GENERAL INFORMATION

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.

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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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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:

CHART SUPPLEMENT PACIFIC. This supplement is issued every 56 days.

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.

PAC, 16 MAY 2024 to 11 JUL 2024
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 —Constructions

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- daigt        | daylight     |
- D-ATIS       | Digital Automatic Terminal Information Service |
- daylt        | daylight     |
- db           | decibel      |
- DCL          | Departure Clearance |
- Dec          | December     |
- decom        | decommission |
- deg          | degree       |
- del          | delivery     |
- dep          | depart       |
- DEP          | Departure Control |
- destn        | destination  |
- det          | detachment   |
- DF           | Direction Finder |
- DH           | Decision Height |
- DIAP         | DoD Instrument Approach Procedure |
- direc        | directional  |
- disem        | disseminate  |
- displ        | place        |
- dist         | district, distance |
- div          | division     |
- DL           | Direct Line to FSS |
- dlt          | delete       |
- dy           | daily        |
- DME          | Distance Measuring Equipment (UHF standard, TACAN compatible) |
- DNVT         | Digital Non–Secure Voice Telephone |
- DoD          | Department of Defense |
- drct         | direct       |
- DSN          | Defense Switching Network (Telephone) |
- DSN          | Defense Switching Network |
- displcd      | displaced     |
- DT           | Daylight Savings Time |
- dur          | during       |
- durn         | duration     |
- DV           | Distinguished Visitor |
- E            | East         |
- ea           | each         |
- EAT          | Expected Approach Time |
- ECN          | Enroute Change Time |
- eff          | effective, effect |
- E-HA         | Enroute High Altitude |
- E-LA         | Enroute Low Altitude |
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PAC, 16 MAY 2024 to 11 JUL 2024
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<td>Altimeter Setting Above Station</td>
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<tr>
<td>QNE</td>
<td>Altimeter Setting of 29.92 inches which provides height above standard datum plane</td>
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<tr>
<td>QNH</td>
<td>Altimeter Setting which provides height above mean sea level</td>
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<td>Runway Alignment Indicator Lights</td>
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<td>Regional Air Movement Control Center</td>
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<td>R–AOE</td>
<td>Regular Airport of Entry</td>
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<td>RAPCON</td>
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<td>Radar Air Traffic Control Facility (Navy)</td>
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<td>Remote Center Air to Ground Facility</td>
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<td>Remote Center Air to Ground Facility Long Range</td>
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<td>Runway Centerline Light System</td>
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<td>Remote Communications Outlet</td>
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<td>Runway Condition Reading</td>
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<td>Rapid Exit Taxiway Indicator Light</td>
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<td>Remark</td>
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<td>Range, Radio Range</td>
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<td>RNP</td>
<td>Required Navigation Performance</td>
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<table>
<thead>
<tr>
<th>Abbreviation</th>
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<tr>
<td>RON</td>
<td>Remain Overnight</td>
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<tr>
<td>Rot Lt or Bcn</td>
<td>Rotating Light or Beacon</td>
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<td>RPI</td>
<td>Runway Point of Intercept</td>
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<td>rpt</td>
<td>Report</td>
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<td>Require</td>
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<td>RRP</td>
<td>Runway Reference Point</td>
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<td>RSC</td>
<td>Runway Surface Condition</td>
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<td>RSDU</td>
<td>Radar Storm Detection Unit</td>
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<tr>
<td>RSE</td>
<td>Runway Starter Extension/Starters Strip</td>
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<td>RSRS</td>
<td>Reduced Same Runway Separation</td>
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<td>rstd</td>
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<td>Rough</td>
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<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
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<td>RVSM</td>
<td>Reduced Vertical Separation Minima</td>
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<td>rwy</td>
<td>Runway</td>
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</table>

**Shorthand**

- **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 |
- **sct**       | Sector |
- **SDF**       | Simplified Directional Facility |
- **SE**        | Southeast |
- **sec**       | Second, Section |
- **Sec**       | Secondary |
- **SELF**      | Strategic Expeditionary 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 |
- **str**       | Station |
- **stor**      | Storage |
- **str-in**    | Straight-in |
### GENERAL INFORMATION

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<td>small Unmanned Aerial Systems</td>
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<td>Southwest</td>
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<td>Transition Altitude</td>
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<td>TAC</td>
<td>Tactical Air Command</td>
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<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
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<td>TALCE</td>
<td>Tanker Aircraft Control Element</td>
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<td>Threshold Crossing Height</td>
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<tr>
<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
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<td>Unmanned Aerial Systems</td>
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<td>Urgent Change Notice</td>
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<td>Upper Advisory Area</td>
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<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
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<td>until further notice</td>
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<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
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<td>Upper Flight Information Region</td>
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<td>United States Air Force</td>
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<td>USB</td>
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<td>United States Space Force</td>
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<td>United States Navy</td>
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<td>UTA</td>
<td>Upper Control Area</td>
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<td>UTC</td>
<td>Coordinated Universal Time</td>
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V ........................................ Defense Switching Network (telephone, formerly AUTOVON)  
V/STOL ................................ Vertical and Short Take–off and Landing  
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  
wky .................................. weekly  
wng .................................. warning  
wo .................................... without  
WSP .................................. Weather System Processor  
wtr ..................................... weight  
wx ..................................... weather  
yd ..................................... yard  
yr ..................................... year  
Z ......................................... Greenwich Mean Time (time groups only)
AIRPORT/FACILITY DIRECTORY LEGEND

CITY NAME

AIRPORT NAME (ALTERNATE NAME) (LTS/KLTS) CW/ML 3 NT UTC-6 (5DT) N34°41'19" W99°20'20" 200 B TPA—1000(800) AOE LPA Class IV, ARF Index A NOTAM FILE ORL Not insp. MON Airport

RWY 18-36 H12004X200 (ASPH—CONC—GRVD) S—90, D—160, 2D—300 PCN 80 R/W/T HIRL CL

RWY 18: RLLS. MALSF, TDZL, REL, PAPI(P2R) GA 3.0' TCH 36°. RVR—TMR. Thld dispcl 300°. Trees, Rgt ftc. 0.3% up.

RWY 36: ALSF1. 0.4% down.

RWY 09-27: H6000X150 (ASPH) PCR 1234 R/W/T MIRL

RWY 173-353: HS515X150 (ASPH—PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD—SHORT OPERATIONS

LDG RWY HOLD—SHORT POINT AVBL LDG DIST

RWY 18 09—27 6500

RWY 36 09—27 5400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA—12004 TODA—12004 ASDA—11704 LDA—11504

RWY 36: TORA—12004 TODA—12004 ASDA—12004 LDA—11704

ARRESTING GEAR/SYSTEM

ARRESTING GEAR/SYSTEM

SERVICE: S4 FUEL 100LL, JET A SO 1, 3 LGT ACTIVATE MALSR Rwy 29, REL Rwy 11, VASI Rwy 11, HIRL Rwy 11—29, PAPI Rwy 17 and Rwy 35, MIRL Rwy 17—35—CTAF. MILITARY—A GEAR 5—connected on dep end, disconnected on apch end.

JASU 3/AM32A-60 2/A/AM32A-86 FUEL JBBMII(N—100, A)

FLUID W SP PRESAIR LOK OIL 0—128 MAINT S1 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.

COMMUNICATIONS: 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 112.27 112.1R (NAME RADIO)

NAME APP/DEP CON 127.35 275.725 (1200—0400Z)

TOWER 119.65 255.6 (1200—0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPDLC D—H2WRX, D—TAXI, D—CLC (LOGON KMEM)

NAME COMM POST (GERONIMO) 311.0 321.4 6761 PM SV METRO 239.8 NAME OPS 257.5

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT). 116.7

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

(HH) H VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fl. 1110/8E.

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

HERN NDB (LON) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fl.

ILS/OMM 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.

HELPAD H1: H1007X5 (ASPH)

HELPAD H2: H60X60 (ASPH)

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

187 TPA 1000(813)

WATERWAY 15—38.5000X425 (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).

PAC, 16 MAY 2024 to 11 JUL 2024
**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
- Tetrhedron
- 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., A1 Negative symbology, e.g., A1
- Indicates Pilot Controlled Lighting (PCL).

**Runway Centerline Lighting**
- A Approach Lighting System ALSF-2
- A Approach Lighting System ALSF-1
- A Short Approach Lighting System SALS/SALSF
- A Simplified Short Approach Lighting System (SSALR) with RAIL
- A Medium Intensity Approach Lighting System (MALS and MALSF)/SSALS and SSALF
- A Medium Intensity Approach Lighting System (MALSRI) and RAIL
- A Omnidirectional Approach Lighting System (ODALS)
- D Navy Parallel Row and Cross Bar

**Air Force Overrun**
- V Visual Approach Slope Indicator with Standard Threshold Clearance provided
- V Pulsating Visual Approach Slope Indicator (PVASI)
- V Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- V Tri-color Visual Approach Slope Indicator (TRCV)
- V Approach Path Alignment Panel (APAP)
- F Precision Approach Path Indicator (PAPI)
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 conterminous 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. Navails, 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 “0”.

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>A</th>
<th>MC</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFRC</td>
<td>MILCIV</td>
</tr>
<tr>
<td>AF</td>
<td>N</td>
</tr>
<tr>
<td>ANG</td>
<td>NAF</td>
</tr>
<tr>
<td>AR</td>
<td>NAS</td>
</tr>
<tr>
<td>ARNG</td>
<td>NASA</td>
</tr>
<tr>
<td>CG</td>
<td>P</td>
</tr>
<tr>
<td>CV/MIL</td>
<td>DOE</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–5 f–4DT). 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. Conterminous 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 (ADCUS) 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 certificated 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.

<table>
<thead>
<tr>
<th>AIRPORT CLASSIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Air Carrier Operation</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</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></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>3</td>
<td>≥159’, &lt;200’</td>
<td>≥5</td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt;200’</td>
<td></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 (952-7433) or online through the FAA PilotWeb at https://pilotweb.faa.gov. Military NOTAMs are available using the Defense Internet NOTAM Service (DNS) at https://www.notams.faa.gov. Pilots flying to or from airports not available through the FAA PilotWeb or DNS can obtain assistance from Flight Service.

FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. 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 runways.
AIRPORT/FACILITY DIRECTORY LEGEND

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

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=Single, D=Dual, 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 triple 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 body 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 gear 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.
MIIRL—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—Omnidirectional 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.
MALS—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.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSF—High Intensity Approach Lighting System.
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

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

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.
PSIL PVASI on left side of runway
PSIR PVASI on right side of runway

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

PAC, 16 MAY 2024 to 11 JUL 2024
PILOT CONTROL OF AIRPORT LIGHTING

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

<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 HIWL 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. Rtg Fc. 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. “Rtg fcz”—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:

BI–DIRECTIONAL CABLE (B)

<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, ¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</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>
</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>
</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), 31L/R–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>
</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>Chain E–5</td>
</tr>
</tbody>
</table>

**UNI–DIRECTIONAL BARRIER**

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

**S1:** Minor airframe repairs.

**S2:** Minor airframe and major powerplant repairs.

**S3:** Major airframe and minor powerplant repairs.

**S4:** Major airframe and major powerplant repairs.

**S5:** Major airframe repairs.

**S6:** Minor airframe and major powerplant repairs.

**S7:** Major powerplant repairs.

**S8:** Minor powerplant repairs.

**FUEL**

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
<th>CODE</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
<td>J5   (JP5)</td>
<td>(UP–5 military specification) Kerosene with FS–II, FP** minus 46°C.</td>
</tr>
<tr>
<td>100LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
<td>J8   (JP8)</td>
<td>(UP–8 military specification) Jet A–1, Kerosene with FS–II*, Cl/II*, SDA**, FP** minus 47°C.</td>
</tr>
<tr>
<td>A+</td>
<td>Jet A, Kerosene, with FS–II*, Cl/II*, SDA**, FP** minus 40°C.</td>
<td>J   (Jet Fuel Type Unknown)</td>
<td>Automobile gasoline which is to be used as aircraft fuel.</td>
</tr>
<tr>
<td>A++</td>
<td>Jet A, Kerosene, with FS–II*, Cl/II*, SDA**, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
<td>MOGAS</td>
<td>Unleaded Grade 91 gasoline</td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A–1, Kerosene, with FS–II*, FP** minus 47°C.</td>
<td>UL91</td>
<td>Unleaded Grade 91 gasoline</td>
</tr>
<tr>
<td>A1</td>
<td>Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.</td>
<td>UL94</td>
<td>Unleaded Grade 94 gasoline</td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS–II*, FP** minus 47°C.</td>
<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.

**OXGEN—CIVIL**

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

**AM32A-86**
- AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire
- DC: 28v, 1500 amp, 72 kw (with TR pack)

**MC-1A**
- AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire
- DC: 28v, 500 amp, 14 kw

**MD-3**
- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 1500 amp, 45 kw, split bus

**MD-3A**
- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 1500 amp, 45 kw, split bus

**MD-3M**
- AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire
- DC: 28v, 500 amp, 15 kw

**MD-4**
- AC: 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, “DETA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire

**AIR STARTING UNITS**

**AM32-95**
- 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia

**AM32A-95**
- 150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)

**LASS**
- 150 +/- 5 lb/min @ 49 +/- 2 psig

**MA-1A**
- 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press

**MC-1**
- 15 cfm, 3500 psia

**MC-1A**
- 15 cfm, 3500 psia

**MC-2A**
- 15 cfm, 200 psia

**MC-11**
- 8,000 cu in cap, 4000 psig, 15 cfm

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

**AGPU**
- AC: 115/200v, 400 cycle, 3 phase, 30 kw gen
- DC: 28v, 700 amp

**AM32A-60**
- AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia
- AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva
- DC: 28v, 500 amp, 15 kw

**AM32A-60A**
- AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
- AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
- DC: 28v, 200 amp, 5.6 kw

**AM32A-60B**
- AIR: 130 lb/min, 50 psia
- AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
- DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.*
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/AAU47A–5  204 lbs/min @ 56 psi.
WELLS AIR START  180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
SYSTEM

COMBINED AIR AND ELECTRICAL STARTING UNITS:
NCPP–105/RCPT  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, 28vDC, 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/ip_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.
WA1  Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP  Single Point Refueling.
PRESSIAR  Air Compressors rated 3,000 PSI or more.
AIRPORT/FACILITY DIRECTORY LEGEND

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;
LHOXOXR  Low and high pressure oxygen servicing and replacement bottles;
LPOXOXR  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 Turbofoash Engine</td>
</tr>
<tr>
<td>JOAP/SOAP</td>
<td>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.)</td>
</tr>
</tbody>
</table>

TRANSENT 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.), de-briefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repair, 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.

PAC, 16 MAY 2024 to 11 JUL 2024
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 NAVAID 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 122.8.

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 air/ground 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.

a. 122.2 is assigned as a common enroute frequency.

b. 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.

c. 122.1 is the primary receive–only frequency at VORs.

d. Some FSS’s are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS AVG 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.

PDC—Pre–Departure Clearance. ACARS–based clearance delivery capability from tower to gate printer or aircraft.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVIS 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.

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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

MEDIVC

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 vignette on sectional charts) and 1200’ AGL (blue vignette) 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 NAVAID NOTAM file identifier will be shown as “NOTAM FILE IAD” and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS 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 NAVAID 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 NAVAIDs.

NAVAID information is tabulated as indicated in the following sample:

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

<table>
<thead>
<tr>
<th>Class</th>
<th>NAME (L)</th>
<th>VOR/W</th>
<th>Geographical Position</th>
<th>Site Elevation</th>
<th>Magnetic Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABE</td>
<td>117.55</td>
<td>N40º43.60’ W75º27.30’</td>
<td>180º 4.1 NM to fld.</td>
<td>1110/8E</td>
<td></td>
</tr>
</tbody>
</table>

**NAVAIDs 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>NAME (LL)</th>
<th>VOR/TAC</th>
<th>Geographical Position</th>
<th>Site Elevation</th>
<th>Magnetic Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABE</td>
<td>117.55</td>
<td>N40º43.60’ W75º27.30’</td>
<td>180º 4.1 NM to fld.</td>
<td>1110/8E</td>
</tr>
</tbody>
</table>

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 NAVAID 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>Code</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>HH</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>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>SABH</td>
<td>Simultaneous range homing signal and/or voice.</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>108.5</th>
<th>I–ORL</th>
<th>Chan 22</th>
<th>Rwy 1B</th>
<th>Class IIIE</th>
<th>LOM HERNY NDB</th>
</tr>
</thead>
<tbody>
<tr>
<td>ILS Facility Performance</td>
<td>Classification Code</td>
<td></td>
<td></td>
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#### FREQUENCY PAIRING TABLE

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<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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<td>108.55</td>
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<td>95Y</td>
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<td>111.15</td>
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<td>114.95</td>
<td>96Y</td>
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<td>115.45</td>
<td>101Y</td>
</tr>
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</tr>
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<tr>
<td>108.25</td>
<td>19Y</td>
<td>110.75</td>
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<td>114.55</td>
<td>92Y</td>
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<td>117Y</td>
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<td>20Y</td>
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<td>117.15</td>
<td>118Y</td>
</tr>
<tr>
<td>108.45</td>
<td>21Y</td>
<td>110.95</td>
<td>46Y</td>
<td>114.75</td>
<td>94Y</td>
<td>117.25</td>
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</tbody>
</table>
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PAC, 16 MAY 2024 to 11 JUL 2024


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*indicates unknown datum
AMERICAN SAMOA

OFU ISLAND

OFU (Z88)(NSAS)  1 SE UTC–11  S14º11.06´ W169º40.21´

12.2  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

RWY 08: Tree.
RWY 26: Tree.

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´

110.4  B  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´.
RWY 30: REIL. PAPI(P2L)—GA 3.0º TCH 39´.

SERVICE: LGT ACTVT REIL Rwys 12 and 30; PAPI Rwys 12 and 30; MIRL Rwy 12–30—CTAF (122.9). Rwy 12 and Rwy 30 PAPI OTS indef.

AIRPORT MANAGER: (684) 699–9101

COMMUNICATIONS: CTAF 122.9


TUTUILA ISLAND

PAGO PAGO INTL (PPG)(NSTU)  3 SW UTC–11  S14º19.90´ W170º42.69´

31.2  B  Class I, ARFF Index C  NOTAM FILE PPG

RWY 05–23: H10001X150 (ASPH–GRVD)  S–75, D–250, 2D/2D2–600 PCN 60 F/A/W/T  HIRL


RWY 08–26: H3801X100 (ASPH–GRVD)  S–75, D–230, 2D/2D2–550 PCN 45 F/A/W/T  HIRL

RWY 08: Rgt tlf.

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

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**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.
**KOSRAE ISLAND**

**KOSRAE** (TTK)(PTSA)  6 NW UTC+11  N5º21.42´ E162º57.50´  
12 NOTAM FILE HNL

**RWY 05–23:** H5752X150 (ASPH–GRVD)  D–152, 2S–175  MIRL

**RWY 05:** REIL. PAPI(P4L)—GA 3.0º TCH 52´.

**RWY 23:** REIL. PAPI(P4L)—GA 3.0º TCH 52´. Rgt 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. Fpl 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.

**AIRPORT MANAGER:** (691) 370–2154

**COMMUNICATIONS:** CTAF 123.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HNL.

**POHNPEI INTL** (PNI)(PTPN)  1 N UTC+11  N6º59.11´ E158º12.59´  
9 B AOE NOTAM FILE HNL

**RWY 09–27:** H6600X150 (ASPH–GRVD)  S–75, D–170, 2S–175, 2D–290  MIRL

**RWY 09:** REIL. PAPI(P4L)—GA 3.0º TCH 51´.

**RWY 27:** REIL. PAPI(P4L)—GA 3.0º TCH 50´. Rgt 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, 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. Fpl 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 ashp 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.

**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.

RWY 09–27: H3000X75 (ASPH)

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: CTAF 123.6

YAP RADIO 123.6 daylight only.

WENO ISLAND

CHUUK INTL (TKK/PTKK) 0 SE UTC+10 N7º27.71’ E151º50.58’

10 B AOE 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 Ryw 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. Fit plan must be filed 12 hrs prior to estimated time of arrival, include Pohnpei Intl (PTPN) as address of fit 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 4 and Rwy 22 concrete berm at each end of rwy pavement. Current information on landing, remain over night and parking fees contact Chuuk Arpt Manager, Office of the Governor, Chuuk, ECI 96942. 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.

AIRPORT MANAGER: (691) 330–2352

COMMUNICATIONS: CTAF 123.6

CHUUK RADIO 123.6 LAA. 5205X USB emerg only, 2182 emerg only.

RADIO AIDS TO NAVIGATION:

TRUK NDB/DME (HW) 375 TKK Chan 111 N7º27.54’ E151º50.51’ at flid. 6/5E.

DME portion usable:

040º–205º byd 8 NM blo 7,000’
040º–205º byd 19 NM blo 11,000’
040º–205º byd 29 NM blo 22,000’

COMM/NAV/WEATHER REMARKS: DME Chan 111 paired with 116.4.

TRUK N7º27.54’ E151º50.51’ NOTAM FILE HNL.

NDB/DME (HW) 375 TKK Chan 111 at Chuuk Intl. 6/5E.

DME portion usable:

040º–205º byd 8 NM blo 7,000’
040º–205º byd 19 NM blo 11,000’
040º–205º byd 29 NM blo 22,000’
YAP ISLAND

YAP INTL (T11)(PTYA) 0 SW UTC+10 N9°29.93’ E138°04.95’

91 B AOE NOTAM FILE HNL


RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 47’. Ground.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 49’. Ground.

SERVICE: FUEL JET A1 LGT ACTVT REILs 07 and 25; PAPI Rwy 07 and 25; MIRL Rwy 07-25 – 123.6. Bcn OTS.

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 N09°29.97’ E138°05.31’ 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’
305 B LRA TPA—1307(1002)
Class I, ARFF Index E NOTAM FILE GUM

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06L: MALSR. PAP(4L)—GA 3.0º TCH 73’. Thld dispcd 1000’. 0.5% up.
RWY 24R: PAP(4R)—GA 3.0º TCH 75’. Rgt tcf. 0.7% down.
RWY 06R: MALSR. PAP(4R)—GA 3.0º TCH 76’. 0.7% up.
RWY 24L: PAP(4L)—GA 3.0º TCH 75’. Thld dispcd 1004’. Hill. Rgt tcf. 0.5% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06L: TORA–12014 TORA–12014 ASDA–12014 LDA–11014
RWY 06R: TORA–10014 TORA–10014 ASDA–10014 LDA–10014
RWY 24L: TORA–9714 TORA–9714 ASDA–9714 LDA–8710
RWY 24R: TORA–12014 TORA–12014 ASDA–12014 LDA–12014

SERVICE: S2 FUEL 100LL, JET A1 OX 1, 2, 3 LOT Rwy 24L PAP unusable byd 5º left of centerline.
AIRPORT REMARKS: Attended continuously. Rwy 06L–24R less than 1000’ overrun south end & 45º overrun north end. Rwy 06 and Rwy 24 wind cone NSTD. Lighted tower 780’ 1.3 NM east-northeast of Rwy 24L thld. Rising terrain 75’ from Rwy 24L thld 140’ east of centerline extended +8’. Departing VFR acct maintain rwy heading until past departure end of rwy and reaching 1000’ AGL; right pattern 24L/R do not exceed 1500’ AGL in tfc pattern. Class III acct are prohibited from making any turns onto or off Twy Golf (south) while utilizing Twy Echo. The first 500’ of the left shoulder of Rwy 24L is not visible from the twr. Pilots are advised to caution for any presence of wildlife in that area. For taxiing B747-8 acct on Twy K fronting the acct prkg apn from Gates 5-16 at the main trml, max taxiing speed shall be no more than 15 mph. For the B747-8, dur Rwy 24L and 24R ops and due to jet blast effects at Gate 14, 16 and 18, the B747-8 will be towed from Gate 4 on Twy K to Twy J with the acct positioned on Twy J facing toward Rwy 24R. Dur taxiing of the B747-8 the acct Gates 5-16, all veh shall yield and remain clear of the veh tcf pat and are rstd to a max hgt of 14’. For all acct, the B747-8 airline will tow the acct into Gates 4 or 18. ADG-VI airplanes may depart on Rwy 06L and Rwy 24R with acct on parallel Twy K as long as no ADG-VI airline will tow the acct into Gates 4 or 18 from Twy K and airline to provide wing-walkers as the acct is being towed into Gates 4 or 18. ADG-VI airplanes may depart on Rwy 06L and Rwy 24R with acct on parallel Twy K facing toward Rwy 24L. For parking information all acct ctc ramp control. All acct dep terminal parking ctc ramp control for engine start and pushback. Tsnt acct prvd 24 hrs advn info to Exec Mgr Guam Intl Arpt Authority; 1–671–642–4455 Mon–Fri 2200–0700Z or Fax 1–671–646–8587. Customs available 24 hours daily. Landing fee. Consult special notice section of International NOTAMS.

