MAY 2024
Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.
   - Location can be reported as a single fix, radial DME, or a route segment (Fix–Fix)
   - Examples: /OV LAX, /OV LAX-SL120005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   - Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   - Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing
   - No more than 4 characters, use UNKN if the type is not known.
   - Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:
   - Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
   - Report bases in hundreds of feet: BKN005, SCT015, OVC200
   - If bases are unknown, use UNKN
   - Report cloud tops in hundreds of feet: TOP120
   - Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.
   - Report visibility using 2 digits: FV01SM, FV10SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, TS, HG, FG, +, –
   - Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR

8. /TA - Air temperature (Celsius): Required when reporting icing
   - 2 digits, unless below zero, then prefix digits with M.
   - Examples: /TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   - Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:
    - Report intensity using LGT, MOD, SEV, or EXTRM
    - Report duration using INTMT, OCNL or CONS when reported by pilot.
    - Report type using CAT or CHOP when reported by pilot.
    - Include altitude only if different from /FL.
    - Use ABV or BLO when limits are not defined.
    - Use NEG if turbulence is not encountered.
    - Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, /TB NEG

11. /IC - Icing:
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME, CLR, or MX
    - Include altitude only if different from /FL.
    - Use NEG if icing not encountered.
    - Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix
    - Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
     /RM CAJON PASS

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM –RA /TA 04 /TB LGT /IC NEG
UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WX 270048KT TB SEV 055-085 /RM CAJON PASS

PAC, 21 MAR 2024 to 16 MAY 2024
Flight Service Stations (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

National Weather Service Office (WSO): Only general weather information is available on the National Weather Service Office (WSO) telephone numbers listed. NOTE: National Weather Service Offices in the United States are not authorized to provide official Pilot Weather Briefings.

**National FSS Telephone Number**

Pilot Weather Briefings

1–800–WX–BRIEF (1–800–992–7433) *

**Other FSS Telephone Numbers**

Medevac Flights Only (except in Alaska)


<table>
<thead>
<tr>
<th>Location</th>
<th>Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honolulu, Oahu</td>
<td>117.7T (LNY) 116.9T (ITO) 116.1T (MKK) 115.7T (IAI) 114.8T (HNL) 114.3T (OGG) 113.5T (LIH) 113.3T (MUE) 112.3T (UPP) 115.4T (SOK) 123.6 122.6 122.2 122.1R 296.7 233.7</td>
</tr>
</tbody>
</table>

Remarks:

FSS—1–800–WX–BRIEF, available 24 hours.

WSO—973–5286, operates 24 hours.

Surface weather reports available on request via air/ground voice communication frequencies.

Best VHF enroute communication coverage due to location of RCO sites:

122.2–Molokai & Lanai routes, 122.6–Lihue routes, 123.6–Maui & Hawaii routes

Routine and selected special reports—Honolulu/Hilo/Kahului/Guam.

Terminal forecast—Honolulu/Hilo/Guam.

Hilo WSO—933–6941, operates 1000–0200Z.

Lihue WSO—245–2420, operates 1000–0200Z.

R—Receive only T—Transmit only

Emerg Freq. 121.5 and 243.0 are available at most stations and are not tabulated.

* Outer Islands may be required to dial LD 808–833–8440 for FSS weather briefing and flight planning svc.
## Key Air Traffic Facilities

### Air Traffic Control System Command Center

Main Number: 540-422-4100

### Air Route Traffic Control Centers (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC Name</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817-222-6006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505-856-4300</td>
<td>505-856-4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907-269-1137</td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>404-305-5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770-210-7601</td>
<td>770-210-7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404-305-6156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>617-455-3100</td>
<td>603-879-6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817-222-6006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630-906-8221</td>
<td>630-906-8921</td>
</tr>
<tr>
<td>Cleveland</td>
<td>817-222-6006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440-774-0310</td>
<td>440-774-0490</td>
</tr>
<tr>
<td>Denver</td>
<td>206-231-2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303-651-4100</td>
<td>303-651-4257</td>
</tr>
<tr>
<td>Ft. Worth</td>
<td>817-222-6006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817-858-7500</td>
<td>817-858-7584</td>
</tr>
<tr>
<td>Honolulu</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808-840-6100</td>
<td>808-840-6201</td>
</tr>
<tr>
<td>Houston</td>
<td>817-222-6006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281-230-5300</td>
<td>281-230-6622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817-222-6006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317-247-2231</td>
<td>317-247-2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404-305-6180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904-549-1501</td>
<td>904-845-1592</td>
</tr>
<tr>
<td>Kansas City</td>
<td>817-222-6006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913-254-8500</td>
<td>913-254-8508</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>811-265-8200</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>661-265-8200</td>
<td>661-575-2079</td>
</tr>
<tr>
<td>Memphis</td>
<td>404-305-6180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901-368-8103</td>
<td>901-368-8453</td>
</tr>
<tr>
<td>Miami</td>
<td>404-305-6180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305-716-1500</td>
<td>305-716-1731</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>817-222-6006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>651-463-5580</td>
<td>651-463-5888</td>
</tr>
<tr>
<td>New York</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>631-468-1001</td>
<td>631-468-1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310-725-3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510-745-3331</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>206–231–2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404-305-6180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>787-253-8663</td>
<td>787-253-8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>206-231-2099</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253-351-3500</td>
<td>253-351-3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703-771-3401</td>
<td>703-771-3587</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

**For use when numbers or frequencies are not listed in the airport listing.

### Major Terminal Radar Approach Controls (TRACONs)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>404-669-1200</td>
</tr>
<tr>
<td>Chicago</td>
<td>817-222-6006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847-608-5509</td>
</tr>
<tr>
<td>Dallas/Ft. Worth</td>
<td>817-222-6006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972-615-2500</td>
</tr>
<tr>
<td>Denver</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303-342-1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817-222-6006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281-230-8400</td>
</tr>
<tr>
<td>New York</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516-683-2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310-725-3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916-366-4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540-349-7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858-537-5800</td>
</tr>
</tbody>
</table>

* Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

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PAC, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>AIRPORT NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque Intl Sunport, NM</td>
<td>817-222-5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>505-842-4366</td>
</tr>
<tr>
<td>Andrews AFB, MD</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>301-735-2380</td>
</tr>
<tr>
<td>Baltimore/Washington Int'l Thurgood Marshall, MD</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>410-962-3555</td>
</tr>
<tr>
<td>Boston Logan Intl, MA</td>
<td>404-305-5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>617-561-5901</td>
</tr>
<tr>
<td>Bradley Intl, CT</td>
<td>404-305-5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>203-627-3428</td>
</tr>
<tr>
<td>Burbank/Bob Hope, CA</td>
<td>301-725-3300</td>
<td>7:00 a.m.–5:30 p.m.</td>
<td>818-567-4806</td>
</tr>
<tr>
<td>Charlotte Douglas Intl, NC</td>
<td>404-305-5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>704-344-6487</td>
</tr>
<tr>
<td>Chicago Midway, IL</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773-884-3670</td>
</tr>
<tr>
<td>Chicago O'Hare Intl, IL</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>773-601-7600</td>
</tr>
<tr>
<td>Cleveland Hopkins Intl, OH</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>216-352-2000</td>
</tr>
<tr>
<td>Covington/Cincinnati, OH</td>
<td>708-294-7401</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>606-767-1006</td>
</tr>
<tr>
<td>Detroit Metro, MI</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:30 p.m.</td>
<td>303-342-1600</td>
</tr>
<tr>
<td>Fairbanks Intl, AK</td>
<td>907-271-5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907-474-0050</td>
</tr>
<tr>
<td>Fort Lauderdale Intl, FL</td>
<td>404-305-5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305-356-7932</td>
</tr>
<tr>
<td>George Bush Int'l, TX</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>713-230-8400</td>
</tr>
<tr>
<td>Hartsfield-Jackson Atlanta Intl, GA</td>
<td>404-305-5180</td>
<td>7:00 a.m.–4:30 p.m.</td>
<td>404-669-1200</td>
</tr>
<tr>
<td>Honolulu (Daniel K Inouye Intl), HI</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808-864-7710</td>
</tr>
<tr>
<td>Houston Hobby, TX</td>
<td>817-222-5006</td>
<td>8:00 a.m.–5:00 p.m.</td>
<td>713-847-1400</td>
</tr>
<tr>
<td>Indianapolis Intl, IN</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>317-484-6600</td>
</tr>
<tr>
<td>Kansas City Intl, MO</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>816-329-2700</td>
</tr>
<tr>
<td>Las Vegas McCarran, NV</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>702-262-5978</td>
</tr>
<tr>
<td>Los Angeles Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–3:30 p.m.</td>
<td>310-342-4900</td>
</tr>
<tr>
<td>Louis Armstrong New Orleans Intl, LA</td>
<td>817-222-5006</td>
<td>7:00 a.m.–4:30 p.m.</td>
<td>504-471-4300</td>
</tr>
<tr>
<td>Memphis Intl, TN</td>
<td>404-305-5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901-322-3350</td>
</tr>
<tr>
<td>Miami Intl, FL</td>
<td>404-305-5180</td>
<td>7:00 a.m.–4:00 p.m.</td>
<td>305-869-5400</td>
</tr>
<tr>
<td>Minneapolis/St. Paul, MN</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>612-713-4000</td>
</tr>
<tr>
<td>Nashville Intl, TN</td>
<td>404-305-5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>615-781-5460</td>
</tr>
<tr>
<td>New York Kennedy Intl, NY</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718-656-0335</td>
</tr>
<tr>
<td>New York La Guardia, NY</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>718-335-5461</td>
</tr>
<tr>
<td>Newark Liberty Intl, NJ</td>
<td>718-995-5426</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>973-565-5000</td>
</tr>
<tr>
<td>Norman Y. Mineta San Jose Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>408-982-0750</td>
</tr>
<tr>
<td>Ontario Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>909-983-7518</td>
</tr>
<tr>
<td>Orlando Intl, FL</td>
<td>404-305-5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>407-850-7000</td>
</tr>
<tr>
<td>Philadelphia Intl, PA</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>215-492-4100</td>
</tr>
<tr>
<td>Phoenix Sky Harbor Intl, AZ</td>
<td>310-725-3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>602-379-4226</td>
</tr>
<tr>
<td>Pittsburgh Intl, PA</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>412-269-9237</td>
</tr>
<tr>
<td>Portland Intl, OR</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>503-493-7500</td>
</tr>
<tr>
<td>Raleigh-Durham, NC</td>
<td>404-305-5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>919-380-3125</td>
</tr>
<tr>
<td>Ronald Reagan Washington National, DC</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703-413-0330</td>
</tr>
<tr>
<td>Salt Lake City, UT</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801-325-9600</td>
</tr>
<tr>
<td>San Antonio Intl, TX</td>
<td>817-222-5006</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>210-805-5507</td>
</tr>
<tr>
<td>San Diego Lindbergh Intl, CA</td>
<td>310-725-3300</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>619-299-0677</td>
</tr>
<tr>
<td>San Francisco Intl, CA</td>
<td>310-725-3300</td>
<td>7:30 a.m.–3:30 p.m.</td>
<td>650-876-2883</td>
</tr>
<tr>
<td>San Juan Intl, PR</td>
<td>718-995-5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>809-253-8663</td>
</tr>
<tr>
<td>Seattle-Tacoma Intl, WA</td>
<td>425-227-1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>206-768-2900</td>
</tr>
<tr>
<td>St. Louis Lambert, MO</td>
<td>817-222-5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>314-890-1000</td>
</tr>
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<td>Tampa Intl, FL</td>
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<td>Teterboro, NJ</td>
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* Facilities can be contacted through the Rgnl Duty Officer during non-business hours.
Military Training Routes

1. National security depends largely on the deterrent effect of our airborne military forces. To be proficient, the military services must train in a wide range of airborne tactics. One phase of this training involves "low level" combat tactics. The required maneuvers and high speeds are such that they may occasionally make the see–and–avoid aspect of VFR flight more difficult without increased vigilance in areas containing such operations. In an effort to ensure the greatest practical level of safety for all flight operations, the Military Training Route program was conceived.

2. The Military Training Routes (MTR) program is a joint venture by the FAA and the Department of Defense (DOD). MTR routes are mutually developed for use by the military for the purpose of conducting low–altitude, high–speed training. There are IFR (IR) routes located in the Marianas Islands. These routes are flown from FL200 or as assigned by ATC to 1,000 feet MSL. Points of entry/exit and altitudes along the route are charted for use in preflight pilot briefings. Pilots should review this information to acquaint themselves with these routes that are located along their route of flight and in the vicinity of airports on Guam, Rota, Tinian and Saipan.

3. Non participating aircraft are not prohibited from flying within an MTR, however, extreme vigilance should be exercised when conducting flight through or near these routes. Pilots should contact Guam CERAP or Saipan radio to obtain information on route usage in their vicinity.

4. Marianas Islands Military Training Routes are also published in the Mariana Islands Sectional Aeronautical Chart, the DOD Flight Information Publication (enroute). Chart 1, Panel B and the DOD FLIP are planning document AP/3.
## Distances

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### Conversion Tables

- **Conversion to Feet/Feet:**
  - 1 Meter = 3.281 Feet
- **Conversion to Kilometers:**
  - 1 Meter = 0.001 Kilometers
  - 1 Foot = 0.3048 Meters
- **Conversion to Nautical Miles:**
  - 1 Kilometer = 0.53996 Nautical Miles
  - 1 Nautical Mile = 1.852 Kilometers

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**PAC, 21 MAR 2024 to 16 MAY 2024**
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An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

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<td>HAWAII</td>
<td>HS 1</td>
<td>Acft ldg Rwy 04R and exiting left onto Twy K sometimes fail to hold short of Rwy 04L–22R and Rwy 08L–26R. When holding short, ATC is aware the acft tail is encroaching the ldg rwy.</td>
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<tr>
<td></td>
<td>HS 2</td>
<td>Acft proceeding north or south on Twy E and instructed to turn onto Twy B sometimes miss the turn onto Twy B and enter Rwy 08L–26R or 04L–22R without clearance.</td>
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<tr>
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<td>HS 3</td>
<td>Twy V, Twy T, Twy A and Twy J in close proximity to Rwy 08L.</td>
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<td>HS 4</td>
<td>Minimal distance between rwy hold short lines between Rwy 04L–22R/Rwy 04R–22L.</td>
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<td>KAHULUI</td>
<td>HS 1</td>
<td>Acft ldg Rwy 05 and instructed to exit on Twy A with a left turn onto Twy F to the east ramp, sometimes turn left onto Twy G by mistake.</td>
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<td>Rwy holding position marking Rwy 02–20 located at the intersection of Twy E and the ramp.</td>
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<tr>
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<td>Acft ldg Rwy 02 that are instructed to exit left on Twy A sometimes cross Rwy 05–23 wo clnc.</td>
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<td>KAILUA/KONA</td>
<td>HS 1</td>
<td>Extv helicopter OPS on twy A abm ramp K.</td>
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<tr>
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<td>HS 2</td>
<td>Extv helicopter OPS on twy A S of twy C.</td>
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<td>KANEOHE</td>
<td>HS 1</td>
<td>Active roadway crossing Rwy 04–22. High risk of rwy incursion due to privately–owned vehicles crossing rwy.</td>
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<td>Active roadway crossing Twy Alpha. Many privately–owned vehicles crossing twy.</td>
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<td>HS 3</td>
<td>Twy Alpha from fuel pits to approach end of Rwy 04 does not have sufficient separation from the rwy to facilitate simultaneous use.</td>
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<tr>
<td>KAUNAKAKAI</td>
<td>HS 1</td>
<td>Area not visible from ct1 twr.</td>
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INTENTIONALLY
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## International Flight Plan

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**PAC, 21 MAR 2024 to 16 MAY 2024**

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**International Flight Plan**

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<td><strong>13 Departure Aerodrome</strong></td>
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<tr>
<td><strong>15 Cruising Speed</strong></td>
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</tr>
<tr>
<td><strong>16 Destination Aerodrome</strong></td>
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<tr>
<td><strong>18 Other Information</strong></td>
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<tr>
<td><strong>Supplementary Information (Not to Be Transmitted in FPL Messages)</strong></td>
<td>&lt;=</td>
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<tr>
<td><strong>19 Endurance</strong></td>
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<td><strong>Survival Equipment</strong></td>
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<td><strong>Additional Information</strong></td>
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**PAC, 21 MAR 2024 to 16 MAY 2024**
FLIGHT PLANS

1. Requirement for Flight Plan Filing

ICAO Annex 2 requires a flight plan to be submitted for any flight across international borders. This permits en route stations and the destination station to render better service by having prior knowledge of flights. Aircraft on VFR flight plans must make regular position reports to ATC for flight following, weather safety advisories, and prompt search and rescue action in the proper area if necessary. Flight plans may be submitted to Flight Service through www.1800wxbrief.com, any flight planning application, or by calling 1-800-WX-BRIEF. Aircraft radio may be used if no other means are available. If Flight Service cannot be reached, San Francisco Radio will relay flight plans received via HF radio to Oakland ARTCC.

2. Flight Plan Filing Time Requirement

Due to the critical workload in the processing of flight data and the increased time in transit due to the volume of messages it is strongly recommended that ICAO flight plan messages be filed and transmitted to the appropriate Control Center not less than one hour before estimated time of departure.

3. Filing Mach Number in Flight Plan

a. For oceanic departures, Mach speed and flight level should be specified in the flight plan in one of the following ways:
b. Preferred method: Mach number and flight level immediately preceding the initial domestic portion of the route of flight.

Example of Item 15 of ICAO Flight Plan for Honolulu to San Francisco:
M084F340 MOLOKAI 3 CLUTS R465 CINNY/N0494F360 OSI

4. Filing an EET in Flight Plan

In accordance with ICAO DOC–4444, flight plans with routes entering the Oakland OCA/FIR (KZAK), must contain the elapsed time (EET) in field 18, an entry point for KZAK and an estimated time. It is not mandatory to file the boundary crossing point in filed 15 of the route of flight but it is permitted.
ALTIMETER SETTING
OAKLAND OCEANIC FIR

1. Each person operating an aircraft shall maintain the cruising altitude or flight level of the aircraft by reference to an altimeter that is set.

2. Within the Hawaiian Islands domestic area, within 100 NM of the Nimitz VORTAC, and within 35 NM of Saipan NDB:
   a. At FL180 and above, to standard altimeter setting 29.92 inches of mercury (QNE).
   b. Below 18,000’ MSL, to current altimeter setting (QNH).

3. Within all other areas of the Oakland OCA/FIR, at or above 5,500’ MSL, to standard altimeter setting 29.92 inches of mercury (QNE).

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS)

1. ATCRBS is similar to and compatible with military coded radar beacon equipment. Civil Mode A is identical to military Mode 3. The Radar Beacon Code Employment Plan is designed to minimize the number of code changes and to enable a controller to display and quickly identify only those Mode 3/A responses from aircraft operating within his area of jurisdiction.

2. Accordingly, pilots of aircraft equipped with a functioning coded radar beacon transponder, and operating on an IFR flight plan in an area covered by radar, will be instructed by ATC to reply on the appropriate code. Flights assigned a particular code by ATC are expected to remain on that code until further advised by ATC. (See also Beacon Code Requirements within this section.) Within the Hawaiian Islands domestic area and the Guam ADIZ, pilots of aircraft equipped with functioning coded radar beacon transponder will adjust their transponders to reply on Mode 3/A codes specified below, unless a different code has been assigned by advance coordination or via direct communication with ATC. If possible, coordination shall be effected with the appropriate ATC facility when special military operations preclude compliance with this requirement.
   a. Code 4000 – For all operations within restricted/warning areas.
   b. Code 1200 – For all VFR operations not being provided radar services by ATC facilities.

3. Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two–way radio capability he should:
   a. Adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 minute.
   b. Change to Code 7600 and remain on 7600 for period of 15 minutes or the remainder of flight, whichever occurs first.
   c. Repeat steps a and b, as practicable.

4. The pilot should understand that he might not be in an area of radar coverage. Many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. Replying on Code 7700 first increases the probability of early detection of a radio failure condition.

OCEANIC POSITION REPORTING PROCEDURES
OAKLAND OCEANIC FIR

1. GENERAL
   For non ADS equipped aircraft, any waypoint filed in the route of flight (Item 15 of the ICAO flight plan) must be reported as a position report whether the filed waypoint is compulsory or not. If a non-compulsory waypoint is not filed in item 15, it does not need to be reported.

2. POSITION REPORTS
   a. When operating on a published ATS Route or a temporary route established by NOTAM, report and estimate the designated reporting points using the specified waypoint names or geographic coordinates as specified in the NOTAM.
   b. When operating on a random route:
      (1) Flights whose tracks are predominantly east and west shall report over each 5 degrees or 10 degrees (10 degrees will be used if the speed of the aircraft is such that 10 degrees will be traversed within 80 minutes or less) meridian longitude extending east and west from 180 degrees.
      (2) Flights whose tracks are predominantly north and south shall report over each 5 degrees or 10 degrees (10 degrees if traversed within 80 minutes) parallel of latitude extending north and south of the equator.
   c. ATC may require specific flights to report more frequently than each 5 degrees for aircraft with slow ground speeds.
   d. Position reports shall be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

3. CONTENTS OF POSITION REPORT
   Position reports shall include information on present position, estimated next position, and ensuing position in sequence as indicated below.
   a. PRESENT POSITION – Information shall include:
      (1) The word “position.”
      (2) Aircraft identification.
      (3) Reporting point name, or if not named:
         (a) Latitude (2 digits or more) and,
         (b) Longitude (3 digits or more).
   b. Time over reporting point (4 digits UTC).
c. Altitude (Flight Level). When forwarding an altitude report within the Oakland OCA/FIR, pilots should report their present altitude and their assigned altitude exactly as cleared if the present and assigned altitudes differ. Aircraft assigned a block altitude must report their current altitude and the assigned block altitude. A restriction to cross a point at an altitude is not a block altitude assignment and should not be reported as a block of altitudes.

d. ESTIMATED NEXT POSITION
   (1) Reporting point name, or if not named, latitude and longitude as in a.3 above and,
   (2) Estimated time over next position (4 digits UTC).

e. ENSUING FIX
   (1) Name only of the next succeeding fix whether compulsory or not, or if not named, latitude and longitude as in a.3 above.

4. WEATHER REPORTS
a. Weather reports shall be included as provided in Section 3 of Standard AIREP Form by all flights unless exempted from weather reporting by the Weather Service and/or ATC.

5. ADHERENCE TO ATC APPROVED ROUTE
a. If an aircraft, notwithstanding all action taken to adhere to the route specified in the ATC clearance, inadvertently deviates from this route, action shall be taken to regain it as soon as reasonable and not further ahead than 200 nautical miles from the DR position at which the heading was altered to regain the route specified in the ATC clearance. Action to regain this route shall not be delayed in anticipation of obtaining a requested re-clearance.

6. EXCEPTIONS TO POSITION REPORTING PROCEDURES
a. Within Oakland OCA/FIR, no 5 degree report need be made that would fall within 100 NM of Guam. Aircraft cleared via terminal area routes report compulsory reporting fixes. Other aircraft report 100 NM from Nimitz VORTAC. Where other island destinations within the Oakland Oceanic FIR are not more than one-degree latitude-longitude from a 5 degrees fixed line reporting point, the ETA and arrival report may be substituted in lieu of the adjacent fixed line report.

b. To the east of the Hawaiian Islands it will not be necessary to report the 155 degree west position if position will be reported at the entry/exit fixes on the Honolulu Control Facility boundary. To the west of the Hawaiian Islands, the 160 degree west need not be reported.

7. POSITION REPORTS OVER OAKLAND OCEANIC OCA/FIR 120 W BOUNDARIES
a. Aircraft entering the Oakland OCA/FIR over 120 degrees West longitude without a KZAK ADS-C connection are requested to forward boundary position reports via San Francisco Radio or CPDLC.

   NOTE: See AIP ENR 7.1 General Procedures 5 “Position Reporting in the Oceanic Environment”

b. Aircraft leaving the lateral limits of the Oakland OCA/FIR and entering uncontrolled airspace shall forward the time over the boundary outbound.

OPR: Oakland Oceanic Supervisor Contact: 510-745-3342
1. CLIMB TIMES
A distinction should be made between the time at which higher flight level is requested and the time at which the next higher flight level can be accepted.

2. CHANGE OF FLIGHT LEVEL
   a. Pilots are advised that when an aircraft is proceeding from one Oceanic Control Area to another at the time that a change of flight level is desired, coordination must be effected between the Oceanic Control Centers concerned before an ATC clearance can be issued.
   b. A flight level request shown on a filed flight plan does not constitute authority for an aircraft to change flight level; a specific ATC clearance for the flight level change is required.

CHANGE OF TRUE AIRSPEED/MACH NUMBER
OAKLAND OCEANIC FIR

CHANGE OF SPEED
Pilots must inform ATC prior to making a planned en route speed change, as indicated in Item 15 of a filed flight plan. Additionally, pilots are reminded that such changes are not authorized when a specific ATC clearance assigning a Mach number to maintain has been issued.

ATTN ALL AIRCREWS: New procedural requirement for flights operating in Oakland Oceanic Control Area (KZAK). In order to support cost index or econ speeds and maintain ATC separation spacing, aircrews are required to use the following procedures in the KZAK FIR.

A pilot must inform ATS via voice or CPDLC each time the cruising Mach number varies or is expected to vary by a value equal to or greater than 0.02 Mach from:
   (1) the Mach number at FIR entry; or
   (2) any subsequent speed change notified to ATC in flight.

CHANGES TO THE NAVIGATION CAPABILITIES FILED IN THE ORIGINAL FLIGHT PLAN
All flights entering the Oakland Oceanic FIR are required to advise Oakland Center of any changes to the Navigational Capabilities filed in the original Flight Plan prior to entering oceanic airspace.

OPR: Oakland Oceanic Supervisor Contact: 510-745-3342
EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PROCEDURES

1. The ESCAT Plan contains responsibilities of military authorities, Federal Aviation Administration, and Federal Communications Commission in regard to actions to be taken for security control of air traffic and air navigation aids in defense of the United States during defense emergencies. The ESCAT Plan provides that, in the defense of the United States during defense emergencies, the military will direct actions to be taken in regard to landing, grounding, diversion or dispersal of aircraft, and in regard to the control of air navigation aids.

2. At the time that ESCAT is implemented, ATC facilities will broadcast instructions received from the military over available ATC frequencies. Depending on instructions received from the military, VFR flights may be directed to land at the nearest available airport; IFR flights will be expected to proceed as directed by ATC. Pilots on the ground may be required to file a flight plan and obtain approval (through FAA) before conducting flight operations.

3. In view of the above, all pilots should guard an ATC or Flight Service Station frequency at all times while conducting flight operations.
1. General


b. All aircraft entering domestic U.S. airspace from points outside must provide for identification prior to entry. To facilitate early aircraft identification of all aircraft in the vicinity of U.S.–International airspace boundaries, Air Defense Identification Zones (ADIZ) have been established. (See Figures 1–4–1, 1–4–2, 1–4–3, and 1–4–4.)

c. Operational requirement for aircraft entering or flying within the ADIZ areas are as follows:
   (1) Flight plan requirements. Except as specified in subparagraphs d and e, an instrument flight rules (IFR) or defense visual flight rules (DVFR) flight plan must be on file with the appropriate aeronautical facility as follows:
      (a) Generally, for all operations that enter an ADIZ.
      (b) For operations that will enter or exit the United States and which will operate into, within, or across the contiguous U.S. ADIZ, regardless of true airspeed.
      (c) The flight plan must be filed before departure except for operations associated with the Alaska ADIZ when the airport of departure has no facility for filing a flight plan; in which case, the flight plan may be filed immediately after takeoff or when within range of the aeronautical facility.
   (2) Two–way radio requirements. For the majority of operations associated with an ADIZ, an operating two–way radio is required. See 14 CFR Part 99.1 for exceptions.
   (3) Transponder requirements. Unless otherwise authorized by ATC, each aircraft conducting operations into, within, or across the Contiguous U.S. ADIZ must be equipped with an operable radar beacon transponder having altitude reporting capability (Mode C), and that transponder must be turned on and set to reply on the appropriate code or as assigned by ATC.
   (4) Position reporting requirements.
      (a) For IFR flight, normal IFR position reporting.
      (b) For DVFR flights, the estimated time of ADIZ penetration must be filed with the aeronautical facility at least 15 minutes prior to penetration except for flight in the Alaskan ADIZ; in which case, report prior to penetration.
      (c) For inbound aircraft of foreign registry, the pilot must report to the aeronautical facility at least 1 hour prior to ADIZ penetration.
   (5) Aircraft position tolerances:
      (a) Over land, the tolerance is within plus or minus 5 minutes from the estimated time over a reporting point or point of penetration and within 10 NM from the centerline of an intended track over an estimated reporting point or penetration point.
      (b) Over water, the tolerance is plus or minus 5 minutes from the estimated time over a reporting point or point of penetration and within 20 NM from the centerline of the intended track over an estimated reporting point or point of penetration (to include the Aleutian Islands).

d. Except when applicable under 14 CFR 99.7, Part 99 does not apply to aircraft operations.
   (1) Within the 48 contiguous states and the District of Columbia, or within the State of Alaska, and remains within 10 NM of the point of departure.
   (2) Over any island, or within 12 NM of the coastline of any island, in the Hawaii ADIZ.
   (3) Associated with any ADIZ other than the contiguous U.S. ADIZ when the aircraft is operating at true airspeed of less than 180 knots.

e. Authorizations to deviate from the requirements of Part 99 may also be granted by an Air Route Traffic Control Center (ARTCC), on a local basis, for some operations associated with an ADIZ.

f. A VFR flight plan makes an aircraft subject to interception for positive identification when entering an ADIZ. Pilots are urged to file the required Defense VFR (DVFR) flight plan either in person or by telephone prior to departure.
Fig 1-4-1. Air Defense Identification Zone Boundaries/Designated Mountainous Areas
Fig 1-4-2. Alaska Air Defense Identification Zones/Designated Mountainous Areas
Fig 1-4-3. Guam Air Defense Identification Zone and Defense Area
Fig 1-4-4. Hawaiian Air Defense Identification Zone and Defense Area

Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202) 267-8783
Amended: August 2023
## EMERGENCY PROCEDURES

### SECTION 6: EMERGENCY PROCEDURES

#### INTERCEPTION SIGNALS

**ICAO STANDARD**

**SIGNS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT**

<table>
<thead>
<tr>
<th>SERIES</th>
<th>INTERCEPTING AIRCRAFT SIGNALS</th>
<th>MEANING</th>
<th>INTERCEPTED AIRCRAFT RESPONSE</th>
<th>MEANING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AIRPLANES:</td>
<td></td>
<td>You have been intercepted.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DAY–Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</td>
<td></td>
<td>Airplanes: DAY–Rocking wings and following.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td>NIGHT–Same and, in addition, flashing navigational lights at irregular intervals.</td>
<td></td>
<td>Night–Same and, in addition, flashing navigational lights at irregular intervals.</td>
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<tr>
<td></td>
<td>NOTE 1.–Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</td>
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<td></td>
<td>NOTE 2.–If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</td>
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<tr>
<td>2</td>
<td>DAY OR NIGHT–An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</td>
<td>You may proceed.</td>
<td>Airplanes: DAY or NIGHT–Rocking wings.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Helicopters: DAY or NIGHT–Rocking aircraft.</td>
<td></td>
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<tr>
<td>3</td>
<td>DAY–Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.</td>
<td>Land at this aerodrome.</td>
<td>Airplanes: DAY–Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td>NIGHT–Same and, in addition, showing steady landing lights.</td>
<td></td>
<td>Helicopters: DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</td>
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SEARCH AND RESCUE

National Search and Rescue Plan.—Under the National Search and Rescue Plan, the U.S. Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the U.S. Air Force is responsible for coordination of search and rescue for the Inland Region. In order to carry out this responsibility, the Air Force and the Coast Guard have established Rescue Coordination Centers to direct search and rescue activities within their regions. This service is available to all persons and property in distress, both civilian and military. Normally, for aircraft incidents, information will be passed to the Rescue Coordination Centers through the appropriate Air Route Traffic Control Center.

Search and Rescue is a life-saving service provided through the combined efforts of the FAA, Air Force, Coast Guard, State Board of Aeronautics, Aeronautic Commissions or other similar State agencies who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, etc. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and the route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly take off without advising anyone where they are going.

All you need to remember to obtain this valuable protection is to file, activate, and close flight plans with Flight Service through www.1800wxbrief.com, by using a flight planning application, by radio, or by calling 1-800-WX-BRIEF.

Close your Flight Plan.—The control tower does not automatically close your VFR flight plan since many of the landing aircraft are not operating on flight plans. It remains the responsibility of a pilot who has filed a flight plan to close it. This will prevent a needless search. Remember, the lives of other pilots are sometimes sacrificed when searching for overdue pilots. For an emergency occurring in flight, send a distress message if possible by radio. The facility receiving your message will alert the rescue organization serving your area.

To assure survival and rescue in the event of a crash landing, the following advice is given:

1. For flight over uninhabited land areas it is wise to take suitable survival equipment depending on type of climate and terrain.
2. If forced landing occurs at sea, chances for survival are governed by degree of crew proficiency in emergency procedures and by effectiveness of water survival equipment.
3. If it becomes necessary to ditch, distressed aircraft should make every effort to ditch near a surface vessel. If time permits, the position of the nearest vessel can be obtained from a Coast Rescue Coordination Center through the FAA facility.
4. The rapidity of rescue on land or water will depend on how accurately your position may be determined. If flight plan has been followed and your position is on course, rescue should be prompt.
5. Unless you have good reason to believe that you will not be located by search aircraft, it is better to remain near your aircraft and prepare means for signalling whenever aircraft approach your position.

Search and rescue facilities made available to all pilots include the following:

1. Rescue coordination centers;
2. Search and rescue aircraft;
3. Rescue vessels;
4. Pararescue and ground rescue teams;
5. Emergency radio fixing.

The Air Rescue Service and the U.S. Coast Guard extend a welcome invitation to all pilots to visit any of their rescue units. By so doing, pilots may become more familiar with the actual means whereby this vital phase of aviation safety is carried out. The location and address of your nearest rescue unit may be obtained from the FAA or any AF or CG Rescue Coordination Center.