AIRPORT MANAGER: (671) 646–0300
WEATHER DATA SOURCES: ASOS (671) 472–7399
COMMUNICATIONS: ATIS 119.0
GUAM CERAP APP/DEP CON 119.8
AGANA TOWER 118.1 GND CON 121.9 CLNC DEL 121.9 RAMP CON 121.6
AIRSPACE: CLASS D svc
RADIO AOS TO NAVIGATION: NOTAM FILE HNL.
NIMITZ (H) VORTACW 115.8 UNZ Chan 105 N13°27.27’ E144°44.00’ 063º 4.1 NM to fld. 674/2E.
VORTAC unusable: 110º–130º byd 35 NM blo 3,000’.
200º–238º byd 14 NM blo 7,000’.
MT MACAINA NDB (HW) 385 AJA N13°27.21’ E144°44.22’ 061º 3.9 NM to fld. 658/2E.
ILS/DME 110.3—I–GUM Chan 40 Rwy 06L.
ILS/DME 110.9—I–AWD Chan 46 Rwy 06R. Class IE.
DME unusable byd 15º right of course.

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.

GUAM ARTCC (ZUA) (PGZU)
118.7 119.8 120.5 121.5 remoted at Mount Santa Rosa. 118.4 remoted at Saipan.

MT MACAINA  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.
VORTAC unusable 110º–130º byd 35 NM blo 3,000’.
200º–238º byd 14 NM blo 7,000’.

PAC, 16 MAY 2024 to 11 JUL 2024
HAWAII

BRADSHAW ARMY AIRFIELD (BSF)(PHSF) 1 W UTC–10 N19°45.60’ W155°33.23’ HAWAIIAN —MARIANA
6190 TPA—See Remarks NOTAM FILE HNL

FWY 09–27: H3696X90 (ASPH) PCN 24 F/B/W/T MIRL
FWY 09: PAPI(P4L)—GA 3.0º TCH 30’. Rgt tfc. 2.9% up E.

SERVICE: LGT ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09—121.7. FUEL JAA/F24—24 hr PPR, fuel only tran acft, MIL EXER acft unit shall provide fuel. MIL (MIL) 24 hr PPR 1730–0000Z Mon–Fri except holidays, C808–969–2461.

MILITARY REMARKS: Attended Mon–Fri 1715–0100Z except holidays, phone Honolulu C808–433–1810 extn 461. Terminal, planes and marked twr on arpt. Arpt is VFR for mil training. Parachute Jumping. RSTD PPR for full stop ldg, parking and for non–tenant acft. 72 hrs PPR for hazardous cargo ops, fixed wing ops, and code movement, 24 hr PPR for all tran acft; overflight of ammo supply point located 3300’ South of airfield is prohibited. Hazardous cargo on/off load approach end Rwy 09 only. Hazardous cargo advise twr IAW AR 95–27/AFR 55–14/OPNAVINST. Flight within 4900’ or direct overflight blo 9000’ over Mauna Kea State Park located 8200’ ESE of airfield is prohibited. Flight within 3/4 NM or overflight below 7,000’ of Waikii Ranch 7.9 NM NW prohibited. No acft with skids on Fixed Wing ramp. When twr closed, acft remain N of Saddle Road and establish two–way communication with Range Control prior to entry R–3103. Fixed wing acft are not auth tof Rwy 09 and Rwy 27. Fixed wing twr and IAP not avbl when twr clsd. Fixed wing twr and IAP only tran acft and E and W copter park ramps. High FOD potential in all areas of airfield. Extensive dust hazard to fixed wing acft on E and W copter park ramps. High winds and low level wind shear may exist. Wildlife haz mult ungulates (sheep/goats) may be on or near rwy.

COMMUNICATIONS: CTAF 119.275

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

AIRSPACE: CLASS D svc 1715–0100Z‡ Mon–Fri exc hol; other times CLASS G.

RADIO AIDS TO NAVIGATION:

COMM/NAV/WEATHER REMARKS: PMSV unreadable blo 6190´ and vicinity mountains. Svc is avbl only when afld is opr. PTA range ATIS 132.5/244.250.

HAMAKU N19°54.62’ W155°11.36’ RCO 122.2 (HONOLULU RADIO)
HILO INTL  (ITO)(PHTO)  2 E  UTC–10  N19º43.22’ W155º02.91’  

38  B  LRA  ARFF Index—See Remarks  NOTAM FILE ITO  

Rwy 08–26:  H9800X150 (ASPH–GRVD)  
S–75, D–250, 2D/2D–850  PCN 69 F/B/W/T  
HIRL  
Rwy 08:  ODALS, PAPI(P4R)—GA 3.0º TCH 71’. Tree.  
Rwy 26:  MALS, PAPI(P4L)—GA 2.6º TCH 70’. Tree.  

Rwy 03–21:  H5600X150 (ASPH–GRVD)  
S–75, D–140, 2D/2D–410  PCN 69 F/B/W/T  
HIRL  
Rwy 21:  Pole.  

RUNWAY DECLARED DISTANCE INFORMATION  
Rwy 03:  TORA–5600  TODA–5600  ASDA–5600  LDA–5251  
Rwy 08:  TORA–9800  TODA–9800  ASDA–9800  LDA–9800  
Rwy 21:  TORA–5251  TODA–5251  ASDA–5510  LDA–5510  
Rwy 26:  TORA–9800  TODA–9800  ASDA–9800  LDA–9800  

SERVICE:  
S1  FUEL  100LL, JET A  
LGT  
ACTIVATE MIRL Rwy 3–21, HIRL Rwy 08–26, MALSR Rwy 03–21, 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 located 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:  
PTAF 118.1  
ATIS 126.4  
RCO 122.6 122.1R 116.9T (HONOLULU RADIO)  
RGF Center APP/DEP CON 126.6 (0800–1600Z) 284.6  
TOWER 118.1 (1600–0800Z)  
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 1600–0800Z other times CLASS E.  

RADIO AIDS TO NAVIGATION:  
(H) VORTAC 116.9 ITO Chan 116 N19º43.28’ W155º00.66’ 257º 2.1 NM to fld. 23/11E.  

KAMUELA  N19º59.88’ W155º40.19’  NOTAM FILE MUE.  

Hawaiian–Mariana  P–2H  

(K) VORTAC 113.3 MUE Chan 80 at Waimea–KohalaFld. 2670/11E.  

VOR portion unusable:  
001º–030º byd 10 NM b/o 6,000’  
070º–084º byd 25 NM b/o 7,000’  
070º–084º byd 35 NM b/o 13,000’  
085º–210º byd 15 NM b/o 15,500’  
290º–360º byd 10 NM b/o 7,500’  
290º–360º byd 20 NM b/o 16,000’  

DME unusable:  
070º–084º byd 25 NM b/o 7,000’  
070º–084º byd 35 NM b/o 13,000’  
085º–210º byd 15 NM b/o 15,500’  
290º–300º byd 10 NM  

RCO 122.1R 113.3T (HONOLULU RADIO)  

PAC, 16 MAY 2024 to 11 JUL 2024
KILAUENA  N19°26.15′ W155°16.37′  HAWAIIAN ISLANDS
RCO 122.4  (HONOLULU RADIO)

KONA INTL AT KEAOHOLE (ELLISON ONIZUKA)  (KOAPHKOKO)  6 NW  UTC–10  N19°44.33′  HAWAIIAN ISLANDS
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:  MALS R. 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:  SB  FUEL 100, JET A  LGT
ACTIVATE MALSR Rwy 17, HIRL Rwy 17–35 and twy lgts—CTAF.

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 acft 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 ctg twr prior to engine start.

AIRPORT MANAGER:  (808) 327–9520

WEATHER DATA SOURCES:  ASOS  (808) 329–0412 LAWRS.

COMMUNICATIONS:  CTA F 120.3  ATIS 127.4
RCO 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 58  N19°43.03′ W156°02.70′  347º 1.3 NM to fld. 36/11E.
VOR unusable:  040°–110°
TACAN unusable:  065°–110°
215°–280° byd 13 NM blo 2,000′
215°–280° byd 18 NM
DME unusable:  065°–110°
215°–280° byd 13 NM blo 2,000′
215°–280° 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. Autopilot coupled apch NA below 500 MSL.

PAHOA  N19°32.47′ W154°58.33′  NOTAM FILE ITO.
NDB (HW) 332  POA 327º 11.6 NM to Hilo Intl. 495/11E.  Unmonitored when twr clsd.

PAC, 16 MAY 2024 to 11 JUL 2024
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 invof arpt. Skydiving activity on and inv of 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 113.3T (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  N20º00.08’ W155º40.09’  HAWAIIAN ISLANDS  P–2H  IAP
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 122.9
® 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.

KAUAI
BARKING SANDS PMRF  (BKHK(PHBK)  N  5 NW  UTC–10  N22º01.37’ W159º47.10’  HAWAIIAN ISLANDS  P–2F  AD
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 Outsider 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  N22º02.26’ W159º47.11’ at Barking Sands PMRF. 26/10E.  NOTAM FILE HNL.
TACAN unusable:
  010º–040º byd 15 NM hlo 17,000’
  040º–075º byd 15 NM
  075º–120º byd 20 NM hlo 17,000’
LIHUE (LIH/PHLI)  2E  UTC–10  N21°58.56’  W159°20.34’  
152  B  TPA—See Remarks  LRA  
Class I, ARFF Index C  NOTAM FILE LIH  
P–2F  IAP  

RHW 03–21:  H6500X150 (ASPH–GRVD)  S–75, D–200, 2D–350, 2D/2D2–730  
PCN 75 F/AWT  MIRL  
RHW 03:  REIL. PAPI(P4L)—GA 3.0º TCH 46’. Rgt tcf. 1.1% up SW.  
RHW 21:  REIL. PAPI(P4L)—GA 3.0º TCH 45’. Thld dlspcd 205’. Tree.  

RHW 17–35:  H6500X150 (ASPH–GRVD)  S–75, D–175, 2D–250, 2D/2D2–630  
PCN 75 F/AWT  HIIRL  
RHW 17:  REIL. PAPI(P4L)—GA 3.0º TCH 54’.  
RHW 35:  MALS. PAPI(P4L)—GA 3.0º TCH 55’. Rgt tcf.  

RUNWAY DECLARED DISTANCE INFORMATION  
RHW 03:  TORA–6500  TODA–6500  ASDA–6500  LDA–6500  
RHW 17:  TORA–6500  TODA–6500  ASDA–6500  LDA–6500  
RHW 35:  TORA–6500  TODA–6500  ASDA–6500  LDA–6500  

SERVICE:  S2  FUEL  100, JET A  
COMM/NAV/WEATHER REMARKS:  
RADIO AIDS TO NAVIGATION:  
AIRSPACE:  CLASS D  
FUEL  
WEATHER DATA SOURCES:  ASOS  
AIRPORT MANAGER:  (808) 274–3800  
NOTAM FILE LIH.  
RCO  122.4 122.1R 113.5T (HONOLULU RADIO)  
ATIS  118.9 (128.4 Helicopters) (1600–0800Z)  
HCF CENTER APP/DEP CON - CLNC DEL  126.5 269.4 (If unavailable ctc 134.0)  
GND CON  121.9  

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Honolulu Control Facility at 808-840-6262.  
AIRPORT/WEATHER:  
RADIO AIDS TO NAVIGATION:  
NOTAM FILE LIH.  
(3) VORTAC  113.5 LIH  Chan 82  N21°57.92’  W159°20.29’  at fld. 101/11E.  
TCAN AZIMUTH and DME unusable:  
180º–240º byd 16 NM  
241º–330º byd 18 NM  
311º–355º byd 30 NM bl 7,500’  
VOR unusable:  
180º–240º byd 33 NM bl 11,500’  
241º–330º byd 18 NM  
311º–355º byd 30 NM bl 7,500’  
ILS/DME 110.9 1–LIH  Chan 46  Rwy 35. Class IE. LOC unusable byd 20º left of course. ILS/DME unmonitored when ATCT closed. DME unusable byd 20º left of course.  
ASR  
COMM/NAV/WEATHER REMARKS: When twr closed, A/C on ground ctc Honolulu Center (HCF) on 126.5/ HCF Apch 134.0.  
HELIPAD H1:  H40X40 (CONC)  
HELIPAD H2:  H40X40 (CONC)  
HELIPAD H3:  H40X40 (CONC)  
HELIPORT REMARKS: Helicopter pads 1 through 20 located west of control twr.  

NORTH KAUA’I (N22°12.55’  W159°26.63’)  
RCO  122.3 (HONOLULU RADIO)  
P–2F  

PAC, 16 MAY 2024 to 11 JUL 2024
PORT ALLEN (PAK/PHPA) 1 SW UTC–10 N21º53.82´ W159º36.19´ HAWAIIAN–MARIANA

24 TPA—B24(800) NOTAM FILE LIH
RWY 09–27: H2450X60 (ASPH) S–18
RWY 09: Thd dispcl 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 inv of arpt. Daily helicopter activity on and inv of 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)
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.

RADIO AIDS TO NAVIGATION: NOTAM FILE LIH.
SOUTH KAULI (H) VORTAC 115.4 SOK Chan 101 N21º54.02´ W159º31.73´ 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 N22º12.55´ W159º26.73´ HAWAIIAN ISLANDS

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 KAULI 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 N21º57.92 W159º20.29 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 b/o 7,500´

VOR unusable:
180º–240º byd 33 NM b/o 11,500´
241º–330º byd 18 NM
331º–355º byd 30 NM b/o 7,500´

SOUTH KAULI N21º54.02´ W159º31.73´ 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 b/o 5,000´
305º–010º byd 15 NM b/o 8,500´
RCO 122.1R 115.4T (HONOLULU RADIO)

PAC, 16 MAY 2024 to 11 JUL 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(P4R)—GA 3.0º TCH 49’.
RWY 21: PAPI(P4L)—GA 3.76º TCH 45’. 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 ETA & 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: CTAFT 122.9
LANAI RCO 122.5R, (serves OGG VORTAC 115.1T & LNY VORTAC 117.7T) (HONOLULU RADIO)
HCF CENTER APP/DEP CON 119.3
CLNC DEL 122.3
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
RADIO AIDS TO NAVIGATION:
(H) VORTAC 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 HCF CENTER APP/DEP CON 119.3
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
WEATHER DATA SOURCES: AWOS–3PT 118.375 (808) 565–6586.
COMMUNICATIONS: CTAFT 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 HNM.
HALEAKALA HAWAIIAN ISLANDS Pac, 16 May 2024 to 11 Jul 2024
MAUI CLNC DEL 120.6 (1600–0900Z, effective starting at 0200 local time the second Sunday in March through 0200 local time the second Sunday in March) ctc MAUI TOWER 118.7 0900–1600Z, effective starting at 0200 local time the second Sunday in March through 0200 local time the second Sunday in March). All tfc is requested to follow the procedures described for Traffic Advisories at Non–Tower Airports under Area Notices.

EXCEPT TO UTILIZE MAUI TOWER FREQ 118.7 INSTEAD OF 122.9.

HELIPAD HI: H125X125 (ASPH)
KAPALUA (JHM)\(\text{PHJH}\) 5 NW UTC–10 N20°57.78’ W156°40.38’

HAWAIIAN ISLANDS

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

NOTICE: 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

HOLOLU 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 N20°54.39’ W156°25.26’ 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
MOLOKAI

KALAELEPA (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 3.0° 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 infl of 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’ W156º10.05’ 057º 11.7 NM to fld. 1421/11E,

VORTAC unusable:

275º–285º byd 25 NM blo 3,500˚
MOLOKAI (M KK)(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  PAPI(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 act 1250(796) large act 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 act 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: CTAZ 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’
**OAHU**  

**EWABE**  
N21°19.48’ W158°02.94’  
NOTAM FILE HNL  
NDB (MHW/LOM) 242  
HN 218° 1.6 NM to Kalaeloa (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 Zieg 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  

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

**HAWAIIAN ISLANDS**  

**AIRPORT REMARKS:** Attended 1700–0130Z. Located within Dillingham Military Reservation. CLOSED to Civil act 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 90’ 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 act 12500 and over, ctc arpt Airmside OPS C808-836–6288, Mon–Fri 1745–0230Z. PPR for all mil act into arpt ctc USA HAWAII RNG C808–655–1429/4892. A 5000’ x 75’ rwy for lgt 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 apv tway only. Ctd to civ act SS–SR. No banner towing. Ld trc and fire fighting avbl 1700–0130Z. CAUTION Extrv mlt copter and glider opr. Extrv PJE wknd and hol. Aerobatics trmg area off–shore north of the fld abv 1500’. Ultralight and skydiving haz. Large sea bird haz Nov–Apr. Mrk depression in vcnty of auto fuel pump southwest apn. PJE act 3 NM NW. TFC PAT Eng pwr act should keep base leg in close and cross arpt bdy fences at or abv 600’ to assure safe separation fr sailplanes/towplanes using the first 2000’ (short of the disp thld).  

**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.  

**HAWAIIAN ISLANDS**
**AIRPORT/FACILITY DIRECTORY**

**HONOLULU**

**DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR–HICKAM)**  (HNL)(PHNL) P (AF)  3 NW  HAWAIIAN ISLANDS  P–1C, 2G  IAP, AD

**UTC–10  N21°19.07’ W157°55.21’**

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:** MALS. 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:** MALS. PAPI(P4L)—GA 3.0º TCH 75˚.

**RWY 04R–22L:** H9000X150 (ASPH–GRVD)  S–100, D–200, 2D–400, 2D/2D–850  PCN  57 F/B/X/T  HIRL

**RWY 04R:** MALS. 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**

<table>
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<tr>
<th>LDG Rwy</th>
<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
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**RUNWAY DECLARED DISTANCE INFORMATION**

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<tr>
<td>RWY 26R</td>
<td>TORA–12300 TODA–12300 ASDA–12300 LDA–12300</td>
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**ARRESTING GEAR/SYSTEMS**

**RWY 04R BAK–14 BAK–12B (1500˚)**

**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 05˚ left of rwy centerline, Rwy 26L PAPI unusable byd 05˚ 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 actl tail hook skip exists.  TRAN ALERT  15 WG can provide eqpt but crews must provide own pers when needed.

**CONTINUED ON NEXT 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 twr, 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 twr unavail from tfc areas are clear of obstrns and/or tcf: pts of T23 J b/w Twy B and Rwy 08R; pts of Inter–Island acft prgk ramp. Rwy 08L–26R 200’ wide with lghts outside, pvmt striped 150’ wide. TPA—Tcf pattern altitude for small acft entering from northwest 800(787). Tcf pattern altitude for small acft entering from south 1000(987). Tcf pattern altitude for large acft entering from south 1500(1487). During periods of repeated precipitation anticipate wet tfc conditions, if current conditions rqr confirmation ctc Honolulu twr 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 tcf pattern altitudes as long as possible before beginning descent for lgd. Twr G ADG V and below power in w/PPR. Tower approval required to use Taxiway Kilo from Runway 4R. Apron Taxilane 6 b/t Twy C and south rmp clsd except QAx/wing loading/unloading only. Apron Taxilane 2 east end 360˚ clsd. Rwy 04R and Rwy 08R wind cones in nonstandard lctn. All jet acft rmp control prv to engine start at gate or hard stand. PPR from arpt man for transportation of Class A and B explosives in and out of HNL. RRA: 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 hz. All military acft with VIP code 7 or abv ctc 15WG command post or relay thru H/SSB airway 1 hour 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 AMG 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 smn, AMC tmg smn and KC–135 8 UN & 8 EN smn call 735th MCC at DSN (315) 499–6970 for PPR. All amc PPR will be coord Mon–Fri 1700–0400Z only. All non–AMC acft such as foreign, sister svc, intnl svc and or trn must ctc 15 OSS/OSA (AMOPS) at DSN (315) 449–0046/0048 for PPR coord. All PPR will be apvd no earlier than 7 hrs but no later than 24 hrs prior. All tran acft not on an AMC/TWCF smn and home stn acft terminating at JBPH–H, will provide a 3 hr out call (comm 808–448–6900) as well as a 20–30 min out call on 292.5 to the 15 WG/CP (KOA CONTROL). Upon arr, crews will prvd crew order/EAL to 647 SFS Patrol and prcducty to command post (bldg 2050) and cmplt an oubd call (comm 808–448–6900) as well as a 20–30 min out call on 292.5 to the 15 WG/CP (KOA CONTROL). Upon arr, crews will prvd crew order/EAL to 647 SFS Patrol and prcducty to command post (bldg 2050) and cmplt an oubd call (comm 808–448–6900) as well as a 20–30 min out call on 292.5 to the 15 WG/CP (KOA CONTROL).

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AIRPORT/FACILITY DIRECTORY
CONTINUED FROM PRECEDING PAGE

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 unusable:
055º–085º byd 15 NM blo 7,000’
251º–260º byd 20 NM blo 2,200’
261º–280º byd 20 NM blo 3,000’
281º–305º byd 20 NM blo 7,500’
306º–330º byd 30 NM blo 7,500’
331º–340º byd 32 NM blo 5,500’
360º–055º byd 15 NM blo 6,000’
360º–085º byd 25 NM blo 8,000’
360º–085º byd 30 NM blo 12,000’

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

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

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

TACAN AZM/DME unusable:
285º–294º byd 20.5 NM blo 5,000’
285º–294º byd 27 NM blo 8,000’
295º–000º byd 19 NM blo 5,500’
295º–000º byd 26 NM blo 8,000’
295º–000º byd 32 NM blo 8,000’

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

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

LOA/DME 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 inflow waterways.

PAC, 16 MAY 2024 to 11 JUL 2024
KALAELOA (JOHN RODGERS FLD) (JRF)(PHJ)R) P (HANG CG) 2 S UTC–10 N21°18.44´ W158°04.22´ HAWAIIAN ISLANDS P–2G

30 B TPA—See Remarks NOTAM FILE JRF

RWY 04R–22L: H8000X200 (ASPH) 2S–175, 2T–565, 2D–287, 2D/D1–479, 2D/2D–840 MIRL

RWY 04R: PAPI(P4R)—GA 3.0º TCH 55´.

RWY 22L: PAPI(P4L)—GA 3.0º TCH 32´.

RWY 11–29: H6000X200 (ASPH) S–7, S–167, 2D–327, 2D/2D–800 MIRL 0.3% up NW

RWY 11: PAPI(P4L)—GA 3.0º TCH 48´.

RWY 29: PAPI(P4L)—GA 3.0º TCH 52´.

RWY 04L–22R: H4500X200 (ASPH) MIRL

RWY 04L: PAPI(P2L)—GA 3.0º TCH 35´.

RWY 22R: PAPI(P2L)—GA 3.0º TCH 33´.


AIRPORT MANAGER: (808) 836–6533

WEATHER DATA SOURCES: ASOS 119.8 (808) 673–7454.

COMMUNICATIONS: CTAF 132.6 ATIS 119.8

HONOLULU CONTROL FACILITY APP CON 118.3

KALAELOA TOWER 132.6 (1600–0800Z) GND CON 123.8 CLNC DEL 121.7

VFR ADVSY SVC ctc HONOLULU APP CON

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

HONOLULU (H) VORTAC 114.8 HNL Chan 95 N21°18.50´ W157°55.83´ 259º 7.8 NM to fld. 5/11E.

EWABE NDB (MHW/LOM) 242 HN N21°19.48´ W158°02.94´ 218° 1.6 NM to fld. 43/11E.

COMM/NAV/WEATHER REMARKS: Twr operated by Air National Guard. GCA OTS indet.

KANEHOE BAY MCAS (MARION E CARL FLD) (NGF)(PHNG) N 2 SW UTC–10 N21°27.03´ W157°46.08´ NOTAM FILE PHNG.

AIRSPACE: CLASS D svc Mon–Thu 1700–1000Z, Fri 1700–0800Z, Sat 1800–0300Z (CLASS D svc only), Closed Sun and Federal holidays. Other times CLASS E.

MAUNA KAPU N21°23.83´ W158°06.08´ IAP

RCO 122.2 (HONOLULU RADIO)

MT KAALA N21°30.50´ W158°08.85´ IAP

RCO 122.6 (HONOLULU RADIO)
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 dsplcd 570´. Rgt tcf.
RWY 24: Rgt tcf.

SERVICE: 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,

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 bkn 140´ and 500´ fr RCL with four sets of 4´ net barriers mtk with obsd lgt. No tsnt 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 1500–1700Z 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 taxiing on Twy A; do not taxi behind actf in position and hold on Twy B, C, D, E, F due to recommended rotor/wingtip cncv abvl. Blue twy edge reflectors instl on Twy A north of rwy and on Twy J adj to south aprn. Mult tree obstrn 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 fr Tcw from the south. South traffic only. TPA—Rotary 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 abvl H24. Human wx obsn view obsn by bldg W thru NE (250°–060°). Vis evaluation is ltd to 1/6 to 1/4 mile in this sctr. Wx svcs opr 24 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

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


VFR AZOY 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 HOALS (HFS)(PHHF) 0 N UTC–11 N23°51.84´ W166°17.08´

6 RWY 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 Rwy 08–26 edge lgts 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 req 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.
## MARSHALL ISLANDS

### ARNO ATOLL

**INE** (N28)  O NW  UTC+12  N07º01.00´ E171º29.00´
- **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´
- **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´
- **AOE** Not insp.
- **RWY 06–24:** H7700X148 (ASPH)  D–106, 2S–134, 2D–170, C5–575
- **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´
- **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´
- **NOTAM FILE** HNL  Not insp.
- **RWY 04–22:** 4400X100 (GRVL–CORAL)
- **AIRPORT REMARKS:** Attended on call.
- **COMMUNICATIONS:** CTAF 122.9
AIRPORT/FACILITY DIRECTORY

KWAJALEIN ATOLL

BUCHOLZ AAF (KWA/PKWA) A UTC+12 N08°43.21’ E167°43.90’

16 B NOTAM FILE PKWA

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

SERVICE: FUEL J6 0X 1, 2 TRAN ALERT Transit alert contractor assistance available 1930–0730Z.

MILITARY REMARKS: Attended (Base Ops) Mon 1830–0930Z, Tue–Sat 1730–0930Z, clsd Sun. 24 hr PPR thru Cmdr U.S. Army Kwajalein Atoll; P.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. Acft with explosive cargo should plan to arrive between 2030–0530Z. 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 acft. 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 acft: 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 extrm radiation hazs. Overflight of the island N of rwy is prohibited. Ctc Base Ops prior to dep due to radiation haz de–confliction. Rotg 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 acft within 50 NM maint twr ctc, OT ctc BASE OPS ADVISORY SVC 118.8 Dur affld opr periods when ATC not avbl, all acft 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 (HH) 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.

PAC. 16 MAY 2024 to 11 JUL 2024
DYESS AAF (ROI)(PKRO) UTC+12 N09°23.81’ E167°28.25’ P–1B

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.

MAJURO ATOLL

MAJURO N07°03.92’ E171°16.11’ NOTAM FILE HNL P–1B
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–1B

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

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

MEJIT ATOLL

MEJIT C30 O NE UTC+12 N10°17.00’ E170°53.00’ 5 NOTAM FILE HNL Not insp.

RWY 07–25: 3000X50 (GRVL–CORAL)
AIRPORT REMARKS: Attended on call.
AIRPORT MANAGER: (692) 625-6179

COMMUNICATIONS: CTAF 122.9
MILI ISLAND
MILI (1Q9) 0 N UTC+12 N06°05.00’ E171°44.00’
4 NOTAM FILE HNL Not insp.
RWY 05–23: 2850X75 (TURF)
AIRPORT REMARKS: Attended on call.
COMMUNICATIONS: CTAF 122.9

NAMORIK ATOLL
NAMORIK (3N6) 0 NE UTC+12 N05°37.90’ E168°07.50’
15 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’
4 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’
4 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’
4 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  N28°12.09’ W177°22.88’  P–1B

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, PAP(P4L)—GA 3.0º TCH 80’.

RWY 24: REIL, PAP(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 Indg, 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 011-8816-327-2057, 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 N28°12.25’ W177°22.75’ 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.

MIDWAY  N28°12.25’ W177°22.75’  NOTAM FILE MDY  P–1B

NDB (HW) 400 MDY at Henderson fld.  16/10E.
NORTHERN MARIANA ISLANDS

PAGAN ISLAND

PAGAN AIRSTRIP (TT01)  Q S  UTC+10  N18°07.47´ E145º46.12´
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

ROTA ISLAND

BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO)  6 NE  UTC+10
N14°10.46´ E145º14.47´
606  B  TPA—See Remarks  LRA  Class I, ARFF Index A  NOTAM FILE HNL
RWY 09–27: H7000X150 (ASPH–GRVD)  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 tfc.
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 unsked 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
ROTA RADIO 123.6
GUAM CERAP APP/DEP CON 120.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.
ROTA NDB (HW) 332  GRO  N14°10.30´ E145º14.40´ at fld. 587/2E.

PAC, 16 MAY 2024 to 11 JUL 2024
SAIPAN ISLAND

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

HELIPORT REMARKS: Attended continuously. Rwy H1 1100 hotel bldgs west and 850 water tank east of helipad.

COMMUNICATIONS: CTAF 125.7

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

HELIPORT REMARKS: Attended continuously. Rwy H1 1100 hotel bldgs west and 850 water tank east of helipad.

COMMUNICATIONS: CTAF 125.7

FRANCISCO CADA/SAIN INTL (GSN)(PGSN)  4 SW  UTC+10  N1507.210 E14543.800

NOTAM FILE GSN


RWY 07: MALSR. REIL. Rgt tfc.

RWY 25: REIL. PAP(P4L)—GA 30º TCH 750

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

RWY 06: Thld dsplcd 3960.

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. Rwy 07 VASI and glidepath not coincident.


AIRPORT MANAGER: (670) 237–6500

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

COMMUNICATIONS: ATIS 127.2

GUAI MIPA 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 N1506.680 E14542.620  0660 1.2 NM to fld.  83/E.

IILS/DME 109.9 I–GSN Chan 36 Rwy 07.

SAIPAN N1506.680 E14542.620 NOTAM FILE GSN

NDB (HW) 312 SN 0660 1.2 NM to Francisco C Ada/Saipan Intl.  83/E.
TINIAN ISLAND

FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT) 1 N UTC+10 N14º59.95’

E145º37.16’

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

RADAR AIDS TO NAVIGATION

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

ANGA AIRSTRIP (ANG)  30 SW  UTC+9  N06º54.00’ E134º09.00’

20  NOTAM FILE HNL

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  N07º22.04’ E134º32.66’

177  B  NOTAM FILE HNL


RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 52˚. Trees.

RWY 27: REIL. PAPI(P4L)—GA 3.0º TCH 52˚. Trees.

SERVICE: 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 rqr call 011 (680) 488–2498, fax 011 (680) 488–4385; landing permit rqd 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  AAS avbl 2 hr prior arr, clsd 1 hr after dep. 2182 5205X.

RADIO AIDS TO NAVIGATION:

KOROR NDB/DME (HW/DME) 371  ROR  Chan 104  N07º22.13’ E134º33.02’ 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.

KOROR  N07º22.13’ E134º33.02’  NOTAM FILE HNL

P–1A

NDB/DME (HW/DME) 371  ROR  Chan 104  At Palau Intl Airport.  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

PELELIU (C23)  20 SW  UTC+9  N07º00.00’ E134º14.00’

9  NOTAM FILE HNL

RWY 04–22: 6000X40 (GRVL)

RWY 04: Trees.

RWY 22: Trees.


COMMUNICATIONS: CTAF 122.9

PAC, 16 MAY 2024 to 11 JUL 2024
WAKE ISLAND AIRFIELD (AWK/PWAK) AF 0 N UTC+12 N19°16.95’ E166°38.20’

Service: A-Gear 30 min PN rqr. Fuel A
cft refueling at PWAK: Site arr
req must be obtained from 907-552-5781 and submitted for apvl
prior to arr. Fit crew rqr to assist in refuel. J5 (Mii). LGT Several obst
lgt q’s: Controlling obst lgt tower 101’ AGL aprx 1700’ S of Rwy 28
thld.
Fluid W, SP, Pressair

Arresting Gear/System

Hook Bak–12B (4921’), Rwy 28

Military Remarks:
Attended Mon–Sat 2000–0400Z (0800–1600L),
Tue–Sat), except holidays. RSTD PPR for all acft at least 24 hr
in advance. Email for PPR req form:
PRSCDET1.AIRFIELD.MANAGEMENT@US.AF.MIL. After PPR apvl,
PWAK ETA/ETD deviations byd 2 hr rqr reapproval. Base Ops fone
Very limited opr status, avbl for emergency ldg and minimal priority
flights. 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 aprx 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. Afld 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

Miscellaneous:
Firefighting svcs 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

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 B2 N19°17.20’ E166°37.64’ at fld. 18/6E. No–NOTAM MP: VOR
2030–2230Z Tue; TACAN 2030–2230Z Wed.

Comm/Nav/Weather Remarks:
Inbnd acft should exp descent and apch cncr for Oakland ARTCC thru San Francisco Radio. Wake opns monitors 121.5 and 243.0. Inbnd acft ctc Wake opns 100 NM out for AAS and adz svcs rqrmts. Make all dep rpts to ARTCC via HF. No ATC avbl to ovfl.
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 YouTube 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) N204231/W1561528, 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.
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

Office of Primary Responsibility (OPR): ATO, Runway Safety
Contact Information: (202) 856-1942
Amended: January 2024

PAC, 16 MAY 2024 to 11 JUL 2024
GENERAL NOTICES

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.”

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

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>

100 NM seaward of the boundary of the Honolulu Domestic area
50 NM of Guam
130 NM of Wake Island
40 NM of Wake Island
130 NM of Midway Island
40 NM of Midway Island
50 NM of Majuro Island
50 NM of Kwajalein Island
50 NM of Weno Island/Chuuk
50 NM of Yap Island
50 NM of Ponape Island
50 NM of Saipan Island
50 NM of Babelthuap Island/Koror

NAVIGATIONAL AIDS

SOK, LIH, HNL, MIK, LNY, OGG, ITO, UPP and KOA VORTACS
AJA NDB
AWK VORTAC FL180–450
AWK VORTAC SFC–FL180
NQM TACAN FL180–450
NQM TACAN SFC–FL180
MAJ NDB/DME
NDJ NDB
TKK NDB/DME
YP NDB/DME
PNI NDB/DME
SN NDB
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

PAC, 16 MAY 2024 to 11 JUL 2024
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.
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, CAUTIONS 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 officers.

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 intended place of 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.
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 navigational aid 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 within CLASS B or operate within CLASS B unless:

(a) The pilot in command holds at least a private pilot certificate; or

(b) The aircraft is operated by a student pilot who has met the requirements of FAR section 61.95.

(3) Unless otherwise authorized by ATC, each person operating a large turbine engine–powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of CLASS B.

(4) Unless otherwise authorized by ATC, the aircraft must be equipped with an operable VOR or TACAN receiver.

(5) Unless otherwise authorized by ATC, the aircraft must be equipped with a 4096 code transponder with automatic altitude reporting equipment.

NOTE. ATC may, upon notification, immediately authorize a deviation from the altitude reporting requirement; however, a request for a deviation from the 4096 code transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

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.
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 taxing 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 taxing, 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 Kalanianaole 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 to 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.
HELCOPTERS: 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/L. 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.

HELCOPTERS: 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/L. 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.
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:

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<th>TRADE (NORTHEAST) WIND CONDITIONS</th>
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<tr>
<td>Departures: 8R</td>
<td>Departures: 8L</td>
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<tr>
<td>Arrivals: 8L</td>
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<th>KONA (SOUTHWEST) WIND CONDITIONS</th>
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<tr>
<td>Departures: 26L or 22R/L</td>
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<tr>
<td>Arrivals: 26L</td>
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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.

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

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

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

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 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 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 Rwy 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 Rwy 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 Rwy 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 Rwy 17–35. Downwind leg for Rwy 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, 16 MAY 2024 to 11 JUL 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:

IT0435039 FITES R578
IT0435055 EBBER R577
IT0435158 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. Apartment operations on apron 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: 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 act 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 Twy E and 600´ 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´ north Twy F and Twy E limited to acft wingspan less than 112´.

PAC, 16 MAY 2024 to 11 JUL 2024
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 Ruby Laser 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” and then proceeding east through N20º28´36”/W156º30´24”, N20º28´06”/W156º41´48”, to N20º20´30”/W156º44´30”, to N20º37´30”/W156º36´24”, thence to point of beginning. The CFA includes the entire island of Kahoolawe.

Ordnance disposal/removal 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 250R/014 DME) 1000´/above, 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 KAHALUUI 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 Nakalele 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 KALEAloA (JOHN RODGERS FLD): All pilots are reminded of the proximity of Honolulu (Daniel K Inouye Intl) Airport to Kalaheo (John RodgersFld). Exercise caution when approaching Honolulu (Daniel K Inouye Intl) Airport as both fields have parallel Runways 04. Several landings have been made at Kalaheo (John Rodgers Flld) by pilots mistaking it for Honolulu (Daniel K Inouye Intl) Airport. Minimum IFR altitude for aircraft overflying Kalaheo (John Rodgers Flld) is 2200 feet.

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

OAHU – KANEHOE BAY MCAS – HIGH PERFORMANCE AIRCRAFT: Kanehoe 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 Kaneohe Tower and Approach Control frequencies. Request all aircraft contact Kaneohe Tower prior to transiting CLASS D airspace northeast of Rwys 04/05.

OAHU – KALAHEO (JOHN RODGERS FLD): Tanker vessels with mast height up to 1700 feet intermittently operating 2 NM South of approach end Rwy 04.

OAHU – KALAHEO (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 Kalaheo (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 cautioned 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 11/2 NM (9,120 feet). Potential personnel and electro-explosive device hazards exist due to high power radio frequency transmitters.

PAC, 16 MAY 2024 to 11 JUL 2024
OAHU – 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.

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

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

OAHU – 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.

OAHU – 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.

OAHU – 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.

OAHU – 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.

OAHU – 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.

HAWAII – OIL POLLUTION REPORTS: Pilots observing oil slicks are requested to report them to Flight Service as soon as possible. The report should include the approximate location using prominent landmarks, size of slick, type of vessels observed in vicinity, and other pertinent information.

Office of Primary Responsibility (OPR): Honolulu Control Facility
Contact Information: (808) 840–6100
Amended: March 2024

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–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 N13º33’/E144º50’ 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.
AUCKLAND OCEANIC FIR

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
OAKLAND OCEANIC OCA/FIR

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 RNP 10 approved aircraft. Associated with the “R” in field 10a, the flight plan should also contain PBN/A1 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. Non-RVSM 10 approval is required for RVSM SEPARATION

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 qualifier 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 10 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...
AREA NOTICES

(2) 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, 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, 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, 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 and 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) DANNON
   (c) CANON
   (d) LILIA
   (e) PUPPI
   (f) SVYAD
   (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, RJB 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 flighted 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, Oakalnd 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 Eastern 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 held 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 OMLLET – OMLLET 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 OMLLET 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 150°E longitude will not be affected.

**OAKLAND OCA ISLAND AIRPORTS**

**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.
KANEHOE - PREFERRED ROUTING TRANSITING AND ARRIVING IN HIGH DENSITY TRAFFIC OF MCAF KANEHOE BAY CLASS D AIRSPACE

Recommended phraseology:
*Request clearance through Class D airspace via Published Preferred Route*

Jet Initial
Rwy 04: 1500' 330°, 10 NM

Jet Initial
Rwy 22: 2000' 040°. 10 NM

LEGEND

Noise Sensitive Area
Compulsory Reporting point
Non-Compulsory Reporting Point
Military Jet Route
Military Helicopter Arrival/Departure Route of Kaneohe MCAF
Published Preferred Route 2000 or above

Altitude Assignment:
Published Preferred Route at or above 2000 the entire route.

NOTE:
Pilots should anticipate holding over Quarry Intersection or north of Chinamans Hat or south of Molokua Island when traffic will not permit clearance through the Class D airspace.

NOTE:
Pilots will be required to fly well clear of ULUPAU CRATER during periods of live fire.

(AUG 94)

PAC, 16 MAY 2024 to 11 JUL 2024
CLASS C AIRSPACE
KAHULUI AIRPORT
FIELD ELEV 53' MSL

CONTACT HCF
APPROACH CONTROL
120.2  322.4

MOLOKAI

V12
V12-22

V15-22

V16

V24

V16

KEIKI

CONTACT HCF
APPROACH CONTROL
119.5  343.8

10NM

HALEAKALA NATIONAL PARK

Legend
VFR CHECK POINTS

FLOOR IN HUNDRED
OF FEET MSL

41

CEILING IN HUNDRED
OF FEET MSL

20

R-3104 A.B

41

MCB

Makena

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.

AIRCRAFT REMAINING IN RIGHT TRAFFIC PATTERN RUNWAY 2 OR LEFT TRAFFIC PATTERN RUNWAY 20, ARE REQUESTED TO CROSS SHORELINE ON DOWNWIND OVER EAST END OF GOLF COURSE TO AVOID FLIGHT OVER RESIDENTIAL AREA.

KAHULUI TOWN

PAC, 16 MAY 2024 to 11 JUL 2024
KONA INTERNATIONAL AT KEAHOLE AIRPORT, HAWAII

Depicted on this chart are the most heavily trveled 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, KAULAI

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 105 RADIAL UNTIL 25 MILES EAST.
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-GSN 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 Masakol and direct to Punatan Oyan.

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 Punatan Masakol, then enter left traffic for Rwy 08 at West Tinian.

5. VFR single engine aircraft from Saipan should make left traffic downwind to Punatan Agilingan, across Saipan channel to Punatan Taohong (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 ascoss Saipan Channel to Broadway Traffic Circle, via BROADWAY to entr 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 Puntan 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.
AREA NOTICES

NOISE SENSITIVE AREAS AND RECOMMENDED FLIGHT PATHS (VFR)
HILO INTL
HILO, HAWAII

HILO BAY
NOISE SENSITIVE

CITY OF HILO

LARGE AIRCRAFT PATTERN ALTITUDE 1500' MSL
SMALL AIRCRAFT PATTERN ALTITUDE 800' MSL

PAC, 16 MAY 2024 to 11 JUL 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.
AREA NOTICES

ARIVAL/DEPARTURE GRAPHICS

WHEELER TWR 126.3/235.625
GND 121.85/237.5

TRAFFIC PATTERN DOWN WIND BASE
FIXED WING 2000 MSL 1300 MSL
ROTARY WING 1500 MSL 1300 MSL
NVG 1500 MSL 1300 MSL

DILLINGHAM
CTAF 123.0
MILITARY AIR To AIR 233.3

HALEIWA
3000 ***

3000 ***

THOMPSON CORNER

R3110A,B,C

Contact USA SCH Range Control FM 38.30

PINEAPPLE 2000/NG 2500N*

2000D/NG 2500N

DOLE

MOTORPOOL

WHEELER AAF

KOLEKOLE

2200, N, NG

2000D/N, NG**

2000D/N, NG*

KUNIA TOWN

MILANI TOWN

1047

KAHU

1500

HARBOR VIEW

1500

Hi/H2 INT

CIVIL AIRCRAFT TRANSITIONS
Contact Tower at HI/H2 Interchange or Harbor View Northbound/Haleiwa Southbound. Expect Altitude Assignment at or above 2500 MSL.

LEGEND
Preferred Routing Civil/Military Transition
Traffic Pattern (South Traffic Only)
Dole Departure Military
Arrival/Departure Routes Military Helicopter
Mandatory Reporting Points
* Inbound Altitude Military Helicopter
** Outbound Altitude Military Helicopter
*** Weather Permitting
D Day Altitude Military Helicopter
N Night Altitude Military Helicopter
NG NVG/NVS Altitude Military Helicopter
Noise Sensitive Areas

A-311
For flight following/advisories aircraft below 500’ AGL contact Lightning Radios (P) UHF 239.5 (A) VHF 139.2

CHART NOT TO SCALE

PAC, 16 MAY 2024 to 11 JUL 2024
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**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**

- **Nimitz**: 063 3.3 NM Twy A between Rwy 06L and Rwy 06R.
- **Pago Pago**: 242 0.8 NM On twy Rwy 05.
- **Wake Island**: 98 1.3 NM Runup area Rwy 28.

**VOR TEST FACILITIES (VOT)**

<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>
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</table>

**STATION FREQ. TYPE VOT FACILITY**

- **Honolulu**: 111.0 G

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**RADIO NAVIGATIONAL AIDS BY IDENT**

<table>
<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>
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<td>CKH</td>
<td>Koko Head (VORTAC)</td>
<td>PNI</td>
<td>Pohnpei (NDB/DME)</td>
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<tr>
<td>GRO</td>
<td>Rota (NDB)</td>
<td>POA</td>
<td>Pahoa (NDB)</td>
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<tr>
<td>HN</td>
<td>Ewabe (NDB)</td>
<td>ROR</td>
<td>Koror (NDB/DME)</td>
</tr>
<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>
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<tr>
<td>ITO</td>
<td>Hilo (VORTAC)</td>
<td>TKK</td>
<td>Truk (NDB/DME)</td>
</tr>
<tr>
<td>LIH</td>
<td>Lihue (VORTAC)</td>
<td>TUT</td>
<td>Pago Pago (NDB)</td>
</tr>
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<td>Lanai (VORTAC)</td>
<td>UKS</td>
<td>Kosrae (NDB/DME)</td>
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<tr>
<td>MAJ</td>
<td>Majuro (NDB/DME)</td>
<td>UNZ</td>
<td>NIMITZ (VORTAC)</td>
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<td>MDY</td>
<td>Midway (NDB)</td>
<td>UPP</td>
<td>Upolu Point (VORTAC)</td>
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<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>

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**GROUND RECEIVER CHECKPOINTS**

- **Nimitz**: 063 3.3 NM Twy A between Rwy 06L and Rwy 06R.
- **Pago Pago**: 242 0.8 NM On twy Rwy 05.
- **Wake Island**: 98 1.3 NM Runup area Rwy 28.
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
LDOC (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 upper sideband mode (SSB). 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/AJT-ZOA-IAP
Contact Information: 510-745-3326 and/or 510-745-3464; email: AJT-ZOA-IAP@faa.gov
Amended: June 2023
### PARACHUTE JUMPING AREAS

The following tabulation lists all known jumping sites. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions.