Report of crashed or missing aircraft may be made by any individual by a telephone call to the nearest FAA facility or to any Air Force or Coast Guard facility.
PACIFIC SAR COORDINATOR (PACSARCOORD):
Coast Guard Commander, Pacific Area (PACSARCOORD), has overall responsibility for the administration, management and oversight of aeronautical SAR in the U.S. aeronautical and maritime SAR Regions (SRRs) Pacific and Arctic Oceans. The coordination of SAR operations is provided by JRCC Alameda, JRCC Seattle, JRCC Honolulu, and JRCC Juneau within their respective aeronautical SRRs.

SRR ALAMEDA:
JRCC Alameda is responsible for the coordination and conduct of SAR operations in aeronautical SRR Alameda own SAR area. Aeronautical SRR Alameda is established within following coordinates:
From 42ºN, 124º13'W (California-Oregon State Line), to 40ºN, 150ºW to 07º09’N, 120ºW to 30ºN, 120ºW to 30º45’N, 120º50’W to 32º33’N, 117º05’W thence north along the Pacific coastline back to 42ºN, 124º13’W. (Telephone number for RCC Alameda is 510-437-3701)

SRR HONOLULU:
JRCC Honolulu is responsible for the coordination and conduct of SAR operations in aeronautical SRR Honolulu and aeronautical Search and Rescue Sub-Region (SRS) Guam. Aeronautical SAR Honolulu is established within following coordinates:
From 03º30’N, 120ºW to 07º09’N, 120ºW to 40ºN, 150ºW to 40ºN, 165ºE to 27ºN, 165ºE to 27ºN, 155ºE to 21ºN, 155ºE to 21ºN, 130ºE to 07ºN, 130ºE to 3º30’N, 133ºE to 3º30’N, 141ºE to 00ºN, 141ºE to 00ºN, 160ºE to 3º30’N, 160ºE to 03º30’N, 180º to 5ºS, 180º to 5ºS, 155ºW to 3º30’N, 145ºW to 03º30’N, 120ºW. (Telephone number for RCC Honolulu is 808-535-3333)

SRS GUAM:
Joint Rescue Sub-Center (JRSC) Guam is responsible for the coordination and conduct of SAR operations in aeronautical SRS Guam. Aeronautical SRS Guam is established within following coordinates:
From 17ºN, 130ºE to 17ºN, 160ºE to 09º30’N, 160ºE to 07ºN, 165ºE to 03º30’N, 165ºE to 03º30’N, 160ºE to 00ºN, 160ºE to 00ºN, 141ºE to 03º30’N, 141ºE to 03º30’N, 133ºE to 07ºN, 130ºE to 17ºN, 130ºE. Guam Joint Rescue Sub-Center (JRSC) at Guam has responsibility for SAR in this area. (Telephone for JRSC Guam 671-355-4824)

SRR SEATTLE:
JRCC Seattle is responsible for the coordination and conduct of SAR operations in aeronautical SRR Seattle. Aeronautical SRR Seattle is established within the following coordinates:
From 48º20’N, 145ºW to 40ºN, 150ºW to 42ºN, 124º13’W thence north along the Pacific coastline to 49º00’07”N, 122º49’05”W to 49º00’07”N, 123º19’21”W to 48º49’53”N, 123º00’30”W to 48º46’02”N, 123º00’32”W to 48º41’35”N, 123º16’27”W to 48º32’56”N, 123º13’09”W to 48º27’14”N, 123º09’39”W to 48º25’24”N, 123º06’51”W to 48º17’04”N, 123º15’51”W to to 48º13’30”N, 123º32’25”W to 48º14’26”N, 123º40’41”W to 48º17’50”N, 124º00’40”W to 48º30’N, 124º45’W to 48º30’N, 125ºW to 48º20’N, 128ºW to 48º20’N, 145ºW. (Telephone number for RCC Seattle is 206-220-7001)

SRR JUNEAU:
JRCC Juneau is responsible for the coordination and conduct of SAR operations in aeronautical SRR Juneau. Aeronautical SRR Juneau is established within the following coordinates:
From 50º05’N, 159ºE to 43ºN, 165ºE to 40ºN, 165ºE to 40ºN, 150ºW to 48º20’N, 145ºW to 54º40’N, 140ºW to 54º40’N, 136ºW to 54ºN, 136ºW to 54º13’N, 134º57’W to 54º39’27”N, 132º41’W to 54º42’30”N, 130º36’30”W thence north along the United States/Canada National border to 69º39’47”N, 141ºW to North Pole to 65ºN, 168º58’24”W to 64º03’N, 172º12’W to 60ºN, 180º to 54º49”N, 170º12’E to 54”N, 169ºE to 50º05’N, 159ºE. (Telephone number for JRCC Juneau is 907-463-2000)

COAST GUARD RESCUE COORDINATION CENTERS: Coast Guard Rescue Coordination Centers are served by major radio stations which guard 500kHz (CW), 8364 kHz (CW), and 2182 kHz (Voice). In addition to these major radio stations, the 247 Coast Guard units along the sea coasts of the United States and shores to the Great Lakes guard 2182 kHz (Voice). All of these facilities are available for reporting distress or potential distress. THE CALL “NCU” (CW) or “COAST GUARD” (VOICE) ALERTS ALL COAST GUARD RADIO STATIONS WITHIN RANGE.
EMERGENCY PROCEDURES

I. A pilot in any emergency phase (uncertainty, alert, or distress) should do three things to obtain assistance:
   a. If equipped with IFF, switch to "Emergency" position.
   b. Contact controlling agency and give nature of distress and pilots intentions. —If unable to contact controlling agencies attempt to contact any agency on assigned frequency or any of the following frequencies (transmit and receive):

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Emission</th>
<th>Effective Range in Nautical Miles</th>
<th>Guarded By</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.5 MHz</td>
<td>Voice</td>
<td>Generally limited to Radio line-of-sight</td>
<td>All military twrs, most civil twrs, VHF direction finding stns, radar facilities, ocean station vessels.</td>
</tr>
<tr>
<td>243.0 MHz</td>
<td>Voice</td>
<td>Generally limited to radio line-of-sight</td>
<td>All military twrs, most civil twrs, VHF direction finding stns, radar facilities, ocean station vessels.</td>
</tr>
<tr>
<td>2182 kHz</td>
<td>Voice</td>
<td>Generally less than 300 miles for average aircraft installations</td>
<td>Some ships and boats at sea, most Coast Guard stations, most commercial coast stations.</td>
</tr>
<tr>
<td>500 kHz</td>
<td>CW</td>
<td>Generally less than 100 miles for average aircraft installations</td>
<td>Most large ships at sea, most Coast Guard radio stations, most commercial coast stations.</td>
</tr>
<tr>
<td>8364 kHz</td>
<td>CW</td>
<td>Up to several thousand miles, depending upon propagation conditions. Subject to “skip”.</td>
<td>U.S.N. direction finding stations, ocean station vessels and most Coast Guard radio stations</td>
</tr>
</tbody>
</table>

   Transmit as much of the following as possible:
   1. MAYDAY, MAYDAY, MAYDAY (if distress), or PAN, PAN, PAN (if uncertainty or alert). If CW transmission use SOS (distress) or XXX (uncertainty or alert).
   2. Aircraft identification repeated three times.
   3. Type of aircraft.
   4. Position or estimated position (stating which).
   5. Heading (True or Magnetic) (stating which).
   6. True airspeed or estimated true airspeed (stating which).
   7. Altitude.
   8. Fuel remaining in hours and minutes.
   10. Pilot's intentions (bailout, ditch, crash landing, etc.).
   11. Assistance desired (fix, steer, bearing, escort, etc.).
   12. Two 10-second dashes with mike (voice) or key (CW) followed by aircraft identification (once) OVER (Voice) or K (CW).

   c. Comply with instructions received.—Accept the "communications control" offered to you by the ground radio station, silence interfering radio stations, and do not shift frequency or shift to another ground station unless absolutely necessary.

II. Pilots on IFR flights experiencing two-way radio failure are expected to adhere to prescribed procedures.

   The pilot should remember that he has two means of declaring an emergency.
   (1) Emergency IFF and/or mode A/3 Code 7700.
   (2) Sending emergency message.

   Ground stations have three electronic means of assisting:
   (1) Receipt of emergency message;
   (2) Radar detection of IFF signal; and
   (3) DF bearings.

THE PILOT SHOULD REMEMBER THE FOUR C'S:

   a. Confess your predicament to any ground radio station. Do not wait too long. Give SAR a chance!
   b. Communicate with your ground link and pass as much of the distress message on first transmission as possible. We need information for best SAR action!
   c. Climb if possible for better radar and DF detection. If flying at low altitude, the chance for establishing radio contact is improved by climbing, also chances of alerting radar systems are sometimes improved by climbing or descending.

   NOTE:—Climbing or descending under IFR conditions within controlled air space is not permitted except in EMERGENCY. Air traffic control will operate on the assumption that the provisions of FAR 91.185 are being followed by the pilot.

d. Comply—especially Comply—with advice and instructions received, if you really want to help. Assist the ground "communications control" station to control communications on the distress frequency on which you are working (as that is the distress frequency for your case). Tell interfering stations to maintain silence until you call. Cooperate!

III. For bail-out, set radio for continuous emission. For ditching or crash landing, the radio equipment should if it is considered that there is no additional risk of fire and if circumstances permit, be set for continuous transmission.

   When a pilot is in doubt of his position, or feels apprehensive for his safety, he should not hesitate to request assistance. Search and Rescue facilities, including Radar, Radio and DF stations, are ready and willing to help. There is no penalty for using them. Delay has caused crashes and cost lives. Take action!
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| Inoperative Components or Visual Aids Table | A1 |
| Explanation of Terms/Landing Minima Data | B1 |
| General Information | C1 |
| Abbreviations | D1 |
| Legend—IAP Planview | E1 |
| Legend—IAP Profile | F1 |
| Legend—Standard Terminal Arrival Charts | G1 |
| Legend—Departure Procedure Charts | G2 |
| Legend—Airport Diagram/Sketch | H1 |
| Legend—Approach Lighting Systems | J1 |
| Frequency Pairing | J1 |
| Index of Terminal Charts and Minimums | K1 |
| IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors) | L1 |
| IFR Alternate Airport Minimums | M1 |
| Radar Minimums | N1 |
| Land and Hold-Short Operations (LAHSO) | O1 |
| Hot Spots | P1 |
| Standard Terminal Arrival Charts | Z1 |
| Terminal Charts | Page 1 |
| Rate of Climb/Descent Table | Inside Back Cover |

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at: 
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at: https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4

PAC, 21 MAR 2024 to 16 MAY 2024
## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

### Full Operation Exception:
For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>(1) ILS, PAR, LPV, GLS minima</td>
<td></td>
</tr>
</tbody>
</table>

### Inoperative Component or Visual Aid

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

# For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>(3) All Approach Types and all lines of minima other than (1) &amp; (2) above</td>
<td></td>
</tr>
<tr>
<td>MALS, MALS, SSAL, SSALS, SALS, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

### Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

### All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCD and COPER). In the absence of COPER MINIMA, helicopters may use the CAT A minima of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td></td>
</tr>
<tr>
<td>MDA</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1/2)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>COPTER</td>
<td>680-1/2</td>
<td>363</td>
<td>(400-1/2)</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: The "W" symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS ionospheres indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the "W" will be removed.

RNAV minima are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraphs 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A "C" symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:

http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

<table>
<thead>
<tr>
<th>COLD TEMPERATURE ERROR TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEIGHT ABOVE AIRPORT IN FEET</td>
</tr>
<tr>
<td>200</td>
</tr>
<tr>
<td>a10</td>
</tr>
<tr>
<td>0</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>30</td>
</tr>
<tr>
<td>40</td>
</tr>
<tr>
<td>50</td>
</tr>
</tbody>
</table>

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA 19339

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold at each runway authorized for landing a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/2</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
<tr>
<td>2400</td>
<td>1/2</td>
</tr>
<tr>
<td>2600</td>
<td>1/2</td>
</tr>
<tr>
<td>3000</td>
<td>1/2</td>
</tr>
<tr>
<td>3200</td>
<td>1/2</td>
</tr>
<tr>
<td>3500</td>
<td>1/2</td>
</tr>
<tr>
<td>4000</td>
<td>1/2</td>
</tr>
<tr>
<td>4500</td>
<td>1/2</td>
</tr>
<tr>
<td>5000</td>
<td>1/2</td>
</tr>
<tr>
<td>5600</td>
<td>1/2</td>
</tr>
<tr>
<td>6000</td>
<td>1/2</td>
</tr>
<tr>
<td>6000</td>
<td>1/2</td>
</tr>
<tr>
<td>6000</td>
<td>1/2</td>
</tr>
<tr>
<td>6000</td>
<td>1/2</td>
</tr>
</tbody>
</table>

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown, not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 500 feet with weather minima of 500-1/2.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

AA: Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
NA: Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

TERMS/LANDING MINIMA DATA 19339
TERMINAL PROCEDURES

GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA-O) designation are regulated under 14 CFR Part 97. SIAPS with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number Orig 31DEC09 Amdt 28 12MAR09 Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles [except visibility in statute miles and Runway Visual Range in hundreds of feet]. Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Elevations are in feet above airport elevation. Radials/ bearings/ headings/ courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

GENERAL INFO 23334

PAC, 21 MAR 2024 to 16 MAY 2024
GENERAL INFO 23334

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6); FREHOLD THREE DEPARTURE, file (FREH3.RBV); FREHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/ENGINEERING REQUIREMENTS

Users will begin to see Performance Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Engineering Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>From WINZ, UBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Requirements Box</td>
<td>DME required for LOC only.</td>
</tr>
<tr>
<td>Standard Procedure Notes Box</td>
<td>Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.</td>
</tr>
</tbody>
</table>

RNAV STAR and DP PBN/Engineering Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>RNAV 1 - DME/DME/IRU or GPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Requirements Box</td>
<td>RADAR required</td>
</tr>
</tbody>
</table>

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., .

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative " " symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communication section of the chart with a or the appropriate lighting system identification e.g., UNICOM 122.8 , , |

KEY MIKE

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>
## ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>AR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CCW</td>
<td>Counter Clockwise</td>
</tr>
<tr>
<td>CDI</td>
<td>Course Deviation Indicator</td>
</tr>
<tr>
<td>Chain</td>
<td>Channel</td>
</tr>
<tr>
<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
</tr>
<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker</td>
</tr>
<tr>
<td>FMS</td>
<td>Flight Management System</td>
</tr>
<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
</tr>
<tr>
<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Glidepath</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Intersection</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System Glide Slope</td>
</tr>
<tr>
<td>GS</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HATh</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAR</td>
<td>International Civil Aviation Organization Intermediate Fix</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative Intersection</td>
</tr>
<tr>
<td>INT</td>
<td>Knots</td>
</tr>
<tr>
<td>K</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>Ldg</td>
<td>Landing</td>
</tr>
<tr>
<td>LNIN</td>
<td>Low Intensity Runway Lights</td>
</tr>
<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance Vertical Guidance</td>
</tr>
<tr>
<td>LPV</td>
<td>Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MAL</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
</tr>
<tr>
<td>MIRL</td>
<td>Medium Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Minimum Marker</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>N/A</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>N/A</td>
<td>Not Authorized</td>
</tr>
<tr>
<td>NDB</td>
<td>Non-directional Radio Beacon</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
</tbody>
</table>

PAC, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>S</td>
<td>Straight-in</td>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Vertical Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**TERMINAL PROCEDURES**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**ROUTES**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path
- Minimum Route Altitude
- Mileage

**ALTITUDES**
- 5000 Mandatory Altitude
- 3000 Recommended Altitude
- 2500 Minimum Altitude
- 5000 Mandatory Block
- 4300 Maximum Altitude
- 3000 Altitude

**INDICATED AIRSPEED**
- 175K
- 120K
- 250K
- 180K

**RADIO AIDS TO NAVIGATION**
110.1 Underline indicates No Voice transmitted on this frequency
- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB
- DME/NDB

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn
- 090° (IAS)
- 090° (1 min)
- 090°

**Fixes/ATC Reporting Requirements**
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Intersection
- Distance From Facility

**TACAN or DME NAVIAD**
- SCOTT Chan 59
- SKE 112.2
- VHF Paired Frequency

**LEGEND**
- 23334

**PAC, 21 MAR 2024 to 16 MAY 2024**
TERMINAL PROCEDURES

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

Airport Identifier

(3 arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

- VOR Changeover Point
- RWY 15 S12° 00.52' W77° 06.91'
- End of Rwy Coordinates (DoD only)
- R-352
- R-Restricted
- W-Warning
- P-Prohibited
- A-Alert
- MOA-Military Operations Area

Distance not to scale
- International Boundary
- Air Defense Identification Zone

AIRPORTS

- Primary and Secondary (named in planview)
- Seaplane Base
- Joint (Civil-Military)

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- Doubtful accuracy

LEGEND 23110

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/ TCH 55.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/ TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (PAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.00°/ TCH 55.

On Caper procedures this is depicted in the following format: VDA 3.00°/ TCH 55.

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY

DESCENT FROM HOLDING PATTERN

ALTITUDES

PROFILE SYMBOLS

Legend: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

PAC, 21 MAR 2024 to 16 MAY 2024
LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION
Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME
Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

LOM (Compass locator at outer marker)
Marker Beacon
Localizer Front Course
(Shading on left)
TACAN or DME NAV/AID Box

(R) indicates frequency protection range
Underline indicates no voice transmitted
(Y) TACAN must be placed
in "Y" mode to receive distance information

OPTIONS:
- ORLANDO
112.25 (T) ORL 59[]
Chan 59[Y]

SCOTT
Chan 59
SKE 59
(112.2)

VHF Paired Frequency

BACK COURSE

OPTIONS:
- R-352

OPTIONS:
- 2800

OPTIONS:
- R-275

RAILWAY/JET ROUTE IDENTIFICATION

OPTIONS:
- V12

OPTIONS:
- J80

OPTIONS:
- A-Alert

OPTIONS:
- MOA-Military Operations Area

ALTIMETERS

- Mandatory Altitude
- Minimum Altitude
- Maximum Altitude

- Air Defense Identification Zone

- Changeover Point

- True North is not aligned to the top of the page

- Indicates True North is not aligned to the top of the page

- Ldg KLAS and KHND

- Ldg Rwy 16L/C/R

LEGEND 23334
TERMINAL PROCEDURES

LEGEND 23334

DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

LOC (shown when installation is offset from its normal position off the end of the runway)

LOCALIZER FRONT COURSE

LOCALIZER BACK COURSE
(Shading on left)

TACAN or DME NAV AID Box

VHF PAIRED FREQUENCY

(112.25) ORLANDO
112.25 (1) ORL

SCOTT
Chan 59
SKE (112.2)

(75) DME MILEAGE
(when not obvious)

WAYPOINT
(Compulsory)

WAYPOINT
(Non-Compulsory)

FERRY POINT

COMPUTER NAVIGATION FIX
(CNF) - NO ATC FUNCTION

MICROPHONE

AIRPORTS

H HELIPORT

JOINT (CIVIL-MILITARY)

MINIMUM SAFE ALTITUDE (MSA)

(3500) MSA CRW 2.5 NM

090° 270°

4500 4100

4700 5300

(5000) MSA AIA 2.5 NM

INDICATED AIRSPEED

175K 120K 250K

MANDATORY AIRSPEED

12000

MAXIMUM AIRSPEED

2300

MINIMUM AIRSPEED

5000

TOP ALTITUDE:

ATTITUDES

3500
MANDATORY ALTITUDE (CROSS AT)

2300
MINIMUM ALTITUDE (CROSS AT OR BELOW)

4800
MAXIMUM ALTITUDE (CROSS AT OR BELOW)

5000
TOP ALTITUDE RESTRICTION

SPECIAL USE AIRSPACE

R-Restricted
W-Warning
P-Prohibited
A-Alert
MOA-Military Operations Area

TERMINAL PROCEDURES

G2

PAC, 21 MAR 2024 to 16 MAY 2024

LEGEND 23334

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

INSTRUMENT APPROACH PROCEDURES (CHARTS)

ARTC 17/6/24

LEGEND

Runways
Hard Surface
Other Than Hard Surface
Stopways, Taxiways, Parking Areas
Closed Runway
Closed Surface
Non-Movement Under Construction
Metal Surface
Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional bi-directional
ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES
Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel

Obstructions

Airport Beacon
Runway Radar Reflectors
Bridges
Control Tower

Wind Cone
Landing Tee
Tetrahedron

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

### See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point. 

NOTE: Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation TDZE 123

Runway Slope — 0.3% Down — 0.8% Up —
(shown when rounded runway slope is ≥ 0.3%)

NOTE: Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE: All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

Displaced Threshold
Runway Identification
Visual Screen

Runway Slope
Elev 9174
9000 X 200 Runway Dimensions (in feet)
1000 X 200

Runway End Elevation

Runway Heading (Magnetic)

Movement Area Dimensions (in feet)

The airport sketch box includes the final approach course.

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND
TERMINAL PROCEDURES

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

LEGEND

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A), (O), etc.

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A). Negative symbology, e.g., (O), (O) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEM

ALSF-1

(Simplified Short Approach Lighting System)
LENGTH 2400/3000 FEET

(High Intensity)

SHORT APPROACH LIGHTING SYSTEM
SALS/SALSF

(Green)

SEQUENCED FLASHING LIGHTS

WHITE

LENGTH 1500 FEET

(High Intensity)

MEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
With Runway Alignment Indicator Lights

MALS

(Green)

WHITE

SEQUENCED FLASHING LIGHTS

LENGTH 2400 FEET

OMNIDIRECTIONAL
APPROACH LIGHTING SYSTEM

ODALS

(WHITE)

OMNIDIRECTIONAL FLASHING LIGHTS

LENGTH 1500 FEET

CATEGORY II
APPROACH LIGHTING SYSTEM

ALSF-2

(Black and White)

SEQUENCED FLASHING LIGHTS

GREEN

WHITE

LENGTH 2400/3000 FEET

(High Intensity)

MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

TDZ/CL

(Green)

SEQUENCED FLASHING LIGHTS

WHITE

LENGTH 1400 FEET

TDZ

CL

TDZL

CENTERLINE LIGHTS

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g., "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \odot, \odot, \odot \) etc.

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \odot \). Negative symbology, e.g., \( \odot \), \( \odot \) indicates Pilot Controlled Lighting (PCL).

**P** PRECISION APPROACH PATH INDICATOR

**PAPI**

\[
\begin{align*}
\text{Too low} &: \bullet \bullet \bullet \\
\text{Slightly low} : &: \bullet \bullet \\
\text{On correct path} : &: \bullet \\
\text{Slightly high} &: \bullet \bullet \bullet \\
\text{Too high} : &: \bullet \bullet \bullet \\
\end{align*}
\]

Legend: \( \odot \) White \( \odot \) Red

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

**VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.**

**ALL LIGHTS WHITE** — TOO HIGH

**FAR LIGHTS RED** — ON GLIDE SLOPE

**NEAR LIGHTS WHITE** — TOO LOW

**VASI 2**

\[
\begin{align*}
\text{Threshold} &: 36 \\
\end{align*}
\]

**VASI 4**

\[
\begin{align*}
\text{Threshold} &: 36 \\
\end{align*}
\]

**VASI 12**

\[
\begin{align*}
\text{Threshold} &: 36 \\
\end{align*}
\]

CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

\[
\begin{align*}
\text{Above Glide Path} &: \text{Amber} \\
\text{On Glide Path} &: \text{Green} \\
\text{Below Glide Path} &: \text{Red} \\
\end{align*}
\]

CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

\[
\begin{align*}
\text{Above glide path} &: \bullet \bullet \bullet \\
\text{On glide path} &: \bullet \bullet \bullet \\
\text{Below glide path} &: \bullet \bullet \bullet \\
\end{align*}
\]

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

**LEGEND 22195**
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See the Chart Supplement for a complete listing.
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PAC, 21 MAR 2024 to 16 MAY 2024
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---SEE ANDERSEN AFB
TERMINAL PROCEDURES

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as “Standard Instrument Departures (SIDs)”. SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ANDERSEN AFB (UAM) (PGUA)
YIGO, GU
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
(23110) (USAF)
TAKEOFF OBSTACLE NOTES:
Rwy 6L, terrain at DER, 222’ right of centerline, 618’ MSL.
Terrain 3’ from DER, 501’ left of centerline, 620’ MSL.
Terrain 41’ from DER, 500’ left of centerline, 619’ MSL.
Terrain 46’ from DER, 512’ left of centerline, 619’ MSL.

BABELTHUAP ISLAND, PW
PALAU INTL (ROR) (PTRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31DEC09 (23222) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1/’ or std w/min climb of 320’ per NM to 500.
DEPARTURE PROCEDURE:
Rwy 27, climb on heading 271° to 600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 19’ from DER, 317’ right of centerline, up to 26’ AGL/188’ MSL.
Tree 89’ from DER, 271’ left of centerline, 178’ MSL.
Vegetation, trees beginning 107’ from DER, 131’ left of centerline, up to 187’ MSL.
Tree 390’ from DER, 320’ right of centerline, up to 46’ AGL/206’ MSL.
Tree 824’ from DER, 465’ left of centerline, 47’ AGL/205’ MSL.
Tree 1757’ from DER, 258’ right of centerline, 232’ MSL.
Trees beginning 4512’ from DER, 486’ right of centerline, up to 356’ MSL.
Tree 5708’ from DER, 652’ right of centerline, 43’ AGL/371’ MSL.
Tree 5736’ from DER, 670’ right of centerline, 363’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BARKING SANDS PMRF (BKH) (PHBK)
KEKAHA, HI
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14JUL22 (22195) (USN)
DEPARTURE PROCEDURE:
Diverse departure NA.

BRADSHAW AAF (BSF) (PHSF)
CAMP POHAKULOA, HI
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07SEP23 (23250) (USA)
TAKEOFF MINIMUMS:
Rwy 9, 8200-5 for VCOA.
DEPARTURE PROCEDURE:
Rwy 9, obtain ATC approval for VOCA when requesting IFR clearance. Climb in visual conditions to cross Bradshaw AAF at or above 14,200 before proceeding on course.
Rwy 27, climb hgd 271° to join UPP VORTAC R-154 to UPP, climb and maintain at or above 8000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, pylon 2667' from DER, 705' right of centerline, 55' AGL/6339' MSL.
Pylon 2578' from DER, 764' right of centerline, 55' AGL/6332' MSL.
Pylon 2382' from DER, 804' right of centerline, 55' AGL/6326' MSL.
Pylon 2193' from DER, 841' right of centerline, 55' AGL/6320' MSL.
Pylon 2005' from DER, 879' right of centerline, 55' AGL/6304' MSL.
Pylon 1785' from DER, 925' right of centerline, 55' AGL/6287' MSL.
Terrain 2000' from DER, 51' left of centerline, 6288' MSL.

BUCHOLZ AAF (KWA) (PKWA)
KWAJALEIN USAKA, MI
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02DEC21 (21336) (USA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, RADAR antenna 10' from DER, 244' left of centerline, 13' AGL/28' MSL.
Terrain 201' from DER, 546' left of centerline, 30' MSL.

GUAM, GU
GUAM INTL (GUM) (PGUM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25JAN24 (24025) (FAA)
TAKEOFF MINIMUMS:
Rwy 6L, 400-1¾ or std w/min climb of 450'/NM to 800.

Rwy 6R, 400-1¾ or std w/min climb of 522'/NM to 900.

Rwy 24L, std w/min climb of 280'/NM to 1700.

Rwy 24R, std w/min climb of 286'/NM to 1700.
DEPARTURE PROCEDURE:
Rwys 6L/R, climb on heading 063° to 1000 before turning southeast.
TAKEOFF OBSTACLE NOTES:
Rwy 6L, terrain 11' from DER, 300' left of centerline, 306' MSL.
Vegetation, terrain beginning 159' from DER, 316' left of centerline, up to 312' MSL.
Terrain beginning 196' from DER, 316' right of centerline, up to 315' MSL.
Terrain 321' from DER, 452' left of centerline, 315' MSL.
Terrain 328' from DER, 563' right of centerline, 322' MSL.
Terrain 378' from DER, 333' left of centerline, 317' MSL.
Terrain beginning 426' from DER, 374' right of centerline, up to 326' MSL.
Trees, terrain beginning 432' from DER, 333' left of centerline, up to 352' MSL.
Terrain beginning 528' from DER, 443' right of centerline, up to 332' MSL.
Trees beginning 599' from DER, 387' left of centerline, up to 381' MSL.
Terrain beginning 611' from DER, 430' right of centerline, up to 337' MSL.
Terrain 700' from DER, 586' right of centerline, 341' MSL.
Trees, terrain beginning 711' from DER, 348' left of centerline, up to 371' MSL.
Terrain 788' from DER, 644' right of centerline, 344' MSL.
Terrain beginning 774' from DER, 465' right of centerline, up to 345' MSL.
Trees, terrain beginning 802' from DER, 358' left of centerline, up to 376' MSL.
Terrain 853' from DER, 688' right of centerline, 348' MSL.
Fences, terrain beginning 885' from DER, 447' right of centerline, up to 9' AGL/358' MSL.
Tree, terrain, fences, pole, sign beginning 993' from DER, 409' right of centerline, up to 371' MSL.
Trees, pole, terrain beginning 1050' from DER, 375' left of centerline, up to 380' MSL.
Trees, traverse ways, signs, pole, terrain, fences beginning 1194' from DER, 359' right of centerline, up to 385' MSL.
Trees, terrain beginning 1215' from DER, 341' left of centerline, up to 392' MSL.
Trees, terrain, fences, traverse ways beginning 1328' from DER, 339' right of centerline, up to 390' MSL.
Trees, terrain beginning 1492' from DER, 318' left of centerline, up to 407' MSL.
Trees, terrain, fences, pole, traverse ways beginning 1524' from DER, 329' right of centerline, up to 395' MSL.

CON’T
GUAM, GU (CON’T)
GUAM INTL (GUM) (PGUM) (CON’T)

Rwy 6L (CON’T), trees, terrain, vegetation beginning 1649’ from DER, 78’ left of centerline, up to 411’ MSL.
Trees, building, fences, poles, traverse way building 1701’ from DER, 71’ right of centerline, up to 390’ MSL.
Tree 1861’ from DER, 618’ left of centerline, 415’ MSL.
Trees, terrain beginning 1861’ from DER, 3’ left of centerline, up to 417’ MSL.
Trees, terrain beginning 1914’ from DER, 733’ right of centerline, up to 404’ MSL.
Trees, terrain, building, fences, vegetation beginning 1933’ from DER, 110’ right of centerline, up to 406’ MSL.
Trees, terrain, traverse way, building, fences, pole beginning 1986’ from DER, 68’ right of centerline, up to 413’ MSL.
Trees, buildings, terrain, fences, poles, traverse way beginning 2056’ from DER, 78’ right of centerline, up to 423’ MSL.
Trees, building, fence, pole beginning 2271’ from DER, 463’ right of centerline, up to 427’ MSL.
Trees, terrain, fences, buildings, traverse ways, poles, vertical structure beginning 2301’ from DER, 301’ right of centerline, up to 435’ MSL.
Trees, terrain beginning 2418’ from DER, 294’ left of centerline, up to 419’ MSL.
Trees, terrain beginning 2611’ from DER, 297’ left of centerline, up to 423’ MSL.
Trees, terrain beginning 2761’ from DER, 302’ left of centerline, up to 426’ MSL.
Trees beginning 2908’ from DER, 504’ left of centerline, up to 427’ MSL.
Trees, building beginning 2918’ from DER, 497’ right of centerline, up to 437’ MSL.
Trees, terrain, vegetation, transmission lines, poles beginning 2924’ from DER, 15’ left of centerline, up to 434’ MSL.
Transmission lines, trees, fences, terrain, buildings, poles, traverse ways, signs, tanks, walls, vegetation beginning 2933’ from DER, 2’ right of centerline, up to 67’ AGL/469’ MSL.

Trees, poles, transmission line beginning 3770’ from DER, 7’ left of centerline, up to 86’ AGL/436’ MSL.
Trees, vegetation, vegetation, traverse way, pole, rig, terrain beginning 4058’ from DER, 45’ right of centerline, up to 473’ MSL.
Trees, poles, fences, buildings beginning 4683’ from DER, 578’ right of centerline, up to 474’ MSL.
Trees, pole, buildings beginning 4683’ from DER, 578’ right of centerline, up to 474’ MSL.
Pole, trees, building beginning 5205’ from DER, 266’ right of centerline, up to 34’ AGL/516’ MSL.
Pole, trees, pole beginning 5486’ from DER, 378’ right of centerline, up to 536’ MSL.
Trees, buildings beginning 5635’ from DER, 492’ right of centerline, up to 556’ MSL.
Trees, poles, buildings beginning 5767’ from DER, 640’ right of centerline, up to 576’ MSL.
Trees, poles beginning 1.1 NM from DER, 697’ right of centerline, up to 622’ MSL.

Rwy 6R, terrain beginning 0’ from DER, 110’ left of centerline, up to 302’ MSL.
Trees, terrain beginning 9’ from DER, 159’ left of centerline, 1’ AGL/303’ MSL.
Trees, terrain beginning 58’ from DER, 290’ left of centerline, up to 4’ AGL/304’ MSL.
Trees beginning 139’ from DER, 442’ right of centerline, up to 378’ MSL.
Trees, terrain beginning 163’ from DER, 408’ right of centerline, up to 390’ MSL.
Trees, terrain beginning 616’ from DER, 408’ right of centerline, up to 405’ MSL.
Trees, terrain beginning 939’ from DER, 276’ right of centerline, up to 407’ MSL.
Trees, terrain beginning 1110’ from DER, 449’ right of centerline, up to 414’ MSL.
Trees, terrain beginning 1231’ from DER, 572’ right of centerline, up to 417’ MSL.
Trees, terrain beginning 1293’ from DER, 406’ right of centerline, up to 424’ MSL.
Trees, terrain, fences, buildings, poles, traverse ways, wall beginning 1648’ from DER, on and right of centerline, up to 432’ MSL.

Terrain 1853’ from DER, 10’ left of centerline, 348’ MSL.

Fences beginning 1884’ from DER, 27’ left of centerline, up to 9’ AGL/358’ MSL.
Pole, trees, sign beginning 2073’ from DER, 20’ left of centerline, up to 14’ AGL/362’ MSL.
Trees, sign, pole, fences beginning 2194’ from DER, 12’ left of centerline, up to 385’ MSL.
Trees, poles, fence, building beginning 2328’ from DER, on and left of centerline, up to 390’ MSL.
Trees, fences beginning 2524’ from DER, 24’ left of centerline, up to 395’ MSL.
Tree 2903’ from DER, 20’ left of centerline, 397’ MSL.
Trees, terrain beginning 2932’ from DER, 12’ left of centerline, up to 406’ MSL.