<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>Tighershark–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>
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</tbody>
</table>

### SPECIAL USE AIRSPACE

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Altitude</th>
<th>Time</th>
<th>Controlling Agency</th>
<th>Using 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>
<td></td>
</tr>
<tr>
<td>W–11A</td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W–11B</td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>Commander Joint Region Marianas</td>
<td></td>
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</tr>
<tr>
<td>W–12</td>
<td>To FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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</table>

PAC, 16 MAY 2024 to 11 JUL 2024
<table>
<thead>
<tr>
<th>Code</th>
<th>Type</th>
<th>Altitude</th>
<th>Details</th>
<th>Organization</th>
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<tbody>
<tr>
<td>W–13A</td>
<td>LOW</td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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<tr>
<td>W–13B</td>
<td>LOW</td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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<td></td>
<td>Commander Joint Region Marianas</td>
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<tr>
<td>W–13C</td>
<td>LOW</td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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<td>Commander Joint Region Marianas</td>
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<tr>
<td>W–13A</td>
<td>HIGH</td>
<td>To FL300 to FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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<td>W–13B</td>
<td>HIGH</td>
<td>To FL300 to FL600</td>
<td>By NOTAM</td>
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<tr>
<td>W–13C</td>
<td>HIGH</td>
<td>To FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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<tr>
<td>W–11A</td>
<td>HIGH</td>
<td>To FL300</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Commander Joint Region Marianas</td>
</tr>
<tr>
<td>W–186</td>
<td></td>
<td>To 9,000' Cont</td>
<td>FAA, Honolulu Control Facility</td>
<td>CO PMRFAC HAWAREA</td>
</tr>
<tr>
<td>W–187</td>
<td></td>
<td>To 18,000' Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
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<tr>
<td>W–188</td>
<td>Unltd</td>
<td>Cont</td>
<td>FAA, Honolulu Control Facility</td>
<td>CO PMRFAC HAWAREA</td>
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<tr>
<td>W–189</td>
<td>Unltd</td>
<td>Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
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<tr>
<td>W–190</td>
<td>Unltd</td>
<td>Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
</tr>
<tr>
<td>W–191</td>
<td></td>
<td>To 3000' Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
</tr>
<tr>
<td>W–192</td>
<td>Unltd</td>
<td>Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
</tr>
<tr>
<td>W–193</td>
<td>Unltd</td>
<td>Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
</tr>
<tr>
<td>W–194</td>
<td>Unltd</td>
<td>Mon–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
<td>FACS FAC PH, Pearl Harbor, HI</td>
</tr>
<tr>
<td>No.</td>
<td>Name</td>
<td>Altitude</td>
<td>Time</td>
<td>Controlling Agency</td>
</tr>
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<td>-------------------------------------------</td>
</tr>
<tr>
<td>W-196</td>
<td></td>
<td>to 2,000’</td>
<td>on–Fri 1700–0800Z Sat–Sun 1800–0200Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td>W-517</td>
<td>Guam</td>
<td>Unltd</td>
<td>By NOTAM</td>
<td>FAA GUAM CERAP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Commander Joint Region Marianas</td>
</tr>
<tr>
<td>R–3101</td>
<td>PMRF Barking Sands 4</td>
<td>Unltd</td>
<td>Mon–Fri 1600–0400Z Other times by NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td>R–3103</td>
<td>Humuula</td>
<td>to 30,000’</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td></td>
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<td>Commander Gen. US Army Schofield Barracks, HI</td>
</tr>
<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>
</tr>
<tr>
<td>R–3109A</td>
<td>Schofield-Makua</td>
<td>to 8,999’</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>US Army Schofield Barracks, HI</td>
</tr>
<tr>
<td>R–3109B</td>
<td>Schofield-Makua</td>
<td>9,000’ to 18,999’</td>
<td>Intermittent</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td>US Army Schofield Barracks, HI</td>
</tr>
<tr>
<td>R–3109C</td>
<td>Schofield-Makua</td>
<td>to 8,999’</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td>US Army Schofield Barracks, HI</td>
</tr>
<tr>
<td>R–3110A</td>
<td>Schofield-Makua</td>
<td>to 8,999’</td>
<td>By NOTAM</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
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<td></td>
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<td>US Army Schofield Barracks, HI</td>
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<tr>
<td>R–3110B</td>
<td>Schofield-Makua</td>
<td>9,000’ to 18,999’</td>
<td>Intermittent</td>
<td>FAA, Honolulu Control Facility</td>
</tr>
<tr>
<td></td>
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<td>US Army Schofield Barracks, HI</td>
</tr>
<tr>
<td>R–3110C</td>
<td>Schofield-Makua</td>
<td>to 8,999’</td>
<td>By NOTAM</td>
<td>Honolulu Twr</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td>US Army Schofield Barracks, HI</td>
</tr>
<tr>
<td>R–7201</td>
<td>Farallon de Medinilla Is.</td>
<td>To FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
</tr>
<tr>
<td></td>
<td></td>
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<td>Commander Joint Region Marianas</td>
</tr>
<tr>
<td>R–7201A</td>
<td>Farallon de Medinilla Is.</td>
<td>To FL600</td>
<td>By NOTAM</td>
<td>FAA, Guam CERAP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Commander Joint Region Marianas</td>
</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).

PAC, 16 MAY 2024 to 11 JUL 2024
### Key to Aerodrome Forecast (TAF) and Aviation Routine Weather Report (METAR)

**TAF** KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2200 1/2SM +TSRA OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

**METAR** KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T01820159

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TAF</strong></td>
<td>Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report</td>
<td><strong>METAR</strong></td>
</tr>
<tr>
<td><strong>KPIT</strong></td>
<td>ICAO location indicator</td>
<td><strong>KPIT</strong></td>
</tr>
<tr>
<td>091730Z</td>
<td>Issuance time: ALL times in UTC &quot;Z&quot;, 2-digit, 4-digit time</td>
<td>091955Z</td>
</tr>
<tr>
<td>091818</td>
<td>Valid period: 2-digit date, 2-digit beginning, 2-digit ending times</td>
<td>COR</td>
</tr>
<tr>
<td>15005KT</td>
<td>In U.S. METAR: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on</td>
<td>22015G25KT</td>
</tr>
<tr>
<td>5SM</td>
<td>Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 0000KT for calm; for METAR, if direction varies 60 degrees or more, Variability appended, e.g. 180V260</td>
<td>3/4SM</td>
</tr>
<tr>
<td>15005KT</td>
<td>Prevailing visibility: in U.S., Statute Miles &amp; fractions; above 6 miles in TAF Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)</td>
<td>R28L/2600FT</td>
</tr>
<tr>
<td><strong>HZ</strong></td>
<td>Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; &quot;F&quot;; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)</td>
<td>TSRA</td>
</tr>
<tr>
<td><strong>FEW020</strong></td>
<td>Significant present, forecast and recent weather: see table (on back)</td>
<td>OVC010CB</td>
</tr>
<tr>
<td><strong>15005KT</strong></td>
<td>Cloud amount, height and type: SKy Clear 0/8, FEW &gt;0/8-2/8, SCatTed 3/8-4/8, BroKeN 5/8-7/8, OVercast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or Cumulonimbus in METAR; in TAF, only CB. Vertical Visibility for obscured sky and height &quot;VV004*. More than 1 layer may be reported or forecast. In automated METAR reports only, CLeaR for &quot;clear below 12,000 feet&quot;</td>
<td>A2992</td>
</tr>
<tr>
<td><strong>15005KT</strong></td>
<td>Temperature: degrees Celsius; first 2 digits, temperature &quot;F&quot; last 2 digits, dew-point temperature; Minus for below zero, e.g., M06</td>
<td>18/16</td>
</tr>
<tr>
<td><strong>15005KT</strong></td>
<td>Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q- hectoPascals, e.g., Q1013)</td>
<td></td>
</tr>
</tbody>
</table>
ASSOCIATED DATA

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

<table>
<thead>
<tr>
<th>Forecast</th>
<th>Explanation</th>
<th>Report</th>
</tr>
</thead>
<tbody>
<tr>
<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;f&quot; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT</td>
<td>RMK SLP045 T01820159</td>
</tr>
<tr>
<td>FM1930</td>
<td>From and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</td>
<td></td>
</tr>
<tr>
<td>TEMPO 2022</td>
<td>TEMPOrary: changes expected for &lt; 1 hour and in total, &lt; half of 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
<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>
<td></td>
</tr>
<tr>
<td>BECMG 1315</td>
<td>BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period</td>
<td></td>
</tr>
</tbody>
</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 fcsst
- 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, 16 MAY 2024 to 11 JUL 2024
## PIREP FORM

3 or 4 letter Identifier

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>[1]</strong> <strong>UA</strong> [2] <strong>UUA</strong></td>
</tr>
<tr>
<td>2.</td>
<td>/OV</td>
</tr>
<tr>
<td>3.</td>
<td>/TM</td>
</tr>
<tr>
<td>4.</td>
<td>/FL</td>
</tr>
<tr>
<td>5.</td>
<td>/TP</td>
</tr>
<tr>
<td>6.</td>
<td>/SK</td>
</tr>
<tr>
<td>7.</td>
<td>/WX</td>
</tr>
<tr>
<td>8.</td>
<td>/TA</td>
</tr>
<tr>
<td>9.</td>
<td>/WV</td>
</tr>
<tr>
<td>10.</td>
<td>/TB</td>
</tr>
<tr>
<td>11.</td>
<td>/IC</td>
</tr>
<tr>
<td>12.</td>
<td>/RM</td>
</tr>
</tbody>
</table>

Items 1 through 5 are mandatory for all PIREPs.

FAA Form 7110-2 (9/19) Supersedes Previous Edition
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, HS, 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, /LTG 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 than /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 MULLAN PASS /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED SN

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, 16 MAY 2024 to 11 JUL 2024*
**FLIGHT SERVICE STATIONS**

**NATIONAL WEATHER SERVICE OFFICES**

**Flight Service Station (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


<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 (LHI) 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:**
- 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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Frequencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hilo</td>
<td>WSO—933–6941, operates 1000–0200Z.</td>
</tr>
<tr>
<td>Lihue</td>
<td>WSO—245–2420, operates 1000–0200Z.</td>
</tr>
</tbody>
</table>

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</th>
<th>*24 HR RGNL DUTY OFFICE</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>770-210-7601</td>
<td>770-210-7692</td>
</tr>
<tr>
<td>Atlanta</td>
<td>404-305-5180</td>
<td>7:30 a.m.-5:00 p.m.</td>
<td>617-455-3100</td>
<td>603-879-6859</td>
</tr>
<tr>
<td>Boston</td>
<td>404-305-6156</td>
<td>7:30 a.m.-4:00 p.m.</td>
<td>630-906-8221</td>
<td>630-906-8921</td>
</tr>
<tr>
<td>Chicago</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>Cleveland</td>
<td>817-222-6006</td>
<td>8:00 a.m.-4:00 p.m.</td>
<td>303-651-4100</td>
<td>303-651-4257</td>
</tr>
<tr>
<td>Denver</td>
<td>206-231-2099</td>
<td>7:30 a.m.-4:00 p.m.</td>
<td>817-858-7500</td>
<td>817-858-7584</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>
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<tr>
<td>Anchorage</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>404-305-5180</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>817-222-5006</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>661-265-8200</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>404-305-5180</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>404-305-5180</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>817-222-5006</td>
<td>8:00 a.m.-4:00 p.m.</td>
<td>651-463-5580</td>
<td>651-463-5588</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>510-745-3331</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>404-305-5180</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>
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<td>8:00 a.m.-3:40 p.m.</td>
<td>703-771-3401</td>
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*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)

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<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE</th>
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<td>404-305-5180</td>
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<td>425-227-1389</td>
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<td>7:30 a.m.-4:00 p.m.</td>
<td>281-230-8400</td>
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<td>516-683-2901</td>
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<td>310-725-3300</td>
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<td>916-366-4001</td>
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*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.
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<td>Raleigh-Durham, NC</td>
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<td>Ronald Reagan Washington National, DC</td>
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<td>San Diego Lindbergh Intl, CA</td>
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* Facilities can be contacted through the Rgnl Duty Officer during non-business hours.
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.
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**Conversion Tables**

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**PAC, 16 MAY 2024 to 11 JUL 2024**
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### TEMPERATURE SCALES IN DEGREES

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PAC, 16 MAY 2024 to 11 JUL 2024
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>HONOLULU</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANIEL K INOuye INTL (HNL) (PHNL)</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>
</tr>
<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>
</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>KAHULUI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>KAHULUI (OGG) (PHOG)</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>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy holding position marking Rwy 02–20 located at the intersection of Twy E and the ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft ldg Rwy 02 that are instructed to exit left on Twy A sometimes cross Rwy 05–23 wo clnc.</td>
</tr>
<tr>
<td>KAILUA/KONA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)</td>
<td>HS 1</td>
<td>Extv helicopter OPS on twy A abm ramp K.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Extv helicopter OPS on twy A S of twy C.</td>
</tr>
<tr>
<td>KANEOHE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>KANEOHE BAY MCAS (MARION E CARL FLD) (NGF) (PHNG)</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>
</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>
<tr>
<td>KAUNAKAKAI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOLOKAI (MKK) (PHMK)</td>
<td>HS 1</td>
<td>Area not visible from ctl twr.</td>
</tr>
</tbody>
</table>

PAC, 16 MAY 2024 to 11 JUL 2024
INTENTIONALLY LEFT BLANK
## International Flight Plan

<table>
<thead>
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<th>ADDRESSEE(S)</th>
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### Filing Time

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### Specific Identification of Addressee(S) and/or Originator

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### Flight Plans

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#### 10 Equipment

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#### 13 Departure Aerodrome

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#### 16 Destination Aerodrome

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<tr>
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<th>Alt N Aerodrome</th>
<th>2nd Alt N Aerodrome</th>
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#### 18 Other Information

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### Supplementary Information (Not to Be Transmitted in FPL Messages)

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#### Survival Equipment

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<th>Mar</th>
<th>Jun</th>
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#### Jackets

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#### Aircraft Color and Markings

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<th>C</th>
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#### Remarks

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#### Pilot-in-Command

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FAA Form 7233-4 (7/15)
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.
PROCEDURES

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
CLIMB TIMES/CHANGE OF FLIGHT LEVEL
OAKLAND OCEANIC FIR

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
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
## EMERGENCY PROCEDURES

### INTERCEPTION SIGNALS

#### ICAO STANDARD

### SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

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<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></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>You have been intercepted. Follow me.</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>Night–Same and, in addition, flashing navigational lights at irregular intervals.</td>
<td>HELICOPTERS: DAY or NIGHT–Rocking aircraft, flashing navigational lights at irregular intervals and following.</td>
<td>HELICOPTERS: DAY or NIGHT–Rocking aircraft.</td>
</tr>
<tr>
<td>NOTE 1.–</td>
<td>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>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOTE 2.–</td>
<td>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>
<td></td>
<td></td>
<td></td>
</tr>
<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>HELICOPTERS: DAY or NIGHT–Rocking aircraft.</td>
</tr>
<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>Night–Same and, in addition, showing steady landing lights (if carried).</td>
<td>HELICOPTERS: DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</td>
<td>HELICOPTERS: DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</td>
</tr>
</tbody>
</table>
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 Center 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:
(a) Rescue coordination centers;
(b) Search and rescue aircraft;
(c) Rescue vessels;
(d) Pararescue and ground rescue teams;
(e) 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.
EMERGENCY PROCEDURES

PACIFIC SAR COORDINATOR (PAC SARCOORD):
Coast Guard Commander, Pacific Area (PAC SARCOORD), 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 07º09N, 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 SRR 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, 123º14'51"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, 141ºW to 54ºN, 134º57W 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 54ºN, 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.
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):
      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 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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## TERMINAL PROCEDURES TABLE OF CONTENTS—PAC

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### 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
### 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.

1. **Inoperative Component or Visual Aid** | Increase Visibility
---|---
All ALS types (except ODALS) | ¼ mile

2. **Inoperative Component or Visual Aid** | Increase Visibility
---|---
ALSF 1 & 2, MALS, SSALR | To RVR 4000.
ALSF 1 & 2, MALS, SSALR | To RVR 4500.
TDZL or RCLS | To RVR 2400.
RVR | To ½ mile

# For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

3. **Inoperative Component or Visual Aid** | Increase Visibility
---|---
ALSF 1 & 2, MALS, SSALR | ½ mile
MALS, MALS, SSALF, SSALS, SALS, SALS | ¼ mile

4. **Sidestep minimum (CAT C-D)**

- **Inoperative Component or Visual Aid** | Increase Visibility
---|---
ALSF 1 & 2, MALS, SSALR | ½ mile

5. **All Approach Types, All lines of minima**

- **Inoperative Component or Visual Aid** | Increase Visibility
---|---
ODALS (CAT A-B) | ¼ mile
ODALS (CAT C-D) | ½ mile
TERMINAL PROCEDURES

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formatting instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDEF and COPPER).

In the absence of COPPER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

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<th>B</th>
<th>C</th>
<th>D</th>
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<td>200</td>
<td>(200-½)</td>
<td>1440/50</td>
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<tr>
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<td>1540-1</td>
<td>1640-1</td>
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<tr>
<td>MDA</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-½)</td>
<td>561 (600-2)</td>
</tr>
<tr>
<td>HAA</td>
<td>288 (300-½)</td>
<td>288 (300-1)</td>
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<tr>
<td>Visibility in Statute Miles</td>
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<tr>
<td>Visibility (RVR 1000’s of feet)</td>
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<tr>
<td>Aircraft Approach Category</td>
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</tbody>
</table>
| All weather minimums in parentheses not applicable to Civil Pilots. 
Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPPER</th>
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<tbody>
<tr>
<td>Copter Approach Direction</td>
<td>680-½</td>
</tr>
<tr>
<td>Height of MDA/DA Above Landing Area (HAL)</td>
<td>363 (400-½)</td>
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</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 approach is not 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 minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-1, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A S-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at 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>
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<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
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<th>700</th>
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<td>280</td>
<td>420</td>
<td>570</td>
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</tbody>
</table>

COLD TEMPERATURE ERROR TABLE

Aircraft approach error categories are 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 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:

AIRCRAFT APPROACH CATEGORIES

<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>

MANEUVERING TABLE

TERMS/LANDING MINIMA DATA

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMS/LANDING MINIMA DATA**

### 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 of each runway authorized for landing following 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 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 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>½</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
</tbody>
</table>

### RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>25°/24°/1000</td>
<td>ABCD</td>
<td>195/195/16</td>
<td>100</td>
<td>(100-14)</td>
<td>DE</td>
<td>560/60/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td>ASR</td>
<td>25°/48°/1068</td>
<td>ABCD</td>
<td>187/187/16</td>
<td>100</td>
<td>(100-14)</td>
<td>CDE</td>
<td>600/60/50</td>
<td>513</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>CIR</td>
<td>260/40</td>
<td>463</td>
<td>(500-1½)</td>
<td>463</td>
<td>(500-1½)</td>
<td>CDE</td>
<td>600/60/50</td>
<td>503</td>
<td>(600-1½)</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 560 feet with weather minima of 500-1½.

### Additional Information
- **A:** Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- **AA:** Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
- **V:** Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

**TERMS/LANDING MINIMA DATA**

PAC, 16 MAY 2024 to 11 JUL 2024
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), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPS with the (FAA-O) designation have been developed by an authorized non-FAA service provider. 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 top central 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). Ceilings 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.
**TERMINAL PROCEDURES**

**GENERAL INFO 24137**

**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); FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

**PROCEDURE PBN/EQUIPMENT 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/Equipment Requirements Notes Box**

- **PBN Requirements Box**
  - From WINIRZ, UBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
  - DME required for LOC only.

- **Equipment Requirements Box**
  - **Circling to Rwy 25 NA at night.**
  - #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

**RNAV STAR and DP PBN/Equipment Requirements Notes Box**

- **PBN Requirements Box**
  - RNAV 1 - DME/DME/IRU or GPS

- **Equipment Requirements Box**
  - RADAR required

**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 communications section of the chart with a ☯.

**KEY MIKE**

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<thead>
<tr>
<th>Function</th>
<th>Duration</th>
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<tbody>
<tr>
<td>Highest intensity available</td>
<td>7 times within 5 seconds</td>
</tr>
<tr>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
<td>5 times within 5 seconds</td>
</tr>
<tr>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
<td>3 times within 5 seconds</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Definition</td>
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<td>------------</td>
</tr>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
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<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>
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<tr>
<td>APCH</td>
<td>Approach</td>
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<td>APP CON</td>
<td>Approach Control</td>
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<tr>
<td>AR</td>
<td>Authorization Required</td>
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<td>ASOS</td>
<td>Automated Surface Observing System</td>
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<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
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<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
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<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
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<td>AUNICOM</td>
<td>Automated UNICOM</td>
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<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<td>Back Course</td>
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<td>Course Deviation Indicator</td>
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<td>Coded Instrument Flight Procedures</td>
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<td>Clearance Delivery</td>
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<td>Computer Navigation Fix</td>
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<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
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<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
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<tr>
<td>CW</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>D-ATIS</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>DA</td>
<td>Decision Altitude</td>
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<tr>
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<td>Departure End of Runway</td>
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<td>DH</td>
<td>Decision Height</td>
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<td>Distance Measuring Equipment</td>
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<td>DVA</td>
<td>Diverse Vector Area</td>
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<td>Elevation</td>
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<td>EMAS</td>
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<td>Final Approach Fix</td>
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<td>FD</td>
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<td>Ground Based Augmentation System</td>
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<td>GCO</td>
<td>Ground Communications Outlet</td>
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<td>GLS</td>
<td>Ground Based Augmentation System Landing System</td>
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<td>Glidepath</td>
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<td>Ground Point Of Interception</td>
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<td>GPS</td>
<td>Global Positioning System Glide Slope</td>
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<td>GS</td>
<td>Height Above Airport</td>
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<td>HAL</td>
<td>Height Above Landing</td>
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<td>HAT</td>
<td>Height Above Touchdown</td>
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<td>HATh</td>
<td>Height Above Threshold</td>
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<td>HCH</td>
<td>Heliport Crossing Height</td>
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<tr>
<td>HGS</td>
<td>Heads-up Guidance System Lights</td>
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<td>HIRL</td>
<td>Height Intensity Runway</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
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<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
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<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<td>IF</td>
<td>Intermediate Fix</td>
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<td>IM</td>
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<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System</td>
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<td>Localizer Type Directional Aid</td>
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<td>Low Intensity Runway Lights</td>
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<td>LOC</td>
<td>Localizer</td>
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<td>LP</td>
<td>Localizer Performance</td>
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<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
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<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>
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<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
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<td>MALSF</td>
<td>Medium Intensity Approach Light System</td>
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<td>MALSR</td>
<td>Medium Intensity Approach Light System with Sequenced Flashers</td>
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<td>MAP</td>
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<td>Minimum Descent Altitude</td>
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<td>MIRL</td>
<td>Medium Intensity Runway Light</td>
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<td>MM</td>
<td>Minimum Marker</td>
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<td>MRA</td>
<td>Minimum Reception Altitude</td>
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<td>NA</td>
<td>Not Authorized</td>
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<td>NDB</td>
<td>Non-directional Radio Beacon</td>
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<tr>
<td>NM</td>
<td>Nautical Mile</td>
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<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<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>SALSF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashing Lights</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>
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<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
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<td>TR</td>
<td>Track</td>
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<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>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track
Feeder Route
Missed Approach
Visual Flight Path
Minimum Route Altitude
Procedure Turn (Type degree and point of turn optional)
165°
345°

3100 NoPT to LOM
045° (14.2)
Mileage

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

090°
270°

090°
270°

090°
1 min

10000
8000

10000
8000

4 NM

Required Course

Arrival

HOLD 8000

Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes.
(210K) applies to altitudes above 6000' and including 14000'.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Δ Reporting Point
📍 Waypoint
📍 MAP WP (Flyby)
📍 MAP WP (Flyover)
📍 Flyover Point

MAN WP (Intersection)
MYLES L-VF 14.9 (Distance from Facility)

ALTITUDES

5500 Mandatory Altitude
3000 Recommended Altitude
2500 Minimum Altitude
5000 Mandatory Block
4300 Maximum Altitude
3000 Altitude

INDICATED AIRSPEED

175K
120K
250K
180K

Mandatory
Minimum
Maximum
Recommended
Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

⊙ VOR
⊙ VORTAC
⊙ TACAN
⊙ VOR/DME
⊙ DME
⊙ NDB
⊙ NDB/DME
⊙ LOM (Compass locator at Outer Marker)
⊙ Marker Beacon
⊙ Marker beacons that are not specifically part of the procedure.

Localizer Front Course (LOC/LDA)
Right side shading Front course

Localizer Back Course
Left side shading Back course

SDF Course

LOC/LDA/SDF Transmitter
LOC/DME

Primary NAVIAD

LIMA
114.5 LIM
Channel 92

Secondary NAVIAD

LOM
AKRON
362
AK

TACAN or DME NAVIAD

SCOTT
Chan 59
SKE
(112.2)

VHF
Paired Frequency

LEGEND 23334

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

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 (at 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 Glide 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. GS 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.