Trees, buildings, buildings, trees, pole beginning 3033’ from DER, on and left of centerline, up to 405’ MSL.
Buildings, trees, fences, poles beginning 3208’ from DER, 6’ right of centerline, up to 29’ AGL/435’ MSL.
Trees, fences, buildings beginning 3298’ from DER, 16’ right of centerline, up to 444’ MSL.
Transmission line, buildings, traverse way, trees, fences, poles, traverse structure beginning 3359’ from DER, 5’ right of centerline, up to 76’ AGL/482’ MSL.

Tree 3363’ from DER, 1081’ left of centerline, 414’ MSL.
Trees, terrain beginning 3430’ from DER, 220’ left of centerline, up to 415’ MSL.
Trees beginning 3524’ from DER, 60’ left of centerline, up to 417’ MSL.
Transmission lines, trees, buildings, fences, traverse ways, poles, signs, terrain beginning 3571’ from DER, 20’ right of centerline, up to 81’ AGL/486’ MSL.
Trees 3590’ from DER, 1430’ left of centerline, 419’ MSL.
Tree 3609’ from DER, 338’ left of centerline, 421’ MSL.
Trees beginning 3616’ from DER, 57’ left of centerline, up to 425’ MSL.
Tree 3920’ from DER, 1257’ left of centerline, 427’ MSL.
Trees beginning 3924’ from DER, 37’ left of centerline, up to 434’ MSL.
Trees, poles, buildings, tanks, transmission line, traverse ways beginning 4375’ from DER, 56’ right of centerline, up to 516’ MSL.

Trees, transmission lines, pole beginning 4427’ from DER, 42’ left of centerline, up to 446’ MSL.
Trees, buildings, pole, Traverse way building 4681’ from DER, 179’ right of centerline, up to 522’ MSL.
Trees, buildings, building, pole, pole beginning 4792’ from DER, 29’ right of centerline, up to 504’ MSL.
Trees, poles pole beginning 4814’ from DER, 23’ left of centerline, up to 456’ MSL.
Trees, poles, traverse ways, buildings beginning 5014’ from DER, 590’ right of centerline, up to 568’ MSL.
Trees, vegetation, vegetation beginning 5058’ from DER, 9’ left of centerline, up to 473’ MSL.
Trees, buildings, pole beginning 5216’ from DER, 16’ right of centerline, up to 585’ MSL.

CON’T
TERMINAL PROCEDURES

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GUAM, GU (CON’T)

GUAM INTL (GUM) (PGUM) (CON’T)

**Rwy 6R (CON’T),** trees, buildings, pole beginning 5418’ from DER, 19’ right of centerline, up to 597’ MSL.

Trees, pole beginning 5684’ from DER, 54’ right of centerline, up to 615’ MSL.

Tree 5814’ from DER, 2036’ right of centerline, 636’ MSL.

Poles, trees beginning 5850’ from DER, 113’ right of centerline, up to 41’ AGL/654’ MSL.

Trees, pole beginning 5965’ from DER, 529’ right of centerline, up to 660’ MSL.

Buildings, trees, poles, terrain beginning 1 NM from DER, 26’ right of centerline, up to 90’ AGL/702’ MSL.

Tree 1.1 NM from DER, 150’ left of centerline, 479’ MSL.

**Rwy 24L,** light poles, terrain beginning 10’ from DER, 85’ right of centerline, up to 2’ AGL/233’ MSL.

Light poles 11’ from DER, 4’, left of centerline, 1’ AGL/232’ MSL.

Signs beginning 59’ from DER, 282’ right of centerline, up to 3’ AGL/239’ MSL.

Tree 1416’ from DER, 365’ left of centerline, 269’ MSL.

Tree 1511’ from DER, 405’ left of centerline, 270’ MSL.

Tree 1578’ from DER, 2036’ left of centerline, 273’ MSL.

**Rwy 24R,** light poles, sign beginning 12’ from DER, 2’ right of centerline, up to 2’ AGL/232’ MSL.

HANNA, HI

HANA (HNM) (PHHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**ORIG 01SEP05 (05244) (FAA)**

**DEPARTURE PROCEDURE:**

Use LINDBERG DEPARTURE.

HILO, HI

HILO INTL (ITO) (PHTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**AMDT 6 22DEC05 (05356) (FAA)**

**DEPARTURE PROCEDURE:**

Use PARIS DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)

**AMDT 1 26MAY16 (16147) (FAA)**

Rwys 3, 8, heading as assigned by ATC.

Rwy 21, heading as assigned by ATC; requires minimum climb of 300’ per NM to 1300.

Rwy 26, heading as assigned by ATC; requires minimum climb of 420’ per NM to 2800.

HONOLULU, HI

DANIEL K INOUYE INTL (HNL) (PHNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**AMDT 8B 08NOV18 (18312) (FAA)**

**DEPARTURE PROCEDURE:**

Use HONOLULU DEPARTURE.

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 2442’ 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, 1’ 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.

DIVERSE VECTOR AREA (RADAR VECTORS)

**AMDT 2 25FEB21 (21056) (FAA)**

Rwys 4LR, heading as assigned by ATC; requires min. climb of 490’ per NM to 2100, do not exceed 180K until established on assigned heading.

Rwy 8L, heading as assigned by ATC; requires min. climb of 360’ per NM to 1700.

Rwy 8R, heading as assigned by ATC; requires min. climb of 305’ per NM to 500.

Rwys 22LR, heading as assigned by ATC; requires min. climb of 320’ per NM to 3700.

Rwy 26L, heading as assigned by ATC; requires min. climb of 360’ per NM to 3700.

Rwy 26R, heading as assigned by ATC; requires min. climb of 430’ per NM to 4400.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KAHULUI, HI
KAHULUI (OGG) (PHOG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, NA-ATC.
DEPARTURE PROCEDURE:
Rwy 2, climb on a heading 316° CW 052° from DER to 10600 before proceeding on course.
Rwy 5, climb on a heading 312° CW 040° from DER to 10700 before proceeding on course.
Rwy 20, climb on heading 185° from DER to 11000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, bush and trees beginning 190' from DER, 363' left of centerline, up to 60' AGL/79' MSL.
Bushes and obstruction light on building beginning 339' from DER, 289' right of centerline, up to 20' AGL/25' MSL.
Rwy 5, tree 2359' from DER, 512' left of centerline, 56' AGL/75' MSL.
Fence 20' from DER, 304' right of centerline, up to 76' AGL/95' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 05OCT23 (23278) (FAA)
Rwys 2, 5, heading as assigned by ATC.
Rwy 20, heading as assigned by ATC; requires min climb of 490'/NM to 5000.

KAILUA-KONA, HI
ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 29MAR18 (18088) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 174° 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.
TAKEOFF OBSTACLE NOTES:
Rwy 17, obstruction light on AMOM at DER, 350' right of centerline, 25' AGL/62' MSL.
Rwy 35, tree 1606' from DER, 721' right of centerline, 15' AGL/94' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 15OCT15 (15288) (FAA)
Rwys 17, 35, heading as assigned by ATC.

KALAPAPA, HI
KALAPAPA (LUP) (PHLU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
DEPARTURE PROCEDURE:
Use KALAPAPA ONE DEPARTURE.

KAMUELA, HI
WAIMEA-KOHALA (MUE) (PHMU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17MAR05 (05076) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 400-2 or std. with a min. climb of 240' per NM to 3100.
DEPARTURE PROCEDURE:
Rwy 4, climb via heading 041° to 3100 then climbing right turn via heading 080° and MUE VOR/DME R-057 to 6000 to VELLA INT, then as assigned.
Rwy 22, climb via heading 233° and MUE VOR/DME R-234 to 5000 to JASON INT, then as assigned.
TAKEOFF OBSTACLE NOTES:
Rwy 4, windsock 158' from DER, 299' right of centerline, 25' AGL/2702' MSL.
Fence 2754' from DER, 323' right of centerline, 12' AGL/2741' MSL.
Tree 5200' from DER, 179' right of centerline, 50' AGL/2811' MSL.
Tree 5331' from DER, 110' left of centerline, 50' AGL/2829' MSL.
Tree 1.3 NM from DER, 739' right of centerline, 50' AGL/2864' MSL.
Tree 1.3 NM from DER, 140' left of centerline, 50' AGL/2889' MSL.
Antenna 1.8 NM from DER, 1094' left of centerline 152' AGL/2992' MSL.
Rising terrain beginning 1.5 NM from DER, 3.9 NM left of centerline, up to 13796' MSL.
Rwy 22, cactus at DER, 191' left of centerline, 10' AGL/2668' MSL.
Bush 673' from DER, 188' left of centerline, 30' AGL/2673' MSL.
Pole 1058' from DER, 124' left of centerline, 20' AGL/2883' MSL.
Rapidly rising terrain beginning 1.5 NM from DER, 4209' left of centerline, up to 5513' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KANEHOE BAY MCAS (NGF) (PHNG)
MOKAPU POINT, HI
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 12AUG21 (21224) (USN)
TAKEOFF MINIMUMS:
Rwy 4, diverse departures authorized 335° clockwise 020°.
Rwy 22, diverse departure NA. Std w/min climb of 975'/NM to 3900 or 1300-3 for VCOA.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross NGF TACAN at or above 1200, intercept NGF TACAN R-340 or R-360 as assigned by ATC. Do not exceed 250K until passing NGF.
TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 0' from DER, 484' right of centerline, 26' MSL. Terrain 28' from DER, 479' right of centerline, 26' MSL.

KAPOLEI, OAHU ISLAND, HI
KALAELOA (JOHN RODGERS FLD) (JRF) (PHJR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (21112) (FAA)
DEPARTURE PROCEDURE:
DME required.
Rwys 4L, 4R, 11, climb heading 200° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.
Rwys 22L, 22R, climb heading 224° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.
Rwy 29, climb heading 210° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 1533' from DER, 831' left of centerline, 60' AGL/70' MSL.
Rwy 22L, vehicles on road 305' from DER, 195' left of centerline, 15' AGL/26' MSL.
Rwy 29, tree 1794' from DER, 573' left of centerline, 60' AGL/99' MSL.

KAUNAKAKAI, HI
MOLOKAI (MKK) (PHMK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 19MAY14 (14149) (FAA)
DEPARTURE PROCEDURE:
Use KAUNAKAKAI DEPARTURE.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 15OCT15 (15288) (FAA)
Rwy 17, heading as assigned by ATC.
Rwy 23, heading as assigned by ATC; requires minimum climb of 460’ per NM to 2000.

KOSRAE, FM
KOSRAE (TTK) (PTSA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12MAR09 (09071) (FAA)
CAUTION: Ships with masts to 200' traverse harbor entrance located on west side of runway.
DEPARTURE PROCEDURE:
Rwy 5, left turn.
Rwy 23, right turn, climb to 2000 or above before turning east.

LANAI CITY, HI
LANAI (LNY) (PHNY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 400-1 or std. w/min. climb of 370' per NM to 2700 or 2500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 033° to 1720 before turning left. Climb heading 300° or 180° to intercept route or airway, then continue as cleared. Maintain maximum 210 kts until turn is completed or for climb in visual conditions cross LNY VORTAC eastbound at or above 3700.
Rwy 21, climb heading 213° to assigned altitude. Eastbound - climb westbound to cross LNY VORTAC eastbound at or above 2700 and climb as cleared. Westbound - climb direct LNY VORTAC then via assigned route.
TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple poles, trees, and terrain beginning 2108' from DER, 1011' left of centerline, up to 200' AGL/2202' MSL.
Rwy 21, lighted windsock 8' from DER, 191' right of centerline, 30' AGL/1323' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LIHUE, HI

LIHUE (LIH) (PHLI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9  15JUN23  (23166)  (FAA)

DEPARTURE PROCEDURE:

Use KAUAI DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, NAVAID 85' from DER, 418' left of centerline, 8' AGL/85' MSL.

Trees beginning 221' from DER, 188' right of centerline, up to 35' AGL/88' MSL.

Trees beginning 240' from DER, 19' right of centerline, up to 43' AGL/95' MSL.

Trees beginning 250' from DER, 7' left of centerline, up to 34' AGL/93' MSL.

Trees beginning 395' from DER, 38' left of centerline, up to 34' AGL/94' MSL.

Trees beginning 415' from DER, 39' left of centerline, up to 39' AGL/95' MSL.

Trees beginning 431' from DER, 38' left of centerline, up to 34' AGL/103' MSL.

Trees beginning 473' from DER, 14' left of centerline, up to 50' AGL/107' MSL.

Tree 541' from DER, 54' right of centerline, up to 56' AGL/104' MSL.

Tree 972' from DER, 676' left of centerline, 68' AGL/115' MSL.

Tree 1563' from DER, 538' left of centerline, 90' AGL/127' MSL.

Tree 1750' from DER, 783' left of centerline, 120' AGL/165' MSL.

Rwy 17, light poles 4' from DER, 6' left of centerline, 2' AGL/94' MSL.

Tree 135' from DER, 272' right of centerline, 10' AGL/95' MSL.

Trees beginning 587' from DER, 565' right of centerline, up to 45' AGL/131' MSL.

Tree 1289' from DER, 734' right of centerline, 57' AGL/132' MSL.

Rwy 21, light poles 9' from DER, 54' left of centerline, 3' AGL/154' MSL.

Light poles 9' from DER, 55' right of centerline, 3' AGL/155' MSL.

Terrain 33' from DER, 457' right of centerline, 156' MSL.

Pole 192' from DER, 546' left of centerline, 44' AGL/183' MSL.

Pole 366' from DER, 550' left of centerline, 46' AGL/184' MSL.

Tree, pole beginning 497' from DER, 563' left of centerline, up to 70' AGL/206' MSL.

Trees beginning 1148' from DER, 231' right of centerline, up to 42' AGL/203' MSL.

Tree 1457' from DER, 165' right of centerline, 67' AGL/212' MSL.

Trees beginning 1466' from DER, 53' right of centerline, up to 77' AGL/230' MSL.

Trees beginning 1510' from DER, 62' right of centerline, up to 87' AGL/241' MSL.

Tree 1536' from DER, 3' left of centerline, 70' AGL/208' MSL.

Tree, pole beginning 1660' from DER, 9' right of centerline, up to 96' AGL/248' MSL.

Trees beginning 1903' from DER, 267' left of centerline, up to 68' AGL/217' MSL.

Tree 2017' from DER, 280' left of centerline, 70' AGL/218' MSL.

Trees beginning 2029' from DER, 296' left of centerline, up to 73' AGL/221' MSL.

Trees beginning 2212' from DER, 337' left of centerline, up to 82' AGL/227' MSL.

Tree 3102' from DER, 442' left of centerline, 107' AGL/231' MSL.

Trees beginning 2.1 NM from DER, 2126' left of centerline, up to 3' AGL/896' MSL.

Tree 2.2 NM from DER, 2973' left of centerline, 26' AGL/947' MSL.

Trees beginning 2.2 NM from DER, 2747' left of centerline, up to 212' AGL/1329' MSL.

Tree 2.3 NM from DER, 3671' left of centerline, 2' AGL/1474' MSL.

Tree 2.4 NM from DER, 4032' left of centerline, 100' AGL/1488' MSL.

Trees beginning 2.4 NM from DER, 2592' left of centerline, up to 100' AGL/1488' MSL.

Trees beginning 2.5 NM from DER, 3483' left of centerline, up to 23' AGL/1294' MSL.

Rwy 35, fence 40' from DER, 308' right of centerline, 13' AGL/94' MSL.

Tree 106' from DER, 435' right of centerline, 19' AGL/100' MSL.

Trees beginning 203' from DER, 379' right of centerline, up to 51' AGL/131' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1  15OCT15  (15288)  (FAA)

Rwys 3, 17, heading as assigned by ATC.

Rwy 21, heading as assigned by ATC; requires min. climb of 400' per NM to 4500.

Rwy 35, heading as assigned by ATC; requires min. climb of 230' per NM to 700.

MAJURO ATOLL, MH

AMATA KABUA INTL (MAJ) (PKMJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, antenna on building 215' from DER, 446' left of centerline, 48' AGL/54' MSL.

Obstruction light on AMOM 44' from DER, 269' left of centerline, 33' AGL/39' MSL.

Obstruction light on WSK 10' from DER, 245' right of centerline, 23' AGL/29' MSL.

Tree 934' from DER, 243' left of centerline, 39' AGL/45' MSL.

Bush 555' from DER, 187' right of centerline, 17' AGL/23' MSL.

Rwy 25, obstruction light on WSK 11' from DER, 246' left of centerline, 23' AGL/29' MSL.

Post 51' from DER, 252' right of centerline, 8' AGL/14' MSL.

Tree 986' from DER, 39' left of centerline, 31' AGL/37' MSL.

Tree 563' from DER, 5' right of centerline, 20' AGL/28' MSL.

Bushes beginning 207' from DER, from 124' left to 207' right of centerline, up to 14' AGL/20' MSL.

Vehicle on roadway 130' from DER, 241' right of centerline, 15' AGL/20' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

24025 PAC
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WAKE ISLAND AFLD (AWK) (PWAK)
WAKE ISLAND, QW
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  (19227)
TAKEOFF OBSTACLE NOTES:
Rwy 10, terrain 0' from DER, 500' left of centerline, 23' MSL.
Terrain 48' from DER, 110' left of centerline, 23' MSL.
Bunker 819' from DER, 370' right of centerline, 12' AGL/40' MSL.
Bunker 377' from DER, 497' left of centerline, 15' AGL/41' MSL.
Bush 383' from DER, 483' left of centerline, 7' AGL/45' MSL.
Bush 813' from DER, 367' right of centerline, 6' AGL/40' MSL.
Rwy 28, terrain 0' inward of DER, 484' right of centerline, 25' MSL.
Terrain 75' from DER, 510' right of centerline, 26' MSL.

WENO ISLAND, FM
CHUUK INTL (TKK) (PTKK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  11FEB10  (10042)  (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 041° to 1100 before proceeding on course.
Rwy 22, climb heading 221° to 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, bush 205' from DER, 203' right of centerline, 7' AGL/17' MSL.
Rwy 22, bush 5' from DER, 241' right of centerline, 14' AGL/24' MSL.
Bush 221' from DER, 85' right of centerline, 7' AGL/17' MSL.
CAUTION: Ships with superstructure to 150' traverse channels west of runway 4/22.

WHEELER AAF (HHI) (PHHI)
WAHIAWA, HI
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7  07SEP23  (23250)  (USA)
TAKEOFF MINIMUMS:
Rwy 6, 300-1 w/min climb of 357'/NM to 3600 or std w/min climb of 473'/NM to 2900.
Rwy 24, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 6, climbing right turn to hdg 150° to intercept CKH VORTAC R-294 to CKH VORTAC.
Rwy 6, pylon 5417' from DER, 33' right of centerline, 90' AGL/979' MSL.
Pylon 3192' from DER, 858' left of centerline, 100' AGL/972' MSL.
Pylon 3182' from DER, 845' left of centerline, 100' AGL/972' MSL.
Pylon 4800' from DER, 113' left of centerline, 90' AGL/966' MSL.
Pylon 3954' from DER, 644' left of centerline, 100' AGL/962' MSL.
Pylon 3612' from DER, 357' left of centerline, 90' AGL/959' MSL.
Pylon 2802' from DER, 512' left of centerline, 90' AGL/956' MSL.

YAP ISLAND, FM
YAP INTL (T11) (PTYA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  08DEC94  (94342)  (FAA)
DEPARTURE PROCEDURE:
Rwy 7, climbing right turn to 1500 via 090° bearing from YP NDB/DME, then climb on course.
Rwy 25, climb to 500, then climb on course.
INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the \textit{A} designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BABELTHUAP ISLAND, PW</td>
<td>\textit{NA} except standard for operators with approved weather reporting service. Categories A, B, 900-2; Category C, 900-2%-; Category D, 900-2%-</td>
</tr>
<tr>
<td>GUAM, GU</td>
<td>\textit{NA} when control tower closed. Categories A, B, 900-2; Category C, 900-2%-; Category D, 900-3.</td>
</tr>
<tr>
<td>HILO, HI</td>
<td>Categories A, B, 900-2%-; Categories C, D, 900-3.</td>
</tr>
</tbody>
</table>

\textbf{Note:} For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

**Precision Approach Non-Precision Approach**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>HILO, HI</td>
<td>LOC Rwy 4R\textsuperscript{1}</td>
</tr>
<tr>
<td>HONOLULU, HI</td>
<td>LOC Rwy 8L\textsuperscript{1}</td>
</tr>
</tbody>
</table>

\textbf{Note:} For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
### Terminal Procedures

#### Alternate Mins

<table>
<thead>
<tr>
<th>Name</th>
<th>Alternate Minimums</th>
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<tbody>
<tr>
<td><strong>Kahului, HI</strong></td>
<td></td>
</tr>
<tr>
<td>Kahului (OGG) (PHOG)</td>
<td>ILS Y or LOC Y Rwy 2&lt;br&gt;ILS Z or LOC Z Rwy 2&lt;br&gt;RNAV (GPS) Rwy 20&lt;br&gt;RNAV (GPS) Y Rwy 23&lt;br&gt;VOR Z or TACAN Rwy 20</td>
</tr>
<tr>
<td><strong>Kailua/Kona, HI</strong></td>
<td>ILS or LOC Rwy 17&lt;br&gt;LOC BC Rwy 35&lt;br&gt;RNAV (GPS) Rwy 35&lt;br&gt;RNAV (GPS) Y Rwy 17&lt;br&gt;VOR or TACAN Rwy 17&lt;br&gt;VOR or TACAN Rwy 35</td>
</tr>
<tr>
<td><strong>Kapolei, Oahu Island, HI</strong></td>
<td>Category C, 800-2½; Category D, 800-2½. &lt;br&gt;NA when local weather not available.</td>
</tr>
<tr>
<td><strong>Kaunakakai, HI</strong></td>
<td>RNAV (GPS)-B&lt;br&gt;VOR or TACAN-A &lt;br&gt;NA when local weather not available. &lt;br&gt;2 Category C, 1500-3. &lt;br&gt;3 Categories A, B, 1500-2; Categories C, D, 1500-3.</td>
</tr>
<tr>
<td><strong>Kosrae, FM</strong></td>
<td>RNAV (GPS) Rwy 5&lt;br&gt;RNAV (GPS) Rwy 23 &lt;br&gt;NA except categories A, B, standard, Category C, 800-2½; Category D 800-2½, for operators with approved weather reporting service. &lt;br&gt;2 Category D, 800-2½; Category D, 1000-4. &lt;br&gt;3 Categories A, B, C, D, 1000-4.</td>
</tr>
<tr>
<td><strong>Lanai City, HI</strong></td>
<td>RNAV (GPS) Rwy 3&lt;br&gt;VOR or TACAN or GPS-A &lt;br&gt;NA when local weather not available. &lt;br&gt;2 Category C, 900-2½. &lt;br&gt;3NA when local weather not received except for operators with approved weather reporting service.</td>
</tr>
<tr>
<td><strong>Lihue, HI</strong></td>
<td>ILS or LOC Rwy 35&lt;br&gt;RNAV (GPS) Rwy 17&lt;br&gt;RNAV (GPS) Y Rwy 21&lt;br&gt;RNAV (GPS) Y Rwy 35&lt;br&gt;VOR or TACAN Rwy 21</td>
</tr>
<tr>
<td><strong>Midway Atoll, QM</strong></td>
<td>NDB Rwy 6&lt;br&gt;NDB Rwy 24&lt;br&gt;RNAV (GPS) Rwy 6&lt;br&gt;RNAV (GPS) Rwy 24</td>
</tr>
<tr>
<td><strong>Pago Pago, AS</strong></td>
<td>ILS or LOC Rwy 5&lt;br&gt;RNAV (GPS) Rwy 5&lt;br&gt;RNAV (GPS) Y Rwy 5&lt;br&gt;VOR or TACAN-B</td>
</tr>
<tr>
<td><strong>Pohnpei Island, FM</strong></td>
<td>NDB-A&lt;br&gt;RNAV (GPS) Rwy 27&lt;br&gt;RNAV (GPS) X Rwy 9&lt;br&gt;RNAV (RNP) Y Rwy 9</td>
</tr>
<tr>
<td><strong>Rota Island, CQ</strong></td>
<td>RNAV (GPS) Rwy 9&lt;br&gt;RNAV (GPS) Rwy 27&lt;br&gt;RNAV D Rwy 27&lt;br&gt;NDB Rwy 27 &lt;br&gt;NA except standard for operators with approved weather reporting service. &lt;br&gt;1 Categories A, B, 1200-2; Categories C, D, 1200-3.</td>
</tr>
<tr>
<td><strong>Saipan Island, CQ</strong></td>
<td>NDB Y Rwy 7 &lt;br&gt;Category D, 800-2½.</td>
</tr>
<tr>
<td>Name</td>
<td>Alternate Minimums</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>TINIAN ISLAND, CQ</td>
<td></td>
</tr>
<tr>
<td>Francisco Manglona Borja</td>
<td>RNAV (GPS) Rwy 8</td>
</tr>
<tr>
<td>Tinian Int'l (TNI) (PGWT)</td>
<td>RNAV (GPS) Rwy 26</td>
</tr>
<tr>
<td>NA when local weather not available. Category D, 800-2½.</td>
<td></td>
</tr>
</tbody>
</table>

| WENO ISLAND, FM             |                    |
| Chuuk Int'l (TKK) (PTKK)    | NDB Rwy 4¹         |
|                             | NDB Rwy 22³        |
|                             | RNAV (GPS) Rwy 22⁵ |
| ¹NA except for operators with approved weather reporting service. Categories A, B, C, D, 800-2½. |
| ³NA except standard for operators with approved weather reporting service. |

| YAP ISLAND, FM              |                    |
| Yap Int'l (T11) (PTYA)      | NDB Rwy 7¹         |
|                             | NDB Rwy 25²        |
|                             | NDB/DME Rwy 25²    |
| ¹Category D, 800-2½;        |
| ²Categories A, B, 1000-2; Categories C, D, 1000-3. |
RADAR INSTRUMENT APPROACH MINIMUMS

KANEHOHE BAY MCAS (PHNG/NGF), Mokapu Point, Oahu I, HI  Amdt 6
12AUG21 (21224) (USN)  ELEV 143
RADAR- (E) Call KANEHOHE APP CON  263.5  125.0  316.1  310.1

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR¹</td>
<td>22</td>
<td>3.0°/48/990</td>
<td>ABCDE*</td>
<td>223-1/4</td>
<td>200</td>
</tr>
<tr>
<td>PAR (W/O GS)</td>
<td>22</td>
<td></td>
<td>AB</td>
<td>440-1</td>
<td>417</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE*</td>
<td>440-1/2</td>
<td>417</td>
</tr>
<tr>
<td>ASR</td>
<td>22</td>
<td></td>
<td>AB*</td>
<td>920-1/4</td>
<td>897</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE*</td>
<td>920-2/5</td>
<td>897</td>
</tr>
<tr>
<td>C CIR² (W/O GS)</td>
<td>22</td>
<td></td>
<td>A</td>
<td>480-1</td>
<td>457</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>B</td>
<td>500-1</td>
<td>477</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>1020-3</td>
<td>997</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>C ASR CIR²</td>
<td>22</td>
<td></td>
<td>AB</td>
<td>920-1/4</td>
<td>897</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>1020-3</td>
<td>997</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>DE</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

CAUTION—Mountainous terrain E, S, and W of afld.
¹VGSI (Angle 3.0°/TCH 44) and PAR glidepath (Angle 3.0°/TCH 53) not coincident.
²Circling not authorized SE of Rwy 4-22.

¹Missed Approach Minimum Climb Rate

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>CAT C</td>
<td>22</td>
<td>V/V(fpm)</td>
<td>258</td>
<td>516</td>
<td>774</td>
<td>1032</td>
</tr>
<tr>
<td>CAT D</td>
<td>22</td>
<td>V/V(fpm)</td>
<td>312</td>
<td>624</td>
<td>936</td>
<td>1248</td>
<td>1560</td>
</tr>
<tr>
<td>CAT E</td>
<td>22</td>
<td>V/V(fpm)</td>
<td>573</td>
<td>1146</td>
<td>1719</td>
<td>2292</td>
<td>2865</td>
</tr>
</tbody>
</table>

PAR CAT C to 1900
PAR CAT D to 2200
PAR CAT E to 3200

PAR (W/O GS)
| CAT D | 22 | V/V(fpm) | 256 | 512 | 768 | 1024 | 1280 | 1536 |
| CAT E | 22 | V/V(fpm) | 344 | 688 | 1032 | 1376 | 1720 | 2064 |

PAR (W/O GS)
| CAT D to 2100 |
| PAR (W/O GS)
| CAT E to 3000 |

ASR
| CAT ABCDE to 3000 | 22 | V/V(fpm) | 300 | 600 | 900 | 1200 | 1500 | 1800 |

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
24025
**LAND AND HOLD-SHORT OPERATIONS (LAHSO)**

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>HONOLULU, HI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANIEL K INOUYE INTL (HNL) (PHNL)</td>
<td>04L</td>
<td>08L-26R</td>
<td>3,700 feet</td>
</tr>
<tr>
<td></td>
<td>04R</td>
<td>08L-26R</td>
<td>6,250 feet</td>
</tr>
<tr>
<td></td>
<td>08L</td>
<td>04L-22R</td>
<td>9,300 feet</td>
</tr>
</tbody>
</table>
**TERMINAL PROCEDURES**

### HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HONOLULU, HI</strong></td>
<td>HS 1</td>
<td>Aircraft Idg Rwy 04R and exiting left onto Twy K, sometimes fail to hold short of Rwy 04L-22R and Rwy 08L-26R. When holding short, ATC is aware the aircraft tail is encroaching the Idg rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Aircraft proceeding north or south on Twy E and instructed to turn onto Twy B sometimes miss the turn onto Twy B and enter Rwy 08L-26R or 04L-22R without clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy V, Twy T, Twy A and Twy J in close proximity to Rwy 08L.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Minimal distance between rwy hold short lines between Rwy 04L-22R/Rwy 04R-22L.</td>
</tr>
<tr>
<td><strong>KAHULUI, HI</strong></td>
<td>HS 1</td>
<td>Rwy 05, Twy A, Twy F, and Twy G.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 02-20, Twy E and the ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy A, Rwy 05-23</td>
</tr>
<tr>
<td><strong>KAILUA/KONA, HI</strong></td>
<td>HS 1</td>
<td>Extensive helicopter operations on Twy A abeam ramp K.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Extensive helicopter operations on Twy A south of Twy C.</td>
</tr>
<tr>
<td><strong>KAUNAKAKAI, HI</strong></td>
<td>HS 1</td>
<td>Area not visible from control tower.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Active roadway crossing Twy Alpha. Many privately-owned vehicles crossing twy.</td>
</tr>
<tr>
<td><strong>MOKAPU POINT, HI</strong></td>
<td>HS 1</td>
<td>Active roadway crossing Rwy 04-22. High risk rwy incursion due to privately-owned vehicles crossing rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Active roadway crossing Twy Alpha. Many privately-owned vehicles crossing twy.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy Alpha from fuel pits to approach end of Rwy 04 does not have sufficient separation from the rwy to facilitate simultaneous use.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.*
TERMINAL PROCEDURES

**BOOKE EIGHT ARRIVAL**

HCF CENTER
119.9 306.9
D-ATS
127.9 251.15

**THOMA**

**DANNO**

**SYVAD**

**SOUTH KAUAI**

**LIHUE**
113.5 LIH
Chan 82

**HONOLULU**
114.0 HNL
Chan 95

**SHIGI**

**BOOKE**

**NOTE:** DME required.

**NOTE:** RNAV equipped aircraft only DANNO and THOMA transitions.

**NOTE:** Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

**CANON TRANSITION (CANON.BOOKE8):** From over CANON INT via SOK R-277 to SOK VORTAC. Then via SOK R-102 to BOOKE DME. Thence... 

**DANNO TRANSITION (DANNO.BOOKE8):** From over DANNO WP via RNAV 116° course to LIH VORTAC. Then via LIH R-110 to BOOKE DME. Thence...

**SYVAD TRANSITION (SYVAD.BOOKE8):** From over SYVAD INT via SOK R-260 to SOK VORTAC. Then via SOK R-102 to BOOKE DME. Thence...

**THOMA TRANSITION (THOMA.BOOKE8):** From over THOMA WP via RNAV 135° course to LIH 123 DME, then LIH R-315 to LIH VORTAC. Then via LIH R-110 to BOOKE DME. Thence...

. . . From over BOOKE DME via LIH R-110 and HNL R-258 to HNL VORTAC. Expect RADAR vectors.

**BOOKE EIGHT ARRIVAL**

(BOOKE.BOOKE8) 27MAY93

HONOLULU, HAWAII

DANIEL K INOUYE INTL (HNL) (PHNL)

PAC, 21 MAR 2024 to 16 MAY 2024
ARRIVAL ROUTE DESCRIPTION

HARPO TRANSITION (HARPO.CAMPS4): From over HARPO on LNY R-095 to CAMPS. Thence . . . .

LANAI TRANSITION (LNY.CAMPS4): From over LNY VORTAC on LNY R-095 to CAMPS. Thence . . . .

. . . . . cross CAMPS at or above 3000, then on I-OGG localizer course. Expect ILS Y or LOC Y RWY 2 approach.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Turbojet aircraft descend via mach number until transition to 280K. Maintain 280K until slowed by the STAR.

(Continued on following page)

APACK Transition (APACK, INOY11)
BITTA Transition (BITTA, INOY11)
DENNS Transition (DENNS, INOY11)
JOELE Transition (JOELE, INOY11)
ZIGIE Transition (ZIGIE, INOY11)
TERMINAL PROCEDURES

(BAMBO.INOYI1) AL-754 [FAA] DANIEL K INOUYE INTL (HNL) (PHNL)

HONOLULU, HAWAII

INYO ONE ARRIVAL (RNAV) Arrival Routes

HCF CENTER
127.6  291.6 (APACK, ZIGIE)
126.6  284.6 (BITTA, DENSNS)
HONOLULU TOWER
118.1  257.8
123.9  273.575 (Rwy 8R/26L)
D-ATIS
127.9  251.15

OOKAH
6000  210K
Ldg Rwys 8L/R

259°
259°

23°
23°

10 NM

21°

15°

15°

BAMBO
15000  250K
10000

IHNET
8000

7000  220K
Ldg Rwys 4L/R

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Turbojet aircraft descend via mach number
until transition to 280K. Maintain 280K
until slowed by the STAR.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From BAMBO on track 237° to cross IHNET at or above 8000, then on track 237° to cross
INOYI at or above 8000 and at 230K.

LANDING RUNWAY 4L: From INOYI on track 216° to cross HUBAP at 7000 and at 220K,
then on track 216°. Expect RADAR vectors to final approach course or visual approach.

LANDING RUNWAY 4R: From INOYI on track 216° to cross HUBAP at 7000 and at 220K,
then on track 216°. Expect RNAV RNP/ILS/GPS approach or RADAR vectors to final
approach course.

LANDING RUNWAY 8L: From INOYI on track 233° to DZURA, then on track 259° to cross
OOKAH at 6000 and at 210K, then on heading 259°. Expect RNAV RNP/ILS/GPS approach
or RADAR vectors to final approach course.

LANDING RUNWAY 8R: From INOYI on track 233° to DZURA, then on track 259° to cross
OOKAH at 6000 and at 210K, then on heading 259°. Expect RADAR vectors to final
approach course or visual approach.

INYO ONE ARRIVAL (RNAV) Arrival Routes

(BAMBO.INOYI1)  30JAN20

HONOLULU, HAWAII

DANIEL K INOUYE INTL (HNL) (PHNL)

PAC, 21 MAR 2024 to 16 MAY 2024
ARRIVAL ROUTE DESCRIPTION

CHAIN TRANSITION (CHAIN, JULLE5): From over CHAIN INT on LNY 13 DME CCW arc to SOBOW then via LNY R-278 to JULLE INT. Thence. . . .

DOVRR TRANSITION (DOVRR, JULLE5): From over DOVRR INT via MKK R-180 to JORDA INT then via HNL R-125 to JULLE INT. Thence. . . .

HOKLA TRANSITION (HOKLA, JULLE5): From over HOKLA INT via HNL R-125 and KOA R-294 on HNL R-125 to JULLE INT. Thence. . . .

LANAI TRANSITION (LNY, JULLE5): From over LNY VORTAC via LNY R-278 to JULLE INT. Thence. . . .From over JULLE INT on LNY R-278 to ALANA INT. Expect vectors to final approach course.

LOST COMMUNICATIONS: At ALANA INT proceed with the VOR or TACAN RWY 4R approach.
ARRIVAL ROUTE DESCRIPTION

APACK TRANSITION (APACK, KAENA2)
BITTA TRANSITION (BITTA, KAENA2)
CLUTS TRANSITION (CLUTS, KAENA2)
DENNIS TRANSITION (DENNIS, KAENA2)
ZIGIE TRANSITION (ZIGIE, KAENA2)

From KAENA as depicted to MAKOA. Cross RABBS at/above 4000, cross MAKOA at/below 3700 and at/above 3400 and at/below 210K.
Expect PHNL ILS RWY 8L approach.

LOST COMMUNICATIONS: Descend via the KAENA ARRIVAL. At MAKOA, cleared PHNL ILS RWY 8L approach.
ARRIVAL ROUTE DESCRIPTION

FIRES TRANSITION (FIRES,KAYAK6): From over FIRES on MUE R-274 to TAMMI, then on KOA R-351 to KAYAK. Thence. . . .

LANAI TRANSITION (LNY,KAYAK6): From over LNY VORTAC on LNY R-116 to TAMMI, then on KOA R-351 to KAYAK. Thence. . . .

MAUI TRANSITION (OGG.KAYAK6): From over OGG VORTAC on OGG R-188 to ZLNA, then on LNY R-116 to TAMMI, then on KOA R-351 to KAYAK. Thence. . . .

MOLOKAI TRANSITION (MKK,KAYAK6): From over MKK VORTAC on MKK R-107 and KOA R-351 to TAMMI, then on KOA R-351 to KAYAK. Thence. . . .

OKALA TRANSITION (OKALA,KAYAK6): From over OKALA on MUE VOR/DME R-075 to MUE VOR/DME, then on MUE R-245 to KAYAK. Thence. . . .

ONOHI TRANSITION (ONOHI,KAYAK6): From over ONOHI on KOA R-351 to KAYAK. Thence. . . .

UPOLU POINT TRANSITION (UPP,KAYAK6): From over UPP VORTAC on UPP R-202 to KAYAK. Thence. . . .

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

LOST COMMUNICATIONS: At KAYAK proceed on VOR/DME or TACAN RWY 17 approach.
HCF CENTER  
119° 306.9  
D-ATIS  
127.9 251.15  
HONOLULU TOWER  
118° 1 257.8  
123.9 273.575 (Rwy BR/26L)

TERMINAL PROCEDURES  
PAC, 21 MAR 2024 to 16 MAY 2024

HONOLULU, HAWAI'I

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: GPS required.  
NOTE: Turbojet and turboprop aircraft only.  
NOTE: Turbojet aircraft descend via mach number until transition to 280K. 
Maintain 280K until 10000 MSL.

(CONTINUED ON FOLLOWING PAGE)  
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
From KLANI on track 111° to cross BAFRE at or above 8000, then on track 111° to SHLLS.

LANDING RUNWAYS 4L/R: From SHLLS on track 122° to cross HAURY at 4000 and at 210K, expect RNAV RNP/ILS/GPS or RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From SHLLS on track 110° to cross SELIC at or above 5000 and at 210K. Expect RNAV RNP/ILS/GPS or RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From SHLLS on track 088° to CENAS, then on track 099° to cross POHAI at or above 6000 and at 230K, then on track 140° to cross NBODY at 6000 and at 210K, then on heading 140°, expect RNAV RNP/LDA or RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Turbojet aircraft descend via mach number until transition to 280K. Maintain 280K until 10000 MSL.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only
NOTE: For non-RNP AR aircraft, expect RADAR vectors to final approach course or visual approach.

ARIVAL ROUTE DESCRIPTION
DENNS TRANSITION (DENNS.LAVAS1)
FITES TRANSITION (FITES.LAVAS1)
KONA TRANSITION (KOALAVAS1)
SCOON TRANSITION (S COON.LAVAS1)
UPOLU POINT TRANSITION (UPP.LAVAS1)

From LAVAS on track 313° to cross GREHG at 6000, then on heading 313° as assigned by ATC. Expect RNAV (RNP)/ILS/Visual Approach Landing Rwy 2 as assigned by ATC.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only
NOTE: For non-RNP AR aircraft, expect Radar vectors to final approach course or visual approach.

ARRIVAL ROUTE DESCRIPTION

APACK TRANSITION (APACK.LNDHY1)
BITTA TRANSITION (BITTA.LNDHY1)
DENNS TRANSITION (DENNS.LNDHY1)
FITES TRANSITION (FITES.LNDHY1)
ZIGIE TRANSITION (ZIGIE.LNDHY1)

From LNDHY on track 205° to cross MUNJU at or above 7000 and at 220K, then on track 204° to cross HOMAI at 5000 and at 210K, then on track 204°. Expect RNAV (RNP)/ILS/Visual Approach Landing Rwy 2, as assigned by ATC.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: If requesting the ILS RWY 26 approach, advise ATC prior to LYCHI.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BARBY TRANSITION (BARBY,LYCHI)
CHINE TRANSITION (CHINE,LYCHI)
NOMEA TRANSITION (NOMEA,LYCHI)
POHOU TRANSITION (POHOU,LYCHI)

From PARIS on track 123° to cross LYCHI at or above 6000.

LANDING RUNWAY 21: From LYCHI on track 123° to cross KENNZ at or above 4000. Expect RNAV (GPS) RWY 21 or visual approach.

LANDING RUNWAY 26: From LYCHI on track 123° to cross KENNZ at or above 4000. Expect ILS or RNAV (GPS) RWY 26 approach.
TERMINAL PROCEDURES

ENG CALLED MAGGI THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

APACK TRANSITION (APACK-MAGGI3): From over APACK DME via MKK R-004 to MAGGI INT. Thence. . . .

BITTA TRANSITION (BITTA-MAGGI3): From over BITTA DME via MKK R-022 to intercept CKH R-039 to MAGGI INT. Thence. . . .

CLUTS TRANSITION (CLUTS-MAGGI3): From over CLUTS DME via heading 240° to intercept CKH R-039 to MAGGI INT. Thence. . . .

DENNS TRANSITION (DENNS-MAGGI3): From over DENNS INT via heading 260° to intercept CKH R-039 to MAGGI INT. Thence. . . .

ZIGIE TRANSITION (ZIGIE-MAGGI3): From over ZIGIE DME via heading 156° to intercept MKK R-004 to MAGGI INT. Thence. . . .

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

NOTE: Chart not to scale.

HCF CENTER
127.6 291.6 (ZIGIE, APACK, BITTA, CLUTS)
126.6 284.6 (DENNS)

AL-754 (FAA)
HONOLULU, HAWAII

HONOLULU, HAWAII

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: For non-RNP AR aircraft, expect ILS/GPS, or RADAR vectors to final approach course prior to ALANA.
NOTE: Turbojet aircraft descend via mach number until transition to 280K. Maintain 280K until 10000.

ARRIVAL ROUTE DESCRIPTION

BEACH TRANSITION (BEACH,MAKAH1)
CRISI TRANSITION (CRISI,MAKAH1)
HONUU TRANSITION (HONUU,MAKAH1)
LAVAS TRANSITION (LAVAS,MAKAH1)
SAKKI TRANSITION (SAKKI,MAKAH1)

From MAKAH on track 278° to cross ALANA at 6000 and at 210K, then on heading 278° or as assigned by ATC. Expect assigned instrument approach prior to ALANA.

NOTE: Chart not to scale.
NOTE: RNAV equipped aircraft only.
NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

**CARRP TRANSITION (CARRP.OPACA4):** From over CARRP WP, RNAV direct to OPACA DME. Thence...

**CHOKO TRANSITION (CHOKO.OPACA4):** From over CHOKO WP, RNAV direct to BINJO DME, then direct to OPACA DME. Thence...

**KATHS TRANSITION (KATHS.OPACA4):** From over KATHS WP, RNAV direct to OPACA DME. Thence...

...From over OPACA DME via HNL R-207 to HNL VORTAC, expect RADAR vectors to final approach course.
ARIVAL ROUTE DESCRIPTION

CHAIN TRANSITION (CHAIN.SAKKI5): From over CHAIN INT on LNY 13 DME CCW arc to SOBOW and LNY R-278 to SAKKI INT. Thence. . . .

DOVRR TRANSITION (DOVRR.SAKKI5): From over DOVRR on MKK R-180 to JORDA, turn left heading 315° to join I-EPC LDA course at SUCTU 40 DME then to SAKKI INT. Thence. . . .

HOKLA TRANSITION (HOKLA.SAKKI5): From over HOKLA on HNL R-125 to JORDA, turn right heading 315° to join I-EPC LDA course at SUCTU 40 DME then to SAKKI INT. Thence. . . .

LANAI TRANSITION (LNY.SAKKI5): From over LNY VORTAC on LNY R-278 to SAKKI INT. Thence. . . .

. . . For runways 22, 26 only: From over SAKKI INT on the LDA/DME RWY 26L course to SECIL 11 DME.

LOST COMMUNICATIONS: At SECIL INT/WP proceed with the LDA/DME RWY 26L approach.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Turbojet aircraft descend via mach number until transition to 280K. Maintain 280K until 10000 MSL.
NOTE: RNP aircraft expect direct SECIL landing runway 26L.

ARRIVAL ROUTE DESCRIPTION
BEACH TRANSITION (BEACH.SHLAE1)
CHAIN TRANSITION (CHAIN.SHLAE1)
CRISI TRANSITION (CRISI.SHLAE1)
LAVAS TRANSITION (LAVAS.SHLAE1)
LANAI CITY TRANSITION (LNY.SHLAE1)

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

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: For non-RNP AR aircraft landing Rwy 26L/R, expect LDA or RADAR vectors to final approach course prior to CUDEK.
NOTE: Turbojet aircraft descend via mach number until transition to 280K. Maintain 280K until 10000 MSL.

ARRIVAL ROUTE DESCRIPTION
APACK TRANSITION (APACK.SYMIN1)
BITTA TRANSITION (BITTA.SYMIN1)
DENNS TRANSITION (DENNS.SYMIN1)
ZIGIE TRANSITION (ZIGIE.SYMIN1)

LANDING PHNL: From SYMIN on track 210° to cross CUDEK at 6000 and at 210K, then on heading 210° or as assigned by ATC. Expect assigned instrument approach procedure.
NOTE: RADAR or DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

LANAI TRANSITION (LNY,VECKI9): From over LNY VORTAC on LNY R-116 to TAMMI, then on heading 167° to VECKI. Thence . . . .

MAUI TRANSITION (OGG,VECKI9): From over OGG VORTAC on OGG R-188 to ZILNA, then on LNY R-116 to TAMMI, then on heading 167° to VECKI. Thence . . . .

MOLOKAI TRANSITION (MKK,VECKI9): From over MKK VORTAC on MKK R-107 to WANSI, then on KOA R-351 to TAMMI, then on heading 167° to VECKI. Thence . . . .

OKALA TRANSITION (OKALA,VECKI9): From over OKALA on MUE VOR/DME R-075 to MUE VOR/DME, then on MUE R-247 to VECKI. Thence . . . .

ONOHI TRANSITION (ONOHI,VECKI9): From over ONOHI on KOA R-351 to TAMMI, then on heading 167° to VECKI. Thence . . . .

UPOLOU POINT TRANSITION (UPP,VECKI9): From over UPP VORTAC on UPP R-210 to BAYCA, then on I-KOA 174° course to VECKI. Thence . . . .

. . . . from over VECKI INT on I-KOA localizer course to Ellison Onizuka Kona Intl at Keahole.

LOST COMMUNICATIONS: At VECKI INT proceed with ILS or LOC/DME RWY 17 approach.
INTENTIONALLY LEFT BLANK
**TERMINAL PROCEDURES**

**YIGO, GUAM I, GUAM**

**LOC I-PMY 110.1 APCH CRS 244**
Rwy Idg 11, 200
TDZE 607
Arpt Elev 617

**AL-2147 [USAFA]**

**ANDERSEN AFB (PGUA)**

**MISSING APPROACH**: Climb to 1200, then climbing left turn to 3000 to intercept UAM R-064 direct PANNS and hold.

**ATIS**
118.175 254.325
**GUAM APP CON**
119.8 269.0
**TOWER**
126.2 233.7
**GND CON**
121.7 275.8
**CLNC DEL**
126.725 256.7

**CAUTION**: GS unusable below 900' MSL/300' AGL due to runway supervisory unit.

**CAUTION**: Environmentally Sensitive Area Flights along Andersen cliffline restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

**LOCALIZER 110.1 I-PMY [EF] [EF]**

**WESOK UNZ R-057 UAM [EF]**

**ANDERSEN Chan 54 UAM [EF]**

**EMERG SAFE ALT 100 NM 2900**

**1200 3000**
PANNS UAM [EF]
UAM R-064

**VGSI and descent Angle not coincident VGSI and ILS Glidepath not coincident (VGSI Angle 3 00/TCH 43)**

**CATEGORY**

<table>
<thead>
<tr>
<th>A 900/40</th>
<th>B 293</th>
<th>C 900/45</th>
<th>D 333</th>
<th>E (300-94)</th>
<th>(400-74)</th>
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<tbody>
<tr>
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<td>490/20</td>
<td>1080-1</td>
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<tr>
<td>S-LOC 24L**</td>
<td>463 (500-1)</td>
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</table>

**HRL all rwyS**

**YIGO, GUAM I, GUAM**

**13°35'N-144°56'E**

**ANDERSEN AFB (PGUA)**

**Terps**

**PAC, 21 MAR 2024 to 16 MAY 2024**
**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 06R**

**ANDERSEN AFB (PGUA)**

**APCH CRS**

<table>
<thead>
<tr>
<th>RWY Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
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<tr>
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**RNP APCH**

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<th>GUAM APP CON/DEP CON</th>
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<th>CLNC DEL</th>
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<tr>
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<td>254.325</td>
<td>119.8</td>
<td>269.0</td>
<td>126.2</td>
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</table>

**NOTE**

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.
** Circling not authorized NW of RWy 6L-24R.

**AIRWAYS**

- **RNAV (GPS) RWY 06R**

**CAUTION:** Environmentally Sensitive Area Flights along Andersencliffe line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

**EMERG SAFE ALT 100 NM 2900**

- **HILRI**
- **OSKSKR**
- **ANIIKA**

**EMERG SFR ALT 100 NM 2900**

**24081**

PAC, 21 MAR 2024 to 16 MAY 2024
### TERMINAL PROCEDURES

#### RNAV (GPS) RWY 24L

**ANDERSEN AFB (PGUA)**

**APCH CRS**: 244

**Rwy Idg**: 11,200

**TDZE**: 607

**Arpt Elev**: 617

**ATIS**: 118.175 254.325

**GUAM APP CON/DEP CON**: 119.8 269.0

**TOWER**: 126.2 233.7

**GND CON**: 121.7 275.8

**CLNC DEL**: 126.725 256.7

**RNP APCH**

**SALS**

* When ALS inop, increase CAT A8 RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile.

**Circling not authorized NW of Rwy 06L-24R.**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GUAM APP CON/DEP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tbody>
<tr>
<td>118.175 254.325</td>
<td>119.8 269.0</td>
<td>126.2 233.7</td>
<td>121.7 275.8</td>
<td>126.725 256.7</td>
</tr>
</tbody>
</table>

**DME/DME RNP**

- 0.3 NA.

**CAUTION:** Environmentally Sensitive Area Flights along Andersen cliffline restricted to 1000’ AGL or above.

All touchdown zones have a 1.0% down slope.

**EMERG SAFE ALT**: 100 NM 2900

**RNAV (GPS) RWY 24L**

**CATEGORY**

- **A**
  - LNAV MDA: 940/40 333 (400-¾)
  - CIRCLING: 1060-1 443 (500-1) 1080-1 463 (500-1)
  - 1240-1¾ 623 (700-½)
  - 1240-2 623 (700-2)
  - 1240-2½ 623 (700-2½)

- **B**
  - LNAV MDA: 945/45 333 (400-¾)

- **C**
  - LNAV MDA: 940/40 333 (400-¾)

- **D**
  - LNAV MDA: 940/40 333 (400-¾)

- **E**
  - LNAV MDA: 940/40 333 (400-¾)

**ELEV 617**

**TDZE 607**

**TERPS**

**Amst 1 17JUN21**

**RNAL (GPS) RWY 24L**

**ANDERSEN AFB (PGUA)**

**13°35'N - 144°56'E**

**PAC, 21 MAR 2024 to 16 MAY 2024**
TERMINAL PROCEDURES

RNAV (GPS) RWY 24R

YIGO, GUAM I, GUAM

APCH CRS RWY lgd TDZE Arpt Elev
244° 10.528 617 617

- (USAF)

** When ALS inop, increase RVR to 55, vis to 1 mile.
** Circling not authorized NW of Rwy 06L-24R.

ATIS 118.175 254.325 GUAM APP CON/DEP CON 119.8 269.0 TOWER 126.2 233.7 GND CON 121.7 275.8 CLNC DEL 126.725 256.7

DME/DME RNP - 0.3 NA.

CAUTION: Environmentally Sensitive Area Flights along Andersen cliffline restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

1200 3000 FOKAI JWILL

RNAV MDA
CIRCLING

Category A B C D E
LNAV MDA 960/24 343 (400-1/2) 960/30 343 (400-1/2)
CIRCLING 1060-1 443 (500-1) 1080-1 463 (500-1) 1240-1 623 (700-1/2) 1240-2 623 (700-2) 1240-2 623 (700-2)

ANDERSEN AFB (PGUA)

RNAV (GPS) RWY 24R

YIGO, GUAM I, GUAM

Amtd 17JUN21
TERPS

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

HI-TACAN X RWY 06L

ATIS
118.175 254.325

GUAM APP CON
119.8 269.0

TOWER
126.2 233.7

GND CON
121.7 275.8

CINC DEL
126.725 256.7

RAIM or DME required

MISSED APPROACH: Climb to 3000, intercept UAM R-051 to FOVEM and hold.

SALS

ATIS

CAUTION: Environmentally sensitive area
Rights along Andersen cliff line restricted to
1000' AGL or above.

All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

ELEV 617  TDZE 539

Andersen
Chan 54 UAM

Hi-Tacan
X RWY 06L

Andersen AFB (PGUA)

Yigo, Guam I, Guam

Andersen
Afb

Hi-Tacan
X RWY 06L

TERPS

30 Nov 23

Pac, 21 Mar 2024 to 16 May 2024
**TERMINAL PROCEDURES**

**YIGO, GUAM I, GUAM**

**VORTAC UNZ**: 115.8  CHRM 105

**APCH CRS**: 053°

**Rwy Idg**: 10.528

**TDZE**: 539

**Arpt Elev**: 617°

- **(USAF)**

**Radar or DME required**

**This procedure may only be used under IFR conditions.**

**ATIS**: 118.175 254.325

**GUAM NAV CON**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
<td>S-6L</td>
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<td>521</td>
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<td>521</td>
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<tr>
<td></td>
<td>(500-1)</td>
<td>(500)</td>
<td>(500-1)</td>
<td>(500)</td>
<td>(500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>443</td>
<td>1080-1</td>
<td>463</td>
<td>1240-1</td>
</tr>
<tr>
<td></td>
<td>(500-1)</td>
<td>(500-1)</td>
<td>(700-1)</td>
<td>(700-1)</td>
<td>(700-2)</td>
</tr>
</tbody>
</table>

**MISSING APPROACH**: Climb to 3000, intercept UNZ R-053 to HAAMR and hold.

**CAUTION**: Environmentally Sensitive Area Flights along Anderson cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

**HAAMR UNZ**

**UNZ**

**EMERG SAFE ALT 100 NM 2900**

**TACAN Y RWY 06L**

**ANDERSEN AFB (PGUA)**

**PAC, 21 MAR 2024 to 16 MAY 2024**
**TERMINAL PROCEDURES**

**TACAN Y RWY 06R**

**ANDERSEN AFB (PGUA)**

- When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
- Circling not authorized NW of RWY 6L-24R.

**CAUTION:** Environmentally Sensitive Area Flights along Anderson cliff line restricted to 1000’ AGL or above.

All touchdown zones have a 1.0% down slope.

---

**EMERG SAFE ALT 100 NM 2900**

**TOCOG**

- **VOR TAC**
  - 054°
- **JALOB**
  - 054°
- **CCOOK**
  - 11.5

**CATEGORY A B C D E**

| 5-6R* | 1060/24 | 503 (500-1) | 1060/55 | 503 (500-1) |  
|-------|---------|-------------|---------|-------------|   |
| 6R    | 1060-1  | 443 (500-1) | 1080-1  | 463 (500-1) |   |
|       | 1240-1  | 623 (700-1) | 1240-2  | 623 (700-1) |   |
|       | 1240-2  | 623 (700-2) | 1240-2  | 623 (700-2) |   |

**ANDERSEN AFB (PGUA)**

Amnd 2 17 JUN 21

TERPS

PAC, 21 MAR 2024 to 16 MAY 2024
**TERMINAL PROCEDURES**

**TACAN Y RWY 24L**

**ANDERSEN AFB (PGUA)**

*When ALS inop increase CAT A B RVR to 55, vis to 1 mile; CAT D E RVR to 50, vis to 1 mile.*

**Circling not authorized NW of Rwy 06L-24R.**

**Missed Approach:** Climb to 3000 direct CCOOK, then climbing left turn to intercept UNZ R-056 to DWAFF and hold.

---

**EMERG SAFE ALT 100 NM 2900**

**VORTAC**

- **WEVUS**
  - Category: C
  - Frequency: 148
  - Elevation: 156

- **HSN**
  - Category: D
  - Frequency: 123.3
  - Elevation: 100

**UNZ**

- **CCOOK**
  - Category: A
  - Frequency: 129
  - Elevation: 685

- **DWAFF**
  - Category: A
  - Frequency: 30
  - Elevation: 685

**TDZE**

- **HOL**
  - Category: A
  - Frequency: 607
  - Elevation: 617

---

**ATIS**

- **118.175 254.325**

**GUAM APP CON/DEP CON**

- **119.8 269.0**

**TOWER**

- **126.2 233.7**

**GND CON**

- **121.7 275.8**

**CLNC DEL**

- **126.725 256.7**

---

**CAUTION:** Environmentally sensitive area flights along Andersen cliff line restricted to 1000’ AGL or above.

All touchdown zones have a 1.0% down slope.
TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

24081

TACAN Y RWY 24R

ANDERSEN AFB (PGUA)

VORTAC UNZ 115.8 Chan 105
APCH CRS 234°
Rwy Idg 10,528 Arpt Elev 617
- (USAF)

RNAP or RADAR required for missed approach
** When ALS ops increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile.
** Circling not authorized NW of Rwy 06L-24R.

ATIS 118.175 254.325
GUAM APP CON/DEP CON 119.8 269.0
TOWER 126.2 233.7
GND CON 121.7 275.8
CLNC DEL 126.725 256.7

CAUTION: Environmentally sensitive area flights along Andersen cliff line restricted to 1000’ AGL or above.

All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

1100 3000
UNZ R-054
UNZ R-054

VORTAC
ENWHY 14.8
15.6

CATEGORY
A
B
C
D
E
S-24R* 940/24 323 (400-1/4)
940/40 323 (400-3/4)
C CIRCLING** 1060-1
443 (500-1)
1080-1
463 (500-1)
1240-1½
623 (700-1½)
1240-1½
623 (700-1½)
1240-2½
623 (700-2½)

HILB all Rwy

ANDERSEN AFB (PGUA)

Amnd 3 10AUG23
TERPS

13°35′N - 144°56′E

PAC, 21 Mar 2024 to 16 May 2024
TERMINAL PROCEDURES

TACAN Z RWY 06L

ANDERSEN AFB (PGUA)

Radar or DME required.

**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis 1 3/8 miles.
**Circling not authorized NW of Rwy 06L-24R.

**CAUTION: Environmentally Sensitive Area. Flights along Andersen cliffline restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

**CIRCLING**

**Yigo, Guam I, Guam

Amend 3 30Nov23

Andersen AFB (PGUA)

TERPS

Pac, 21 Mar 2024 to 16 May 2024

13'35N - 144'56E
**TERMINAL PROCEDURES**

**TACAN Z RWY 06R**

**ANDERSEN AFB (PGUA)**

**ATIS**

118.175 254.325

**GUAM APP CON/DEP CON**

119.8 269.0

**TOWER**

126.2 233.7

**GND CON**

121.7 275.8

**CLNC DEL**

126.725 256.7

---

**RADAR or DME required.**

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

**Circling not authorized NW of Rwy 06L-24R.

**ALSF-1**

**MISSING APPROACH: Climb to 3000, intercept UAM R-051 to FOVEM and hold.**

---

**CAUTION:** Environmentally sensitive area flights along Andersen will be restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

---

**EMERG SAFE ALT 100 NM 2900**

**ADTN**

**VGSI and descent angles not coincident (VGSI angle 3.00/TCH 44).**

**3000 UAM R-051**

**FOVEM UAM [17]**

**ELEV 617**

**TDZE 557**

---

**CIRCLING**

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<tr>
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**TERMS:**

- **PAC, 21 MAR 2024 to 16 MAY 2024**
- **YIGO, GUAM I, GUAM**
- **Amtd 2 17JUN21**
- **TERPS**

---

**ANDERSEN AFB (PGUA)**
TERMINAL PROCEDURES

**TACAN Z RWY 24L**

**ANDERSEN AFB (PGUA)**

**YIGO, GUAM I, GUAM**

<table>
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<th>APCH CRS</th>
<th>RWY Idg</th>
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<th>Arpt Elev</th>
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<tbody>
<tr>
<td>Chan 54</td>
<td>256°</td>
<td>11,200</td>
<td>607</td>
<td>617</td>
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</table>

**RADAR or DME required.**

- **SALS**
  - **MISSING APPROACH:** Climb to 1100, then climbing left turn to 3000 to intercept UAM R-076 to WELKU and hold.

- **CAUTION:** Environ mentally Sensitive Area Flights along.
  - Andersen cliff line restricted to 1000’ AGL or above.
  - All touchdown zones have a 1.0% down slope.

---

**TERMINAL PROCEDURES**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**TACAN Z RWY 24L**

**ANDERSEN AFB (PGUA)**

**YIGO, GUAM I, GUAM**

**ATIS**

- 118.175 254.325

**GUAM APP CON/DEP CON**

- 119.8 269.0

**TOWER**

- 126.2 233.7

**GND CON**

- 121.7 275.8

**CLNC DEL**

- 126.725 256.7

---

**TERMINAL PROCEDURES**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**TACAN Z RWY 24L**

**ANDERSEN AFB (PGUA)**

**YIGO, GUAM I, GUAM**

AmDt 2 17JUN21

**TERPS**

---

**TERMINAL PROCEDURES**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**TACAN Z RWY 24L**

**ANDERSEN AFB (PGUA)**

**YIGO, GUAM I, GUAM**

AmDt 2 17JUN21

**TERPS**
TERMINAL PROCEDURES

**TACAN Z RWY 24R**

**ANDERSEN AFB (PGUA)**

**RADAR or DME required.**

- When ALS inop, increase CAT A/B RVR to 55, vis to 1 mile; CAT C/D RVR to 50, vis to 1 mile.
- **Circling not authorized NW of Rwy 06L-24R.**

**MISSING APPROACH:** Climb to 1100, then climbing left turn to 3000 to intercept UAM R-051 to FOVEM and hold.

**ATIS**

- **GUAM APP CON/DEP CON**
- **TOWER**
- **GND CON**
- **CLNC DEL**

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<th>ATIS</th>
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<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.175 254.325</td>
<td>119.8 269.0</td>
<td>126.2 233.7</td>
<td>121.7 275.8</td>
<td>126.725 256.7</td>
</tr>
</tbody>
</table>

**CAUTION:** Environmentally Sensitive Area Flights along Andersen cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

**TERMINAL PROCEDURES**

**ANDERSEN UAM**

- **Chan 54**

**1100**

- **3000**

**FOVEM UAM**

- **[17]**

**VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 39).**

**ELEV 617**

**TDZE 617**

**- (USAF)**

**YIGO, GUAM I, GUAM**

Amend 2 17 Jun 21

**TERPS**

**YIGO, GUAM I, GUAM**

Amend 2 17 Jun 21

**TERPS**

**ANDERSEN AFB (PGUA)**

**13°35'N - 144°56'E**

**TACAN Z RWY 24R**

**PAC, 21 Mar 2024 to 16 May 2024**
TERMINAL PROCEDURES

RNAV (GPS) RWY 27
PALAU INTL (ROR)(PTRO)

KOROR RADIO
123.6 (CTAF)

MERSED APPROACH: Climb to 1900 direct JAKEF and hold.

MISSING PROCEDURE: Climb to 1900 direct JAKEF and hold.

Circling NA north of RW 9-27
RW 27 helicopter visibility reduction below 3/4 SM NA.
Obtain local altimeter setting on CTAF; when not received,
procedure NA. No controlled airspace below 5500.

APP CRS
Rwy 1dg 7200
TDZE 176
Apt Elev 177

RNP APCH-GPS

WEXGY
2000 to EBTF
099°
(40.6)

ELEV 177
TDZE 176

References:

RNAV (GPS) RWY 27
PALAU INTL (ROR)(PTRO)

BABELTHUAP ISLAND, PW
AL-6432 (FAA) 23222

07°22’N-134°33’E

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

NDB RWY 9
PALAU INTL (ROR)(PTRO)

Circling NA north of Rwy 9-27.
Rwy 9 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.
Obtain local altimeter setting on CTAF; when not received, procedure NA. No controlled airspace below S500.

**Missed Approach:** Climb to 1900 on ROR bearing 090° then right turn direct ROR NDB/DME and hold.

KOROR RADIO
123.6 (CTAF)

---

**NDB/DME ROR**
- 371
- Chan 104 (115.7)

**APP CRS**
- 087°

**Rwy Idg**
- 7200

**TDZE**
- 177

**Ap! Elev**
- 177

---

**ELEV**
- 177

**TDZE**
- 177

---

**CATEGORY**
- A
  - 1000-1
  - 823 (900-1)
- B
  - 1000-1¼
  - 823 (900-1¼)
- C
  - 1000-2½
  - 823 (900-2½)
- D
  - 1000-2¾
  - 823 (900-2¾)

---

**MIRL Rwy 9-27**
- REIL Rwy 9 and 27

---

**BABELTHUAP ISLAND, PW**
- Orig-C 08SEP22
- 07°22'N-134°33'E

---

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

KEKAHA, KAUII, HAWAII

APCH CRS

160°

Rwy Idg

TDZE

Arpt Elev

6002

23

23

AL-767 (USN)

BARKING SANDS PMRF (PHBK)

TERMINAL PROCEDURES

KEKAHA, KAUII, HAWAII

APCH CRS

160°

Rwy Idg

TDZE

Arpt Elev

6002

23

23

AL-767 (USN)

BARKING SANDS PMRF (PHBK)

RNP APCH

V

Circling not authorized E of Rwy 16-34.

ATIS *

128.0

HCF CENTER

126.5 269.4

TOWER *

126.2 360.2

GND CON *

124.2 340.2

UNICOM

122.8

23054

RNAV (GPS) RWY 16

BARKING SANDS PMRF (PHBK)

Use of SOK feeder requires turn/descent in hold from 4200.

RNAV (GPS) RWY 16

BARKING SANDS PMRF (PHBK)

Use of SOK feeder requires turn/descent in hold from 4200.

22°01'N - 159°47'W

PAC, 21 MAR 2024 to 16 MAY 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on heading 160° to 1500, thence...

TAKEOFF RWY 34: Climb on heading 340° to 600, then turn left direct NAUTI, thence...

...turn direct SOK VORTAC. Cross SOK at or above 5000.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn to intercept NBS TACAN R-170 to NAUTI, thence...

TAKEOFF RWY 34: Climbing left turn heading 140° to intercept NBS TACAN R-170 to NAUTI, thence...

...turn left to intercept SOK VORTAC R-261(V16) direct SOK. Cross SOK at or above 5000.
RNAV (GPS) RWY 9

CAMP POHAKULO, HAWAII

APCH CRS: 109°
Rwy Idg: 3696
TDZE: 6168
Arpt Elev: 6190

AL: 17449 [USA]
BRADSHAW AAF (PHSF)

RNP APCH: GPS

Circling not authorized at night.

Helicopter visibility reduction below 3/5SM not authorized.

ATIS: 124.7 293.225
HONOLULU CENTER: 118.45 278.3
TOWER: 119.275 (CTAF) 236.6
GND CON: 121.7 226.675

Procedure not authorized for arrivals at FLITT on V11 northeast bound.