On Copter procedures this is depicted in the following format: VDA 3.00° TCH 55.

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.

RNP APPROACH WITH TF AND RF SEGMENTS

Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND 22251

PAC, 16 MAY 2024 to 11 JUL 2024
## TERMINAL PROCEDURES

### STANDARD TERMINAL ARRIVAL (STAR) CHARTS

#### RADIO AIDS TO NAVIGATION
- **Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB
  - NDB/DME
- **Non-Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB
  - NDB/DME
- **LOM** (Compass locator at outer marker)
- **Marker Beacon**
- **Label:** (T) indicates frequency protection range
- **Label:** (Y) TACAN must be placed in "Y" mode to receive distance information

#### Fixes/ATC Reporting Requirements
- **Marquee:** Unnamed DME fix
- **Marquee:** Reporting Point (Compulsory)
- **Marquee:** Reporting Point (Non-Compulsory)
- **Marquee:** Obvious DME (DME mileage matches route mileage)
- **Marquee:** DME Mileage (when not obvious)
- **Marquee:** Waypoint (Compulsory)
- **Marquee:** Waypoint (Non-Compulsory)
- **Marquee:** Flyover (Compulsory)
- **Marquee:** Flyover (Non-Compulsory)
- **Marquee:** Computer Navigation Fix (CIFSP) - No ATC Function

#### AIRPORTS
- **Civil**
- **Military**
- **Joint** (Civil-Military)
- **Airports not served by the procedure shown in screened color**
- **Civil**
- **Military**
- **Joint** (Civil-Military)

#### ROUTES
- **MAA FL200** Maximum Authorized Altitude
- **4500 MEA-Minimum Enroute Altitude**
- **3500 MOCA-Minimum Obstruction Clearance Altitude**
- **270°** Arrival Route
- **(65**) Mileage between Radio Aids, Reporting Points, and Route Breaks
- **R-275** Transition Route
- **L.H. and value** Last Communications Track
- **V12** **J80** Airway/Jet Route Identification
- **(IAS)** Holding Pattern
- **Lost Comm Holding Pattern**

#### SPECIAL USE AIRSPACE
- **R-Restricted**
- **W-Warning**
- **P-Prohibited**
- **A-Alert**
- **MOA-Military Operations Area**

#### ALTITUDES
- **5500** Mandatory Altitude (Cross at)
- **2300** Minimum Altitude (Cross at or above)
- **4800** Maximum Altitude (Cross at or below)
- **15000**
- **12000**
- **Block Altitude**
- **Indicated Airspeed**
- **Optional Airspeed**
- **Mandatory Airspeed**
- **Minimum Airspeed**
- **Maximum Airspeed**
- **Changeover Point**
- **Air Defense Identification Zone**
- **Indicates** True North is not aligned to the top of the page
- **Ldg KLAS and KHND**
- **Ldg Rwys 16L/C/R**

---

*LEGEND 23334*
TERMINAL PROCEDURES

RADIO AIDS TO NAVIGATION

**Compulsory:**
- ☀ VOR
- ☀ VOR/DME
- ✋ TACAN
- ✌ NDB
- ☀ NDB/DME

**Non-Compulsory:**
- ○ VOR
- ○ VOR/TACAN
- ○ DME
- ○ NDB/DME

○ LOC (shown when installation is offset from its normal position off the end of the runway)
○ LOC/DME
- ◼ LOM (Compass locator at outer marker)
- ☺ Marker Beacon
- ○ Localizer Front Course (Shading on left)
- △ Localizer Back Course

**FIXES/ATC REPORTING REQUIREMENTS**

- ➔ Unnamed DME fix
- ▲ Reporting Point (Compulsory)
- △ Reporting Point (Non-Compulsory)

- ➔ Obvious DME (DME mileage matches route mileage)
- ➔ DME Mileage (when not obvious)

- ✂ Waypoint (Compulsory)
- ✋ Waypoint (Non-Compulsory)
- ☺ Flyover Point
- ✋ (CFTSP) Computer Navigation Fix (CNF - No ATC Function)

**MISCELLANEOUS**

- ☞ Changeover Point
- ▲ Distance not to scale
- ■ International Boundary
- ■ Sector Boundary
- ■ Air Defense Identification Zone
- ✋ Takeoff Minimums and Obstacle Departure Procedures entry published.

**OUTLINE**

**TERMINAL PROCEDURES**

**LEGEND**

TERMINAL PROCEDURES

**PAC, 16 MAY 2024 to 11 JUL 2024**

**DEPARTURE PROCEDURE (DP) CHARTS**

**ROUTE 4500 MEA-Minimum Enroute Altitude**

**3500 MOCA-Minimum Obstruction Clearance Altitude**

**270° Departure Route**

**270° Mileage between Radio Aids, Reporting Points, and Route Breaks**

**R-275 Transition Route**

**Radial line and value**

**Lost Communications Track**

**Visual Flight Path**

**V12**

**180**

**Last Comm Holding Pattern**

**Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'**

**SPECIAL USE AIRSPACE**

**R-Restricted**

**W-Warning**

**P-Prohibited**

**A-Alert**

**MOA-Military Operations Area**

**ALTIMETRY**

**5500**

**Mandatory Altitude** (Cross at)

**2300**

**Minimum Altitude** (Cross at or below)

**4800**

**Maximum Altitude** (Cross at or below)

**12000**

**Block Altitude**

**5000**

**TOP ALTITUDE:**

**5000**

**Indicated Airspeed**

**175K**

**Mandatory Airspeed**

**120K**

**Minimum Airspeed**

**250K**

**Maximum Airspeed**

**AIRPORTS**

**Civil**

**Military**

**Joint (Civil-Military)**

**MINIMUM SAFE ALTITUDE (MSA)**

**2500**

**MSA AIA 2.5 NM**

**4500**

**4100**

**270°**

**090°**

**5300**

**4700**

(arrows on distance circle identify sectors)

**LEGEND**

23334
TERMINAL PROCEDURES

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIMPORT DIAGRAM/AIRPORT SKETCH

Runways
Hard Surface
Other Than Hard Surface
Stopways, Taxiways, Parking Areas
Metal Surface
Closed Runway
Closed Surface
Non-Movement
Under Construction
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
Jet Barrier

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 PCR 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
Runway Slope

(when rounded runway slope is \( \geq 0.3\% \))

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 \( \pm 600 \) 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 \( \square \) 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 Dimensions (in feet)
Runway Heading (Magnetic)

Movement Area Dimensions (in feet)

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

PAC, 16 MAY 2024 to 11 JUL 2024
### TERMINAL PROCEDURES

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

<table>
<thead>
<tr>
<th>Category I Approach Lighting System</th>
<th>Short Approach Lighting System</th>
<th>Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF-1</td>
<td>SALS/SALSF</td>
<td>MALSR</td>
</tr>
<tr>
<td><strong>Legend:</strong></td>
<td><strong>Legend:</strong></td>
<td><strong>Legend:</strong></td>
</tr>
<tr>
<td><img src="image1.png" alt="Diagram ALSF-1" /></td>
<td><img src="image2.png" alt="Diagram SALS/SALSF" /></td>
<td><img src="image3.png" alt="Diagram MALSR" /></td>
</tr>
<tr>
<td><strong>Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g.,</strong>, <code>A</code>, <code>O</code>, etc. <strong>A dot “•” portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., <code>A</code>. Negative symbology, e.g., <code>O</code>, indicates Pilot Controlled Lighting (PCL).</strong></td>
<td><strong>(High Intensity) LENGTH 2400/3000 FEET</strong></td>
<td><strong>LENGTH 2400 FEET</strong></td>
</tr>
<tr>
<td><strong>CATEGORY II Approach Lighting System</strong></td>
<td><strong>Simplified Short Approach Lighting System with Runway Alignment Indicator Lights</strong></td>
<td><strong>Omnidirectional Approach Lighting System</strong></td>
</tr>
<tr>
<td>ALSF-2</td>
<td>SSALR</td>
<td>ODALS</td>
</tr>
<tr>
<td><img src="image4.png" alt="Diagram ALSF-2" /></td>
<td><img src="image5.png" alt="Diagram SSALR" /></td>
<td><img src="image6.png" alt="Diagram ODALS" /></td>
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<tr>
<td><strong>(High Intensity) LENGTH 2400/3000 FEET</strong></td>
<td><strong>LENGTH 2400/3000 FEET</strong></td>
<td><strong>LENGTH 1500 FEET</strong></td>
</tr>
<tr>
<td><strong>NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS.</strong></td>
<td><strong>SEQUENCED FLASHING LIGHTS</strong></td>
<td><strong>OMNIDIRECTIONAL FLASHING LIGHTS</strong></td>
</tr>
</tbody>
</table>

**LEGEND 22195**

PAC, 16 MAY 2024 to 11 JUL 2024
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \text{\ding{213}} \), \( \text{\ding{214}} \) etc.

A dot \( \text{\ding{213}} \) portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \text{\ding{214}} \). Negative symbology, e.g., \( \text{\ding{215}} \) indicates Pilot Controlled Lighting (PCL).

**Legend:**
- \( \text{\ding{216}} \) White
- \( \text{\ding{217}} \) Red

---

**PULSATING VISUAL APPROACH SLOPE INDICATOR (PVASI)**

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)**

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)**

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
## FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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</thead>
<tbody>
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<td>17Y</td>
<td>108.05</td>
<td>40X</td>
<td>110.30</td>
<td>88Y</td>
<td>114.15</td>
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<tr>
<td>18X</td>
<td>108.10</td>
<td>40Y</td>
<td>110.35</td>
<td>89Y</td>
<td>114.25</td>
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<tr>
<td>18Y</td>
<td>108.15</td>
<td>41Y</td>
<td>110.45</td>
<td>90Y</td>
<td>114.35</td>
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<td>19Y</td>
<td>108.25</td>
<td>42X</td>
<td>110.50</td>
<td>91Y</td>
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<td>108.30</td>
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<td>110.55</td>
<td>92Y</td>
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<td>110.65</td>
<td>93Y</td>
<td>114.65</td>
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<td>44X</td>
<td>110.70</td>
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<td>114.75</td>
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<td>108.50</td>
<td>44Y</td>
<td>110.75</td>
<td>95Y</td>
<td>114.85</td>
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<tr>
<td>22Y</td>
<td>108.55</td>
<td>45Y</td>
<td>110.85</td>
<td>96Y</td>
<td>114.95</td>
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<td>23Y</td>
<td>108.65</td>
<td>46X</td>
<td>110.90</td>
<td>97Y</td>
<td>115.05</td>
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<tr>
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<td>108.70</td>
<td>46Y</td>
<td>110.95</td>
<td>98Y</td>
<td>115.15</td>
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<tr>
<td>24Y</td>
<td>108.75</td>
<td>47Y</td>
<td>111.05</td>
<td>99Y</td>
<td>115.25</td>
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<td>108.85</td>
<td>48X</td>
<td>111.10</td>
<td>100Y</td>
<td>115.35</td>
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<td>111.15</td>
<td>101Y</td>
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<td>111.30</td>
<td>103Y</td>
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<td>109.10</td>
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<td>111.35</td>
<td>104Y</td>
<td>115.75</td>
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<td>109.15</td>
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<td>111.45</td>
<td>105Y</td>
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<td>111.50</td>
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<td>30X</td>
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PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

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) (USAFA)

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 1/2 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 hdg 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 2585' 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, 308' 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, 336' 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, sign, 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 1482' from DER, 318' left of centerline, up to 407' MSL.
Trees, terrain, fences, poles, 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)

Trees, buildings, pole beginning 1701’ from DER, 71’ right of centerline, up to 399’ 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.

Tree, fences beginning 1914’ from DER, 733’ right of centerline, up to 404’ MSL.

Trees, terrain, building, fences, poles beginning 1933’ from DER, 115’ 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 261’ 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.

Poles, trees, transmission line beginning 3770’ from DER, 7’ left of centerline, up to 86’ AGL/436’ MSL.

Trees, 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, poles, buildings beginning 5048’ from DER, 264’ right of centerline, up to 480’ MSL.

Pole, trees, building beginning 5205’ from DER, 266’ right of centerline, up to 34’ AGL/516’ MSL.

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, 840’ 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.

Light poles 9’ from DER, 159’ left of centerline, 1’ AGL/303’ MSL.

Signs 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 beginning 1231’ from DER, 572’ right of centerline, up to 417’ MSL.

Trees, terrain beginning 1291’ 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, fences, 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, pole, fences 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.

Tree, fence beginning 2932’ from DER, 12’ left of centerline, up to 406’ MSL.

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, vertical 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 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.

Tree 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 beginning 4681’ from DER, 179’ right of centerline, up to 522’ MSL.

Trees, buildings, pole, traverse way beginning 4702’ from DER, 20’ right of centerline, up to 554’ MSL.

Trees, poles, 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.

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
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, up to 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.
Rwy 24R, light poles, sign beginning 12’ from DER, 2’ right of centerline, up to 2’ AGL/235’ MSL.

HANA, 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’ right 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 1085’ 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, 819’ right of centerline, up to 105’ AGL/111’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 25FEB21 (21056) (FAA)
Rwys 4L/R, 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 22L/R, 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, 11' AGL/31' MSL.
bushes, trees and fence beginning 228' from DER, 300' 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 OIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A  29MAR18  (24137)  (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 174° to 500 then climbing right turn heading 357° toKOYA 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, 7211' 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.

KALAUPAPA, HI
KALAUPAPA (LUP) (PHLU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  10MAR11  (11069)  (FAA)
DEPARTURE PROCEDURE:
Use KALAUPAPA 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 VELA 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, 1741' 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.
Tree at DER, 353' right of centerline, 50' AGL/2687' MSL.
Bush 673' from DER, 186' 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.
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.
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, 4' right of centerline, up to 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, 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, 25' 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 996' 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)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

POHNLPEI ISLAND, FM
POHNLPEI INTL (PNI) (PTPN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  27APR17  (17117)  (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1½ or std. w/min. climb of 215’ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1400’ prior to DER.

DEPARTURE PROCEDURE:
Rwy 9, climb on a heading between 264° CW 083° from DER to 2600 before proceeding on course.
Rwy 27, climb on a heading between 264° CW 083° from DER to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 27, fence 92’ from DER, left to right of centerline, up to 9’ AGL/15’ MSL.
Tree 1.2 NM from DER, 1175’ left of centerline, 62’ AGL/203’ MSL.

CAUTION:
Rwy 27, ships with maximum height of 150’ MSL may traverse Pohnpei channel 400’ off DER, closing airport at times.

ROTA ISLAND, CQ
BENJAMIN TAISACAN MANGLONA INTL (GRO) (PGRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  06FEB14  (14037)  (FAA)
DEPARTURE PROCEDURE:
Rwy 9, climb heading 090° to 1400 before turning.
Rwy 27, climb heading 270° to 2200 before turning southbound.

TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 514’ from DER, 418’ left of centerline, up to 30’ AGL/638’ MSL.
Rwy 27, tree 1203’ from DER, 581’ left of centerline, up to 30’ AGL/618’ MSL.

SAIPAN ISLAND, CQ
FRANCISCO C ADA/SAIPAN INTL (GSN) (PGSN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  12MAR09  (09071)  (FAA)
DEPARTURE PROCEDURE:
Rwys 7, 25, climb on runway heading to 1600 before climbing on course.

TINIAN ISLAND, CQ
FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI) (PGWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  27AUG09  (23222)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 694’ from DER, 507’ left of centerline, up to 100’ AGL/383’ MSL.
Multiple trees beginning 569’ from DER, 471’ right of centerline, up to 100’ AGL/389’ MSL.
Rwy 26, multiple trees beginning 743’ from DER, 508’ right of centerline, up to 100’ AGL/363’ MSL.
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.
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.

PAC, 16 MAY 2024 to 11 JUL 2024
### 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 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.

#### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</thead>
<tbody>
<tr>
<td><strong>BABELTHUAP ISLAND, PW</strong>&lt;br&gt;PALAU INTL (ROR) (PTOR)...........</td>
<td>NDB Rwy 9¹&lt;br&gt;RNAV (GPS) Rwy 9&lt;br&gt;RNAV (GPS) Rwy 27&lt;br&gt;NA except standard for operators with approved weather reporting service.&lt;br&gt;¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.</td>
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<td><strong>GUAM, GU</strong>&lt;br&gt;GUAM INTL (GUM) (PGUM).............</td>
<td>ILS or LOC Rwy 6L¹&lt;br&gt;ILS or LOC Rwy 6R²&lt;br&gt;RNAV (GPS) Y Rwy 24L³&lt;br&gt;RNAV (GPS) Y Rwy 24R⁴&lt;br&gt;RNAV (RNP) Z Rwy 24L⁴&lt;br&gt;VOR or TACAN Rwy 24R⁵&lt;br&gt;¹LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.;&lt;br&gt;²Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾;&lt;br&gt;³Categories A, B, C, D, 900-3.;&lt;br&gt;⁴Categories A, B, C, D, 800-2½;&lt;br&gt;⁵Categories A, B, 900-2; Categories C, D, 900-2½.</td>
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<tr>
<td><strong>HANO, HI</strong>&lt;br&gt;HANO (HNH) (PHHN).............</td>
<td>RNAV (GPS) Rwy 26&lt;br&gt;Category A, 900-2; Category B, 1100-2.</td>
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<td><strong>HILO, HI</strong>&lt;br&gt;HILO INTL (ITO) (PHTO).........</td>
<td>ILS or LOC Rwy 26¹²&lt;br&gt;RNAV (GPS) Rwy 21¹&lt;br&gt;RNAV (GPS) Rwy 26¹²&lt;br&gt;VOR-B³&lt;br&gt;VOR/DME or TACAN Rwy 26¹²&lt;br&gt;VOR/DME or TACAN-A⁴&lt;br&gt;¹NA when control tower closed.&lt;br&gt;²LOC, Category C, 900-2½; Category D, 1300-3.&lt;br&gt;³Category C, 900-2½; Category D, 1300-3.</td>
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<td><strong>HONOLULU, HI</strong>&lt;br&gt;DANIEL K INOUYE INTL (HNL) (PHNL)...............</td>
<td>LOC Rwy 4R¹&lt;br&gt;LOC Rwy 8L²&lt;br&gt;RNAV (GPS) Rwy 8R²&lt;br&gt;RNAV (GPS) Y Rwy 4R²&lt;br&gt;RNAV (GPS) Y Rwy 8L²&lt;br&gt;VOR or TACAN Rwy 4R²&lt;br&gt;VOR or TACAN-A³&lt;br&gt;VOR or TACAN-B³&lt;br&gt;¹Category C, 800-2½; Category D, 1400-3.&lt;br&gt;²Category C, 900-2½; Category D, 1400-3.&lt;br&gt;³Category C, 900-2½; Category D, 1400-3; Category E, 2000-3.&lt;br&gt;⁴Category C, 900-2½; Category D, 1400-3; Category E, 2100-3.&lt;br&gt;⁵Category D, 1300-3.&lt;br&gt;⁶Category C, 900-2½; Category D, 1300-3.&lt;br&gt;⁷Category C, 900-2½; Category D, 1400-3.</td>
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</table>

**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).
<table>
<thead>
<tr>
<th>NAME</th>
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<td>ILS Z or LOC Z Rwy 2(^{12})</td>
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<td>RNAV (GPS) Rwy 20(^{12})</td>
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<td>RNAV (GPS) Rwy 23(^{12})</td>
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<td>RNAV (GPS) Y Rwy 23(^{12})</td>
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<td>4Category D, 1200-3.</td>
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<td>5NA when local weather not available.</td>
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<td>1NA when control tower closed.</td>
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<td>KAILUA/KONA, HI</td>
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<td>LOC BC Rwy 35(^{2})</td>
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<td>VOR or TACAN Rwy 17(^{2})</td>
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<td>VOR or TACAN Rwy 35(^{2})</td>
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<td>KALAELOA (JOHN RODGERS FLD) (JRF) (PHJR)</td>
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<td>MOLOKAI (MKK) (PHMK)</td>
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<td>KOSRAE, FM</td>
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<td>KOSRAE (TTK) (PTSA)</td>
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<td>TINIAN ISLAND, CQ</td>
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<td>FRANCISCO MANGLONA BORJA</td>
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<td>CHUUK INTL (TKK) (PTKK)</td>
<td>NDB Rwy 4¹</td>
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<td>NDB Rwy 22¹</td>
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<td>NDB/DME Rwy 25²</td>
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### RADAR INSTRUMENT APPROACH MINIMUMS

**KANEHOHE BAY MCAS (PHNG/NGF),** Mokapu Point, Oahu I, HI Amdt 6

RADAR- (E) Call KANEHOHE APP CON 263.5 125.0 316.1 310.1

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<td>3.0°/48/990</td>
<td>ABCDE*</td>
<td>223-1/4 200 (200-3/4)</td>
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<td>AB</td>
<td>440-1 417 (500-1)</td>
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<td>CDE*</td>
<td>440-1 417 (500-1)</td>
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<td>PAR (W/O GS)</td>
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<td>AB*</td>
<td>920-1 897 (900-1)</td>
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<td>CDE*</td>
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<tr>
<td>C</td>
<td>CIR² (W/O GS)</td>
<td>22</td>
<td>A</td>
<td>920-1 897 (900-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>1020-3 997 (1000-3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>DE</td>
<td>NA</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.

³Missed 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>
<tr>
<td>PAR CAT C to 1900</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAR CAT D to 2200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAR CAT E to 3200</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAR (W/O GS)</td>
<td>CAT D</td>
<td>22</td>
<td>V/V(fpm)</td>
<td>256</td>
<td>512</td>
<td>768</td>
<td>1024</td>
</tr>
<tr>
<td>CAT E</td>
<td>22</td>
<td>V/V(fpm)</td>
<td>344</td>
<td>688</td>
<td>1032</td>
<td>1376</td>
<td>1720</td>
</tr>
<tr>
<td>PAR (W/O GS)</td>
<td>CAT D to 2100</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAR (W/O GS)</td>
<td>CAT E to 3000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>CAT ABCDE to 3000</td>
<td>22</td>
<td>V/V(fpm)</td>
<td>300</td>
<td>600</td>
<td>900</td>
<td>1200</td>
</tr>
</tbody>
</table>
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>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>
**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>HONOLULU, HI (\text{PHNL}) (\text{DANIEL K INOUYE INTL})</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>KAHULUI, HI (\text{OGG}) (\text{KAHULUI (OGG)}) (\text{PHOG})</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>KAILUA/KONA, HI (\text{KOA}) (\text{ELLISON ONIZUKA KONA INTL AT KEAHOLE}) (\text{PHKO})</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>KAUNAKAKAI, HI (\text{MKK}) (\text{MOLOKAI (MKK)(PHMK)})</td>
<td>HS 1</td>
<td>Area not visible from control tower.</td>
</tr>
<tr>
<td>MOKAPU POINT, HI (\text{NGF}) (\text{KANEHOE BAY MCAS}) (\text{PHNG})</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.
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.
TERMINAL PROCEDURES

CAMS FOUR ARRIVAL

HCF CENTER
119.5 225.4
ATIS
128.6
MAUI TOWER*
118.7 279.6

RAIDER required to HARPO.
DME required for LANAI Transition.

MAUI
115.1 OGG
Chan 98

LOCALIZER 110.1
I-OGG
Chan 38

LANAI
117.7 LNY
Chan 124

NOTE: Chart not to scale.

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.

PAC, 16 MAY 2024 to 11 JUL 2024

KAHULUI, HAWAII

KAHULUI (OGG)(PHOG)
TERMINAL PROCEDURES

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]
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.

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.
ARRIVAL ROUTE DESCRIPTION

CHAIN TRANSITION (CHAIN JULES): From over CHAIN INT on LNY 13 DME CCW arc to SOBOW then via LNY R-278 to JULE INT. Thence . . .

DOVRR TRANSITION (DOVRR JULES): From over DOVRR INT via MKK R-180 to JORDA INT then via HNL R-125 to JULE INT. Thence. . .

HOKLA TRANSITION (HOKLA JULES): From over HOKLA INT via HNL R-125 and KOA R-294 on HNL R-125 to JULE INT. Thence. . .

LANAI TRANSITION (LANY JULES): From over LNY VORTAC via LNY R-278 to JULE INT. Thence. . .

. . . From over JULE 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.
NOTE: Jet and turboprop aircraft only.
NOTE: GPS required.
NOTE: Do not file BITTA, CLUTS, and DENNS Transitions - to be assigned by ATC.
NOTE: Jet aircraft descent via Mach number until 280K, if unable, advise ATC.
NOTE: Expect PHNL MLS/RNP/GPS Rwly 8L approach, or RADAR vectors to final approach course if ILS OIS.
NOTE: Interagency agreement permits use at all times regardless of special use airspace activity.

ARRIVAL ROUTE DESCRIPTION

AUNTI TRANSITION [AUNTI.KAENA3]
BITTA TRANSITION [BITTA.KAENA3]
CLUTS TRANSITION [CLUTS.KAENA3]
DENNS TRANSITION [DENNS.KAENA3]
ZOUULU TRANSITION [ZOUUL.KAENA3]
LANDING RUNWAY 8L: From KAENA on track 116° to cross SELIC at or above 3600 and at 220K. Expect ILS/LOC/RNP Rwly 8L approach.

NOTE: Chart not to scale.
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 ZILNA, 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.
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.

ARRIVAL ROUTE DESCRIPTION
DENNS TRANSITION (DENNS.LAVAS1)
FITES TRANSITION (FITES.LAVAS1)
KONA TRANSITION (KOA.LAVAS1)
SCOON TRANSITION (SCOON.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.LYCHI1)**

**CHINE TRANSITION (CHINE.LYCHI1)**

**NOMEA TRANSITION (NOMEA.LYCHI1)**

**POHOU TRANSITION (POHOU.LYCHI1)**

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

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.
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.MAKAHI)
CRISI TRANSITION (CRISI.MAKAHI)
HONUU TRANSITION (HONUU.MAKAHI)
LAVAS TRANSITION (LAVAS.MAKAHI)
SAKKI TRANSITION (SAKKI.MAKAHI)

From MAKAHI 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.
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.

NOTE: RNAV equipped aircraft only.
NOTE: Chart not to scale.
ARRIVAL 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.
Shlae One Arrival (RNAV)

From Dyli on track 304° to cross Shlae at 4000 and at 210K, then heading 304° at 4000 or as assigned by ATC. Expect RADAR vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

Beach Transition (Beach Shlae)

Chain Transition (Chain Shlae)

Crisi Transition (Crisi Shlae)

Lavas Transition (Lavas Shlae)

Lanai City Transition (Lny Shlae)

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.
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 . . .

UPOLU 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 1, GUAM

LOC I-AND 109.3 APCH CRS 064*
Rwy Idg 10,528 TDZE 539 Arpt Elev 617

AL-2147 [USAF] ANDERSEN AFB (PGUA)

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

ATC RADAR monitoring required

*When ALS inop, increase CAT A/B RVR to 55,
vis to 1 mile, CAT C/D/E vis to 1/4 mile
**Circling not authorized NW of Rwy 06L-24R.

SALS (A2) MISSED APPROACH: Climb to 3000, intercept UAM
R-051 to FOVEM and hold

CAUTION: Environmentally sensitive area
flights along Andersen driftline restricted
to 1000’ AGL or above.

All touchdown zones have a 1.0% down slope.

HI-ILS Y or LOC/DME Y RWY 06L

EMERG SAFE ALT 100 NM 2900

LOGLE UAM 17 JORUN UAM 7

GSI and ILS glidepath not coincident
(GSI Angle 3.00/TCH 59).

LOCALIZER 109.3 1-AND

ANDERSEN Chan 54 UAM

NIWMTZ 115.8 UNZ Chan 105

HI-ILS Y or LOC/DME Y RWY 06L

ANDERSEN AFB (PGUA)

PAC. 16 MAY 2024 to 11 JUL 2024
ILS Z or LOC/DME Z RWY 24L

**ERASURE**: When ALS map, increase RVR to 45, vis to ½ mile.
**ERASURE**: When ALS map, increase CAT AB RVR to 55, vis to 1 mile.
**ERASURE**: Circling not authorized NW of Rwy 06L-24R

**SALS**

**MISSING** APPROACH: Climb to 1200, then climbing left turn to 3000 to intercept UAM R-064 direct PANNS and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GUAM APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.175</td>
<td>254.325</td>
<td>119.8</td>
<td>269.0</td>
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</tr>
<tr>
<td></td>
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<td>233.7</td>
<td>121.7</td>
<td>275.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>126.725</td>
<td>256.7</td>
</tr>
</tbody>
</table>

**CAUTION**

GS unusable below 900’ MSL/300’ AGL due to runway supervisory unit.

**CAUTION**

Environmentally Sensitive Area

Flights along Andersen flighline restricted to 1000’ AGL or above.

All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

PANNS UAM R-064

ACUYU UAM 4.2

MSL UAM 2.5 NM

GS 3.00

PANNS R-064

UAM 17

**VGSI and descent Angle not coincident**

**VGSI and ILS Glidepath not coincident** (VGSI Angle 3 00/TCH 43)

**CATEGORY**

A | B | C | D | E
---|---|---|---|---
S-ILS 24L | 900/40 | 293 | (300-36) | 333 | (400-74)
S-LOC 24L | 940/45 | 333 | (400-74) | 623 | (700-114)
C CIRCLING | 1240-11 | 1240-2 | 1240-24 | 623 | (700-214)

**HRL all runways**

Orig 12AUG21
TERPS

ANDERSEN AFB (PGUA)

PAC, 16 MAY 2024 to 11 JUL 2024
**Terminus Procedures**

**ILS Z or LOC/DME Z RWY 24R**

**LOC I-VIG** 109.3  **APCH CRS** 244  **Rwy Lidg** 10.528  **TDZE** 617  **Appl Elev** 617

**ATIS**

<table>
<thead>
<tr>
<th>118.175</th>
<th>254.325</th>
</tr>
</thead>
</table>

**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:** Environmentally Sensitive Area

Flights along Andersen cliffline restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

Disregard all glide slope indications outside of 8 NM, beyond 5° either side of centerline.

**HOLD** 10,000

**FABED** UAM 17

**LATRA** UNZ R-056

**HASRA** UAM 17

**EMERG SAFE ALT 100 NM 2900**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
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<tbody>
<tr>
<td>5-ILS 24R</td>
<td>817/24</td>
<td>200</td>
<td>1200</td>
<td></td>
</tr>
<tr>
<td>5-LOC 24R</td>
<td>940/24</td>
<td>323</td>
<td>400</td>
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<tr>
<td>C IRCLING</td>
<td>1060-1</td>
<td>1080-1</td>
<td>1240-1½</td>
<td>1240-2</td>
</tr>
</tbody>
</table>

**YIGO, GUAM I, GUAM**

**ANDERSEN AFB (PGUA)**

**Orig 12AUG21**

**TERPS**

**PAC, 16 MAY 2024 to 11 JUL 2024**
**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 06L**

**APCH CRS** 064°

**Rwy Ldg** 10,528

**Arpt Elev** 617

**- (USAF)**

**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

**WUVEN** 10,000

**DME/DME RNP-0.3 NA.**

**CAUTION:** Environmentally Sensitive Area Flights along Andersen cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

**LOGLE**

**VGS and Descent Angles not Coincident (VGS Angle 3.00°/TCH 59)**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA*</td>
<td>1040/40</td>
<td>501 (500-3%)</td>
<td>1040-1¼</td>
<td>501 (500-1¼)</td>
</tr>
<tr>
<td>CIRCLING**</td>
<td>1060-1</td>
<td>443 (500-1)</td>
<td>1080-1</td>
<td>463 (500-1)</td>
</tr>
</tbody>
</table>

**HRL all Rwys**

**ANDERSEN AFB (PGUA)**

**YIGO, GUAM I, GUAM**

**Amndt 1 17JUN21**

**TERPS**

**PAC, 16 MAY 2024 to 11 JUL 2024**
TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

APCH CRS
Rwy Idg
Arpt Elev
064°
11,200
TDZE
557
- (USAF)

RNP APCH

ATIS
GUAM APP CON/DEP CON
TOWER
GND CON
CLNC DEL
118.175 254.325
119.8 269.0
126.2 233.7
121.7 275.8
126.725 256.7

- (USAF)

ALSF-1

- (USAF)

MISSED APPROACH: Climb to 3000 direct OSKKR and hold.

* 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 Andersen cliffline restricted to 1000' AGL or above.
All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

APCH CRS
Rwy Idg
Arpt Elev
064°
11,200
TDZE
557
- (USAF)

RNP APCH

ATIS
GUAM APP CON/DEP CON
TOWER
GND CON
CLNC DEL
118.175 254.325
119.8 269.0
126.2 233.7
121.7 275.8
126.725 256.7

- (USAF)

ATIS
GUAM APP CON/DEP CON
TOWER
GND CON
CLNC DEL
118.175 254.325
119.8 269.0
126.2 233.7
121.7 275.8
126.725 256.7

- (USAF)

MISSED APPROACH: Climb to 3000 direct OSKKR and hold.

* 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 Andersen cliffline restricted to 1000' AGL or above.
All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

APCH CRS
Rwy Idg
Arpt Elev
064°
11,200
TDZE
557
- (USAF)

RNP APCH

ATIS
GUAM APP CON/DEP CON
TOWER
GND CON
CLNC DEL
118.175 254.325
119.8 269.0
126.2 233.7
121.7 275.8
126.725 256.7

- (USAF)

ATIS
GUAM APP CON/DEP CON
TOWER
GND CON
CLNC DEL
118.175 254.325
119.8 269.0
126.2 233.7
121.7 275.8
126.725 256.7

- (USAF)

MISSED APPROACH: Climb to 3000 direct OSKKR and hold.

* 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 Andersen cliffline restricted to 1000' AGL or above.
All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900
TERMINAL PROCEDURES

RNAV (GPS) RWY 24L
ANDERSEN AFB (PGUA)

APCH CRS 244
Rwy Iдg 11,200
TDZE 607
Arpt Elev 617

RNP APCH

** 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.

SALS A3

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.

MISSING APPROACH: Climb to 1200, then climbing left turn to 3000 direct FOKAI and hold.

RNAV (GPS) RWY 24L
ANDERSEN AFB (PGUA)

PAC, 16 MAY 2024 to 11 JUL 2024
RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.

RNAV (GPS) RWY 24R

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

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.
TERMINAL PROCEDURES

HI-TACAN X RWY 06L

YIGO, GUAM I, GUAM

Radar or DME required
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles
** Circling not authorized NW of RWY 06L-24R

ATIS
GUAM APP CON
TOWER
GND CON
CLNC DEL

RADAR or DME required

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

HURUG

R-246

ARKEF

UAM 17

UAM 2600

Arc

0-51

R-250

HOLD

10,000

3000

0-51

0-233

10,000

3000

5-01

ANDERSEN

UAM 17

UAM 45

UAM 2600

3000

HURUG

UAM 17

ARKEF

UAM 17

UAM 1532

EMERG SAFE ALT 100 NM 2900

CATEGORY
A
B
C
D
E

S-06L *
1040/40
501 (500-34)
1040/1 ½
501 (500-1 ½)

CIRCLING
1060-1
943 (500-1)
1080-1
463 (500-1)
1240-1 ½
623 (700-1 ½)
1240-2
623 (700-2)
1240-2 ¼
623 (700-2 ¼)

HRL all runways

TERPS

PAC, 16 MAY 2024 to 11 JUL 2024

ANDERSEN AFB (PGUA)

23334
TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

VORTAC UNZ 115.8
APCH CRS 053°
CHRM 105

Rwy ldg 10.528
TDZE 539
Arpt Elev 617

- (USAF)

RADAR or DME required

** When ALS inop, increase CAT AB RVR to 55 and vis
to 1 mile, CAT CDE vis to 1 1/2 miles.
** Circling not authorized NW of Rwy 06L-24R.

MISSED 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.

Missed approach
requires use of RNAV or
ATC radar monitoring.

HOL 3000

VEAGA

2700

0•5°

2700

2200

HAAMR UNZ 27

EMERG SAFE ALT 100 NM 2900

3000

HAAMR UNZ 27

ELEV 617

TDZE 539

VEAGA

2700

CIRCLING

1060-40
521 (500-½)
1060-1½
521 (500-½)

1240-1½
623 (700-½)
1240-2
623 (700-2)
1240-2½
623 (700-2½)

WTR

VEN

HRL all Rwys

ANDERSEN AFB (PGUA)

TACAN Y RWY 06L

PAC, 16 MAY 2024 to 11 JUL 2024

Amendment 3 10 AUG 2023
TERPS
**TERMINAL PROCEDURES**

**YIGO, GUAM I, GUAM**

**TACAN Y 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

**HAAMR**

UNZ 27

**MISA UNZ 25 NM**

**3000**

**EMERG SAFE ALT 100 NM 2900**

VORTAC UNZ 113.8

APCH CRS 557

Rwy ldg 11.200

TDZE 617

- (USAF)

**MISSING APPROACH: Climb to 3000, intercept UNZ R-053 to HAAMR and hold.**

**CAUTION:** Environmentally Sensitive Areas Flights along Anderson cliff line restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

**ANDERSEN AFB (PGUA)**

**TERMS:**

- CIRCLING
- S-6R

**DISTANCE**

- 3.07 nm
- 4.9 nm

**CATEGORY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-6R</td>
<td>1060/24</td>
<td>503 (500-1/2)</td>
<td>1060/55</td>
<td>503 (500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING**</td>
<td>1060-1</td>
<td>443 (500-1)</td>
<td>1080-1</td>
<td>463 (500-1)</td>
<td></td>
</tr>
</tbody>
</table>

**TERPS**

PAC, 16 MAY 2024 to 11 JUL 2024
**Terminal Procedures**

**Yigo, Guam I, Guam**

**Vortac**
- **Unz 1115.8 Chan 105**
- **Apch CRS 236°**
- **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**

**Cln Crl**
- **126.725 256.7**

**Missed Approach**
- Climb to 3000 direct CCOOK, then climbing left turn to intercept UNZ R-056 to DWAFF and hold.

---

**Terminal Procedures**

**TACAN Y RWY 24L**

**Andersen AFB (PGUA)**

**Navigation**
- **Circuit not authorized NW of Rwy 06L-24R.**
- **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**

**3000**
- CCOOK UNZ 12.9
- DWAFF UNZ 30

**Vortac**
- **Wevus 14.8 15.6**
- **Hipri 19.7**
- **Timae 26° 236° 3000**
- **2200**
- **≤ 2.94° Tch 43°**

**Category**
- **A**
- **B**
- **C**
- **D**
- **E**

**S-24L***
- **940/40 333 (400-%) 940/45 333 (400-%)**
- **1240-1½ 623 (700-1½) 1240-2 623 (700-2) 1240-2½ 623 (700-2½)**

**Circuit**
- **1060-1 443 (500-1) 1080-1 463 (500-1)**

**Hirl all Rwy's**

**Admr 2 17Jun21**

**Terps**

**Pac. 16 May 2024 to 11 Jul 2024**
**TERMINAL PROCEDURES**

**TACAN Y RWY 24R**

- **VORTAC UNZ** 115.8 Chan 105
- **ATIS** 118.175 254.325
- **Rwy Ldg** 10,528
- **TDZE** 617
- **Arpt Elev** 617
- **RAP CHRS** 234

**RNAV or RADAR required for missed approach**

**ALS-1**

**MISSING APPROACH:** Climb to 1100, then climbing left turn to intercept UNZ R-054 to MDBug and hold.

**ATIS**

<table>
<thead>
<tr>
<th></th>
<th>GUAM APP CON/DEP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td></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.

**EMERG SAFE ALT 100 NM 2900**

**VORTAC**

**EMERGENCY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-24R**</td>
<td>940/24 323 (400-1')</td>
<td>940/40 323 (400-3')</td>
<td></td>
<td></td>
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</tbody>
</table>

**CIRCLING**

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1060-1</td>
<td>1080-1</td>
<td>1240-1</td>
<td>1240-2</td>
<td>1240-2</td>
<td></td>
</tr>
<tr>
<td>443 (500-1)</td>
<td>463 (500-1)</td>
<td>623 (700-1')</td>
<td>623 (700-1')</td>
<td>623 (700-2')</td>
<td></td>
</tr>
</tbody>
</table>

**YIGO, GUAM I, GUAM**

Amd 3 10AUG23

**TERPS**

**ANDERSEN AFB (PGUA)**

**PAC, 16 MAY 2024 to 11 JUL 2024**
TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

TACAN UAM Chan 54
APCH CRS 065°
Rwy Ldg 10,528
TOZE 539
Arpt Elev 617

- (USAF)

ANDERSEN AFB (PGUA)

RADAR or DME required.

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis 3 3/8 miles.
** 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 cliffline restricted to 1000' AGL or above.

All touchdown zones have a 1.0% down slope.

EMERG SAFE ALT 100 NM 2900

HURUG
17

FOMOD

TACAN

CATEGORY
5-6L
CIRCLING

A
1040/40
1060-1

B
501
443

C
1240-1
1080-1

D
623
463

E
(500-3/4)
(500-1/4)

1240-2

(700-1/4)

1240-2

(700-2/4)

HIIRL all Rwy's

ANDERSEN AFB (PGUA)

Amend 3 30NOV23
TERFS

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

YIGO, GUAM I, GUAM

TACAN UAM
Chan 54
APCH CRS
060°
Rwy Ldg 11.200
TDZE 557
Arpt Elev 617
- (USAF)
ANDERSEN AFB (PGUA)

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.

MISSING APPROACH: Climb to 3000, intercept UAM R-051 to FOVEM and hold.

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

ANDERSEN UAM
Chan 54

ADTN
060°
2000
3.28°
TCH 43

COLMA
(6.6)

FAXEL
2.5

3.4

620

ARKEE UAM
17

UAM (7) Arc

HOLD
TO 000
3000

(MSA UAM 25 NM

ANDERSEN
UAM
Chan 54

060°

111

3000

UAM
R-051

FOVEM
UAM
17

2000

180°

360°

ELEV 617

TDZE 557

CATEGORY
A
B
C
D
E

S-6R*
1040/24 483 (500-150)
1040/50 483
(500-1)

C CIRCLING
1060-1
443 (500-1)
1080-1
463 (500-1)
1240-1
623 (700-1.5)
1240-2
623 (700-2)
1240-2½
623 (700-2½)

YIGO, GUAM I, GUAM
Amdt 2 17JUN21
TERPS

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

**YIGO, GUAM, GUAM**

**TACAN Z RWY 24R**

**ANDERSEN AFB (PGUA)**

**RADAR or DME required.**

**ALS-1**

**|** **MISSING APPROACH: Climb to 1100, then climbing left turn to 3000 to intercept UAM R-051 to FOVEM and hold.**

**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.

**TERPS**

**YIGO, GUAM, GUAM**

**ANDERSEN AFB (PGUA)**

**Amendment 217 JUN 2024**

**PAC, 16 MAY 2024 to 11 JUL 2024**
RNAP ACPhoenix-GPS.

<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>660-1</td>
<td>483 (500-1)</td>
<td>660-1/8</td>
<td>483 (500-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>523 (600-1)</td>
<td>760-1</td>
<td>583 (600-1)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 9**

**PALAU INTL (POR) (PTRO)**

**ORIGIN:** 08SEP22

**PAC, 16 MAY 2024 to 11 JUL 2024**
RNAV (GPS) RWY 27
PALAU INTL (ROR)(PTRO)

TERMINAL PROCEDURES

BABELTHUAP ISLAND, PW

APP CRS
Rwy 1dg
TDZE
Apt Elev

TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

RNAV (GPS) RWY 27
PALAU INTL (ROR)(PTRO)

KOROR RADIO
123.6 (CTAF)

Circling NA north of Rwy 9-27.
Rwy 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.

MISSED APPROACH: Climb to 1900 direct JAKEF and hold.

ELEV 177  TDZE 176

RNAV (GPS) RWY 27
PALAU INTL (ROR)(PTRO)

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

NDB RWY 9
PALAU INTL (ROR)(PTRO)

<table>
<thead>
<tr>
<th>NDB/DME</th>
<th>ROR</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Ap! Elev</th>
</tr>
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<tbody>
<tr>
<td>371</td>
<td>104</td>
<td>087°</td>
<td>7200</td>
<td>177</td>
</tr>
</tbody>
</table>

Circling NA north of Rwy 9-27.
Rwy 9 helipad visibility reduction below 3/4 SM NA.
Obtain local altimeter setting on CTAF; when not received, procedure NA. No controlled airspace below 5500.

MISSED APPROACH: Climb to 1900 on ROR bearing 090° then right turn direct ROR NDB/DME and hold.

KOROR RADIO
123.6 (CTAF)

CATEGORY | A | B | C | D
S-9      | 1000-1 | 1000-1 1/4 | 1000-2 1/2 | 823 (900-1)
| 823 (900-1/4) | 823 (900-2/4) |
CIRCLING | 1000-1 1/4 | 823 (900-1/4) | 1000-2 1/2 | 823 (900-2 1/4)
| 823 (900-2 1/2) | 823 (900-2 1/2) |

BABELTHUAP ISLAND, PW
Orig-C. 08SEP22

PALAU INTL (ROR)(PTRO)
NDB RWY 9

07°22'N-134°33'E

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

KEKAHA, KAUAI, HAWAII

TACAN Y RWY 34

BARKING SANDS PMRF (PHBK)

V

* Circling not authorized E of Rwy 16-34.

ATIS 128.0
HCF APP 126.5 269.4
TOWER 126.2 360.2
GND CON 124.2 340.2
UNICOM 122.8

EMERG SAFE ALT 100 NM 7300

GOMAW NBS 8

SOUTH KAUAI
115.4 SOK
Chan 101

DIKNY NBS 15

DIKNY NBS 15

R-165

S-34

 CATEGORY A B C D

<table>
<thead>
<tr>
<th>S-34</th>
<th>440-1</th>
<th>419</th>
<th>440-1/4</th>
<th>419</th>
<th>480-1</th>
<th>480-1/2</th>
<th>580-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>440-1</td>
<td>417</td>
<td>457</td>
<td>457</td>
<td>557</td>
<td>600-2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CIRCLING

KEKAHA, KAUAI, HAWAII

Amdt 6 14 JUL 22

TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 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.
TERMINAL PROCEDURES

SOUTH KAUKI SIX DEPARTURE (OBSTACLE)(SOK6.SOK)

BARKING SANDS TOWER* 126.2 360.2
HCF APP 126.5 269.4

AL-767 [USN]

<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>16</td>
<td>V/V(fpm)</td>
<td>300</td>
<td>600</td>
<td>900</td>
<td>1200</td>
<td>1500</td>
<td>1800</td>
</tr>
<tr>
<td>34</td>
<td>V/V(fpm)</td>
<td>260</td>
<td>520</td>
<td>780</td>
<td>1040</td>
<td>1300</td>
<td>1560</td>
</tr>
</tbody>
</table>

ATC Climb Rate to 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.

**SOUTH KAUKI SIX DEPARTURE (OBSTACLE)(SOK6.SOK)**

KEKAAHA, KAUAI I, HAWAII

Orig 14JUL22

BARKING SANDS PMRF (PHEBK)

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

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 HOBLO and hold.

AWOS 119.675
TOWER 126.2 360.2
GND CON 121.9

Visibility reduction by helicopters not authorized.

5 NM Holding Pattern

TERMINAL PROCEDURES

BUCHOLZ AAF (PKWA)
RNAV (GPS) RWY 24

<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>460-1</td>
<td>444</td>
<td>(500-1)</td>
<td>460-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>484</td>
<td>(500-1)</td>
<td>500-1½</td>
</tr>
</tbody>
</table>

When control tower closed obtain local altimeter setting from Base Ops on 118.8. Visibility reduction by helicopters not authorized.