Procedure not authorized via V3 southwest bound without holding at JASON. ATC Clearance required.

FNA course offset 182°, crosses rwy extended centerline 5167' from thld.

VGS1 and descent angles not coincident (VGS1 Angle 3°00'/TCH 30°).

RNAV (GPS) RWY 9

CAMP POHAKULO, HAWAII

Amdt 1: 13JUL23

15° 46'N - 155° 33'W

BRADSHAW AAF (PHSF)

PAC, 21 MAR 2024 to 16 MAY 2024
**TERMINAL PROCEDURES**

**COPTER RNAV (GPS) RWY 6**

**KWJAJLEIN USAKA, MARSHALL I**

**APCH CRS**

<table>
<thead>
<tr>
<th>RWY Ldg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>6668</td>
<td>16</td>
<td>16</td>
</tr>
</tbody>
</table>

**BUCHOLZ AAF (PKWA)**

**AWOS**

<table>
<thead>
<tr>
<th>Tower</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.675</td>
<td>121.9</td>
</tr>
</tbody>
</table>

**PAC, 21 MAR 2024 to 16 MAY 2024**

**When control tower closed, obtain local altimeter setting from Base Ops on 118.8. DME/DME RNP-0.3 NA**

**MISSING APPROACH:** Climbing right turn to 1500 direct JORAM and hold.

**Limit Final and Missing Approach airspeed to 90 KIAS.**

**VGS and Descent Angles not coincident.**

**TA 5500**

**JORM**

**COPTER**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>REFL, RWY 6</th>
<th>Refl, RWY 6-24</th>
</tr>
</thead>
<tbody>
<tr>
<td>LINAV MDA</td>
<td>480-1/2</td>
<td>464 (500-1/2)</td>
</tr>
</tbody>
</table>

**KWJAJLEIN USAKA, MARSHALL I**

**Amrd: 1 05JAN17**

**PAC, 21 MAR 2024 to 16 MAY 2024**
When control tower closed, obtain local altimeter setting from Base Ops on 118.8.
DMF/DME RNP-0.3 NA.

Limit Final and Missed Approach airspeed to 90 KIAS.
**Missed Approach**: Climbing left turn to 1500 direct ROYOD and hold.

<table>
<thead>
<tr>
<th>AWOS</th>
<th>TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.675</td>
<td>126.2</td>
<td>360.2</td>
</tr>
<tr>
<td>121.9</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RW24**

**Category**
- **RNAV MDA**: 440.5, 424 (500.5)
- **HIRL Rwy 6-24**: 08° 43'N-167° 44' E
- **BUCHOLZ AAF (PKWA)**

**Amendment 1**: 02DEC21

**PAC, 21 Mar 2024 to 16 May 2024**
RNAV (GPS) RWY 04

Procedure not authorized at night except by prior arrangement for runway lights.

Obtain local altimeter setting on CTAF. When not received, use Bucholz AAF altimeter setting. Dyess Advisory 118.1.

KWAJALEIN APP CON

KWAJALEIN TOWER*

NOT FOR CIVIL USE

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>420-1</td>
<td>406</td>
<td>(500-1)</td>
<td>420-1.4</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>566</td>
<td>(600-1)</td>
<td>NOT AUTHORIZED</td>
</tr>
<tr>
<td></td>
<td>580-1.5</td>
<td>566</td>
<td>(600-1.5)</td>
<td>NOT AUTHORIZED</td>
</tr>
</tbody>
</table>

BUCHOLZ AAF ALTIMETER SETTING MINIMUMS

| LNAV MDA  | 520-1  | 506    | (600-1)             | NOT AUTHORIZED |
|           | 520-1.5| 506    | (600-1.5)           | NOT AUTHORIZED |
| CIRCLING  | 680-1  | 666    | (700-1)             | NOT AUTHORIZED |
|           | 680-1.5| 666    | (700-1.5)           | NOT AUTHORIZED |
RNAV (GPS) RWY 22

NOT FOR CIVIL USE

Procedure not authorized at night except by prior arrangement for runway lights.

Obtain local alimeter setting on CTAF. When not received, use Bucholz AAF alimeter setting. Dyess Advisory 118.1

NOT FOR CIVIL USE

RNAV (GPS) RWY 22
RNAV (RNP) Z RWY 6L

GUAM INTL (GUM)(PGUM)

APR. 2146 (FAA) 24025

MALSR

TERMINAL PROCEDURES

For uncompensated Baro-VNAV systems, procedure NA below 19°C or above 48°C. For inop ALS, increase RNP 0.30 alt Cats visibility to ½ SM and RNP 0.30 alt Cats visibility to 1½ SM. *Missed approach requires a minimum climb of 276 feet per NM to 1,400.

ATIS 119.0
GUAM CERAP 119.8 269.0
AGANA TOWER 118.1 340.2
GND CON 121.9 336.4
CLNC DEL 121.9

Procedure NA for arrivals at WUVEN via A597 northwest bound.

Procedure NA for arrivals at PULEE via G467 R596 westbound.

Procedure NA for arrivals at ASADE via B586 southeast bound.

RNAV (RNP) Z RWY 6L

GUAM, GU

Orig E 25JAN24

13°29′N-144°48′E

PAC, 21 MAR 2024 to 16 MAY 2024
**TERMINAL PROCEDURES**

**RNAV (RNP) Z RWY 24L**

**GUAM INTL (GUM)(PGUM)**

---

**RNP AR APCH - GPS**

- For uncompensated Baro-VNAV systems, procedure NA below 19°C or above 48°C.

**ATIS**

- Guam Cerap: 119.0
- Guam Tower: 119.8 269.0
- Agana Tower: 118.1 340.2
- Gnd Con: 121.9 336.4
- Clnc Del: 121.9

---

**RNAV (RNP) Z RWY 24L**

**GUAM INTL (GUM)(PGUM)**

---

**AUTHORIZATION REQUIRED**

**Category**

- **A**: RNP 0.20 DA
  - 1103-1/2 810 (900-2/5)
- **B**: RNP 0.30 DA
  - 1140-1/2 847 (900-2/5)

---

**PAC, 21 MAR 2024 to 16 MAY 2024**
RNAV (RNP) Z RWY 24R

Procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below 22°C or above 52°C.

ATIS
119.0

GUAM CERAP
119.8 269.0

AGANA TOWER
118.1 340.2

GND CON
121.9 336.4

CLNC DEL
121.9

CULPS

3000
185° (16.3)

(IAF)

HAGIX

Procedure NA for arrivals at CULPS on A221 northeast bound.

3000
243° (5.8)

(FAF)

PAVYI

Procedure NA for arrivals at BAGBE on A450 northeast bound.

3000
243°

WABOX

Procedure NA for arrivals at GUMGE on R584-G205-A597 southeast bound.

3000
243°

OBALE

PAVYI

WABOX

3000

TPR 243°

2000

GP 3.0°

TCH 75

6 NM

5.8 NM

RNP 0.24 DA
1014-2/3 709 (800-2/3)

RNP 0.30 DA
1072-2/3 767 (800-2/3)

AUTHORIZATION REQUIRED

GUAM, GU
Amdt 18 30NOV23

13°29'N-144°48'E
TERMINAL PROCEDURES

RNAP (GPS) Y RWY 6L
GUAM INTL (GUM)(PGUM)

PAC, 21 MAR 2024 to 16 MAY 2024

GUAM, GU
AL-2146 (FAA)

APP CRS
Rwy Idg
TDZE
Apt Elev
063°
11014
256
305

MALSR

TERMINAL PROCEDURES

ATT CIRCUITED NA southeast of Rwy 6R-24L
For inop ALS, increase Cat C and D visibility to 1½ SM.

ATIS
GUAM CERAP
AGANA TOWER
GND CON
CLNC DEL
119.0
119.8 269.0
118.1 340.2
121.9 336.4
121.9

RNAP CIRCLING - GPS

PROCEDURE NA for arrivals at WUVEN on 6597 northwest bound.

PROCEDURE NA for arrivals at PULEE on G677 west bound.

PROCEDURE NA for arrivals at ASA DE on 8586 southeast bound.

MISSED APPROACH: Climb to 3000 direct WABOX and hold.

MGW RW06L 2.5 NM

ELEV 305
TDZE 256

LG NAV MDA
880-1 575 (600-1)
720-1 464 (500-1)
940-1 2 635 (700-1)

CIRCLING
HRC all Rwy

13°29'N-144°48'E

GUAM INTL (GUM)(PGUM)
RNAP (GPS) Y RWY 6L

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

RNAV (GPS) Y Rwy 24L
GUAM INTL (GUM)(PGUM)

ATIS 119.0
GUAM CERPAP 119.8 269.0
AGANA TOWER 118.1 340.2
GND CON 121.9 336.4
CINC DEL 121.9

MISSED APPROACH: Climb to 3000 direct DALPE and hold.

Circling NA southeast of Rwy 6R-24L, Rwy 24L helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at CULPS on A221 northeast bound.

Procedure NA for arrivals at BAGBE on A4.50 northeast bound.

Procedure NA for arrivals at GUMGE on R584-2025-A597 southeast bound.

HIRL all Rwy 24L

AIR CRS 243°
TDZE 293
Apt Elev 305

RNAV (GPS) Y Rwy 24L
GUAM INTL (GUM)(PGUM)

13°29'N-144°48'E

GUAM, GU
Amdt 1D 25JAN24

AL-2146 (FAA)

24025
TERMINAL PROCEDURES

VORTAC UNZ
115.8
Chan 105

APP CRS
242°

Rwy Idg 12014
TDZE 305
Apt Elev 305

DME required.

Circling NA southeast of Rwy 6R-24L.
Rwy 24R helicopter visibility reduction below ¾ SM NA.

ATIS
119.0

GUAM CERAP
119.8 269.0

AGANA TOWER
118.1 340.2

GND CON
121.9 336.4

CLNC DEL
121.9

MISSED APPROACH: Climb to 2300 then left turn on UNZ VORTAC R-062 to FIBEE/UNZ 15.6 DME and hold.

ELEV 305  TDZE 305

CATEGORY
A
B
C
D

S-24R
1180-1
875 (900-1)
1180-1¼
875 (900-1¼)
1180-2½
875 (900-2½)

CIRCLING
1180-1¼
875 (900-1¼)
1180-2½
875 (900-2½)
NA

HRL all Rwys

13°29′N-144°48′E

GUAM, GU
Amdt 18 25JAN24

GUAM INTL (GUM)(PGUM)

VOR or TACAN RWY 24R

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

DME required.

Circling NA southeast of Rwy 6R-24L. Rwy 24R helicopter visibility reduction below 3/4 SM NA. Simultaneous reception of AJA NDB and UNZ DME required.

ATIS | GUAM CERAP | AGANA TOWER | GND CON | CLNC DEL
---|---|---|---|---
119.0 | 119.8 269.0 | 118.1 340.2 | 121.9 336.4 | 121.9

NDB RWY 24R
GUAM INTL (GUM)(PGUM)

NDB: 156 UNZ

MISSING APPROACH: Climb to 2300 direct AJA NDB and left turn on AJA NDB bearing 061° to ADAYI/UNZ 15.6 DME and hold.

ATIS
119.0

GUAM CERAP
119.8 269.0

AGANA TOWER
118.1 340.2

GND CON
121.9 336.4

CLNC DEL
121.9

MT MACAJNA
385 AJA
Chan 105

NIMITZ
115.8 UNZ

NOVKE UNZ 9.6

MOGO E UNZ 9.6

2300 from UNZ VORTAC to ADAYI 061° (15.6)

2300

AJA

A 865

A 412

One Minute Holding Pattern

241°

1400

2300

4.5 NM

6 NM

CATEGORY | A | B | C | D
---|---|---|---|---
S-24R | 1220-11/4 915 (1000-11/4) | 1220-21/2 915 (1000-21/2) | NA | HIRL all Rwy

CIRCLING
1220-11/4 915 (1000-11/4) | 1220-21/4 915 (1000-21/4)

GUAM, GU
Amdt 18 25JAN24

PAC, 21 MAR 2024 to 16 MAY 2024
**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 8**

**HANA (HNM)(PHHN)**

**APP CRS**

<table>
<thead>
<tr>
<th>Alg</th>
<th>TDZE</th>
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<tbody>
<tr>
<td>Rwy 1dg 3606</td>
<td>78</td>
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<tr>
<td>Apt Elev 78</td>
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**RNAV**

<table>
<thead>
<tr>
<th>Terminal Area</th>
<th>FAF</th>
<th>U.T.</th>
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<tbody>
<tr>
<td>OGG</td>
<td>880</td>
<td>2500</td>
</tr>
<tr>
<td>ZOMPU</td>
<td>508</td>
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</tr>
<tr>
<td>MSA</td>
<td>11200</td>
<td></td>
</tr>
</tbody>
</table>

**RNP APCH**

- **NA**: Circling NA south of RW 8-26. Procedure NA at night. RW 8 helicpter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

**CLNC DEL**

| 122.3 |

**CTAF**

| 122.9 |

**AWOS-3PT**

| 118.325 |

**HCFC CENTER**

| 118.45 278.3 |

**Final approach course offset 29.86°**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAP MDA</td>
<td>1500-1/4</td>
<td>1500-1/5</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1422 (1500-1/4)</td>
<td>1422 (1500-1/5)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MIRL**

Rwy 8-26

**HANA, HAWAII**

Orig 30JAN20

20°48'N 156°01'W

**PAC, 21 MAR 2024 to 16 MAY 2024**
Circling NA south of Rwy 8-26. Procedure NA at night. When local alimeter setting not received, procedure NA.

**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 26**

**HANA (HNM)(PHHN)**

**APP CRS**
- **Rwy Idg:** 3606
- **TDZE:** 70
- **Apt Elev:** 78

**RNP APCH-GPS**

**AWOS-3PT**
- **118.325**

**HCF CENTER**
- **118.45 278.3**

**CLNC DEL**
- **122.3**

**CTAF**
- **122.9**

**ELEV 78**

**TDZE 70**

**RNAV (GPS) RWY 26**

**HANA, HAWAII**

**Almdt 1A 08SEP22**

**MIRL Rwy 8-26**

**Category**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- **940-1**
- **940-1 1/4**
- **NA**

**CIRCLING**
- **940-1 1/4**
- **1100-1/2**
- **NA**

**IHEPA**
- **3.04° TCH 40**

**GYLE**
- **4 NM Holding Pattern**

**HANA (HNM)(PHHN)**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**20°48'N-156°01'W**
TERMINAL PROCEDURES

(LNBRG2.LNBRG) 20254
LINDBERG TWO DEPARTURE (OBSTACLE) (RNAV) HANA (HNM)(PHHN)

HCF CENTER
118.45 278.3
CLNC DEL
122.3
CTAF
122.9

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 200K until LNBRG.

TAKEOFF MINIMUMS
Rwy 26: NA · Obstacles.
Rwy 8: Standard with a minimum climb of 270’ per NM to 3400.

TAKEOFF OBSTACLE NOTES
Rwy 8: Multiple trees and bushes beginning 122’ from DER,
74’ right of centerline, up to 50’ AGL/139’ MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 079° to 578 then direct SIPAE, then on track
161° to LNBRG, thence . . .

. . . climb in holding (if required) to cross LNBRG at or above 5400 before proceeding
on assigned route.
**TERMINAL PROCEDURES**

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**LOC/DME I-ITO**
- 110.7
- APP CRS 250°
- Rwy Idg 9800
- TDZE 38
- Apt Elev 38

DME required. From KENNIZ. RNAV 1-GPS required.

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116

**ILS or LOC RWY 26**

**HILO INTL (ITO) (PHTO)**

**ATIS** 126.4
**HILO APP CON** 118.1 (CTAF) 263.1
**HILO TOWER** 118.4
**GND CON** 121.9

**LOCALIZER** 110.7
- I-ITO 44
- Ch 116
TERMINAL PROCEDURES

RNAV (GPS) RWY 21
HILO INTL (ITO) (PHTO)

APP CRS 210°
Rwy Idg 5510
TDZE 31
Apt Elev 38

RNP APCH.

Circling NA south of Rwy 8-26. Rwy 21 helicopter visibility reduction below ¾ SM NA.

ATIS
126.4

HILO APP CON*
119.7 269.2

HILO TOWER*
118.1 (CTAF) 263.1

GND CON
121.9

Procedure NA for arrivals at ARBOR on V15-V2-V16 northwest bound.

Procedure NA for arrivals at HAKRI on V22 northeast bound.

RNAV (GPS) RWY 21
HILO INTL (ITO) (PHTO)

PAC, 21 MAR 2024 to 16 MAY 2024

HILO, HAWAII
Amd 1 25FEB21

19°43'N-155°03'W

HILO INTL (ITO) (PHTO)

RNAV (GPS) RWY 21

PAC, 21 MAR 2024 to 16 MAY 2024

HILO, HAWAII
Amd 1 25FEB21

19°43'N-155°03'W
TERMINAL PROCEDURES

HILO, HAWAII

APP CRS 259°
Rwy Idg 9800
TDZE 38
Apt Elev 38

RNP APCH.

Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1/2 SM NA. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 34°C. For inop ALS, increase LNAV/VNAV all CATs visibility to 3/4 SM and increase LNAV CAT A/B visibility to 1 SM.

MALSR 3

PAC, 21 MAR 2024 to 16 MAY 2024

RNAV (GPS) RWY 26
HILO INTL (ITO) (PHTO)

ATIS 126.4
HILO APP CON 119.7 269.2
HILO TOWER 118.1 [CTAF] 263.1
GND CON 121.9

Procedure NA for arrivals at ARBOR on V15-V2-V16 northwest bound.

Procedure NA for arrivals at HAKRI on V22 northeast bound.

Procedure NA for arrivals at GEBNE on V13 eastbound.

V.GSI and RNAV glidepath not coincident (V.GSI Angle 2.60/TCH 70).

CABIX 4000 4000 4 NM
CEKOB 500 500 1.3 NM to RW26
WAKIK 2700 259° 1800 259°

1.3 A 4.9 NM

CATEGORY  A  B  C  D
LNAV/ VNAV DA 350- 4 312 (400- 4)
LNAV MDA 460- 4 422 (500- 4)

CIRCLING

HILO INTL (ITO) (PHTO)

PAC, 21 MAR 2024 to 16 MAY 2024
For inop ALS, increase S-26 Cat A/B visibility to 1 SM and Cat D to 1 1/4 SM. Circling NA south of Rwy 8-26. Helicopter visibility reduction below 1/2 SM NA.

**MISSED APPROACH:** Climbing right turn to 3000 on ITO VORTAC R-079 to VEWES/5 DME and hold.
Circling NA south of Rwy 8-26.

**TERMINAL PROCEDURES**

**VOR/DME or TACAN-A**

**HILO INTL (ITO) (PHTO)**

**ATIS**

126.4

**HILO APP CON**

119.7 269.2

**HILO TOWER**

118.1 (CTAF) 263.1

**GND CON**

121.9

**MSA ITO 25 NM**

**ELEV 38**

**MAZ ITO 25 NM**

**PAHOA POA**

332

**ARBOR ITO 17**

**PRASK ITO 7**

3000

**VEWES INT**

**REIL Rwy 3**

**MIRL Rwy 3-21**

**HIIRL Rwy 8-26**

**Hilo, Hawaii**

Amdt 7D 16Jul20

19°43'N-155°03'W

PAC, 21 Mar 2024 to 16 May 2024
TERMINAL PROCEDURES

HILO, HAWAII

AL-756 (FAA)

24025

VOR-B
HILO INTL (ITO) (PHTO)

Circling NA south of Rwy 8-26.

ATIS 126.4
HILO APP CON 119.7 269.2
HILO TOWER* 118.1(CTAF) 263.1
GND CON 121.9

MISSED APPROACH: Climbing right turn to 3000 on ITO VORTAC R-002 then direct ITO VORTAC and hold.

ELEV 38

FAF to MAP 1 NM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
</tr>
<tr>
<td>Min.Sec.</td>
<td>1.00</td>
<td>0.40</td>
<td>0.30</td>
<td>0.24</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>462 (500-1)</td>
<td>540-1</td>
<td>502 (600-1)</td>
</tr>
</tbody>
</table>

HILO, HAWAII
Orig-E 14JUL22

VOR-B

HILO INTL (ITO) (PHTO)

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

ATIS
126.4
HILO TOWER
118.1  263.1
GND CON
121.9

FIELD
ELEV 38

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

HILO INTL (ITO) (PHTO)
HILO, HAWAII

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

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PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  [24025]
TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  AL-756 (FAA) HILO, HAWAII

PAC, 21 MAR 2024 to 16 MAY 2024

TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSTACLE)  HILO INTL (ITO)(PHTO)

TAKEOFF OBSTACLE NOTES

Rwy 3: Numerous trees and WSK beginning 395’ from DER, 68’ left of centerline, up to 86’ AGL/115’ 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.

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.

Windscoop 3’ from DER, 269’ right of centerline, 19’ AGL/46’ MSL.

RADAR reflector 373’ from DER, 346’ right of centerline, 10’ AGL/37’ MSL.
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 500' per NM to 538.
Rwy 8: Standard with minimum climb of 500' per NM to 538.
Rwy 21: Standard with minimum climb of 500' per NM to 538, then 275' per NM to 1400.
Rwy 26: Standard with minimum climb of 500' per NM to 538, then 380' per NM to 2100.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 030° to 538, then left turn direct PPKEO, thence . . . . .

TAKEOFF RUNWAY 8: Climb on heading 079° to 538, then left turn direct PPKEO, thence . . . . .

TAKEOFF RUNWAY 21: Climb on heading 210° to intercept course 124° to cross SLPAH at or above 2000, then on track 040° to cross ONOME at or above 3000, at or below 230K, then on track 320° to PPKEO, thence . . . .

TAKEOFF RUNWAY 26: Climb on heading 259° to 538, then right turn direct PPKEO, thence . . . . .

. . . . . on (transition) maintain 10000 or lower filed altitude, expect filed altitude 5 minutes after departure.

BARBY TRANSITION (PPKEO1.BARBY)

LAVAS TRANSITION (PPKEO1.LAVAS)

PLACK TRANSITION (PPKEO1.PLACK)

UPOLU POINT TRANSITION (PPKEO1.UPP)

NOTE: Chart not to scale.
TERMINAL PROCEDURES

From HAURY: RNAV 1-GPS required. DME or RADAR required. DME or RADAR required for procedure entry.

HAURY transition NA for Cat E aircraft. For inop ALS, increase S-ILS 4R Cats A-D visibility to 3/8 SM, increase S-ILS 4R Cat E visibility to 1/8 SM.

HONOLULU, HAWAII

AL-754 (FAA) 24025

ILS Z RWY 4R

DANIEL K INOUYE INTL (HNL) (PHNL)

LOC/DME I-HUM 110.5
Chn 42
APP CRS 040°
Rwy Idg TDZE 8
Apt Elev 13

TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

HONOLULU: 114.8 HNL Chan 95
PERLY HUM 17°

HAURY
4000 210°

LOCALIZER I-HUM 110.5
Chan 42

HONOLULU TOWER
118.1 257.8
123.9 273.575 (Rwy 8R/26L)

GND CON 121.9 348.6
CLNC DEL 121.4 281.4

D-ATIS 127.9 251.15
HCF APPROACH 118.3 269.0
MISSSED APPROACH: Climb to 540, Cat E climb to 780 then climbing right turn to 3000 on heading 220° and on HNL VORTAC R-174 to ALANA INT/HNL VORTAC 11.9 DME and hold. *Missed approach requires minimum climb of 318 feet per NM to 1820. (If unable to meet climb gradient use S-ILS 4R minimums).

ALTERNATE MISSED APCH FIX

ALANA
CKH 17.4

YEPOGU HUM 15.9

Amdt 2A 08SEP22

HONOLULU, HAWAII

GS 3.00°
TCH 33

540°
3000

WS 3.00°
TCH 33

566°-1 3/4
557° (600-1 3/4)

S-ILS 4R

258°-1/2 250 (300-1/2)

S-ILS 4R

308°-1/2 299 (300-1/2)

HONOLULU, HAWAII

21°19’N-157°55’W

TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024
## Terminal Procedures

### RNAV (RNP) RWY 26L

**Daniel K. Inouye Intl (HNL) (PHNL)**

**HONOLULU, HAWAII**

**AL-754 (FAA)**

**PAC, 21 MAR 2024 to 16 MAY 2024**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>259°</td>
<td>12000</td>
<td>10</td>
<td>13</td>
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</tbody>
</table>

**RNP AR APCH, RF required.**

1. **For uncompensated Baro-VNAV systems, procedure NA below 15°C (58°F) or above 53°C (128°F).**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>HCF APPROACH</th>
<th>HONOLULU TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.9</td>
<td>251.15</td>
<td>118.3 269.0</td>
<td>121.9 348.6</td>
<td>121.4 281.4</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at SAKKI on V1-6-21 east bound.**

**Category A**

260-3/4" 250 (300-1/4"

**MIRL Rwy 4L-22R**

- RWys 4L, 8R, 22L, 22R, and 26R
- RWys 4R-22L, 8L-26R, and 8R-26L

**PAC, 21 MAR 2024 to 16 MAY 2024**
For uncompensated Baro-VNAV systems, procedure NA below 17°C or above 54°C. For inop ALS, increase RNP 0.30 Cat A visibility to 1/2 SM and Cat B to 1/4 SM.

MISSED APPROACH: Climb to 580 then climbing right turn to 3000 direct ALANA and hold.

Procedure NA for arrivals at ALANA on V8-21 southbound and on V16 southeast bound.

See planview for multiple IAF locations.

AUTHORIZATION REQUIRED
TERMINAL PROCEDURES

HONOLULU, HAWAII

APP CRS
079°

Rwy Idg 12000
TDZE 10
 Apt Elev 13

RNP APCH.

Circling Rwy 22R NA at night. Circling NA for Cats A and B northwest of Rwys 8L and 22R. Circling NA for Cats C, D, and E north of Rwy 8L-26R. Circling NA to Sea Lanes 4W, 8W, 22W, and 26W. Cat E restricted to USAF/USN Aircraft.

MISSED APPROACH: Climb to 500 then climbing right turn to 3100 direct ALANA and hold, continue climb-in-hold to 3100.

D-ATIS
127.9 251.15
HCF APPROACH
118.3 269.0

HONOLULU TOWER
118.1 257.8
123.9 273.575 (Rwy 8R/26L)

GND CON
121.9 348.6
CLNC DEL
121.4 281.4

RNAV (GPS) RWY 8R
DANIEL K INOUYE INTL (HNL) (PHNL)

ELEV 13  TDZE 10

RNAV (GPS) RWY 8R
HONOLULU, HAWAII

Ammd 1 17JUN21

PAC, 21 MAR 2024 to 16 MAY 2024
RNAV (GPS) Y RWY 8L
DANIEL K INOUYE INTL (HNL) (PHNL)

PAC, 21 MAR 2024 to 16 MAY 2024

TERMINAL PROCEDURES

HONOLULU, HAWAII
AL-754 (FAA)

APP CRS
Rwy Idg 12312
TDZE 13
Apt Elev 13

RNP APCH

T Circling Rwy 22R NA at night. For inop AILS, increase Cats C, D, and E visibility to 1 1/2 SM. Circling NA to sea lanes 4W, 8W, 22W, and 26W. Circling NA for Cats A and B northwest of Rwy 8L-22R. Circling NA for Cats C and D north of Rwy 8L-26R. OOKAH transition NA for Cat E aircraft.

MAISR

D-ATIS
127.9 251.15

HCF APPROACH
118.3 269.0

HONOLULU TOWER
123.9 273.575 (Rwy 8R/26L)

GND CON
121.9 348.6

CLNC DEL
121.4 281.4

MISSED APPROACH. Climbing right turn to 3600 direct ALANA and hold, continue climb-in-hold to 3600.

Procedure NA for arrivals at BOOKE on V15 westbound.

Procedure NA for arrivals at GECKO on V16 northwest bound and V4 southwest bound.

RNAV (GPS) Y RWY 8L
DANIEL K INOUYE INTL (HNL) (PHNL)

PAC, 21 MAR 2024 to 16 MAY 2024

RNAV (GPS) Y RWY 8L
DANIEL K INOUYE INTL (HNL) (PHNL)

HONOLULU, HAWAII
Amdt 38 08SEP22

RNAP NAV MDA
480-1/2 467 (500-1/2)
480-1 467 (500-1)

C CIRCLING
680-1 667 (700-1)
820 -2 1/2 807 (900-2 1/2)
1260-3 1247 (1300-3)

HORIZONTAL AND DESCENT ANGLES NOT COINCIDENT
(VGSI ANGLE 3.00. TCH 71.)
LOC RWY 4R

DANIEL K INOUYE INTL (HNL) (PHNL)

Circling Rwy 22R NA at night. For inop ALS, increase Cat E visibility to 1/2 SM. Circling NA for Cats A and B northwest of Rwy 8L and 22R. Circling NA for Cats C and D north of Rwy 8L-26R. Circling NA to see lanes 4W, 8W, 22W, and 26W.

D-ATIS
127.9 251.15

HCF APPROACH
118.3 269.0

HONOLULU TOWER
118.1 257.8

HONOLULU
114.8 HNL
Chan 95

LOCALIZER...110.5 HUM
Chan 42

ALANA
HNL 13.9

ALT. MISSED APPROACH: Climbing right turn to 3000 on heading 220° and HNL VORTAC R-171 to ALANA INT/ HNL 13.9 DME and hold.

Remain within 15 NM

CATEGORY
A
B
C
D
E
S-4R
460-3/4
452 (500-3/4)
460-7/8
452 (500-3/4)
CIRCULING
680-1/4
760-1/4
820-2/4
1400-3
NA

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

VOR or TACAN-A
DANIEL K INOUYE INTL (HNL) (PHNL)

HONOLULU, HAWAII

D-ATIS 127.9 251.15
HCF APPROACH 118.3 269.0
HONOLULU TOWER 118.1 257.8 123.9 273.575 (Rwy 8R/26L)
GND CON 121.9 348.6
CINC DEL 121.4 281.4

VOR ATC

Circling Rwy 22R NA at night. Circling NA for Cats A and B northwest of Rwy 8L and 22R. Circling NA for Cats C and D north of Rwy 8L-26R. Circling NA to sea lanes 4W, 8W, 22W, and 26W.

Missed Approach: Climbing left turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

Procedure NA for arrivals at CHK VOR TAC airway radial 272.

Procedure NA for arrivals at HAUNA on V8 eastbound.

TERMINAL PROCEDURES

HONOLULU, HAWAII
Amdt 1D 2SFB21

21°19'N-157°55'W

VOR or TACAN-A
DANIEL K INOUYE INTL (HNL) (PHNL)
TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.

TERMINAL PROCEDURES

HONOLULU, HAWAII

VOR or TACAN-B
DANIEL K INOUIE INTL (HNL) (PHNL)

DME required.

PAC, 21 MAR 2024 to 16 MAY 2024

MISSED APPROACH: Climbing right turn to 3000 on HNL R-171 to ALANA INT/HNL 13.9 DME and hold.
TERMINAL PROCEDURES

KAHE POWER PLANT VISUAL RWY 22L
HONOLULU, HAWAII

D-ATIS
127.9 251.15
HCF APPROACH
119.1 239.05
HONOLULU TOWER
118.1 257.8
123.9 273.575 (Rwy 8R/26L)

OAHU

KAHE POWER PLANT
2000

HARBOUR VIEW

FORD ISLAND

NAVY/MARINE GOLF COURSE

H1 / H2 INTERCHANGE 2000

RADAR REQUIRED
Weather Minimums: 5100 feet ceiling
and 3 statute miles visibility.
Vertical Guidance Navair and angle:
PAPI Rwy 22L: 3.44°

KAHE POWER PLANT VISUAL APPROACH RWY 22L

PROCEDURE NOT AUTHORIZED AT NIGHT
RESTRICTED TO CAT I AND CAT II AIRCRAFT ONLY
Pilots may expect landing Runway 22R.

KAHE POWER PLANT VISUAL RWY 22L
Amdt 1 27APR17
HONOLULU, HAWAII

PAC, 21 MAR 2024 to 16 MAY 2024
D-ATIS
127.9 251.15
HCF APPROACH
119.1 239.05
HONOLULU TOWER
118.1 257.8
123.9 273.575 (Rwy BR/26L)

RADAR REQUIRED
Weather Minimums: 5100 feet ceiling
and 3 statute miles visibility.
Vertical Guidance Navaid and angle:
PAPI Rwy 22L- 3.44°

WAIALAE GOLF COURSE VISUAL APPROACH RWY 22L
PROCEDURE NOT AUTHORIZED AT NIGHT
RESTRICTED TO CAT I AND CAT II AIRCRAFT ONLY
Pilots may expect landing Runway 22R.

WAIALAE GOLF COURSE VISUAL RWY 22L
Amtd 1 27APR17
TERMINAL PROCEDURES

HONOLULU TWO DEPARTURE (OBSTACLE)

(HNL2.HNL) 23334

HONOLULU TWO DEPARTURE (OBSTACLE) (HNL2.HNL) 08NOV18

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TERMINAL PROCEDURES

HONOLULU, HAWAII

DANIEL K INOUYE INTL (HNL) (PHNL)

AL-754 (FAA) HONOLULU, HAWAII

HCF APPROACH

EAST 124.8 317.6
WEST 116.3 269.0
D-ATIS
127.9 251.15
CLNC DEL
121.4 281.4
GND CON
121.9 348.6
HONOLULU TOWER
118.1 257.8
123.9 273.575 (Rwy 8R/26L)

MOLOKAI
116.1 MKK
Chan 108

HAUNA

R-171
R-125
R-125

155°

123°

R-254

HONOLULU
114.8 HNL
Chan 95

ALANA

TAKING MINIMUMS

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

DEPARTURE ROUTE DESCRIPTION

TAKING RUNWAYS 4L/R, 8L/R: Climbing right turn to 3000 on heading 155° to intercept HNL R-125 to HAUNA INT before proceeding on course, or . . .

TAKING RUNWAYS 22L/R, 26L/R: Climbing left turn to 3000 on heading 140° to intercept HNL R-171 to ALANA INT before proceeding on course, or . . .

. . . for 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 R-171 to ALANA INT before proceeding on course.
TERMINAL PROCEDURES

(HNL2.HNL) 18312
HONOLULU TWO DEPARTURE (OBSTACLE)
DANIEL K INOUYE INTL (HNL) (P HNL)
AL-754 (FAA) HONOLULU, HAWAII

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.
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

D-ATIS
127.9 251.15
CINC DEL
121.4 281.4
GND CON
121.9 348.6
HONOLULU TOWER
118.1 257.8
HCF APP
118.3 317.6
N119.1 265.0
W118.3 269.0

TERMINAL PROCEDURES

2112
DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR HICKAM) (HNL)(PHNL)(PHIK)
ALANA TWO DEPARTURE (ALANA2 • ALANA)
AL-754 (USAF) HONOLULU, HAWAII

D-ATIS
127.9 251.15
CINC DEL
121.4 281.4
GND CON
121.9 348.6
HONOLULU TOWER
118.1 257.8
HCF APP
118.3 317.6
N119.1 265.0
W118.3 269.0

HONOLULU
114.8 HNL Chan 95

Departure from Rwy 8L/R:
Right turn to heading 155° must be completed within 2 NM of departure
end of rwy (HNL VORTAC 3.6 DME).

Departure from Rwy 26L/R:
Left turn to heading 220° must be completed within 2 NM of departure
end of rwy (HNL VORTAC 3 DME).

CAUTION: Large ships operating in channel waters surrounding HNL
airport.

MOLOKAI
116.1 MKK Chan 108

ALANA TWO DEPARTURE (ALANA2 • ALANA)

HONOLULU, HAWAII

TAKING OFF MINIMUMS
Rwy 4L/R-NA • Obstacles/Noise.
Rwy 22L/R-26L/R-Standard.
Rwy 8L-Standard with minimum climb
of 305 ft per NM to 600.
Rwy 8R-Standard with climb
of 296 ft per NM to 500.

TAKING OFF OBSTACLES
Rwy 22L Tree 582’ from DER, 472’ right of
centerline, 31’ MSL/23’ AGL.
Rwy 22R Tower 1451’ from DER, 827’ right
of centerline, 84’ MSL/81’ AGL.

NOT FOR CIVIL USE
RADAR REQUIRED
DME REQUIRED

[CFCHF]
N20°58.79’
W158°3.68’

[CFDRM]
N20°57.69’
W157°52.32’

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF Rwy 8 L/R: Climbing right turn heading 155° to 2500. Thence...
TAKE-OFF Rwy 22 L/R: Climbing heading 220° to 2500. Thence...
TAKE-OFF Rwy 26 L/R: Climbing left turn heading 220° to 2500. Thence...

...expect RADAR vectors to ALANA, then on assigned transition. Maintain 5000, expect
clearance to enroute altitude at ALANA.

KUCHI TRANSITION (ALANA2 • KUCHI): From over ALANA on heading 140° and
HNL R-160 to KUCHI.

MILT TRANSITION (ALANA2 • MILTI): From over ALANA on heading 220° and
HNL R-190 to MILTI.
TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwy 4L/R, 4W, 8L/R, 8W, 22W, 26W: NA - ATC.
Rwy 22L/R, 26R: Standard.
Rwy 26L: Standard with minimum climb of 237' per NM to 300.

NOTE: RNAV1.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Turbo-jet and turbo-prop aircraft only.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/R: Climb on heading 222° to intercept course 208° to cross BANZI at or below 5000, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to intercept course 199° to cross BANZI at or below 5000, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 197° to cross BANZI at or below 5000, thence . . . .

. . . . 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.

NOTE: ALANA departures expect direct/vectors to ALANA/V8/V16/V20/V21.
NOTE: APACK departures expect direct/vectors to APACK/R463.
NOTE: CANON departures expect direct/vectors to CANON/V15.
NOTE: CARRP departures expect direct/vectors to CARRP/A579.
NOTE: CHOKO departures expect direct/vectors to CHOKO/R584/B326.
NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.
NOTE: DANNO departures expect direct/vectors to DANNO.
NOTE: DOVRR departures expect direct/vectors to DOVRR/B596.
NOTE: EBBER departures expect direct/vectors to EBBER/R577.
NOTE: FITES departures expect direct/vectors to FITES/R578.
NOTE: GECKO departures expect direct/vectors to GECKO/V4/V12/V16.
NOTE: HAUNA departures expect direct/vectors to HAUNA/V8/V16/V20/V21/LNY.
NOTE: HOOPA departures expect direct/vectors to HOOPA/A450.
NOTE: JUlle departures expect direct/vectors to JUlle/V16/V20/V21.
NOTE: KATHS departures expect direct/vectors to KATHS/A450.
NOTE: KEOLA departures expect direct/vectors to KEOLA/V16.
NOTE: KOA departures expect direct/vectors to KOA.
NOTE: LILIA departures expect direct/vectors to LILIA/V15.
NOTE: OPIHI departures expect direct/vectors to OPIHI/V8/V16/V20/V21.
NOTE: PALAY departures expect direct/vectors to PALAY/V2/V8/LNY.
NOTE: PUPPI departures expect direct/vectors to PUPPI/V16.
NOTE: SCOON departures expect direct/vectors to SCOON.
NOTE: SYVAD departures expect direct/vectors to SYVAD/V16.
NOTE: THOMA departures expect direct/vectors to THOMA.
NOTE: UPP departures expect direct/vectors to UPP.
NOTE: ZIGIE departures expect direct/vectors to ZIGIE/A331.
NOTE: Departures from Runways 26L/R must complete left turn to assigned heading within 2 NM of runway departure end (HNL 3 DME).

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22/26 ONLY: Turn left to heading assigned by tower, expect RADAR vectors to intercept HNL R-138; then via HNL R-138 to KEAHI INT, maintain 5000’; then via (transition). Expect clearance to enroute altitude/flight level at JORDA INT or LNY VORTAC.

JORDA TRANSITION (KEAHI3.JORDA): From over KEAHI INT via LNY R-262 and HNL R-125 to JORDA INT.

LANAI TRANSITION (KEAHI3.LNY): From over KEAHI INT via LNY R-262 to LNY VORTAC.

UPOLU TRANSITION (KEAHI3.UPP): From over KEAHI INT via LNY R-262 and HNL R-125 to JORDA INT, thence via UPP R-278 to UPP VORTAC.
**TERMINAL PROCEDURES**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**DEPARTURE ROUTE DESCRIPTION**

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.

**KATHS TRANSITION (KEOLA3.KATHS):** From over KEOLA on HNL R-258 and SOK R-234 to KATHS.

**LIHUE TRANSITION (KEOLA3.LIH):** From over KEOLA on SOK R-111 and LIH R-148 to LIH VORTAC.

**LIJIA TRANSITION (KEOLA3.LIJIA):** From over KEOLA on track 282° to LIJIA.

**NONNI TRANSITION (KEOLA3.NONNI):** From over KEOLA on HNL R-258 to NONNI.

**PUUPI TRANSITION (KEOLA3.PUUPI):** From over KEOLA on track 271° to PUUPI.

**SOUTH KAULAI TRANSITION (KEOLA3.SOK):** From over KEOLA on SOK R-111 to SOK VORTAC.

**TAKEOFF MINIMUMS**

Rwys 26L/R: Standard.

Rwys 4L/R: Standard with minimum climb of 425' per NM to 1900.

Rwy 8L: Standard with minimum climb of 305' per NM to 1300.

Rwy 8R: Standard with minimum climb of 296' per NM to 500.

**NOTE:** Honolulu departures from Rwys 4L/R and 8L/R must complete right turn to assigned heading within 2 NM of departure end of runway. Cross CKH R-240 at or above 2500'.

**NOTE:** Honolulu departures from Rwys 26L/R left turn to assigned heading must be completed within 2 NM of departure end of runway (HNL 3 DME).

**NOTE:** Chart not to scale.
TERMINAL PROCEDURES

MOLOKAI FIVE DEPARTURE

RADAR and DME required

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 26L/R: Standard. Rwys 4L/R: Standard with minimum climb of 425’ per NM to 1900, do not exceed 180K until established on assigned heading.
Rwy 8L: Standard with minimum climb of 313’ per NM to 1400.
Rwy 8R: Standard with minimum climb of 296’ per NM to 500.

NOTE: Departures from Rwys 26L/R must complete left turn to assigned heading within 2 NM of runway departure end (HNL 3 DME). Cross egress fixes at assigned cruising altitude.
NOTE: Departures from Rwys 4L/R and 8L/R must complete right turn to assigned heading within 2 NM of runway departure end. Cross CKH R-240 at or above 2500.
NOTE: REXIE Transition: Expect clearance to ZIGIE then on assigned route.
NOTE: KOLEA Transition: Expect clearance to CLUTS then on assigned route.
NOTE: CODDY Transition: Expect clearance to EBBER or FITES then on assigned route.
NOTE: Chart not to scale.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

Turn right/left to heading as assigned by Tower, expect vectors to MKK VORTAC, maintain 5000; then on transition. Expect clearance to enroute altitude/flight level at MKK VORTAC. Cross egress fixes REXIE, APACK, KOEA, and CODDY at assigned cruising altitude, unless otherwise advised by ATC.

APACK TRANSITION (MKK5.APACK): From over MKK VORTAC on MKK R-004 to APACK.

CODDY TRANSITION (MKK5.CODDY): From over MKK VORTAC on MKK R-056 and CKH R-075 to CODDY.

KOEA TRANSITION (MKK5.KOLEA): From over MKK VORTAC on MKK R-040 to KOEA.

PULPS TRANSITION (MKK5.PULPS): From over MKK VORTAC on MKK R-108 to PULPS.

REXIE TRANSITION (MKK5.REXIE): From over MKK VORTAC on MKK R-004 and OGG R-337 to REXIE.
NOTE: Honolulu departures from Rwys 4L/R and 8L/R must complete right turn to assigned heading within 2 NM of departure end of runway. Cross CKH R-240 at or above 2500.

NOTE: Honolulu departures Rwys 26L/R left turn to assign heading must be completed within 2 NM of departure end of runway (HNL 3 DME).

TAKENOFF MINIMUMS
Rwys 26L/R: Standard
Rwys 4L/R: Standard with minimum climb of 425′ per NM to 1900.
Rwy 8L: Standard with minimum climb of 305′ per NM to 1300.
Rwy 8R: Standard with minimum climb of 296′ per NM to 500.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

Turn right/left to heading assigned by Tower, expect vectors to OPIHI, maintain 5000; then on (transition). Expect clearance to enroute altitude/flight level at OPIHI.

CARRP TRANSITION (OPIHI3.CARRP): From over OPIHI right turn to intercept MKK R-254 to SEBYI, then on HNL R-204 to CARRP.

CHOKO TRANSITION (OPIHI3.CHOKO): From over OPIHI right turn to intercept MKK R-254 to SECJI, then on HNL R-241 to BINJO, then on track 240° to CHOKO.

DOVRR TRANSITION (OPIHI3.DOVRR): From over OPIHI on HNL R-187 to SELYY, then on track 153° to DOVRR.
TERMINAL PROCEDURES

(PALAY3.PALAY) 2334

PALAY THREE DEPARTURE

NOTE: Departures from Runways 4L/R and 8L/R must complete right turn to assigned heading within 2 NM of runway departure end. Cross CKH R-240 at or above 2500.

NOTE: Departures Runways 26L/R must complete left turn to assign heading within 2 NM of runway departure end (HNL 3 DME).

HCF APPROACH 124.8 317.6
D-ATIS 127.9 251.15
CLNC DEL 121.4 281.4
GND CON 121.9 348.6
HONOLULU TOWER 118.1 257.8
123.9 273.575 (Rwy BR/26L)

TAKING MINIMUMS
Rwys 26L/R: Standard.
Rwys 4L/R: Standard with minimum climb of 425’ per NM to 1900.
Rwy 8L: Standard with minimum climb of 305’ per NM to 1300.
Rwy BR: Standard with minimum climb of 296’ per NM to 500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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 VORTAC.

LANAI TRANSITION (PALAY3.LNY): From over PALAY INT on HNL R-110 and LNY R-290 to LNY VORTAC.

MOLOKAI TRANSITION (PALAY3.MKK): From over PALAY INT on MKK R-254 to MKK VORTAC.

(PALAY3.PALAY) 25FEB21

HONOLULU, HAWAII

DANIEL K INOUYE INTL (HNL) (PHNL)
TERMINAL PROCEDURES

TAKEOFF MINIMUMS
Rwys 4L/R, 4W, 8W, 22L/R, 22W, 26L/R, 26W: NA - ATC.
Rwys 8L/R: Standard with minimum climb of 500' per
NM to 513.

NOTE: RNAV1.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Turbo-jet and turbo-prop aircraft only.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 079° to 513, then right turn direct PIPLN between 3000 and 5000 at 210K, thence. . . .

. . . . 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.

NOTE: ALANA departures expect direct/vectors to ALANA/V8/V16/V20/V21.
NOTE: APACK departures expect direct/vectors to APACK/R463.
NOTE: BINJO departures expect direct/vectors to BINJO/R584/B326.
NOTE: CANON departures expect direct/vectors to CANON/V15.
NOTE: CARRP departures expect direct/vectors to CARRP/A579.
NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.
NOTE: DANNO departures expect direct/vectors to DANNO.
NOTE: DOVRR departures expect direct/vectors to DOVRR/B596.
NOTE: EBBER departures expect direct/vectors to EBBER/R577.
NOTE: FITES departures expect direct/vectors to FITES/R578.
NOTE: GEOCKO departures expect direct/vectors to GEOCKO/V4/V12/V16.
NOTE: HAUNA departures expect direct/vectors to HAUNA/V8/V16/V20/V21/LNY.
NOTE: HOOPA departures expect direct/vectors to HOOPA/A450.
NOTE: KATHS departures expect direct/vectors to KATHS/A450.
NOTE: KEOLA departures expect direct/vectors to KEOLA/A16.
NOTE: KOA departures expect direct/vectors to KOA.
NOTE: LIIJA departures expect direct/vectors to LIJA/V15.
NOTE: LNY departures expect direct/vectors to LNY.
NOTE: OPIHI departures expect direct/vectors to OPIHI/V8/V16/V20/V21.
NOTE: PALAY departures expect direct/vectors to PALAY/V2/V8/LNY.
NOTE: PUPPI departures expect direct/vectors to PUPPI/V16.
NOTE: SCOON departures expect direct/vectors to SCOON.
NOTE: SYVAD departures expect direct/vectors to SYVAD/V16.
NOTE: THOMA departures expect direct/vectors to THOMA.
NOTE: UPP departures expect direct/vectors to UPP.
NOTE: ZIGIE departures expect direct/vectors to ZIGIE/A331.
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

SAITO TWO DEPARTURE (SAITO2 • SAITO)

D-111
121 1 251.15
CINC DEL
121 4 281.4
GND CON
121.9 348.6
HONOLULU TOWER
118.1 257.8
123.9 273 575
(Rwy 8R - 26L)
HCF APP
118.3 317.6
NT19.1 265.0
W118.3 267.0

CAUTION: Large ships operating in channel waters surrounding HNL airport.
Terrain in heights to 2200 occur within 5 NM.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

HONOLULU, HAWAII

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 155° to 2500, then climbing right turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 22L/R: Climbing right turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence...

... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.
TERMINAL PROCEDURES

RNAV (GPS) Y RWY 2
KAHLUI (OGG)(PHOG)

ATIS: 128.6
HCF APPROACH:
- 120.2 (NORTH)
- 119.5 (SOUTH)

MAUI TOWER: 118.7 (CTAF)
GND CON: 121.9
CLNC DEL: 120.6
UNICOM: 122.95

Procedure NA for arrivals at KEIKI on V2-21 westbound.

RNAV (GPS) Y RWY 2
KAHLUI (OGG)(PHOG)

Rwy Idg: 6995
TDZE: 55
Apt Elev: 55

Category: A
LNAV MDA: 500-1/2
CIRCLING: 500 (500-1)

RNAV (GPS) Y RWY 2
KAHLUI (OGG)(PHOG)

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

VOR Z or TACAN RWY 20
KAHULUI (OGG)(PHOG)

DME required.

**MISSING APPROACH:** Climb to 5000 on OGG R-188 to HARPO INT/OGG 16.7 DME then right turn on LNY R-095 to KEIKI 17 DME and hold.

**ATIS** 128.6
**HCF APPROACH** 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)

**MAUI TOWER** 118.7 (CTAF) 279.6
**GND CON** 121.9 279.6
**CLNC DEL** 120.6 290.5
**UNICOM** 122.95

ELEV 53  TDZE 25

Procedure NA for arrival on OGG VORTAC airway radii 337 CW 065.

**KAHULUI, HAWAII**
Amdt 1A 05OCT23

PAC, 21 MAR 2024 to 16 MAY 2024
When visual approaches to RWY 2 are in progress, arriving aircraft may be cleared for a "Smoke Stack Visual Runway 2 Approach". Aircraft inbound via:
LANAI: Proceed to mid-Maalea Bay via a route on or south of the LNY VORTAC R-085, thence direct to the KNUI Radio Tower, thence. . . .
MAKENA: Proceed to the KNUI Radio Tower, thence. . . .
. . . .intercept the RWY 2 extended centerline at or prior to the Sugar Mill Smoke Stacks and proceed to the airport.
TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 500’ per NM to 8100.
Rwy 5: Standard with minimum climb of 500’ per NM to 8100.
Rwy 20: Standard with minimum climb of 495’ per NM to 8100.
Rwy 23: Standard with minimum climb of 485’ per NM to 8100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 1400 then climbing right turn via OGG R-195 to BEACH INT.
TAKEOFF RUNWAY 5: Climb on heading 054° to 2500 then climbing right turn via OGG R-195 to BEACH INT.
TAKEOFF RUNWAYS 20, 23: Climbing left turn via OGG R-195 to BEACH INT.

HARPO TRANSITION (BEACH4.HARPO): From over BEACH INT on KOA R-323 to HARPO INT.
LANAI TRANSITION (BEACH4.LNY): From over BEACH INT on LNY R-090 to LNY VORTAC.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: APACK departures expect direct/vectors to APACK/R463.
NOTE: CANON departures expect direct/vectors to CANON.
NOTE: CARRP departures expect direct/vectors to CARRP/A579.
NOTE: CHOKO departures expect direct/vectors to CHOKO.
NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.
NOTE: DANNO departures expect direct/vectors to DANNO.
NOTE: DOVRR departures expect direct/vectors to DOVRR/B596.
NOTE: EBBER departures expect direct/vectors to EBBER/R577.
NOTE: JULLE departures expect direct/vectors to JULLE.
NOTE: KOA departures expect direct/vectors to KOA VORTAC.
NOTE: LILIA departures expect direct/vectors to LILIA.
NOTE: NONNI departures expect direct/vectors to NONNI.
NOTE: PUPPI departures expect direct/vectors to PUPPI.
NOTE: SAKKI departures expect direct/vectors to SAKKI.
NOTE: SCOON departures expect direct/vectors to SCOON.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 024° to 554, then direct HIAKA, thence . . .
. . .on track 024° to cross ROSAH at or above 1600, then on track 024° for RADAR vectors to assigned route/fix, maintain 16000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
TERMINAL PROCEDURES

HCF APPROACH
120.2 322.4
ATIS
128.6
CLNC DEL
120.6 290.5
GND CON
121.9 279.6
MAUI TOWER*
118.7 (CTAF) 279.6

MOLOKAI
116.1 MKK Ch 108

LANAI
117.7 LNY Ch 124

Cross at assigned altitude. When assigned above 14000’, cross at or above 14000’.

NOTE: Takeoff requires minimum climb of 420’ per NM until reaching 8000’.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2 AND 5 ONLY: After takeoff, all aircraft fly heading 360°, expect radar vectors west of Maui Island to assigned fix/route. Cross the LNY R-322 at assigned altitude. When assigned above 14000’, cross at or above 14000’.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after crossing the shoreline, climb northbound via the OGG R-010 until reaching at least 3500’. Then reverse course to the right direct OGG VORTAC. Then via V24 to LNY VORTAC. Cross OGG VORTAC at or above 6700’.
**TERMINAL PROCEDURES**

**NPLII TWO DEPARTURE (RNAV)**

**ATIS 128.6**
**CLNC DEL 120.6 290.5**
**GND CON 121.9 279.6**
**MAUI TOWER 118.7 (CTAF) 279.6**
**HCF APPROACH NORTH 120.2 322.4**
**SOUTH 119.5 225.4**

**ISSNO 7000 ROXZZ 4000**

**NOTE:** RNAV 1.
**NOTE:** GPS required.

**TAKEOFF MINIMUMS**
Rwys 5, 20, 23, NA - Air Traffic.
Rwry 2: Standard with minimum climb of 355' per NM to 11200.

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** 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.
NOTE: DME required.

TAKEOFF MINIMUMS
Rwy 23: NA - obstacles and ATC.
Rwy 2: Standard with ATC climb of 480’ per NM to 2200.
Rwy 5: Standard with ATC climb of 480’ per NM to 2900.
Rwy 20: Standard with minimum climb of 480’ per NM to 7000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 2: Climb on heading 024° to 2100 then climbing right turn to 7000 to ONOHI/OGG 23 DME via heading 115° and OGG R-085.
TAKEOFF RUNWAY 5: Climbing left turn on heading 024° to 2100 then climbing right turn to 7000 to ONOHI/OGG 23 DME via heading 115° and OGG R-085.
TAKEOFF RUNWAY 20: Climb on heading 204° to 2100 then climbing left turn to 7000 to ONOHI/OGG 23 DME via direct OGG VORTAC and OGG R-085.
BARBY TRANSITION (ONOHI2.BARBY): From over ONOHI/OGG 23 DME on OGG R-085 to BARBY/OGG 25 DME.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 204° to 554, then left turn direct PUHEE, thence . . .

. . . . on track 183° to cross TAAKA at or above 2600, then on track 183° for RADAR
vectors to assigned route/fix, maintain 16000 or as assigned by ATC. Expect
clearance to filed altitude/flight level within 10 minutes after departure.
TERMINAL PROCEDURES

(STACY2.OGG) 23278
STACEY TWO DEPARTURE

NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 500' per NM to 8100.
Rwy 5: Standard with minimum climb of 500' per NM to 8100.
Rwy 20: Standard with minimum climb of 490' per NM to 8100.
Rwy 23: NA - Obstacles.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 024° (or ATC assigned heading 310° CW 053°);
thence, . . .
TAKEOFF RUNWAY 5: Climbing heading 054° (or ATC assigned heading 307° CW 054°);
thence, . . .
TAKEOFF RUNWAY 20: Climb heading 204° (or ATC assigned heading 169° CW 204°);
thence, . . .
TAKEOFF RUNWAY 23: NA - Obstacles.

. . . expect RADAR vectors to join assigned route. Maintain assigned altitude; expect filed
altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after departure,
climb southbound to join V2 to LNY VORTAC, then on assigned route.

STACEY TWO DEPARTURE
(STACY2.OGG) 03APR14

PAC, 21 MAR 2024 to 16 MAY 2024
Sweep Two Departure

Takeoff Runway 2: Climb heading 024° to 2100 then climbing right turn to 6000 via heading 095° to intercept OGG VORTAC R-069 (V11) to Sweep Int/OGG 24 DME.

Takeoff Runway 5: Climbing left turn heading 024° to 2100 then right turn to 6000 via heading 095° to intercept OGG VORTAC R-069 (V11) to Sweep Int/OGG 24 DME.

Takeoff Runway 20: Climb heading 204° to 2100 then climbing left turn to 6000 direct OGG VORTAC then via OGG R-069 (V11) to Sweep Int/OGG 24 DME.

NOTE: Chart not to scale.
Circling NA east of Rwy 17-35. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°F or above 54°F.

Procedure NA for arrival at KOA VORTAC on 8595 northbound.

**TERMINAL PROCEDURES**

**APP CRS**
- Rwy lgl: 11000
- TDZE: 38
- Apt Elev: 49

**RNAV (GPS) RWY 35**

**ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)**

**ATIS** 127.4  **HCF CENTER** 118.45  **KONA TOWER** 120.3 (CTAF) 254.3  **GND CON** 121.9  **CINC DEL** 118.6

**MISSING APCH FIX**
- 1 NM from AMERY
- 5 NM

**RNAV glidepath not coincident** (VGS Angle 3.00°/TCH 71).

**CATEGORY**
- A
- B
- C
- D
- E

**LNAV/ VNAV DA**
- 366-1
- 328 (400-1)

**LNAV MDA**
- 420-1
- 382 (400-1)
- 420-1½
- 382 (400-1½)

**CIRCLING**
- 520-1
- 471 (500-1)
- 520-1½
- 471 (500-1½)
- 600-2
- 551 (600-2)

**HILR Rwy 17-35**

**ATLANTIC**

**TDZE** 38
RNAV (GPS) Y RWY 17

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOА) (PHKO)

KAILUA-KONA, HAWAII

APP CRS 174°

WAA VNAV NA. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -5°C (23°F) or above 43°C (109°F). Circling NA east of Rwy 17-35. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all CATs visibility to 1½ miles.

MALSR

ATIS 127.4

HCF CENTER 118.45 278.3

KONA TOWER* 120.3 (CTAF) 254.3

GND CON 121.9

CLNC DEL 118.6

Procedure NA for arrivals on UPP VORTAC airway radials 200 CW 287.

Procedure NA for arrivals on KOA VORTAC airway radials 294 CW 327.

17° to RW17

RNAV (GPS) Y RWY 17

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOА) (PHKO)

KAILUA-KONA, HAWAII

Amdt 1D 05NOV20

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

VOR or TACAN RWY 35
ELLISON ONIZUKA KONA INTL AT KEAHOE (KOA) (PHKO)

MISSED APPROACH: Climbing left turn to 2000 on KOA VORTAC R-294 to ANDES/11.7 DME and hold.

DME REQUIRED

One Minute Holding Pattern
2000
191°
011°
KOA R-294

KONA TOWER
120.3 (CTAF) 254.3

VOR or TACAN RWY 35
ELLISON ONIZUKA KONA INTL AT KEAHOE (KOA) (PHKO)

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

AMERY FOUR DEPARTURE

AMERY4.AMERY) 24025

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)

AI-5761 (FAA)

KAILUA-KONA, HAWAII

127.4
CLNC DEL
118.6
KONA TOWER
120.3 (CTAF) 254.3
HCF CENTER
118.45 278.3

MAUI
115.1 OGG
Chan 98

UPOLI POINT
112.3 UPP
Chan 70

ROWIN

TYPHO

AMERY
3000
204°

294°

291°

(13)

(12)

ANDES

KONA
112.1 KOA
Chan 58

294°

354°

500

500

500

R-294

R-253

TAKEROFF MINIMUMS
Rwys 17, 35: Standard with minimum climb of 300' per NM to 7500.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 174° to 500, then climbing right turn to intercept KOA R-294 to AMERY INT, Thence . . .

TAKEOFF RUNWAY 35: Climb heading 354° to 500, then climbing left turn to intercept KOA R-294 to AMERY INT, Thence . . .

. . . via transition.

ROWIN TRANSITION (AMERY4.ROWIN): From AMERY INT on OGG R-168 to ROWIN INT.

TYPHO TRANSITION (AMERY4.TYPHO): From AMERY INT on KOA R-294 to TYPHO INT.

AMERY FOUR DEPARTURE

(KAILUA-KONA, HAWAII

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)

PAC, 21 MAR 2024 to 16 MAY 2024
CRISI TWO DEPARTURE (RNAV)  

ATIS 127.4  
CLNC.DEL. 118.6  
KONA TOWER * 120.3 254.3  
HCF CENTER 118.45 278.3  

CRISI △ 10000  

NOTE: DME/DME/IRU or GPS required. 
NOTE: RADAR required. 
NOTE: RNAV 1  

TAKEOFF MINIMUMS  
Rwys 17, 35: Standard.  

DEPARTURE ROUTE DESCRIPTION  

TAKEOFF RUNWAY 17: Climb on heading 174° to 560 then climbing right turn to 10000 direct CRISI.  
TAKEOFF RUNWAY 35: Climb on heading 354° to 560 then climbing left turn to 10000 direct CRISI.
TERMINAL PROCEDURES

ONIZU ONE DEPARTURE (RNAV)

ATIS
127.4
CLNC DEL
118.6
GND CON
121.9
KONA TOWER*
120.3 254.3
HCF CENTER
118.45 278.3

TOP ALTITUDE: 5000

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Turbojet and turboprop aircraft only.

TAKEOFF MINIMUMS
Rwys 17, 35: Standard with minimum climb of 500’ per NM to 548.

V
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° to 548, then climbing right turn direct ONIZU, thence. . . .
TAKEOFF RUNWAY 35: Climb on heading 354° to 548, then climbing left turn direct ONIZU, thence. . . .
. . . . on transition, maintain 5000, expect further clearance to filed altitude five (5) minutes after departure.

BARBY TRANSITION (ONIZU1.BARBY)
JULLE TRANSITION (ONIZU1.JULLE)
MAKEN TRANSITION (ONIZU1.MAKEN)
UPOLU POINT TRANSITION (ONIZU1.UPP)

NOTE: Chart not to scale.

ONIZU ONE DEPARTURE (RNAV)

Ellison Onizuka Kona Intl at Keahole (KOA) (PHKO)

KAILUA-KONA, HAWAII

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

KALAUPAPA, HAWAII

AL-6993 (FAA)

APP CRS
Rwy Idg
232°
TDZE
N/A
Apt Elev
N/A

RNAV (GPS)-A
KALAUPAPA (LUP) (PHLU)

RNAP APCH.

Circling NA southeast of Rwy 5-23. Procedure NA at night. Use Kaunakakai altimeter setting.

HCF CENTER
124.1 317.5

CTAF
122.9 0

MISSED APPROACH: Climbing right turn to 5000 direct WEPIGU and hold, continue climb-in-hold to 5000.

KALAUPAPA, HAWAII

Amdt 1 20JUN19

21°13'N-156°58'W

PAC, 21 MAR 2024 to 16 MAY 2024
RNAV (GPS)-B
KALAUPAPA (LUP) (PHLU)

MIRL Rwy 5-23

KALAUPAPA, HAWAII
Orig. 20JUN19

21°13'N-156°58'W

PAC, 21 MAR 2024 to 16 MAY 2024

APP CRS 101°
Rwy Idg N/A
TDZE N/A
Apt Elev 24

RNAV (GPS)-B
KALAUPAPA (LUP) (PHLU)

TERMINAL PROCEDURES
129

RAAP CRP 101°
Rwy Idg N/A
TDZE N/A
Apt Elev 24

HCF CENTER 124.1 317.5
CTAF 122.9 ø

MISSED APPROACH: Climbing left turn to 2900 direct WEKLO and hold.

Circling NA southeast of Rwy 5-23.
Procedure NA at night.
Use Kaunakakai altimeter setting.
TERMINAL PROCEDURES

KALAUPAPA ONE DEPARTURE (OBSTACLE)

(1UP1.LUP) 23334

TERMINAL PROCEDURES

KALAUPAPA (LUP) (PHLU)

AL-6993 (FAA)

KALAUPAPA, HAWAII

HCF CENTER
124.1 317.5
CTAF
122.9

MOLOKAI
116.1 MKK
Chan 108

TAKEOFF MINIMUMS
Rwy 5: Standard.
Rwy 23: Standard with minimum climb of 400' per NM
to 430 or 3200-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 5: Terrain beginning 52' from DER, 85' right of centerline, 27' MSL.
Bush 286' from DER, 198' right of centerline, 17' AGL/34' MSL.
Rwy 23: Bush 163' from DER, 92' right of centerline, 4' AGL/28' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climbing left turn to 4000 heading 271° to intercept MKK R-035
to MKK VORTAC, Thence. . . .

TAKEOFF RUNWAY 23: Climbing right turn to 4000 heading 282° to intercept MKK R-010
to MKK VORTAC, Thence. . . . or for climb in visual conditions, cross Kalaupapa Airport
southwest bound at or above 3100 MSL then proceed on MKK R-057 to MKK VORTAC.

. . . .Climb in MKK VORTAC holding pattern to cross MKK VORTAC at or above MEA before
proceeding enroute.
TERMINAL PROCEDURES

RNAV (GPS) RWY 4
WAIMEA-KOHALA (MUE)(PHMU)

AWOS-3PT 120.0
HCF CENTER 118.45 278.3
CTAF 122.9

Circling NA northwest of Rw4 4-22.
When local altimeter setting not received, procedure NA.
DME/DME RNP 0.3 NA.

MISSING APPROACH. Climb to 5000 direct LICEP and on track 057° to TIGAH and hold.

KAMUELA, HAWAII

APP CRS
055°
Rwy Idg 5197
TDZE 2671
Apt Elev 2671

5 NM
057°

TIGAH

57°

237°

180°

VGS1 and descent angles not coincident (VGS1 Angle 2.50/TCH 43).

CORGTA

KONEA

5000
LICEP

3.0°
TCH 45

1.5 NM to KUKUI

TIGAH

 CATEGORY
A
B
C
D
LNAV MDA
3220-1
549 (600-1)
3220-1½
549 (600-1½)
CIRCLING
3520-1¼
849 (900-1¼)
3580-2¼
909 (1000-2½)
3940-3
1269 (1300-3)

WAIMEA-KOHALA (MUE)(PHMU)

RNAV (GPS) RWY 4

PAC, 21 MAR 2024 to 16 MAY 2024

20°00'N-155°40'W
TERMINAL PROCEDURES

RNAV (GPS) RWY 22
WAIMEA-KOHALA (MUE)(PHMU)

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**APP CRS**

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<td>2671</td>
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<td>Apt Elev</td>
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**RNP APCH**

- **NA** Circling NA NW of Rwy 4-22. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received procedure NA.
- **MISSING APPROACH:** Climb to 5000 direct JASON and hold.

**AWOS-3PT**

- 120.0

**HCF CENTER**

- 118.45
- 278.3

**CTAF**

- 122.9

---

**Map**

- Procedure NA for arrivals at VELA on V3 northeastbound and V22 southeastbound.
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).
- MIRL Rwy 4-22, RELL Rwy 4 and 22.

---

**KAMUELA, HAWAII**

- Orig-D: 27JAN22

**WAIMEA-KOHALA (MUE)(PHMU)**

- AL-5306 (FAA)

---

**PAC, 21 MAR 2024 to 16 MAY 2024**
TERMINAL PROCEDURES

VOR/DME MUE

KAMUELA, HAWAII

113.3
Chan 80

APP CRS
237°

Rwy Idg

TDZE

N/A

Apt Elev

N/A

2671

WAI MEA-KOHALA (MUE)(PHMU)

NA

When local altimeter not received, procedure NA.

Circling NA northwest of Rwy 4-22.

MISSED APPROACH: Climb to 5000 via MUE R-234 to JASON INT/1.3 DME and hold.