---

**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 24**

**BUCHOLZ AAF (PKWA)**

**MISSED APPROACH:** Climbing left turn to 1500 direct TONBE and hold.

**DME/DME RNP:** 0.3 NA.

KWAJALEIN, MARSHALL I, MARSHALL ISLANDS

**APCH CRS 24**

<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>
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</table>

**AWOS**

<table>
<thead>
<tr>
<th>TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.2</td>
<td>121.9</td>
</tr>
</tbody>
</table>

**ZAPUM**

**BUCHOLZ NDJ**

**TAA 5500**

**RN24**

**WADRU**

**TONBE**

**JELNU**

**OREO**

**OBA RW24 25 NA**

---

KWAJALEIN, MARSHALL I, MARSHALL ISLANDS

Amdt 2A 02DEC21

PAC, 16 MAY 2024 to 11 JUL 2024
When control tower closed, obtain local altitude setting from Base Ops on 118.8.
DME/DME RNP 0.3 NA

MISSING APPROACH: Climbing right turn to 1500 direct JORAM and hold.

AWOS 119.675
TOWER 126.2 360.2
GND CON 121.9

Limit Final and Missing Approach airspeed to 90 KIAS.

4 NM holding pattern
4 NM and Descent Angles not coincident.

TA 5500

TERMINAL PROCEDURES

COPTER RNAV (GPS) RWY 6

BUCHOLZ AAF (PKWA)

KWAJALEIN USAK, MARSHALL I
APCH CRS 064°
Rwy Idg 6668
TDZE 16
Arpt Elev 16

[USA]

PAC, 16 MAY 2024 to 11 JUL 2024

KWAJALEIN USAK, MARSHALL I
Amdt 1 05JAN17

BUCHOLZ AAF (PKWA)

COPTER RNAV (GPS) RWY 6

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

TERMINAL PROCEDURES

Terminal Procedures

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.

APCH CRS
039°
RWY LGD
4499
TDZE
14
Arpt Elev
14

[USA]

DYESS AAF (PKRO)

24025

NOT FOR CIVIL USE

Not for Civil Use

RNAV (GPS) RWY 04

KWAJAILEN USAKA, MARSHALL I.
RNAV (GPS) RWY 22

**TERMINAL PROCEDURES**

**APCH CRS**
- Rw y ldg: 4499
- TDZE: 14
- Arpt Elev: 14

**RNP APCH: GPS**

**INFORMATION**
- **NA**: Circling not authorized E of Rwy 04-22.
- **RCA**: Climbing right turn to 1300 direct AGOLY and hold.

**KWAJAILEN APP CON**
- **126.2 360.2**

**KWAJAILEN TOWER**
- **126.2 360.2**

**NOT FOR CIVIL USE**

**BUCHOLZ AAF ALTIMETER SETTING MINIMUMS**

<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>580-1</td>
<td>566 (600-1)</td>
<td>556-1%</td>
<td>580-1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>566 (600-1%)</td>
<td>NOT AUTHORIZED</td>
</tr>
<tr>
<td>CIRCLING *</td>
<td>580-1</td>
<td>566 (600-1)</td>
<td>556-1%</td>
<td>580-1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>566 (600-1%)</td>
<td>NOT AUTHORIZED</td>
</tr>
</tbody>
</table>

**KLHA Rwy 04-22**

**REMARKS**

- Procedure not authorized at night except by prior arrangement for runway lights.
- Obtain local altimeter setting on CTA.
- When not received, use Bucholz AAF altimeter setting. Dyess Advisory 118.1

**NOTES**

- **PAC**: 16 MAY 2024 to 11 JUL 2024
- **Dyess AAF (PKRO)**

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**KWAJAILEN USAKA, MARSHALL I**

- **09°24'N 167°28'E**
- **Amdt**: 02DEC21

**RNAV (GPS) RWY 22**

---

**PAC**: 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

ILS or LOC RWY 6L
GUAM INTL (GUM)(PGUM)

PAC, 16 MAY 2024 to 11 JUL 2024

ATIS
119.0
GUAM CERAP
119.8 269.0
AGANA TOWER
118.1 340.2
GND CON
121.9 336.4
CINC DEL
121.9

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UNZ VORTAC, then on I-GUM localizer SW course to OBALE/I-GUM 14.3 DME/RADAR and hold.

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 73).

One Minute Holding Pattern

CATEGORY
A
B
C
D

S-ILS 6L
1500-3/4
1500-1
1500-3
NA

S-LOC 6L
1100-3/4
1100-1
1100-2
NA

CIRCLING
1100-1
795 (800-1)
NA

MOBE Fix Minimums (DME required)

FAF to MAP 5.4 NM

Knots
60
90
120
150
180

Min. Sec.
5.24
3.36
2.42
2.10
1.48

GUAM, GU
Amdt 4C 25JAN24

13°29’N-144°48’E

PAC, 16 MAY 2024 to 11 JUL 2024

GUAM INTL (GUM)(PGUM)

ILS or LOC RWY 6L
For uncompensated Baro-VNAV systems, procedure NA below 19°C or above 48° C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/2 SM. Inop table does not apply to RNP 0.30.

*Missed approach requires a minimum climb of 285 feet per NM to 1400.

**ATIS**

- **GUAM CERAP**: 119.0
- **AGANA TOWER**: 118.1 340.2
- **GND CON**: 121.9 336.4
- **CLNC DEL**: 121.9

**RNP AR APCH - GPS.**

- Procedure NA for arrivals at WUVEN via AS97 northwest bound.
- Procedure NA for arrivals at PULEE via G467 R596 westbound.
- Procedure NA for arrivals at ASADE via B696 southeast bound.

**RNAP (RNP) Z RWY 6R**

**GUAM INTL (GUM)(PGUM)**

**Authorization Required**

- **Category A**: 0.30 DA 511-3/4 253 (300-3/4)
- **Category D**: 0.30 DA 656-3/4 398 (400-3/4)
RNAV (RNP) Z RWY 24L

GUAM INTL (GUM)(PGUM)

**TERMINAL PROCEDURES**

**APP CRS**
- Rwy Idg 8710
- TDZE 293
- Aptr Elev 305

**RNP AR APCH - GPS**

For uncompensated Baro-VNAV systems, procedure NA below 19°C or above 48°C.

**MISSING APPROACH** Climb to 3000 via track 243° to DALPE and hold.

**ATIS**
- GUAM CERAP 119.0
- AGANA TOWER 118.1
- GND CON 121.9
- CLNC DEL 121.9

**AGA NW**
- CULPS 11300
- 3000 (16.5)
- 3000 (18.4)
- 3000 (18.5)
- 3000 (18.2)

**AGA NW (IF)**
- CADUK 6100
- BAGBE 8800
- (IAF) BAGBE 8800

**AGA NW (FAF)**
- JOMAX 243° (6.9)
- CIBOL 243° (6.9)
- DALPE 243° (6.9)

**AGA NW (FAF)**
- RW24L 243° (6.9)
- A412 124° (5.1)
- A1190 243° (13.8)

**AGA NW (FAF)**
- 412 184° (16.5)
- 479 184° (16.5)

**AGA NW (FAF)**
- ELEV 305
- TDZE 293

**AGA NW (FAF)**
- DALPE 243°
- GP 3.00°
- TCH 55

**AGA NW (FAF)**
- 3000 DALPE
- VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 75).

**AGA NW (FAF)**
- DALPE 3000
- CIBOL 3000
- JOMAX 2000

**AGA NW (FAF)**
- 3000 GP 3.00°
- TCH 55

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>RNP 0.20</td>
<td>1103-2½</td>
<td>810 (900-2½)</td>
<td></td>
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<tr>
<td>RNP 0.30</td>
<td>1140-2½</td>
<td>847 (900-2½)</td>
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<td></td>
</tr>
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</table>

**AUTHORIZATION REQUIRED**

GUAM, GU
Orig-F 30NOV23

13°29’N-144°48’E
PAC, 16 MAY 2024 to 11 JUL 2024

**RNAV (RNP) Z RWY 24R**
GUAM INTL (GUM)(PGUM)

**TERMINAL PROCEDURES**

**APP CRS** 243°

**Rwy Idg** 12014
**TDZE** 305
**Apt Elev** 305

**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

**RNP AR APCH - GPS.**
Procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below 22°C or above 52°C.

**MISSSED APPROACH:** Climb to 3000 on track 243° to OBALE 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

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>RNP 0.24 DA</td>
<td>1014-2/2</td>
<td>709 (800-2)</td>
<td></td>
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<tr>
<td>RNP 0.3 DA</td>
<td>1072-2/2</td>
<td>767 (800-2)</td>
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</table>

**AUTHORIZATION REQUIRED**

GUAM, GU
Amdt 18 30NOV23

13°29’N-144°48’E

GUAM INTL (GUM)(PGUM)
RNAV (RNP) Z RWY 24R

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

RNAV (GPS) Y RWY 24L
GUAM INTL (GUM)(PGUM)

RNP APCH - GPS.

Circling NA southeast of Rwy 6R-24L. Rwy 24L helicopter visibility reduction below 3/4 SM NA.

ATIS 119.0 GUAM CERAP 269.0 AGANA TOWER 340.2

MISSING APCH FIX

DALPE

3000 to CIBOL 063° (16.8)

NIMITZ UNZ

CIBOL

VGS I and descent angles not coincident (VGS I Angle 3.00/TCH 75).

HIRL all Rwy's

GUAM, GU
Amdt 1 25JAN24

RNAV (GPS) Y RWY 24L

PAC, 16 MAY 2024 to 11 JUL 2024
Circling NA southeast of Rwy 6R-24L. Rwy 24R helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at CULPS on A221 northeast bound.

Procedure NA for arrivals at BAGBE on A450 northeast bound.

Procedure NA for arrivals at GUMGE on R384-G205-A597 southeast bound.
VOR or TACAN RWY 24R
GUAM INTL (GUM)(PGUM)

DME required.

Circling NA southeast of Rwy 6R-24L
Rwy 24R helicopter visibility reduction below 1/4 SM NA.

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

MISSED APPROACH: Climb to 2300 then left turn on UNZ VORTAC R-062 to FIBEE/UNZ 15.6 DME and hold.

2300 to FIBEE
062° (15.6)

NIMITZ
115.8 UNZ
Ch 105

NOVKE
UNZ 5.1

242°

1800

FIBEE
UNZ

JUVNI
UNZ 9.6

7 NM

Holding Pattern

1190

305

1332

2600

ELEV

TDZE

305

305

2014

12014

305

305

CATEGORY
A
B
C
D
S-24R
1180-1
875 (900-1)
1180-1¼
875 (900-1¼)
1180-2½
875 (900-2½)

1180-1¼
875 (900-1¼)
1180-2½
875 (900-2½)
NA

13°29'N-144°48'E

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

GUAM INTL (GUM)(PGUM)

NDI RWY 24R

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

DME required.

MISSING APPROACH: Climb to 2300 direct AJA NDB and left turn on AJA NDB bearing 061° to ADAYI/UNZ 15.6 DME and hold.

NDB, 16 MAY 2024 to 11 JUL 2024

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

**RNAV (GPS) RWY 8**

**HANA (HNM)/(PHHN)**

**APP CRS**

<table>
<thead>
<tr>
<th>RWY Idg</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3608</td>
<td>78</td>
</tr>
</tbody>
</table>

**Apt Elev**

| 78 |

**RNP APCH**

- **Circling NA south of RWY 8-26. Procedure NA at night.**
- **RNAV 8 helicopter visibility reduction below 1 SM NA.**
- **When local altimeter setting not received, procedure NA.**

**AWOS-3PT**

| 118.325 |

**HCF CENTER**

| 118.45  | 278.3 |

**CLNC DEL**

| 122.3   |

**CTAF**

| 122.9   |

**Final approach course offset 29.86°**

**UESAS**

**Final course from OPANA to ZOMPU**

| 1200 ± A |

**NAV**

| 11200 ± A |

**ELEV**

| 78 |

**TDZE**

| 78 |

**RNAV (GPS) RWY 8**

**HANA (HNM)/(PHHN)**

**Orig**

| JAN 2020 |

**20°48'N-156°01'W**

**PAC, 16 MAY 2024 to 11 JUL 2024**
Circling NA south of Rwy 8-26. Procedure NA at night.
When local alternater seting not received, procedure NA.

MISSING APPROACH: Climbing right turn to 2500 direct GPYLE and hold.

**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 (HNM)(PHHN)**

**MIRL Rwy 8-26**

**2500**

**GPYLE**

**HOLD**

**2.1 NM to IHEPA**

**2.4 NM**

**5.1 NM**

**INLUCU**

**GPYLE**

**4 NM Holding Pattern**

**079° 5500 2500**

**259° 2500**

**IHEPA**

**TCH 40**

**3.04°**

**5100-1/2**

**962 (900-11/2)**

**LNAV MDA**
- **940-1**
- **870 (900-1)**

**CIRCLING**
- **940-1/2**
- **1100-1/2**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**NA**

**20°48′N-156°01′W**

**PAC, 16 MAY 2024 to 11 JUL 2024**

**HANA, HAWAII**

Ammd 1A 08SEP22

**20°48′N-156°01′W**

**HANA (HNM)(PHHN)**

**RNAV (GPS) RWY 26**

**20°48′N-156°01′W**

**HANA (HNM)(PHHN)**
TERMINAL PROCEDURES

(LNBRG2.LNBRG) 20254
LINDBERG TWO DEPARTURE (OBSTACLE) (RNAV)  HANA (HNM)(PHHN)

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.
ILS or LOC RWY 26
HILO INTL (ITO) (PHTO)

DME required. From KENNIZ, RNAV 1-GPS required.

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 on heading 100° and on ITO VOR TAC R-079° to CEKO8/ITO VOR TAC 10 DME and hold, continue climb-in-hold to 3300.

Procedure NA for arrival on ITO VOR TAC airway radials 067 CW 088.

Use I-ITO DME when on the localizer course.

VGSI and ILS glideslope not coincident (VGSI Angle 2.60°/TCH 70°).

One Minute Holding Pattern

Hilo, Hawaii
Amdt 14A 17JUN21
Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1/4 SM NA. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15° or above 54°C. For inop ALS, increase LNAV/VNAV all Cat A/B visibility to 1/8 SM and increase LNAV Cat A/B visibility to 1 SM.

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 V15 eastbound.

* LNAV only

RNAV (GPS) Rwy 26
HILO INTL (ITO) (PHTO)

HILO, HAWAII
Ampl 2 25FEB21

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

**VOR-B**

**HILO INTL (ITO) (PHTO)**

**PAC, 16 MAY 2024 to 11 JUL 2024**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>HILO APP CON*</th>
<th>HILO TOWER*</th>
<th>GND CON</th>
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</thead>
<tbody>
<tr>
<td>126.4</td>
<td>119.7 269.2</td>
<td>118.1 (CTAF) 263.1</td>
<td>121.9</td>
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</tbody>
</table>

**Circling NA south of Rwy 8-26.**

**MISSED APPROACH:** Climbing right turn to 3000 on ITO VOR TAC R-002 then direc ITO VORTAC and hold.

---

**ELEV 38**

**REIL Rwy 3**

**MIRL Rwy 3-21**

**HIRL Rwy 8-26**

---

**FAR to MAP 1 NM**

<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>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>
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</table>

**HLNO, HAWAII**

**Orig-E 14JUL22**

**19°43'N-155°03'W**

---

**PAC, 16 MAY 2024 to 11 JUL 2024**
TERMINAL PROCEDURES

PARIS FOUR DEPARTURE (OBSKNTACLE)  AL-756 (FAA)

PAC 16 MAY 2024 to 11 JUL 2024

TAKETOPO MINIMUMS
Rwys 3, 8: Standard.
Rwy 21: Standard with minimum climb of 310’ per NM to 1100 or 1300-21/2 for climb in visual conditions.
Rwy 26: Standard with minimum climb of 385’ per NM to 2900 or 1300-21/2 for climb in visual conditions.

(CONTINUON ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 030° and ITO R-355 to SAPDE INT, thence. . . .
TAKEOFF RUNWAY 8: Climb heading 079° to ITO VORTAC and ITO R-355 to
SAPDE INT, thence. . . .
TAKEOFF RUNWAY 21: Climbing left turn direct ITO VORTAC and ITO R-355 to
SAPDE INT, or climb in visual conditions to cross ITO VORTAC northbound at or above
1200 MSL, then via R-355 to SAPDE INT, thence. . . .
TAKEOFF RUNWAY 26: Climbing right turn via heading 045° and ITO R-355 to
SAPDE INT, or climb in visual conditions to cross ITO VORTAC northbound at or above
1200 MSL, then via R-355 to SAPDE INT, thence. . . .

. . . . proceed via UPP R-082 to PARIS INT.

PARIS FOUR DEPARTURE (OBSKNTACLE)
(PARIS4.PARIS) 11FEB10

HILO, HAWAII
HILO INTL (ITO)(PHTO)

NOTE: Chart not to scale.
TAKEOFF OBSTACLE NOTES

Rwy 3: Numerous trees and WSK beginning 395' from DER, 68' left of centerline, up to 86' AGL/115' MSL.
Numerous trees beginning 325' from DER, 137' right of centerline, up to 66' AGL/95' MSL.

Rwy 8: Tree 1198' from DER, 480' left of centerline, 37' AGL/70' MSL.
Numerous trees beginning 414' from DER, 328' right of centerline, up to 46' AGL/79' MSL.

Rwy 21: Numerous trees and poles beginning 1077' from DER, 272' left of centerline, up to 70' AGL/490' MSL.
Numerous trees and poles beginning 236' from DER, 43' right of centerline, up to 83' AGL/362' MSL.
Vehicles on road beginning 234' from DER, 260' left of centerline, 15' AGL/58' MSL.

Rwy 26: Numerous vehicles beginning 6' from DER, 452' right of centerline, up to 15' AGL/39' MSL.
Numerous trees and light poles beginning 542' from DER, 471' left of centerline, up to 86' AGL/92' MSL.
Numerous trees beginning 1645' from DER, 266' right of centerline, up to 93' AGL/119' MSL.
Windsock 3' from DER, 269' right of centerline, 19' AGL/46' MSL.
RADAR reflector 373' from DER, 346' right of centerline, 10' AGL/37' MSL.
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 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**

**HONOLULU, HAWAII**

**LOC/DME I-IUM**
- **110.5**
- **Chan 42**

**APP CRS**
- **042°**

**Rwy Idg**
- **8950**

**TDZE**
- **8**

**Apt Elev**
- **13**

**MALSR**
- **8**

**DME required. From HUBAP. RNAV 1-GPS required. DME or RADAR required for procedure entry.**

**For inap ALS, increase S-ILS 4R all Cats visibility to 3 SM.**

**Regional Chart**

**PAC, 16 MAY 2024 to 11 JUL 2024**

**HONOLULU TOWER**
- **118.1**
- **257.8**
- **123.9**
- **273.575** (Rwy 8R/26L)

**D-ATIS**
- **127.9 251.15**

**HCF APPROACH**
- **118.3 269.0**

**GND CON**
- **121.9**
- **348.6**

**CINC DEL**
- **121.4**
- **281.4**

**LOCALIZER**
- **I-IUM**
- **Chan 42**

**ILS Y RWY 4R**

**MALSR**
- **8**

**DME required. From HUBAP. RNAV 1-GPS required. DME or RADAR required for procedure entry.**

**For inap ALS, increase S-ILS 4R all Cats visibility to 3 SM.**

**REGIONAL CHART**

**PAC, 16 MAY 2024 to 11 JUL 2024**

**HONOLULU TOWER**
- **118.1**
- **257.8**
- **123.9**
- **273.575** (Rwy 8R/26L)

**D-ATIS**
- **127.9 251.15**

**HCF APPROACH**
- **118.3 269.0**

**GND CON**
- **121.9**
- **348.6**

**CINC DEL**
- **121.4**
- **281.4**

**LOCALIZER**
- **I-IUM**
- **Chan 42**

**ALTERNATE MISSED**

**APCH FIX**

**ALANA C KH 17.4**

**ELEV 13 D TDZE 8**

**VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 71).**

**MISSED APPROACH:** Climb to 540 then climbing right turn to 3000 on heading 220° and on HNL VORTAC R-171 to ALANA INT/HNL 13.9 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).

**CATEGORIES**

**S-ILS 4R**
- **258½**
- **250**

**S-ILS 4R**
- **308½**
- **299**

**HONOLULU, HAWAII**

**Amdt 2A 08SEP22**

**DA NI DANIEL K INOUYE INTL (HNL) (PHNL)**

**ILS Y RWY 4R**

**21°19'S-157°55'W**
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

RNAV (RNP) RWY 26L
DANIEL K INOUEY Intl (HNL) (PHNL)

HONOLULU, HAWAII
AL-754 (FAA) 24025

APP CRS
259°
Rwy Idg 12000
TDZE 10
Apt Elev 13

RNP AR APCH, RF required.
For uncompensated Baro-VNAV systems, procedure NA below 15°C [58°F] or above 53°C [128°F].

MALSF
MISSING APPROACH: Climb to 3000 on track 259° to KABTE, left turn to LAYIG, then track 133° to ALANA and hold. Missed approach requires minimum climb of 234 feet per NM to 300.

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

Procedure NA for arrivals at SAKKI on V16-21 east bound.

MIRL Rwy 4L-22R
REIL Rwy 4L, 8R, 22L, 22R, and 26R
HIRL Rwy 4R-22L, 8L-26R, and 8R-26L

AUTHORIZATION REQUIRED
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

RNAV (RNP) Z RWY 4R
DANIEL K INOUYE INTL (HNL) (PHNL)

For uncompensated Baro-VNAV systems, procedure NA below 17°C or above 34°C. For inop ALS, increase RNP 0.30 Cat A visibility to ½ SM and Cat B to ¾ SM.

MISSED APPROACH: Climb to 580 then climbing right turn to 3000 direct ALANA and hold.

ELEV 13 D TDZE 9
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

HONOLULU, HAWAII

APP CRS
Rwy Idg 6952
TDZE 10
Apt Elev 13

RNP APCH

Circling Rwy 22R NA at night. Circling NA for Cats A and B northwest of Rwy 1L and 13L. Circling NA for Cats C, D, and E north of Rwy BL-26R.

D-ATIS
127.9 251.15

HCF APPROACH
118.1 269.0

HONOLULU TOWER
123.9 273.57 (Rwy 8R/26L)

GND CON 121.9 348.6

CINC DEL 121.4 281.4

BOOKE Procedure NA for arrivals at BOOKE on V1.5 westbound.

GECKO Procedure NA for arrivals at GECKO on V4 southwest bound.

PROCEDURE NA for arrivals at ALANA on V21 southbound.

WATER RWYS
8W-26W 5090 X 300
4W-22W 3000 X 150

MIRL Rwy 4L-22R
REIL Rwy 4L, 16L, 16R, 22L, 22R, 26L, and 26R
HIRL Rwy 4R-22L, 8L-26R, and 8R-26R

CATEGORY
A
B
C
D
E

RNAV MDA
460-1½
450 (500-1½)
460-1½
450 (500-1½)
980-3

CIRCLING
680-1½
667 (700-1½)
820-2½
807 (900-2½)
1940-3

2000
222°
042°
042°
2000

3.04°

500
3000
ALANA

HONOLULU, HAWAII
Orig-C. 08SEP22

21°19'S-157°55'W

PAC, 16 MAY 2024 to 11 JUL 2024

RNAL (GPS) RWY 4L

DANIEL K INOUE INTL (HNL) (PHNL)

RNAL (GPS) RWY 4L

DANIEL K INOUE INTL (HNL) (PHNL)
TERMINAL PROCEDURES

RNAV (GPS) Y RWY 4R

DANIEL K INOUYE INTL (HNL) (PHNL)

HONOLULU, HAWAII

AL-754 (FAA) 24025

APP CRS 042°
Rwy Idg 8950
TDZE 8
Apt Elev 13

RNP APCH:
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. For inop ALS, increase LNAV Cat E visibility to 2 SM. Circling NA to sea lanes 4W, 8W, 22W, and 26W. HUBAP transition NA for Cat E aircraft. HAURY transition NA for Cat E aircraft.