UPOLU POINT
112.3 UPP : 9:29:46
Chan 70

Upl 8946

KUPAU MUE [5.1]

R-097

R-234

ALEWA MUE [1.3]

R-234

ELEV 2671

WAIMEA-KOHALA (MUE)(PHMU)

VOR/DME-A

AWOS-3PT

120.0

HCF CENTER

118.45 278.3

CTAF

122.9

5000 NoPT
237° [6.4]

[IAF]
VELLA
MUE [19.6]

5000 NoPT
237° [5.7]

MIN

[T/IAF]
TIGAH
MUE [13.2]

JASON

113.3 MUE : 9:29:46
Chan 80

5000

One Minute
Holding Pattern

5000

MUE R-234

KUPAU MUE [5.1]

JASON

ALEWA MUE [1.3]

TIGAH MUE [13.2]

MUE VOR/DME

CIRCLING

CATEGORY

A

B

C

D

3680-1/4

1009 [1100-1/4]

1009 [1100-1/4]

1009 [1100-3]

1009 [1100-3]

3680-1/2

1269 [1300-3]

1009 [1100-1/4]

1269 [1300-3]

3680-3

1269 [1300-3]

1009 [1100-3]

1009 [1100-3]

3940-3

1009 [1100-3]

1009 [1100-3]

1009 [1100-3]

1009 [1100-3]

20°00'N-155°40'W

PAC, 21 MAR 2024 to 16 MAY 2024

KAMUELA, HAWAII

Orig-B 27JAN22

MIRL Rwy 4-22
REIL Rwy 4 and 22
**TERMINAL PROCEDURES**

**MOKAPU POINT, OAHU I, HAWAII**

**HI-TACAN Y RWY 22**

**TERMINAL PROCEDURES**

<table>
<thead>
<tr>
<th>TACAN</th>
<th>NGF</th>
<th>APCH CRS</th>
<th>Rwly LG</th>
<th>TDZE</th>
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**KANEHOE BAY MCAS (PHNG)**

**ATIS** 284.5  
**APP/DEP CON** 125.0  263.5  
**TOWER** 120.7 (CTAF) 360.2  
**GND CON** 382.8  
**CLNC DEL** 294.7  
**ASR/PAR**

- **PAC** 21 MAR 2024 to 16 MAY 2024
- **AL-757 [USN]**
- **CIRCLING not authorized SE of Rwy 4-22.**
- **MISSING APPROACH** Climbing right turn to 4100, intercept NGF TACAN R-010 and proceed direct WEGDO and hold

**CAUTION**: Mountainous terrain E, S, and W of afld.

**EMERG SAFE ALT 100 NM 12,200**

- **4100** TACAN
- **18,000** WEGDO
- **NGF R-010**
- **NGF 12**

**ELEV 23**

**TDZE 23**

**CIRCLING**

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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>S-22</td>
<td>1020-3</td>
<td>997 (1000-3)</td>
<td>3120-3</td>
<td>3097 (3100-3)</td>
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**HRL Rwy 4-22**

**REL Rwy 4**

**MOKAPU POINT, OAHU I, HAWAII** 21°27'N-157°46'W

**KANEHOE BAY MCAS (PHNG)**

Amdt 1: 12AUG21

**PAC, 21 MAR 2024 to 16 MAY 2024**
*Circling not authorized SE of Rwy 4-22.

** Misapproach: Climbing right turn to 4100, intercept NGF TACAN R-010 and proceed direct WEGDO. Continue climb-in-hold to 4100.

** CAUTION: Mountainous terrain E, S and W of field.

** FAC 1.5' from RCL at 3000' from rwy hld

** EMERG SAFE ALT 100 NM 12,200

** ELEV 23 TDZE 23

** CATEGORY A B C D

S-22 800-1 800-1 800-2 800-2

CIRCLING 800-1 800-1 1020-3

NOT AUTHORIZED

** HIRL Rwy 4-22 REIL Rwy 4

21* 27'N-157* 46'W

** PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

**COPTER TACAN RWY 22**

**MOKAPU POINT, OAHU I, HAWAII**

**KANEHOE BAY MCAS (PHNG)**

**TACAN** NGF 7772
**APCH CRS** 192°
**Runway IDG** 23
**Arpt Elev** 23
**AL-757 [USN]**

**RADAR required**

- **^** Circling not authorized SE of Rwy 04-22.
- **†** Missed approach. Climbing right turn to 1800, intercept NGF TACAN R-010 and proceed direct WEGDO and hold.

**ATIS** 284.5
**APP/DEP CON** 125.0 263.5
**TOWER** 120.7 (CTAF) 360.2
**GND CON** 382.8
**CLNC DEL** 294.7

- **Knots** 60 120
- **V/V (fpm)** 326 652

**CAUTION** Mountainous terrain E, S, and W of airfield.

Max procedure airspeed 90 KIAS.

Expect Radar Vectors to Final.

**EMERG SAFE ALT** 100 NM 12,200

**1800**
**NGF** R-010
**WE1D L** 18,000

**VGSJ and Descent Angles not Coincident**
(VGSJ Angle 3.00/TCH 44)

**CATEGORY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-22</td>
<td>520-1</td>
</tr>
<tr>
<td>C CIRCLING*</td>
<td>520-1</td>
</tr>
</tbody>
</table>

**MOKAPU POINT, OAHU I, HAWAII**

**21° 27'N-157°46'W**

**KANEHOE BAY MCAS (PHNG)**

**Amdt 4 12AUG21**

PAC, 21 MAR 2024 to 16 MAY 2024
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4: Turn left to intercept NGF TACAN R-360 to HELUX, then intercept MKK VORTAC R-306 to MKK.

TAKE-OFF RWY 22: Turn right as soon as practicable to intercept NGF TACAN R-360 to HELUX, then intercept MKK VORTAC R-306 to MKK.
TERMINAL PROCEDURES

KANEHOE FIVE DEPARTURE (OBSTACLE) (NGF5 • SOK)

ATIS 284.5
CINC DEL
294.7
GND CON
382.8
KANEHOE TOWER
120.7 (CTAF) 360.2
KANEHOE APP/DEP CON
125.0 263.5

AL-757 [USN]

Rwy  60 120 180 240 300 360
Knots 04† V/Vertex 247 494 741 988 1235 1482
22* V/Vertex 975 1950 2925 3900 4875 5850

† ATC Climb Rate to 6000
* Minimum Climb Rate to 3900

NOTE: Chart not to scale.
TA 18,000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF Rwy 4: Turn left to intercept NGF TACAN R-340 to FUZZE, then intercept SOK VORTAC R-081 to SOK. Cross FUZZE at or above 6000.

TAKE-OFF Rwy 22: Turn right as soon as practicable to intercept NGF TACAN R-340 to FUZZE, then intercept SOK VORTAC R-081 to SOK.

KANEHOE FIVE DEPARTURE (OBSTACLE) (NGF5 • SOK)

Org 12AUG21

KANEHOE BAY MCAS (PHNG)

MOKAPU POINT, OAHU I, HAWAII

PAC, 21 MAR 2024 to 16 MAY 2024
**TERMINAL PROCEDURES**

**MUGGE NINE DEPARTURE (OBSTACLE) (MUGGE9•HNL)**

**ATIS 284.5**
**CLNC DEL 294.7**
**GND CON 382.8**
**KANEHOE TOWER 120.7 (CTAF) 360.2**
**KANEHOE APP/DEP CON 125.0 263.5**

---

**TAKE-OFF RWY 4:** Turn left to intercept NGF TACAN R-340 to MUGGE, then intercept HNL VORTAC R-009 to HNL. Cross MUGGE at or above 6000.

**TAKE-OFF RWY 22:** Turn right as soon as practicable to intercept NGF TACAN R-340 to MUGGE, then intercept HNL VORTAC R-009 to HNL.

---

**CAUTION:**
Mountainous terrain E, S and W of airfield.

Rwy 4: Advise ATC if unable to cross MUGGE at or above 6000.

Rwy 22: Do NOT exceed 250 KIAS until OMINE.

---

**DEPARTURE ROUTE DESCRIPTION**

---

**PAC, 21 MAR 2024 to 16 MAY 2024**
**TERMINAL PROCEDURES**

**VOR/DME RWY 4R**

**KAIAELOA (JOHN RODGERS FLD) (JRF)(PHJR)**

**Circling NA north of RWY 4R-22L**

Inop table does not apply.

**ATIS** 119.8  **HCF APP CON** 118.3  **269.0**  **KAIAELOA TOWER** 132.6  **(CTAF)** 340.2  **GND CON** 123.8  **336.4**  **CLNC DEL** 121.7  **380.5**

**Procedure NA for arrivals at GECKO via V16 southeast bound.**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4R</td>
<td>560-1</td>
<td>543 (600-1)</td>
<td>560-1/2</td>
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<td><strong>CIRCLING</strong></td>
<td>560-1</td>
<td>530 (600-1)</td>
<td>560-1/2</td>
</tr>
</tbody>
</table>

**MIRL Rwys 4L-22R, 4R-22L and 11-29**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**KAPOLEI, HAWAII**

**Amndt 1A 05NOV20**

**21°18’N-158°04’W**
Circling not authorized north of Rwy 11 and 22R.

Missed Approach: Climbing right turn to 2600 via 175° bearing from HN LOM, then climbing right turn to 4900 direct HN LOM and hold.
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TERMINAL PROCEDURES

JELIE ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 107° to 540, then climbing right turn direct JELIE. Cross JELIE between 2300 and 3000, at or below 230K, thence . . .
TAKEOFF RUNWAY 22L: Climb on heading 224° to 530, then climbing left turn direct JELIE. Cross JELIE between 2300 and 3000, at or below 230K, thence . . .

. . . (transition), maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

APACK TRANSITION (JELIE1.APACK)
CLUTS TRANSITION (JELIE1.CLUTS)
EBBER TRANSITION (JELIE1.EBBER)
FITES TRANSITION (JELIE1.FITES)
KEOLA TRANSITION (JELIE1.KEOLA)
MOLOKAI TRANSITION (JELIE1.MKK)
UPOLU POINT TRANSITION (JELIE1.UPP)
ZIGIE TRANSITION (JELIE1.ZIGIE)
RNAV (GPS)-B

MOLOKAI (MKK)(PHMK)

**TERMINAL PROCEDURES**

**KAUNAKAKAI, HAWAII**

**APP CRS 001°**
- Rwy Idg N/A
- TDZE N/A
- Apt Elev 454

**RNAP APCH:**
- Circling to Rwy 17, 23 NA at night.
- Circling NA east of Rwy 35 and southeast of Rwy 23.

**ATIS** 128.2
**HCF CENTER** 124.1 317.5
**MOLOKAI TOWER** 125.7 (CTAF) 306.2
**GND CON** 121.9

**Final approach course offset 12.01°.**

**Procedure NA for arrivals at PALAY on V8 westbound.**

**Procedure NA for arrival on LNY VORTAC airway radials 278 CW 063.**

**CATEGORY**
- **A**
  - 980-1
  - 526 (600-1)
- **B**
  - 1100-1
  - 646 (700-1)
- **C**
  - 1640-3
  - 1186 (1200-3)
- **D**
  - 1920-3
  - 1466 (1500-3)

**RNAV (GPS)-B**

**MOLOKAI (MKK)(PHMK)**

**RNAV (GPS)-B**

**KAUNAKAKAI, HAWAII**

**Amend 2 25FEB21**

**PAC, 21 MAR 2024 to 16 MAY 2024**
TERMINAL PROCEDURES

KAUNAKAKAI ONE DEPARTURE (OBSTACLE)

MOLOKAI (MKK) (PHMK)

PAC, 21 MAR 2024 to 16 MAY 2024

ATIS
128.2
GND CON
121.9
MOLOKAI TOWER
125.7 306.2
HCF CENTER
124.1 317.5

TAKENOFF MINIMUMS
Rwy 17: Standard.
Rwy 5: 300-1 with minimum climb of 325' per NM to 1500 or standard
with minimum climb of 540’ per NM to 800 or 1500-2 ½ for climb in visual conditions.
Rwy 35: 300-1 or standard with minimum climb of 535’ per NM to 800.
Rwy 23: Standard with minimum climb of 435’ per NM to 1500 or
1500-2 ½ for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKENOFF RUNWAY 5: Climbing left turn heading 340° to 1000 then climbing left
turn direct MKK VORTAC, thence.

TAKENOFF RUNWAY 17: Climbing heading 169° to 1300 then climbing right turn direct
MKK VORTAC, thence.

TAKENOFF RUNWAY 23: Climbing left turn heading 170° to 1700 then climbing right
turn direct MKK VORTAC, thence.

TAKENOFF RUNWAY 35: Climbing heading 349° to 1000 then climbing left turn direct
MKK VORTAC, thence.

VCOA RUNWAYS 5 and 23: Obtain ATC approval for VCOA when requesting IFR
clearance. Climb in visual conditions to cross Molokai Airport southwest bound at or
above 1800 on MKK R-067 to MKK VORTAC, thence.

...climb in MKK VORTAC hold pattern to cross M KK at or above MEA/MCA for
route of flight.
TAKEOFF OBSTACLES NOTES

Rwy 5: Rising terrain and vehicles on roadway beginning 14’ from DER, 238’ right of centerline, up to 17’ AGL/476’ MSL. Vehicles on roadway beginning 28’ from DER, 484’ left of centerline, up to 17’ AGL/509’ MSL. Multiple fences and bushes beginning 49’ from DER, 95’ left of centerline, up to 21’ AGL/480’ MSL. Multiple fences and bushes beginning 437’ from DER, 65’ right of centerline, up to 31’ AGL/490’ MSL. Multiple trees and bushes beginning 735’ from DER, 496’ left of centerline, up to 27’ AGL/551’ MSL. Multiple bushes and vehicles on roadway beginning 950’ from DER, left and right of centerline, up to 17’ AGL/552’ MSL. Electrical system 1367’ from DER, 78’ right of centerline, 35’ AGL/528’ MSL. Multiple towers, poles and trees beginning 1887’ from DER, 33’ right of centerline, up to 43’ AGL/602’ MSL. Multiple towers, poles and trees beginning 2386’ from DER, 644’ left of centerline, up to 60’ AGL/617’ MSL.

Rwy 17: Bush 46’ from DER, 266’ right of centerline, 13’ AGL/443’ MSL. Vehicles on roadway beginning 124’ from DER, 505’ left of centerline, up to 17’ AGL/443’ MSL. Vehicles on roadway beginning 484’ from DER, 590’ right of centerline, up to 17’ AGL/443’ MSL.

Rwy 23: Trees beginning 691’ from DER, 491’ left of centerline, up to 77’ AGL/470’ MSL. Trees beginning 1.9 NM from DER, 2279’ left of centerline, up to 60’ AGI/880’ MSL. Trees beginning 2.2 NM from DER, 541’ left of centerline, up to 60’ AGL/1208’ MSL.

Rwy 35: Bush 28’ from DER, 288’ left of centerline, 12’ AGL/461’ MSL. Bush 48’ from DER, 118’ right of centerline, 14’ AGL/463’ MSL. Fence beginning 70’ from DER, on centerline through 35’ left of centerline, 4’ AGL/460’ MSL. Multiple bushes vehicles on roadway and trees beginning 107’ from DER, 48’ right of centerline, up to 65’ AGL/514’ MSL. Bushes beginning 133’ from DER, 34’ left of centerline, up to 26’ AGL/489’ MSL. Bushes beginning 1170’ from DER, 259’ right of centerline, up to 15’ AGL/514’ MSL. Trees beginning 2286’ from DER, 407’ right of centerline, up to 90’ AGL/615’ MSL. Trees beginning 2942’ from DER, 75’ right of centerline, up to 123’ AGL/648’ MSL.
BLUSH TWO DEPARTURE

ATIS
128.2
GND CON
121.9
MOLOKAI TOWER*
125.7 306.2
HCF CENTER
124.1 317.5

MOLOKAI
116.1 MKK
Chan 108

KOKO HEAD
113.9 CKH
Chan 86

MAUI
115.1 OGG
Chan 98

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 17, 23, 35: NA-ATC.
Rwy 5: 300-1 with minimum climb of 325' per NM to 1500 or
standard with minimum climb of 540' per NM to 800.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climbing left turn to 5000 on heading 360° and CKH VORTAC
R-075 to BLUSH INT/CKH 58 DME.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwys 17, 23, 35: NA-ATC.
Rwy 5: 300-1 with minimum climb of 325’ per NM to 1500 or
standard with minimum climb of 540’ per NM to 800.

NOTE: DME required.
NOTE: Chart not to scale.

TAKEOFF RUNWAY 5: Climbing left turn heading 340° and MKK VORTAC R-030 to
HAPAI/MKK 10 DME, thence. . . .

. . . .on assigned transition.

BAMBO TRANSITION (HAPAI3.BAMBO): From over HAPAI/MKK 10 DME on MKK VORTAC
10 DME Arc CCW to DAKKL/MKK 10 DME, then on MKK R-300 to BAMBO/MKK 25 DME.

LOKIE TRANSITION (HAPAI3. LOKIE): From over HAPAI/MKK 10 DME on MKK VORTAC
10 DME Arc CCW to LOKIE INT/MKK 10 DME.

MOLOKAI TRANSITION (HAPAI3.MKK): From over HAPAI/MKK 10 DME, left turn heading 180°
and MKK R-030 to MKK VORTAC.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.

**TERMINAL PROCEDURES**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**TAKEOFF MINIMUMS**
Rwys 5, 35: NA: Air Traffic.
Rwy 17: Standard with minimum climb of 500' per NM to 3000.
Rwy 23: Standard with minimum climb of 415' per NM to 1900.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 17: Climb on heading 169° to intercept course 196° to cross KALAE at or above 3000 and at or below 230K, thence . . .
TAKEOFF RUNWAY 23: Climb on heading 229° to intercept course 182° to cross KALAE at or above 3000 and at or below 230K, thence . . .

. . . (transition) maintain 5000, expect filed altitude 5 minutes after departure.

ALANA TRANSITION (KALAE1, ALANA)
EELIO TRANSITION (KALAE1, EELIO)
LANAI TRANSITION (KALAE1, LNY)
LOKI TRANSITION (KALAE1, LOKIE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 049° to intercept course 139° to cross MAULA at or above 2800 and at or below 230K, thence . . .

. . . . on (transition) maintain 5000, expect filed altitude 5 minutes after departure.

ALANA TRANSITION (MAULA1 ALANA)
EELIO TRANSITION (MAULA1 EELIO)
LANAI TRANSITION (MAULA1 LNY)
LOKIE TRANSITION (MAULA1 LOKIE)

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: Chart not to scale
RNAV (GPS) RWY 5
KOSRAE (TTK)(PTSA)

Circling not authorized southeast of Rwy 5-23.
Obtain local altimeter setting on CTAF; when not received, procedure not authorized. DME/DME RNP-0.3 NA.
No controlled airspace below 5000.

MISSED APPROACH: Climbing left turn to 2000 direct WAVKI WP and hold.

KOSRAE RADIO
123.6 (CTAF)

RNAV (GPS) RWY 5
KOSRAE (TTK)(PTSA)
RNAV (GPS) RWY 23
KOSRAE (TTK)(PTSA)

- CIRCLING not authorized southeast of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, procedure not authorized. DME/DME RNP-0.3 NA. No controlled airspace below 5500.
- MISSED APPROACH: Climbing right turn to 1700 direct CANAY WP and hold.

KOSRAE RADIO
123.6 (CTAF)

---

RNAV (GPS) RWY 23
KOSRAE (TTK)(PTSA)
TERMINAL PROCEDURES

NDB/DME UKS 393
NDB A
KOSRAE (TTK)(PTSA)

NDB-A
KOSRAE (TTK)(PTSA)

MISSED APPROACH: Climbing left turn to 3000 on UKS NDB/DME 300° bearing and 10 DME Arc to OBOYT/Y 10 DME.

Circling NA southeast of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, procedure NA. No controlled airspace below 5500 feet.

KOSRAE RADIO
123.6 (CTAF)

ELEV 12

Remain within 10 NM

1500

KOSRAE, FM
Orig-D 02DEC21

05°21'N-162°58'E

PAC, 21 MAR 2024 to 16 MAY 2024

NDB-DME UKS

Ch 100 (115.3)

APP CRS
084°

Rwy Idg
TDZE

N/A

Apt Elev
12

DME required.

© 2007 NA
TERMINAL PROCEDURES

LOC/DME: I-LNY
APP CRS: 033°
Rwy Idg: 5000
TDZE: 1307
Apt Elev: 1308

DME required.

NA

Circling Rwy 21 NA at night. Autopilot coupled approach NA below 1500. When local altimeter setting not received, procedure NA, except for operators with approved weather reporting service. Circling NA for Cat C southeast of Rwy 3-21.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 on heading 224° and LNY VORTAC. R-278 to GRAMY INT/LNY VORTAC 10 DME and hold.

AWOS-3P 118.375
HCF CENTER 119.3 307.1
CTAF 122.9

LOCALIZER
I-LNY
111.1
Chan 48

ALTERNATE
MISSED APRCH
FIX
OJOUV INT
LNY (12.2)

ILS or LOC RWY 3
LANAI (LNY)(PHNY)

MOLOKAI
116.1 MKK
Chan 108

MOLAAI LNY 25 NM

(IAF) GRAMY LNY (10)
(IAF) HAVBI LNY (10)
(IAF) EYEO LNY (4.9)

GSI and ILS glidepath not coincident EYEO LNY (4.9)
Use I-LNY DME when on the localizer course.

258°
213°
033°

2600

2100

162

TERMINAL PROCEDURES

AL-777 (FAA)

PAC, 21 MAR 2024 to 16 MAY 2024

LANAI CITY, HAWAII

Amdt 1C 12AUG21

20°47'N-156°57'W

LANAI (LNY)(PHNY)

ILS or LOC RWY 3

23166
TERMINAL PROCEDURES

RNAP APCH.

**RNAV (GPS) RWY 3**
LANAI (LNY) (PHNY)

**AWOS-3P** 118.375
**HCF CENTER** 119.3 307.1
**CTAF** 122.9

Circling Rw 21 NA at night. When local altimeter setting not received, procedure NA, except for operators with approved weather reporting service. Circling NA for Cat C southeast of Rw 3-21.

**MISSING APPROACH:** Climbing left turn to 3300 direct GRAMY and hold.

**CATEGORY** | A | B | C | D
---|---|---|---|---
**LNAV MDA** | 1720-1 | 413 (500-1) | 1720-1/4 | 413 (500-1/4)
**CIRCLING** | 1840-1 | 1900-1 | 2140-2 1/2 | NA

LANAI CITY, HAWAII
Orig-D 12AUG21

20°47’N-156°57’W
TERMINAL PROCEDURES

LANAI CITY, HAWAII

AWOS: 3P
118.375

HCF CENTER
119.3
307.1

CTAF
122.9

When local altimeter not received, procedure not authorized, except for operators with approved weather reporting service. Circling Rwy 21 NA at night.

MISSED APPROACH: Climbing right turn to 2000 via LNY R-278 to GRAMY INT/LNY 10 DME and hold.

LANAI CITY, HAWAII

VOR or TACAN or GPS-A
LANAI (LNY)(PHNY)

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

LANAI CITY, HAWAII

AL-777 (FAA)

21224

VOR or TACAN RWY 3
LANAI (LNY)(PHNY)

MISSED APPROACH: Climb to 1720 then climbing left turn to 3300 via heading 240° and LNY VORTAC R-278 to GRAMY INT/LNY 10 DME and hold.

AWOS-3P 118.375

HCF CENTER 119.3 307.1

CTAF 122.9

JORDA LNY 17.9

LANAI CITY, HAWAII

Amdt 7C 12AUG21

20°47'N-156°57'W

PAC, 21 MAR 2024 to 16 MAY 2024
Circling NA at night. Cake NA west of RW 17-35. For inop ALS, increase S-ILS 35 Cal E visibility to 3/4 SM and increase S-LOC 35 Cal E visibility to 1 SM.

### TERMINAL PROCEDURES

- **ATIS**
  - 127.2

- **HCF CENTER**
  - 126.5
  - 269.4

- **LIHUE TOWER**
  - 118.9 (CTAF)
  - 263.1

- **GND CON**
  - 121.9

#### Procedure NA for arrivals at LIH VORTAC on V15 northwest bound.

- **LOCIZER**
  - 110.9
  - LIH
  - Channel 82

- **LOCALIZER**
  - 110.9
  - LIH
  - Channel 82

- **LOC**
  - 110.9
  - LIH
  - Channel 82

- **MORKE**
  - 148° (10 NM)
  - Rwy 08

- **AKULE INT**
  - 6.9
  - LIH

### One Minute Holding Pattern

- **MORKE**
  - 349°
  - 1900

- **GS 3.00°**
  - TCH 55

### Category

- **S-ILS 35**
  - 296-1/2

- **S-LOC 35**
  - 420-1/2

### FAF to MAP 5.5 NM

- **Knots**
  - 60
  - 90
  - 120
  - 150
  - 180

- **Min.Sec**
  - 3:30
  - 3:40
  - 2:45
  - 2:12
  - 1:50
**TERMINAL PROCEDURES**

**APP CRS**
- Ryd $\theta_d$ 6295
- TDZE 118
- Apt Elev 152

**RNAV (RNP) Z RWY 21**

**LIHUE (LIH) (PHLI)**

**ATIS** 127.2  
**HCF CENTER** 126.5 269.4
**LIHUE TOWER** 118 (CTAF) 263.1  
**GND CON** 121.9

---

**RNP AR APCH-GPS.**

- For uncompensated Baro-VNAV systems, procedure NA below 15°C or above 54°C.
- Missed Approach: Climbing left turn to 3000 direct ZIKAB and hold.
- Missed approach requires minimum climb of 350 feet per NM to 2500.

---

**ELEV 152**  
**TDZE 118**

---

**Procedure NA for arrivals at ZIKAB on V15 southeast bound.**

**Procedure NA for arrivals at GRAIL on V16 southeast bound.**

---

**AUTHORIZATION REQUIRED**

LIHUE, HAWAII  
Orign-B 07OCT21

---

PAC, 21 MAR 2024 to 16 MAY 2024
GPS required. For inoperative MALSR, increase RNP 0.30 visibility to 1 1/2. For uncompensated Baro-VNAV systems, procedure NA below 1.4°C (57°F) or above 48°C (118°F).

MISSED APPROACH: Climbing right turn to 3000 direct KREEN and hold.

Procedure NA for arrivals at NAPUA via V16 southeast bound.

AUTHORIZATION REQUIRED
## RNAV (GPS) Y RWY 21

**UHUE (LIH)(PHLI)**

### Terminal Procedures

**APP CRS 214°**
- Rwy Idg 6295
- TDZE 118
- Apt Elev 152

### ATIS
- 127.2

### HCF CENTER
- 126.5
- 269.4

### LHUE TOWER *
- 118.9 (CTAF) 263.1

### GND CON
- 121.9

### RNAV (GPS) Y RWY 21

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>920-1  802 (800-1)</td>
<td>920-2  802 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>920-1  768 (800-1)</td>
<td>920-2  768 (800-2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**VGS and descent angles not coincident (VGS Angle 3.00°/TCH 45).**

**CIRCLING**
- 214°

**RNAV (GPS) Y RWY 21**
- 21°59'N-159°20'W

**TERMINAL PROCEDURES**

**PAC, 21 MAR 2024 to 16 MAY 2024**
For inoperative MALSR, increase LNAV Cat A visibility to 1 mile and Cat E to 3 miles. Circling NA west of Rwy 17-35, Circling NA at night. DME/DME RNP-0.3 NA.

**RNAV (GPS) Y RWY 35**

**LIHUE (LIH)(PHLI)**

**ATIS** 127.2
**HCF CENTER** 126.5 269.4
**LIHUE TOWER** *118.9 (CTAF) 126.5 263.1
**GND CON** 121.9

**MALSR**

MISSED APPROACH: Climbing right turn to 3000 direct KREEN WP and hold.

**RNAV (GPS) Y RWY 35**

**LIHUE (LIH)(PHLI)**

**ELEV** 153
**TDZE** 96

**HIRL Rwy 17-35**

**REIL Rwys 3, 17 and 21**

**MIRL Rwy 3-21**

**AIRPORT CODES**

**APP CRS**

Rwy Idg 6500
TDZE 96
Apt Elev 153

**TERMINAL PROCEDURES**

**LIHUE, HAWAII**

Orig-D 05JUL07

**21°59'N-159°20'W**

**PAC, 21 MAR 2024 to 16 MAY 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TERMINAL PROCEDURES

KAUI ONE DEPARTURE (OBSTACLE)  15JUN23

KAUI ONE DEPARTURE (OBSTACLE)  AL-776 (FAA)

HCF CENTER
126.5 269.4
ATIS
127.2
GND CON
121.9
LHUE TOWER
118.9 (CTAF) 263.1

LIHUE (LIH) (PHLI)
LIHUE, HAWAII

TAKEOFF MINIMUMS
Rwys 3, 17, 35: Standard
Rwy 21: Standard with minimum climb of 720’ per NM to 2100 or 4900-3 for VCOA.

NOTE: Rwy 21: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lihue Airport at or above 4900 before proceeding on course.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing right turn to heading 125° thence...
TAKEOFF RUNWAY 17: Climbing left turn to heading 060° thence...
TAKEOFF RUNWAY 21: Climbing left turn to heading 090° thence...
TAKEOFF RUNWAY 35: Climbing right turn to heading 130° thence...

...intercept LIH VORTAC R-110 eastbound to 4000 before proceeding on course.
TERMINAL PROCEDURES

KAUAI ONE DEPARTURE (OBSTACLE)  AL-776 (FAA)

KAUAI. KAUAI  23166  Lihue (LiH)(PHLI)

TAKOKE OBSTACLE NOTES

Rwy 3: Navaid 85' from DER, 418' left of centerline, 8' AGL/85' MSL.
Trees beginning 221' from DER, 188' right of centerline, up to 35' AGL/88' MSL.
Trees beginning 240' from DER, 19' right of centerline, up to 43' AGL/95' MSL.
Trees beginning 250' from DER, 7' left of centerline, up to 34' AGL/93' MSL.
Trees beginning 395' from DER, 38' left of centerline, up to 34' AGL/94' MSL.
Trees beginning 415' from DER, 39' left of centerline, up to 39' AGL/95' MSL.
Trees beginning 431' from DER, 38' left of centerline, up to 34' AGL/103' MSL.
Trees beginning 473' from DER, 14' left of centerline, up to 50' AGL/107' MSL.
Tree 541' from DER 4' right of centerline 54' AGL/103' MSL.
Trees beginning 548' from DER, 8' right of centerline, up to 56' AGL/104' MSL.
Tree 972' from DER, 676' left of centerline, 68' AGL/115' MSL.
Tree 1563' from DER, 538' left of centerline, 90' AGL/127' MSL.
Tree 1750' from DER, 783' left of centerline, 120' AGL/165' MSL.

Rwy 17: Light poles 4' from DER, 6' left of centerline, 2' AGL/94' MSL.
Tree 135' from DER, 272' right of centerline, 10' AGL/95' MSL.
Trees beginning 857' from DER, 565' right of centerline, up to 45' AGL/131' MSL.
Tree 1289' from DER, 734' right of centerline, 57' AGL/132' MSL.

Rwy 21: Light poles 9' from DER, 54' left of centerline, 3' AGL/154' MSL.
Light poles 9' from DER, 55' right of centerline, 3' AGL/155' MSL.
Terrain 33' from DER, 457' right of centerline, 156' MSL.
Pole 192' from DER, 546' left of centerline, 44' AGL/183' MSL.
Pole 366' from DER, 550' left of centerline, 46' AGL/184' MSL.
Tree, pole beginning 497' from DER, 563' left of centerline, up to 70' AGL/206' MSL.
Trees beginning 1148' from DER, 231' right of centerline, up to 42' AGL/203' MSL.
Tree 1457' from DER, 185' right of centerline, 67' AGL/212' MSL.
Trees beginning 1466' from DER, 53' right of centerline, up to 77' AGL/230' MSL.
Trees beginning 1510' from DER, 62' right of centerline, up to 87' AGL/241' MSL.
Tree 1536' from DER, 3' left of centerline, 70' AGL/208' MSL.
Tree, pole beginning 1660' from DER, 9' right of centerline, up to 96' AGL/248' MSL.
Trees beginning 1903' from DER, 267' left of centerline, up to 68' AGL/217' MSL.
Tree 2017' from DER, 280' left of centerline, 70' AGL/218' MSL.
Trees beginning 2029' from DER, 296' left of centerline, up to 73' AGL/221' MSL.
Trees beginning 2212' from DER, 337' left of centerline, up to 82' AGL/227' MSL.
Tree 3102' from DER, 442' left of centerline, 107' AGL/231' MSL.
Trees beginning 2.1 NM from DER, 2126' left of centerline, up to 3' AGL/896' MSL.
Tree 2.2 NM from DER, 2973' left of centerline, 25' AGL/947' MSL.
Trees beginning 2.2 NM from DER, 2747' left of centerline, 21' AGL/1329' MSL.
Tree 2.3 NM from DER, 3671' left of centerline, 2' AGL/1474' MSL.
Tree 2.4 NM from DER, 4032' left of centerline, 100' AGL/1488' MSL.
Trees beginning 2.4 NM from DER, 2595' left of centerline, 100' AGL/1488' MSL.
Trees beginning 2.5 NM from DER, 3483' left of centerline, up to 23' AGL/1294' MSL.

Rwy 35: Fence 40' from DER, 308' right of centerline, 13' AGL/94' MSL.
Tree 106' from DER, 435' right of centerline, 19' AGL/100' MSL.
Trees beginning 203' from DER, 379' right of centerline, up to 51' AGL/131' MSL.
TERMINAL PROCEDURES

LIHUE SIX DEPARTURE

PAC, 21 MAR 2024 to 16 MAY 2024

LIHUE SIX DEPARTURE

TOC ALTITUDE:
ASSIGNED BY ATC

HCF CENTER
126.5 269.4

LIHUE
113.5 LIH
Chan 82

CIW

R-110

LIHUE, HAWAII

TAKEOFF MINIMUMS

Rwy 3: Standard.
Rwy 35: Standard with minimum climb of 230’ per NM to 700.

NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3, 35: Climbing right turn heading 080° to 4000, thence . . .

. . . . Expect RADAR vectors to intercept LIH VORTAC R-110 to BOOKE/LIH 58 DME fix, maintain ATC assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with HCF 1 minute after departure, maintain SID heading until 10 NM east of LIH VORTAC, then intercept LIH R-110 to BOOKE DME fix.

LIHUE, HAWAII

LIHUE (LIH)(PHLI)
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

RICHÉ THREE DEPARTURE

HCF CENTER
126.5 269.4

LIHUE (LIH)(PHLI)
LIHUE, HAWAII

TOP ALTITUDE:
ASSIGNED BY ATC

LIHUE
113.5 LIH
Chan 82

090°
500
4000

290°
110°
BOOKE

V13

LIHUE
110°
R-110

4000

TKEOFF MINIMUMS
Rwy 17: Standard.
Rwy 21: Standard with minimum climb of 720’ per NM to 2100.

NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climbing left turn heading 150° to 4000, thence . . . .

TAKEOFF RUNWAY 21: Climbing left turn heading 090° to 4000, thence . . . .

. . . . Expect RADAR vectors to intercept LIH VORTAC R-110 eastbound to BOOKE/LIH 58 DME fix, maintain ATC assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with HCF 1 minute after departure maintain SID heading until 10 NM east of LIH VORTAC, then intercept LIH R-110 to BOOKE DME fix.
RNAV (GPS) RWY 7

AMATA KABUA INTL (MAJ)(PKMJ)

**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 7**

**ATOLL**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**MAJURO ATOLL, MH**

**AI-6049 (FAA)**

**22195**

**RNPA CH-RLT**

**Rwy 7 helo visibility reduction below 1/4 SM NA.**

** obtains local altimeter setting on CTA, when not received, procedure NA. Uncontrolled airspace below 5500.**

**MAJURO RADIO**

**123.6 (CTAF)**

**MISSING APPROACH: Climb to 1700 direct TOZT and hold.**

**ELEV 7**

**TDZE 7**

**ELEV 7**

**TDZE 7**

**RNAV (GPS) RWY 7**

**AMATA KABUA INTL (MAJ)(PKMJ)**

**MAJURO ATOLL, MH**

**Orig-F 14JUL22**

**07°04'N-171°16'E**

**PAC, 21 MAR 2024 to 16 MAY 2024**

**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 7**

**AMATA KABUA INTL (MAJ)(PKMJ)**

**RNAV (GPS) RWY 7**

**MAJURO ATOLL, MH**

**Orig-F 14JUL22**

**07°04'N-171°16'E**

**PAC, 21 MAR 2024 to 16 MAY 2024**
RNAV (GPS) RWY 25
AMATA KABUA INTL (MAJ)(PKMJ)

MAJURO ATOLL, MH
Orig-F 14JUL22

PAC, 21 MAR 2024 to 16 MAY 2024

RNAV (GPS) RWY 25

MAJURO ATOLL, MH
AL-6049 (FAA)

RNAV (GPS) RWY 25

Rwy 25 helicopter visibility reduction below ½ SM NA. Obtain local altimeter setting on CTAF; when not received, procedure NA. Uncontrolled airspace below 5500.

MAJURO RADIO
123.6 (CTAF)

MIRL Rwy 7-25
REIL Rwy 7 and 25

MAJURO ATOLL, MH
Orig-F 14JUL22

07°04’N-171°16’E

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

MAJURO ATOLL, MH

AL-6049 [FAA]

NDB/RWY 7

AMATA KABUA INTL (MAJ)(PKMJ)

MIRL Rwy 7-25
REIL Rwy 7 and 25

MAJURO ATOLL, MH
Amend 18 31DEC20

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

NDB RWY 25
AMATA KABUA INTL (MAJ)(PKMJ)

TERMINAL PROCEDURES

MAJURO ATOLL, MH
AL-6049 (FAA) 21224

MBA MAJ 25 NM

NDB/DME MAJ
316
Ch 114 (116.7)

APP CRS
249°
Rwy ldg 7913
TDZE 7
Apt Elev 7

TERMINAL PROCEDURES

MAJURO RADIO
123.6 (CTAF)

TERMINAL PROCEDURES

ELEV 7
TDZE 7

1000
1300
MAJ
MAJ ND8/DME

TIVIE MAJ 2.6

2.95°
TCH 46

MTT 300
1

NDB RWY 25
07°04’N-171°16’E

AMATA KABUA INTL (MAJ)(PKMJ)
PAC, 21 MAR 2024 to 16 MAY 2024

MAJURO ATOLL, MH
Amdt 1B 31DEC20
**TERMINAL PROCEDURES**

PAC, 21 MAR 2024 to 16 MAY 2024

**RNAV (GPS) RWY 6**
HENDerson FLD (MDY) (PMDY)

**APPROACH**

- **AWOS-3P**: 118.325
- **MIDWAY RADIO**: 126.2 257.8
- **CTAF**: 122.9

**RNP ACHP**

- No controlled airspace below 5500. When local altimeter setting not received procedure NA. Rwy 6 helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH**

Climb to 1700 direct ESOVY WP and hold.

**MIDWAY ATOLL, QM**

**APP CRS**

- **Rwy Idg**: 7800
- **TDZE**: 12
- **Apr Elev**: 12

**AL-2154 (FAA)**

**22083**

**RNAV (GPS) RWY 6**
HENDerson FLD (MDY) (PMDY)

**MIDWAY ATOLL, QM**

**Origin**: 12AUG21

**28°12’N-177°23’W**

PAC, 21 MAR 2024 to 16 MAY 2024
No controlled airspace below 5500 feet. When local altimeter not received, procedure NA. Rwy 6 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000, then left turn direct MDY NDB and hold.

AWOS-3P 118.325

MIDWAY RADIO 126.2 257.8

CTAF 122.9

MIDWAY, QM

MIDWAY ATOLL, QM

AL-2154 (FAA)

1200

235°

1200

235°

CATEGORY | A | B | C | D
---|---|---|---|---
S-6 | 560-1 | 548 (600-1) | 560-1 1/8 | 560-1 1/4
|  | 548 (600-1 1/4) | 548 (600-1 1/4) | 560 (600-1 1/4) |
CIRCLING | 560-1 | 548 (600-1) | 560-1 1/8 | 580-2
|  | 548 (600-1 1/4) | 548 (600-1 1/4) | 568 (600-2) |

ELEV 12

TDZE 12

HENDERSON FLD (MDY) (PMDY)

MIDWAY ATOLL, QM

Org-D 12AUG21

28°12'N-177°23'W

PAC, 21 MAR 2024 to 16 MAY 2024
No controlled airspace below 5500 feet. When local altimeter setting not received, procedure NA. Rwy 24 helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 2000, then left turn direct MDY NDB and hold.

AWOS-3P: 118.325
MIDWAY RADIO: 126.2 257.8
CTAF: 122.9

Remain within 10 NM
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C or above 34°C.
When local altimeter setting not received, procedure NA. Circling NA northwest of Rwy
5-23. Rwy 5 helicopter visibility reduction below 1/2 SM NA. Inop table does not apply
to LNAV Cats A/B. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM and
LNAV Cats C/D visibility to 2 SM.

Procedure NA for arrival on TUT VORTAC
airway radials 137 CW 317°.

Final approach course offset 1.57°.

CATEGORY
A  B  C  D

LNAV/ VNAV DA 551-1 519 (600-1)

LNAV MDA 760-1 728 (800-1) 760-1 728 (800-1)

CIRCLING 760-1 728 (800-1) 820-2 820-2

GSI and RNAV glideslope not coincident
(VGSI Angle 3.25°/TCH 57).

4 NM

Holding Pattern

PAGO PAGO, AS
Orig-B 15AUG19

PAGO PAGO INTL (PPG) (NSTU)

RNAV (GPS) RWY 5

PAC, 21 MAR 2024 to 16 MAY 2024

14°20’S-170°43’W
TERMINAL PROCEDURES

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C or above 54°C. When local alimeter setting not received, procedure NA. Circling NA northeast of Rwy 5-23.

AWOS-3PT 127.925  FALEOLEO APP CON 118.1 6.653(HF)  CTAF 122.9  118.3

Procedure NA for arrivals on TUT VORTAC airway radials 318 CW 138.

ELEV 32  TDZE 9

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)

MISSED APPROACH: Climb to 500 then climbing left turn to 4000 direct DRAWN and hold.

DRAWN

Procedure NA for arrivals on TUT VORTAC airway radials 318 CW 138.

ELEV 32  TDZE 9

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)

MISSED APPROACH: Climb to 500 then climbing left turn to 4000 direct DRAWN and hold.

DRAWN

Procedure NA for arrivals on TUT VORTAC airway radials 318 CW 138.

ELEV 32  TDZE 9

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)

RNAV (GPS) RWY 23
PAGO PAGO INTL (PPG) (NSTU)
Circling NA northwest of Rwy 5-23.

MISSED APPROACH: Climbing left turn to 3000 on TUT VORTAC R-180 to PITT/10 DME and hold, continue climb-in-hold to 3000.

Procedure NA for arrivals on TUT VORTAC airway radials 358 CW 118.

ELEV 31

HRL Rlys 5-23 and 8-26
TERMINAL PROCEDURES

PCHNPEI ISLAND, FM

PCHNPEI INTL (PNI)(PTPN)

RNAV (RNP) Y RWY 9

RNAV (RNP) Y RWY 9

PCHNPEI RADIO
123.6 (CTAF)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
For uncompensated Baro-VNAV systems, procedure NA below 20°C (68°F) or above 54°C (130°F). Missed approach requires RNP less than 1.0. RF required. GPS required. No controlled airspace below 5500 feet.

MISSED APPROACH: (Do not exceed 230K until WRENS) Climb to 2300 on the RNAV missed approach route to WRENS and hold.

MISA RW09 2.5 NM
30000

AUTHORIZATION REQUIRED
Obtain local altimeter setting on CTAF; when not received, procedure NA.

For uncompensated Baro-VNAV systems, procedure NA below 20°C (68°F) or above 54°C (130°F). Missed approach requires RNP less than 1.0 RF required. GPS required. No controlled airspace below 5500 feet.

MISSED APPROACH: Do not exceed 230K until WRENS. Climb to 2300 on the RNAV missed approach route to WRENS and hold.

Pohnpei INTL (PNI)(PTPN)

22251

RNAV (RNP) Z RWY 9

TERMINAL PROCEDURES

APP CRS

Rwy Idg 6600
TDZE 9
Apt Elev 9

Pohnpei Island, FM

083°

Missed Approach: Do not exceed 230K until WRENS. Climb to 2300 on the RNAV missed approach route to WRENS and hold.

Pohnpei Radio

123.6 (CTAF)

Pohnpei INTL (PNI)(PTPN)

RNAV (RNP) Z RWY 9

Authorization Required

06°59'N-158°13'E

PAC, 21 Mar 2024 to 16 May 2024

Pohnpei Island, FM

Amdt 2 27 Apr 17
Obtain local altimeter setting on CTAF; when not received, procedure NA. Circling NA south of Rwy 9-27. Procedure NA at night except by prior arrangement for runway lights. DME/DME RNP-0.3 NA. No controlled airspace below 5500. Ships with maximum height of 150 feet MSL may traverse Pohnpei Channel 400 feet off approach end of runway, closing airport at times.

**TERMINAL PROCEDURES**

**Pohnpei Radio**

<table>
<thead>
<tr>
<th>Category</th>
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<td>LNAV MDA</td>
<td>960-1/4</td>
<td>960-1/2</td>
<td>960-3</td>
<td>951 (1000-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>951 (1000-1)</td>
<td>951 (1000-1/2)</td>
<td>960-3</td>
<td>951 (1000-3)</td>
</tr>
</tbody>
</table>
Obtain local altimeter setting on CTAF; when not received, procedure NA. Circling NA south of Rw 9-27. Procedure NA at night except by prior arrangement for runway lights. DME required. No controlled airspace below 5500 feet. Ships with maximum height of 150 feet MSL may traverse Pohnpei Channel 400 feet off approach end of runway 9, closing airport at times.

**MISSING APPROACH**
- Climbing right turn to 3000 on heading 120° and on PNI NDB bearing 072° to TRADD/PNI 11 DME and hold.

**DME REQUIRED**

**POHNPEI ISLAND, FM**
- Orig 27/ APR 17

**POHNPEI INTL (PNI)(PTPN)**

**D.B.A.**
- PNI 2.5 NMI
- Chan 47 (1111.0)

**POHNPEI RADIO**
- 123.8 (CTAF)

**ELEV 9**

**PAC, 21 MAR 2024 to 16 MAY 2024**
Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andersen AFB altimeter setting and increase all MDA 320 feet, increase LNAV Cat C, D visibility ¾ mile, Circling Cat C, D visibility ¾ mile. VDP NA when using Andersen AFB altimeter setting.

Final approach course offset 2.98°

MISSED APPROACH: Climb to 3000 direct CEPOS and on track 088° to TOXPA and hold.
When local altimeter setting not received, use Andersen AFB altimeter setting and increase all MDA 320 feet. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 direct GRO NDB and hold.

**Guam Cerp**
- 120.5
- 263.0

**CTAF**
- 123.6

---

**Categories**

<table>
<thead>
<tr>
<th>Category</th>
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<td>S-9</td>
<td>1800-1/4</td>
<td>1800-1/2</td>
<td>1800-3</td>
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</tr>
<tr>
<td>Circling</td>
<td>1800-1/4</td>
<td>1800-1/2</td>
<td>1800-3</td>
<td>1193 (1200-3)</td>
</tr>
</tbody>
</table>

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**Terminal Procedures**

**NDB RWY 9**

**Benjamin Taisanacan Manglona Intl (GRO)(PGRO)**

**NDB RWY 9**

**Altimeter Setting**

- TDZE 594
- 607

**Elevation**

- 607

---

**Appr CRs**

- 104°

---

**Runway IDG**

- 7000

---

**Notes**

- Rota Island, CQ
- AMDT 4A 22JUN17
- 14°10'N-145°14'E

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**Valid from**

- 21 Mar 2024 to 16 May 2024
ILS or LOC RWY 7
FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)

Circling NA north of Rwy 6-24. ADF and DME required.

MALS

MISSED APPROACH: Climb to 1600 then climbing right turn to 2800 direct SN NDB and hold.

ATIS 127.2
GUAM CERAP 118.4 290.5
SAIPAN TOWER 125.7 256.9
GND CON 121.8

DME REQUIRED

REIL Rwys 7 and 25
HIRL Rwy 7-25
MIRL Rwy 6-24

SAIPAN ISLAND, CQ
Amdt 6 02MAR17

15°07'N-145°44'E

PAC, 21 MAR 2024 to 16 MAY 2024
RNAV (GPS) RWY 25
FRANCISCO C ADA/SAIPAN INTL (GSN) (PGSN)

TERMINAL PROCEDURES

SAIPAN ISLAND, CQ

APP CRS
246°

Rwy Idg
8010

TDZE
210

Apt Elev
215

PAC, 21 MAR 2024 to 16 MAY 2024

RNP APCH - GPS.

Circling NA north of Rwy 6-24. Rwy 25 helicopter visibility reduction below ½ NA.

ATIS
127.2

GUAM CERAP
118.4 290.5

SAIPAN TOWER
125.7 256.9

GND CON
121.8

Procedure NA for arrivals at LULJY on A221 southwest bound.

Procedure NA for arrivals at KATGQ on W21 southwest bound.

RNAV (GPS) RWY 25
FRANCISCO C ADA/SAIPAN INTL (GSN) (PGSN)

SAIPAN ISLAND, CQ
Amdt 1A 08SEP22

15°07’N-145°44’E

PAC, 21 MAR 2024 to 16 MAY 2024
## Terminal Procedures

**NDB RWY 25**

**FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)**

### ATIS
- **ATIS:** 127.2
- **GUAM CERAP:** 118.4 290.5
- **SAIPAN TOWER:** 125.7 256.9
- **GND CON:** 121.8

### DME Required

- **LOCALIZER:** 109.2
- **I-GSN:** 3000 to ZEKUR 066° (5)
- **PIRTY:** 1685 A
- **I-GSN:** 398 A
- **ZEKUR:** 3000 to ZEKUR 066° (5)
- **HOGOS:** 1685 A
- **I-GSN:** 398 A

### Diagram Details

- **ELEV:** 215
- **TDZE:** 210
- **SN:** 312
- **Reil:** Rwys 7 and 25
- **Hirl:** Rwys 7-25

### Distance and Angles

- **VGSI and descent angles not coincident**
- **VGSI Angle 3.0°/TCH 75°
- **Remain within 10 NM**

### Chart Notes

- **Category:** A 720-1 510 (600-1)
- **S-25:** 720-1 510 (600-1)
- **Ccircling:** 720-1 505 (600-1)
- **720-1 505 (600-1)**
- **505 (600-1)**
- **565 (600-2)**

### Commentary

- **Circling NA north of RW 6-24.
- **Rwy 25 helicopter visibility reduction below 1/2 SM NA.
- **DME required.**
- **Missed Approach:** Climb to 2000 then climbing left turn to 2800 direct SN NDB and hold.

---

**SAIPAN ISLAND, CQ**

Amendment 3A 03JAN19

**FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)**

**NDB RWY 25**

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

NDB Y RWY 7
FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)

ATIS
127.2

GUAM CEBAP
118.4 290.5

SAIPAN TOWER
125.7 256.9

GND CON
121.8

ELEV 215  TDZE 215

REIL Rwys 7 and 25
HIRL Rw 7-25
MIRL Rw 6-24

CATEGORY A B C D
S-7 900-¾ 685 (700-¾) 900-1½ 685 (700-1½)
C CIRCLING 900-1 685 (700-1) 900-2 685 (700-2) 900-2½ 685 (700-2½)
TERMINAL PROCEDURES

207

TERMINAL PROCEDURES

FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)

AL-6293 (FAA)

SAIPAN ISLAND, CQ

ATIS
127.2

SAIPAN TOWER
125.7  256.9

GND CON
121.8

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 07-25
PCN 67 F/A/X/T
S-87, D-175, 2D-350, 2D/2D2-690

RWY 06-24
PCN 67 R/A/X/T
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

FRANCISCO MANGLONA BORJA/TINIAN INTL (TN1)(PGWT)

Procedure NA for arrivals at HEXUG via A221 northbound.

Procedure NA for arrivals at HIRCH via W21 northeast bound.
**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 10**

**WAKE ISLAND, WAKE ISLAND**

**APCH CRS**
- Rywd: 9844
- TDZE: 20
- Arpt Elev: 23

**RNP APCH-GPS**
- MISSED APPROACH: Climbing to 4000 direct NONEY and hold. Continue climb-in-hold to 4000.

**WAKE OPS**
- 128.0 349.4

**CAUTION:** Procedure in uncontrolled airspace. Uncontrolled airspace below 5500’ AGL.

**CAUTION:** When Rwy 28 VGSi inop, circling to Rwy 28 not authorized at night.

**DME/DME RNP-0.3 NA.**
- When VGSi inop, procedure not authorized at night.
- USAF only: when VGSi inop, straight-in Rwy 10 authorized at night with MAJCOM A3 approval.

**EMERG SAFE ALT 100 NM 1200**

**WAKE ISLAND, WAKE ISLAND**

**Amrd 2 20APR23**

**TERPS**

**PAC, 21 MAR 2024 to 16 MAY 2024**
RNAV (GPS) RWY 28

DME/DME RNP-0.3 NA

When VGS1 inop, procedure not authorized at night.

USAF only; when VGS1 inop, straight-in RWY 28 authorized at night with MAJCOM A3 approval.

Contact Wake Island Operations for advisory services.

RWY 28 helicopter visibility reduction below 1 SM not authorized.

CAUTION: Procedure in uncontrolled airspace. Uncontrolled airspace below 5500' AGL.

CAUTION: When RWY 10 VGS1 inop, circling to RWY 10 not authorized at night.

EMERG SAFE ALT 100 NM 1200

VGS1 and descent angles not coincident (VGS1 angle 3.00/TCH 77).

CATEGORY | A | B | C | D | E
---|---|---|---|---|---
LNAV MDA | 420-1 400 (400-1) | 420-1½ 400 (400-1½) | | | |
CIRCLING* | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) | |
TERMINAL PROCEDURES

When VGSi inop, procedure not authorized at night.
USAF only: when VGSi inop, straight-in Rwy 10 authorized at night with MAJCOM A3 approval.

CAUTION: When Rwy 28 VGSi inop, circling to Rwy 28 not authorized at night.

CAUTION: Procedure in uncontrolled airspace.
Uncontrolled airspace below 5500’ AGL.

EMERG SAFE ALT 100 NM 1200

TERAA
WARDA
MILZY
VOR TAC

086°
3900
2000
5800
3.15°

CATEGORY

A
B
C
D
E

S-10
400-1
377
400-1

CIRCLING

460-1
480-1
480-1½
580-2

HIRL Rwy 10-28
RELL Rwy 10-28
**TERMINAL PROCEDURES**

**TACAN or VOR/DME RWY 28**

**WAKE ISLAND, WAKE ISLAND**

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<th>AWK 113.5</th>
<th>APCH CRS 280°</th>
<th>RWY LGD</th>
<th>TDZE</th>
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<td>9844</td>
<td>20</td>
<td>23</td>
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**AL-2162 [USAF]**

**WAKE ISLAND AFD (PWAK)**

Visibility reduction by helicopter not authorized.

**CONTACT WAKE ISLAND OPERATIONS FOR ADVISORY SERVICES**

128.0 349.4

When VGSI inop, procedure not authorized at night.
USAF only when VGSI inop, straight-in RWY 28
authorized at night with MAJCOM A3 approval.

**CAUTION:** When RWY 10 VGSI inop,
circling to RWY 10 not authorized at night.

**CAUTION:** Procedure in uncontrolled airspace.
Uncontrolled airspace below 5500' AGL.

**EMERG SAFE ALT 100 NM 1200**

- **AWK 8-266**
- **TERAA AWX 17**
- **TA 5500**
- **VGS1 and descent angles not coincident**
  (VGS1 angle 3°00/TCH 77)

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<thead>
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<th>CATEGORY</th>
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<th>C</th>
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<td>420-1 400 (400-1) 420-1 400 (400-1)</td>
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**HRL Rwy 10-28**

**TERPS**

**PAC, 21 MAR 2024 to 16 MAY 2024**
TERMINAL PROCEDURES

RNAV (GPS) RWY 4
CHUUK INTL (TKK) (PTKK)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
Circling NA southeast of Rwy 4-22.
No controlled airspace below 5500.

TRUK RADIO
123.6 (CTAF)

MISSED APPROACH: Climbing left turn to 2500 direct DAMAY and hold.
* Missed approach requires minimum climb of 375 feet per NM to 960.

RNP APCH.

FIGBI

 CATEGORY A B C D
LNAV MDA* 420-3 410 (500-3) 
LNAV MDA 620-3 610 (700-3) 
CIRCLING 620-3 610 (700-3)

Alaska Aeronautical Chart

WENO ISLAND, FM
Amdt 1A 28FEB19
07°28'N-151°51'E

PAC, 21 MAR 2024 to 16 MAY 2024
TERMINAL PROCEDURES

PAC, 21 MAR 2024 to 16 MAY 2024

RNAV (GPS) RWY 22
CHUUK INTL (TKK) (PTKK)

TRUK RADIO
123.6 (CTAF)

WENO ISLAND, FM
AL-2655 (FAA)

22027

APP CRS
221°
Rwy Ldg 6013
TDZE 10
Apt Elev 10

RNP APCH.

Circling NA southeast of Rwy 4-22.
Obtain local altimeter setting on CTAF; when not received, procedure NA.
No controlled airspace below 5500.

MISSED APPROACH: Climbing right turn to 3000 direct DAMAY and hold.

CHUUK INTL (TKK) (PTKK)
RNAV (GPS) RWY 22

PAC, 21 MAR 2024 to 16 MAY 2024

WENO ISLAND, FM
Orig A 28/FEB/19

07°28'N-151°51'W
Obtain local altimeter setting on CTAF; when not received, procedure NA.

Circling NA southeast of Rwy 4-22. DME required.
No controlled airspace below 5500.

MISSED APPROACH: Climbing left turn to 2000 on TKK NDB/DME bearing 306° to DAMAY/TKK 10 DME and hold.

TRUK RADIO
123.6 ° (CTAF)

DME REQUIRED

TERMINAL PROCEDURES

217
Obtain local altimeter setting on CTAF; when not received, procedure NA.
Circling NA southeast of RWY 4-22. DME Required.
No controlled airspace below 5500.

**TRUK RADIO**
123.6 (CTAF)

**DME REQUIRED**

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<th>C</th>
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<td>800-1 ¼</td>
<td>790 (800-1 ¼)</td>
<td>800-2 ½</td>
<td>790 (800-2 ½)</td>
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<td>CIRCLING</td>
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<td>790 (800-1 ¼)</td>
<td>800-2 ½</td>
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</tbody>
</table>

**221° 5.8 NM from FAF**

**MIRL RWY 4-22**

**REIL RWYS 4 AND 22**
TERMINAL PROCEDURES

Wahiawa, Oahu, Hawaii

APCH CRS
Rwy Idg: N/A
Arpt Elev: 843

TERMINAL PROCEDURES

RNAV (GPS)-C

WHEELER AAF (PHHI)

PAC, 21 MAR 2024 to 16 MAY 2024

CNTRL OBST: 1611

RNP APCH - GPS
DME required.

* Circling to Rwy 24 not authorized at night.
  Circling not authorized in Rwy 6-24 when class D surface area is VFR.

ATIS
119.675 242.4

HCFL APP CON
118.3 269.0

TOWER
126.3 (CTAF) 235.625

GND CON
41.5FM 121.85 237.5

Knots: 60 120 180 240 300 360
V/Vf(knots): 295 590 885 1180 1475 1770

5300

Men climb of 295 ft/NM to 3000 - Controlling Obstacle 1611

Procedures not authorized via V16 eastbound and V8-21 southbound without holding at ALANA, ATC clearance required.

Procedures not authorized for arrivals at SHIGI on V12-15 W bound.

When local altimeter not received use HNL INTL altimeter setting and minimums.

6000

HNL

ALA

ELEV 843

Rwy 6 Idg 5038'

WAHIWA, OAHU I, HAWAII

Amdt: 07SEP23

WHEELER AAF (PHHI)

RNAV (GPS)-C

23250

TERMINAL PROCEDURES
TERMINAL PROCEDURES

VOR or TACAN-B

WHEELEER AAF
(AL-2832 [USA] (PHHI))

**NOTICE**
- DME required
- **Missed Approach**: Climb to 3000', then right turn via heading 180° and HNL VORTAC R-319 to cross TACHI INT/HNL 7 DME at 6000', then via HNL VORTAC R-319 to HNL VORTAC and hold.

AIS 119.675 242.4

HCF APP CON 118.3 269.0

TOWER 126.3 (IAF) 235.625

GND CON 41.5 FM 121.85 237.5

**EMERG SAFE ALT 100 NM 10,700**

When local alimeter not received use HNL INTL alimeter setting and minimums.

**ELEV 843**

Rwy 6 I/DG 5038°

**TERMINAL PROCEDURES**

**WAHIWA, OAHU I, HAWAII**

**Adm 4 07SEP23**

PAC, 21 MAR 2024 to 16 MAY 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climbing right turn via heading 180° and HNL VORTAC R-319 to cross HNL at or above 4000, thence...

GECKO TRANSITION: ...via HNL R-241 to GECKO (HNL R-241/22.4 DME).
DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 06: Climbing right turn to heading 150° to intercept CKH VORTAC R-294 to cross IWOHI at or above 4500, then on CKH R-294 to cross CKH at or above 5000, thence...

LANAI TRANSITION (KOKOH2 LNY): ...from over CKH on R-131 to PALAY then on LNY VORTAC R-290 to LNY.

MOLOKAI TRANSITION (KOKOH2 MKK): ...from over CKH on R-131 to PALAY then on MKK VORTAC R-254 to MKK.
TERMINAL PROCEDURES

YAP ISLAND, FM

APP CRS
071°

Rwy 1dg
6000

TDZE
91

Apt Elev
91

PAC, 21 MAR 2024 to 16 MAY 2024

YAP RADIO
123.6 ° (CTAF)

YAP INTL (T11)(PTYA)

RNAV (GPS) RWY 7

MISSED APPROACH: Climb to 1700 direct OMOCO WP and hold.

Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

Circling NA North of Rwy 7-25. DME/DME RNP-0.3 NA.

No controlled airspace below 5500'.

CATEGORY | A | B | C | D
---|---|---|---|---
LNAV MDA | 600-1 | 509 (600-1) | 600-1½ | 509 (600-1½)
CIRCLING | 600-1 | 509 (600-1) | 600-1½ | 509 (600-1½) | 569 (600-2)

09°30'N-138°05'E

PAC, 21 MAR 2024 to 16 MAY 2024
Obtain local altimeter setting on CTAF; when not received, procedure not authorized.
Circling NA North of Rwy 7-25. DME/DME RNP-0.3 NA.
No controlled airspace below 5500’.

MISSED APPROACH: Climb to 1700 direct NIFO WP and hold.

YAP RADIO
123.6 (CTAF)
Circling NA north of Rwy 7-25.
Rwy 7 helicopter visibility reduction below 1/2 SM NA.
GPS required for procedure entry at BEGAN.
No controlled airspace below 5000.

MISSED APPROACH: Climbing right turn to 1700 on
254° bearing from YP NDB/DME to RAZEL/12 DME
and hold.

**YAP RADIO**
123.6 (CTAF)

---

**TERMINAL PROCEDURES**

**YAP ISLAND, FM**

**NDB/DME RWY 7**

**YAP INTL (T11)(PTYA)**

**NDB/DME RWY 7**

**YAP ISLAND, FM**

Amdt 28 27JAN22

PAC, 21 MAR 2024 to 16 MAY 2024

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**TERMINAL PROCEDURES**

**YAP ISLAND, FM**

**NDB/DME RWY 7**

**YAP INTL (T11)(PTYA)**

**NDB/DME RWY 7**

**YAP ISLAND, FM**

Amdt 28 27JAN22

PAC, 21 MAR 2024 to 16 MAY 2024
Circling NA north of Rwy 7-25.
No controlled airspace below 5500.

MISSED APPROACH: Climbing left turn to 1800 on 057° bearing from YP NDB/DME to ADAEB/11.1 DME and hold.

YAP RADIO
123.6 (CTAF)
TERMINAL PROCEDURES

NDB RWY 7

YAP INTL (T11)(PTYA)

TERMINAL PROCEDURES

NDB/DME YP
317
Chan 122 (117.5)

317

APP CRS
074°

Rwy 1dg
6000

TDZE
91

Apt Elev
91

CIRCLING NA north of Rwy 7-25.
Rwy 7 helicopter visibility reduction below 3/4 SM NA.
No controlled airspace below 5500 feet.

MISSED APPROACH: Climbing right turn to 1800
on 180° bearing from YP NDB/DME then right turn
direct YP NDB/DME and hold.

YAP RADIO
123.6 (CTAF)

ELEV 91
TDZE 91

Remain within 10 NM

YP

NDB/DME
1800

254°

074°

YP

NDB/DME arrivals descend to
1800 in YP NDB/DME holding
pattern (E, RT, 254° inbound)
prior to commencing approach.

MIRL Rwy 7-25
REIL Rwy 7 and 25

CATEGORY | A | B | C | D
---|---|---|---|---
S-7 | 820-1 729 (800-1) | 820-2 729 (800-2) | 820-2 729 (800-2) | 729 (800-2)
CIRCLING | 820-1 729 (800-1) | 820-2 729 (800-2) | 820-2 729 (800-2) | 729 (800-2¼)

YAP ISLAND, FM
Amdt 28 27JAN22

09°30'N-138°05'E

PAC, 21 MAR 2024 to 16 MAY 2024
Circling NA north of Rwy 7-25.
No controlled airspace below 5500.

MISSED APPROACH: Climb to 1800 then left turn direct YP NDB/DME and hold.

IAF

YAP

YP

Channel 122 (117.5)

ELEV 91

TDZE 90

MIRL Rwy 7-25

REIL Rwy 7 and 25

237° to NDB/DME

*YP NDB/DME arrivals descend to 1800 in YP NDB/DME holding pattern (SW, RT, 057° inbound) prior to commencing approach.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>998 (1000-1½)</td>
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PAC, 21 MAR 2024 to 16 MAY 2024
INTENTIONALLY LEFT BLANK
INTENTIONALLY LEFT BLANK
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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I. POSITION REPORTS

A. INSTRUMENT FLIGHT RULES (IFR) POSITION REPORT
1. Identification
2. Position
3. Time
4. Altitude/FL (Include actual altitude/FL when operating on a “VFR Conditions on Top” clearance).
5. Type of Flight Plan (not required in IFR position reports made direct to ARTCC). State “VFR Conditions on Top” if so cleared.
6. Next reporting point and Estimated Time of Arrival (ETA)
7. Name only of the next succeeding reporting point along the route of flight.
8. Remarks
If entering ADIZ give appropriate ADIZ Position Reports listed under ADIZ Procedures.

B. VISUAL FLIGHT RULES (VFR) POSITION REPORT
1. Identification
2. Position
3. Time
4. Altitude
5. VFR Flight Plan
6. Destination
If entering ADIZ give appropriate ADIZ Position Reports listed under ADIZ Procedures.

II. CHANGE OF FLIGHT PLAN

A. CHANGE OF ROUTE OR DESTINATION
1. Type of Flight Plan
2. Aircraft Identification
3. Type of Aircraft/TD Code
4. Estimated True Airspeed
5. Original Destination (if applicable)
6. Departure Point
7. Position and Time
8. New Route and Altitude/FL
9. New Destination (if applicable)
10. ETE or ETA
11. Fuel Endurance
12. Alternate (if required)
13. Station where original flight plan filed.

B. CHANGE OF ETA BY MORE THAN 30 MINUTES
1. Aircraft Identification
2. Position and Time
3. “IFR (or VFR) to (destination)”
4. “New ETA – and hours of fuel remaining”

III. FILING FLIGHT PLANS

1. Aircraft Identification
2. Flight Rules
3. Type of Flight
4. Number of Aircraft
5. Type of Aircraft
6. Wake Turbulence Category
7. Aircraft Surveillance Code
8. Departure Aerodrome
9. Proposed Departure Time
10. Estimated True Airspeed(ETE)
11. Cruising Altitude/FL
12. Route of Flight
13. Destination Aerodrome
14. Estimated Time Enroute (ETE)
15. First Alternate
16. Second Alternate
17. Other Information
18. Fuel Endurance
19. Persons onboard
20. Emergency Equipment
21. Color of Aircraft
22. Pilot’s Name/Contact Information

NOTE: Request available NOTAM and weather information for new route and destination.