D-ATIS
HCF APPROACH
HONOLULU TOWER
GND CON
CLINC DEL
127.9 251.15
118.3 269.0
118.1 257.8
121.9 348.6
121.4 281.4

ELEV 13
TDZE 8

Procedure NA for arrivals at KEOLA on V12.

Procedure NA for arrivals at GECKO on V4 westbound.

Procedure NA for arrivals at JULIE on V16-21 eastbound and V20 southeast sound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY

A
B
C
D
E

LNAV MDA
460-3/4 452 (500-3/4)
460-3/4 452 (500-3/4)

NA

CIRCLING
680-1/4 760-1/4 820-2/4 1400-3
667 (700-1/4) 747 (800-1/4) 807 (900-2/4) 387 (1.400-3)

HONOLULU, HAWAII
Amal 3A 25FEB21

PAC, 16 MAY 2024 to 11 JUL 2024
Circling Rwys 22R NA at night. For inop ALS, increase Cat E visibility to 1½ SM. Circling NA for Cts A and B northwest of Rwys 8L and 22R. Circling NA for Cts C and D north of Rwy 8L-26R. Circling NA to sea lanes 4W, 8W, 22W, and 26W.

Procedure NA for arrival at HNL VORTAC on airway radials 171 CW 258.

MALSR

MISSING APPROACH: Climbing right turn to 3000 on heading 220° and HNL VORTAC R-171 to ALANA INT/ HNL 13.9 DME and hold.

ALTERNATE MISSED APCH FIX

ALANA

CKH [17.4]

11.2 CHG

Ch 66

ELEV 13

TDZE 8

WATER RWYS:
8W-26W 5090 X 300
4W-22W 3000 X 150

MIRL Rwys 4L-22R
REIL Rwys 4L, 8L, 22L, 22R, and 26R
HIRL Rwys 4R-22L, 8L-26R, and 8R-26L
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

LOC RWY 8L

DANIEL K INOUYE INTL (HNL) (PHNL)

HONOLULU, HAWAII

AL-754 (FAA)

LOC/DMC I-HNL
111.7
Chan 54

APP CRS
079°

Rwy Idg
12312
TDZE
13
Apt Elev
13

DME or RADAR required.

V Circling Rwy 22R NA at night. Circling NA for Cats A and B northwesf of Rwy 8L and 22R and for Cats C and D north of Rwy B1-26R. Circling NA to sea lanes 4W, 8W, 22W and 26W. For inop ALS, increase S-LOC 8L Cats C and D visibility to 1/2 SM.

MALS

1

MISSED APPROACH: Climbing right turn to 5000 on heading 200° and HNL VORTAC R-171 to ALANA INTL/HNL 13.9 DME and hold, continue climb-in-hold to 5000.

LOCATOR

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

HNL 25 NM

3300

3000

6000

4400

060°

CIRCLING

VGS and descent angles not coincident (VGS Angle 3.00°/TCH 71).

CATEGORY

A
B
C
D

FAF to MAP 5.9 NM

Knots
60 90 120 150 180

Min Sec
5.54 3.56 2.57 2.22 1.58

HONOLULU, HAWAII

Amend 2 16MAY24

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PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

VOR or TACAN-A

HONOLULU, HAWAII

AL-754 (FAA) 24025

DANIEL K INOUYE INTL (HNL) (PHNL)

PAC, 16 MAY 2024 to 11 JUL 2024

VORTAC HNL 114.8
Chan 95
APP CRS 305°
Rwy Idg TDZE N/A
Apt Elev 13

TERMINAL PROCEDURES

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.

D-ATIS 127.9 251.15
HCF APPROACH 118.1 257.8
HONOLULU TOWER 123.9 273.575 (Rwy 8R/26L)
GND CON 121.9 348.6
CINC DEL 121.4 281.4

3000

HONOLULU
114.8 HNL
Chan 95

116.1 MKK
Chan 108

Procedure NA for arrivals at CHK1 VORTAC airway radial 272.

Procedure NA for arrivals at HAUNA on V8 eastbound.

150°
HNL R-171

One Minute Holding Pattern

305°

MIRL Rwy 4L-22R
REL Rwy 4L, 8R, 22L, 22R, and 26R
HRL Rwy 4R-22L, 8L-26R, and 8R-26L

CATEGORY A B C D
CIRCLING 680-1 760-1 820-2 1400-3
667 (700-1) 747 (800-1) 807 (900-2) 1387 (1400-3)

21°19’N-157°55’W

DANIEL K INOUYE INTL (HNL) (PHNL)

VOR or TACAN-A

21°19’N-157°55’W

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

VOR or TACAN-B

DANIEL K INOuye INTL (HNL) (PHNL)

VORTAC HNL
114.8
Chan 95

APP CRS
037°

N/A

DME required.

Circling Rwy 22R NA at night. Circling NA for Cats A and B northwest of Rwy 30 and 22R. Circling NA for Cats C and D north of Rwy Bl-26R.

Circling NA to sea lanes 4W, 8W, 22W, and 26W.

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

PROCEDURE:

Proceedure NA for arrivals HNL VORTAC on V12-15 eastbound.

HONOLULU
114.8 HNL

Chan 95

ELEV 13

ALANA
HNL 13.9

MAVG D
HNL 0.8

(if)
SUPPO
HNL 14

I 037°

0 3504

3127

1072

1564

0 3000

1360

2325

2000

1310

1016

3150

2597

1426

1208

116.1 MKK

R-254

Chan 108

3000

ALANA

HNL R-171

3000

MIRL Rwy 4L-22R

REIL Rwy 4L, 8R, 22L, and 26R. HIRL Rwy 4R-22L, Bl-26R, and 8R-26L

CIRCLING

680-1

667 (700-1)

760-1

747 (800-1)

820-2¼

807 (900-2¼)

1400-3

1387 (1400-3)

HONOLULU, HAWAII
Amdt 2D 25FEB21

PAC, 16 MAY 2024 to 11 JUL 2024

VOR or TACAN-B

21°19'N-157°55'W

24025

2000

WATER RWYS

8W-26W 5000 X 300

4W-22W 3000 X 150

21°19'N-157°55'W

WATER RWYS
RAIDAR REQUIRED
Weather Minimums: 5100 feet ceiling
and 3 statute miles visibility.
Vertical Guidance Navaid 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
21°19'N-157°55'W DANIél K INOuYe INtL (HNL) (PHNL)

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

WAIALAE GOLF COURSE VISUAL RWY 22L

D-ATIS
127.9 251.15
HCF APPROACH
119.1 239.05
HONOLULU TOWER
118.1 257.9
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

Amend 1 27APR17

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

HONOLULU TWO DEPARTURE (OBSTACLE)

(HNL2.HNL) 23334

HONOLULU, HAWAII

DANIEL K INOuye INTL (HNL) (PHNL)
AL-754 (FAA)

TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

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

ALANA

TERMINAL PROCEDURES

HONOLULU
114.8 HNL
Chan 95

HAUNA

R-125

155°

123°

125°

123°

R-171

R-254

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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 1700-2½ for VCOA.
Rwy 8L: Standard with minimum climb of 310’ per NM to 1000, or 1700-2½ for VCOA.
Rwy 8R: Standard with minimum climb of 270’ per NM to 1000, or 1700-2½ for VCOA.
Rwy 26L: Standard with minimum climb of 237’ per NM to 300, or 1700-2½ for VCOA.

TAKEOFF 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 . . .

TAKEOFF 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.

PAC, 16 MAY 2024 to 11 JUL 2024

HONOLULU TWO DEPARTURE (OBSTACLE)

(HNL2.HNL) 08NOV18
TERMINAL PROCEDURES

TERMINAL PROCEDURES

HONOLULU TWO DEPARTURE (OBSTACLE)

(DANIEL K INOUYE INTL (HNL) (PHNL))

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, 16 MAY 2024 to 11 JUL 2024

ALANA TWO DEPARTURE (ALANAA • ALANA)

HONOLULU, HAWAII

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 (ALANAA • KUCHI): From over ALANA on heading 140° and HNL R-160 to KUCHI.

MILTI TRANSITION (ALANAA • MILTI): From over ALANA on heading 220° and HNL R-190 to MILTI.
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: JULE departures expect direct/vectors to JULE/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.
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 (KEOL3.KATHS): From over KEOLA on HNL R-258 and SOK R-234 to KATHS.

LIHUE TRANSITION (KEOL3.LIH): From over KEOLA on SOK R-111 and LIH R-148 to LIH VORTAC.

LILUA TRANSITION (KEOL3.LILUA): From over KEOLA on track 282° to LILUA.

NONNI TRANSITION (KEOL3.NONNI): From over KEOLA on HNL R-258 to NONNI.

PUPPI TRANSITION (KEOL3.PUPPI): From over KEOLA on track 271° to PUPPI.

SOUTH KAUA‘I TRANSITION (KEOL3.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.
Rwys 8L: Standard with minimum climb of 305' per NM to 1300.
Rwys 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).
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, KOLEA, 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.

KOLEA TRANSITION (MKK5.KOLEA): From over MKK VORTAC on MKK R-040 to KOLEA.

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.
TERMINAL PROCEDURES

NOTE: Honolulu departures from Rwy 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 Rwy 26L/R left turn to assign heading must be completed within 2 NM of departure end of runway (HNL 3 DME).

(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 SEYY, then on track 153° to DOVRR.
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).

HONOLULU
114.8 HNL ❘❘❘
Chan 95

KOKO HEAD
113.9 CXH ❘❘❘
Chan 86

MOLOKAI
116.1 MKK ❘❘❘
Chan 108

LANAI
117.7 LNY ❘❘❘
Chan 124

TERMINAL PROCEDURES

(PALAY3.PALAY) 23334

PALAY THREE DEPARTURE

AL-754 (FAA) HONOLULU, HAWAII

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.

PAC, 16 MAY 2024 to 11 JUL 2024

DANIEL K INOUYE INTL (HNL) (PHNL)

TERMINAL PROCEDURES

(PALAY3.PALAY) 25FEB21
TERMINAL PROCEDURES

TOP ALTITUDE: 5000

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: BINOJ departures expect direct/vectors to BINOJ/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: DANO departures expect direct/vectors to DANO.
NOTE: DOVR departures expect direct/vectors to DOVR/B596.
NOTE: EBER departures expect direct/vectors to EBER/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: KATHS departures expect direct/vectors to KATHS/A450.
NOTE: KEOA departures expect direct/vectors to KEOA/A16.
NOTE: KOA departures expect direct/vectors to KOA.
NOTE: LILIA departures expect direct/vectors to LILIA/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: SCON departures expect direct/vectors to SCON.
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, 16 MAY 2024 to 11 JUL 2024

SAITO TWO DEPARTURE (SAITO2•SAITO)

D-ALIS
127.9 251.15
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.

TAKEOFF MINIMUMS

Rwy 22L/R, 26L/R: Standard
Rwy 8L: Standard with minimum climb of 305 ft per NM to 1300
Rwy 8R: Standard with climb of 296 ft per NM to 500.

TAKEOFF 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

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: Climb 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.

NOT FOR CIVIL USE

TOP ALTITUDE: 7000
For uncompensated Baro-VNAV systems, procedure NA below 14°C or above 54°C. When local altimeter setting not received, procedure NA. For inop ALS, increase RNP 0.30 all Cat[s] visibility to ½ SM.

MISS[ED APPROACH]: Climb to 3000 direct KRANE and hold.
TERMINAL PROCEDURES

RNAV (GPS) RWY 20
KAHLUI (OGG)(PHOG)

ATIS 128.6
HCF APPROACH (NORTH) 120.2 322.4
HCF APPROACH (SOUTH) 119.5 225.4
MAUI TOWER* 118.7 (CTAF) 279.6
GND CON 121.9 279.6
CLNC DEL 120.6 290.5
UNICOM 122.95

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 500 then climbing left turn to 4300 direct NDREW and hold.

Procedure NA for arrivals at PLUMB on V6-V22 northwest bound.

Procedure NA for arrivals at SWEEP on V11 eastbound.

KAHLUI, HAWAII

APP CRS
Rwy lcg 6995
TDZE 25
Apt Elev 53

204°
TERMINAL PROCEDURES

RNAV (GPS) RWY 23
KAHUULUI (OGG)(PHOG)

APP CRS 234°
Rwy Idg 4980
TDZE 17
Apt Elev 54

DME/DME RNAV-0.3 NA.

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

PLUMB
Procedure NA for arrivals at PLUMB via V6-22 northwest bound.

ZULUD
6 NM
285°

[IAF] FOGOL

WAHRE 3.5 NM to RW23
[IAF] HEDAT 234°

Procedure NA for arrivals at BARBY via V15-22 eastbound.

(IIF) MOBRE

HEDAT
1900
234°

ZULUD
4000
3.05°

TWR 196

STATIONARY NVY WPT A

RNAV (GPS) RWY 23
KAHUULUI (OGG)(PHOG)

20°54′N-156°26′W

PAC, 16 MAY 2024 to 11 JUL 2024
RNAV (GPS) Y RWY 2
KAHULUI (OGG)(PHOG)

Procedure NA for arrivals at KEIKI on V2-21 westbound.
TERMINAL PROCEDURES

Radar required
Weather minima: Ceiling 3000 feet. Visibility 3 miles.

Procedure not authorized at night.
Chart not to scale.

Vertical guidance Nav aid and angle: I-OGG LOC (GS 3.00°)

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 KNU1 Radio Tower, thence . . . .
MAKENA: Proceed to the KNU1 Radio Tower, thence . . . .
. . . .intercept the RWY 2 extended centerline at or prior to the Sugar Mill Smoke Stacks and proceed to the airport.
TERMINAL PROCEDURES

BEACH FOUR DEPARTURE

HCF APPROACH
NORTH 120° 2 322.4
SOUTH 119° 5 225.4
ATS
128.6
CINC DEL
120.6 290.5
GND CON
121.9 279.6
MAUI TOWER*
118.7 (CTAF) 279.6

TOP ALTITUDE:
ASSIGNED BY ATC

LANAI
117.7 LNY
Chan 124

BEACH
8100
Chan 23

HARPO
8100

195°

1400

045°

024°

054°

2500

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.

PAC, 16 MAY 2024 to 11 JUL 2024
TOP ALTITUDE: 16000

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: JELLE departures expect direct/vectors to JELLE.
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 HIKA, 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.

TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 500' per NM to 554.
Rwys 5, 20, 23: NA - ATC.

NOTE: Chart not to scale.
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'.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
RWys 5, 20, 23, NA - Air Traffic.
RWy 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.
TERMINAL PROCEDURES

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.

TAKEOFF MINIMUMS
Rwy 20: Standard with minimum climb of 500’ per NM to 554.
Rwys 2, 5, 23: NA - ATC.

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.
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.
TERMINAL PROCEDURES

(SWEEP2.SWEEP) 23278

SWEEP TWO DEPARTURE

KAHULUI (OGG)(PHOG)
KAHULUI, HAWAII

MAUI DEP CON
NORTH 120.2 322.4
SOUTH 119.5 225.4
HCF APPROACH
NORTH 120.2 322.4
SOUTH 119.5 225.4
ATIS
128.6
CLNC DEL
120.6 290.5
GND CON
121.9 279.6
MAUI TOWER*
118.7 (CTAF) 279.6

TOP ALTITUDE:
6000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 23: NA Obstacle and ATC.
Rwys 2, 5: Standard with ATC climb of 480' per NM to 2100.
Rwy 20: Standard with minimum climb of 480' per NM to 2100.

DEPARTURE ROUTE DESCRIPTION

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.

SWEEP TWO DEPARTURE
(SWEEP2.SWEEP) 20AUG15

KAHULUI, HAWAII

KAHULUI (OGG)(PHOG)

PAC, 16 MAY 2024 to 11 JUL 2024
For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 48°C (118°F). RF required. GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1 1/2 mile.

MISSED APPROACH: Climb to 5000 on track 174° to WOPNA and right turn to NANLE, and on track 358° to ANDES and hold.

Procedure NA for arrivals on UPP VORTAC airway radials 200 CW 287.

Procedure NA for arrivals at MUE VORTAC on V3 northeast bound.
**RNAV (GPS) RWY 35**

**ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)**

**TERMINAL PROCEDURES**

**APP CRS** 354°

**Rwy Ldg** 11000

**TDZE** 38

**Apt Elev** 49

**MISSING APCH FX**

- Circling NA east of Rw 17-35. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C or above 54°C.

**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 arrival at KOA VORTAC on 8595 northbound.**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
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<th>E</th>
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<td>328 (400-1)</td>
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<td>520-1</td>
<td>471 (500-1)</td>
<td>520-1½</td>
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**HIRL Rwy 17-35**

**EVL 49**

**TDZE 38**

**PAC, 16 MAY 2024 to 11 JUL 2024**
AIRPORT DIAGRAM
ELLISON ONIZUKA KONA INTL AT KEAHOE (KOA) (PHKO)
KAILUA/KONA, HAWAII

ATIS
127.4
KONA TOWER *
120.3  254.3
GND CON
121.9
CLNC DEL
118.6

TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TERMINAL PROCEDURES

AMERY FOUR DEPARTURE

EILLSON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)

AL-5761 [FAA]
KAILUA-KONA, HAWAII

AMERY 4 AMERY

ATIS
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

UPOLU POINT
112.3 UPP
Chan 70

ROWIN

KONA
112.1 KOA
Chan 58

NOTE: DME required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 17, 35: Standard with minimum climb of
300' per NM to 7500.

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.

KAILUA-KONA, HAWAII

AMERY FOUR DEPARTURE
(AMERY4.AMERY) 07DEC17

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)

PAC, 16 MAY 2024 to 11 JUL 2024
CRISI TWO DEPARTURE (RNAV)

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

PAC, 16 MAY 2024 to 11 JUL 2024

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.

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.
TERMINAL PROCEDURES

RNAV (GPS)-A

KALAUPAPA (LUP) (PHLU)

APP CRS

Rwy Idg
TDZE
Apt Elev
232°
N/A
N/A
24

Circling NA southeast of Rwy 5-23.
Procedure NA at night.
Use Kaunakakai altimeter setting.

NA

HCF CENTER
124.1 317.5

CTAF
122.9 0

MISSING APPROACH: Climbing right turn to 5000 direct
WEPEGU and hold, continue climb-in-hold to 5000.

5000

WEPEGU

5000

WEPEGU

5000

WEPEGU

232°

5000

WEPEGU

2000

300°

TCH 35

1666

232°

12.1 NAM

6 1 NAM

5 NM

Holding Pattern

KALAUPAPA, HAWAII

Ampl 1 20JUN19

AL-6993 (FAA)

PAC, 16 MAY 2024 to 11 JUL 2024

21°13’N-156°58’W

MIRL Rwy 5-23 0

KALAUPAPA (LUP) (PHLU)

RNAV (GPS)-A
RNAV (GPS)-B
KALAUPAPA (LUP) (PHLU)

HCF CENTER 124.1 317.5
CTAF 122.9

Circling NA southeast of Rwy 5-23. Procedure NA at night. Use Kaunakakai altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct WEKLO and hold.

ELEV 24
TERMINAL PROCEDURES

KALAUPAPA ONE DEPARTURE (OBSTACLE)

HCF CENTER
124.1 317.5
CTAF
122.9

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.

KALAUPAPA ONE DEPARTURE (OBSTACLE)

KALAUPAPA, HAWAII

PAC, 16 MAY 2024 to 11 JUL 2024
Circling NA northwest of Rwy 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.

AWOS-3Pt 120.0
HCF Center 118.45 278.3
CTAF 122.9
RNAV (GPS) RWY 22
WAIMEA-KOHALA (MUE)(PHMU)

TERMINAL PROCEDURES

APP CRS
Rwy Idg 5197
TDZE 2671
Apt Elev 2671

RNP APCH
\[ \begin{array}{c|c}
\text{NA} & \text{Circling NA NW of Rwy 4-22. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received procedure NA.} \\
\end{array} \]

AWOS-3PT 120.0
HCF CENTER 118.45 278.3
CTAF 122.9

Procedure NA for arrivals at VELLA on V3 northeastbound and V22 southeastbound.

Final course offset 14.44°.

VGS and descent angles not coincident (VGS Angle 3.00°/TCH 35°).

CIRCLING
LNAV MDA
3660-1\(\frac{1}{2}\) 3660-1\(\frac{1}{2}\) 3660-3 989 (1000-3)
989 (1000-1\(\frac{1}{4}\)) 989 (1000-1\(\frac{1}{4}\)) 989 (1000-3) 1269 (1300-3)

MIRL Rwy 4-22
REL Rwy 4 and 22

WAIMEA-KOHALA (MUE)(PHMU)
RNAV (GPS) RWY 22

KAMUELA, HAWAII
Orig-D 27JAN22

20°00'N-155°40'W

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

VOR/DME RWY 4
WAIMEA-KOHALA (MUE)/(PHMU)

KAMUELA, HAWAII
AL-5306 (FAA)

113.3
APP CRS 054°
Rwy Idg Tdzi
Ch 80
5197
2671
2671

NA
Circling NA northwest of Rwy 4-22.
When local altimeter setting not received, procedure NA.

AWOS-3PT
120.0
HCF CENTER
118.45 278.3
CTAF 122.9

MIssed Approach: Climb to 5000 on MUE VOR/DME R-057 to TIGAH INT/MUE 13.2 DME and hold.

MISSED APCH FIX

Procedure NA for arrivals at MYNAH on V11 southbound.

VGS1 and descent angles not coincident
(VGS1 Angle 2.50/TCH 43).

One Minute Holding Pattern

CIrcling

CATEGORy A B C D
S-4
3360-1 689 (700-1)
3360-2 689 (700-2)
CIRCLING
3520-1¼ 849 (900-1¼)
3580-2¼ 909 (1000-2¼)
3940-3 1269 (1300-3)

KAMUELA, HAWAII
Amdt 1C 27JAN22

PAC, 16 MAY 2024 to 11 JUL 2024

20°00'N-155°40'W

WAIMEA-KOHALA (MUE)/(PHMU)
TERMINAL PROCEDURES

VOR/DME MUE 113.3
Chan 80

AWOS-3PT 120.0
HCF CENTER 118.45 278.3
CTAF 122.9

UPOLU POINT 112.3 UPP 2754 ±
Chan 70

KAMUELA 113.3 MUE 5.1
Chan 80

MOR Rwy 4-22
REIL Rwy 4 and 22

KAMUELA, HAWAII
Orig-B 27JAN22

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

**PAC, 16 MAY 2024 to 11 JUL 2024**

**Hi-Tacan Y Rwy 22**

**Kaneohe Bay MCAS (PHNG)**

- **TACAN** NGF Chan 93
- **APCH CRS** 206°
- **Rwy Ldg TDZE** 23
- **Apvl Elev** 23
- **Al-757 [USN]**

**(a) Coordination Point**

- **Heading** 206°
- **Distance** 2.3 NM

**CAUTION**

- Mountainous terrain E, S, and W of afld.

**Missed Approach**

- Climbing right turn to 4100, intercept NGF Tacan R-010 and proceed direct WEGDO and hold.

- Minimum climb of 514 ft/NM to 3500 - Controlling Obstacle 2779

**Emerg Safe Alt 100 NM 12,200**

- **4100**
- **WEGDO**
- **NGF R-010**

**Key Points**

- **TACAN** NGF Chan 93
- **APCH CRS** 206°
- **Rwy Ldg TDZE** 23
- **Apvl Elev** 23
- **Al-757 [USN]**

**ATIS**

- **284.5**

**APP/DEP CON**

- **125.0**
- **263.0**

**Tower**

- **120.7 (CTAF)**

**Ground CON**

- **382.8**

**CLNC DEL**

- **294.7**

**ASR/PAR**

- **Kaneohe**
  - **Chan 93**
  - **NGF**

**Emrg Safe Alt 100 NM 12,200**

- **NGF**
  - R-010

**Category**

- **C**
- **D**
- **E**

**HRL Rwy 4-22**

- **Rel Rwy 4**

- **Mokapu Point, Oahu I, Hawaii**
  - **21°27'N-157°46'W**

- **Amdt** 1 12AUG21

- **PAC, 16 MAY 2024 to 11 JUL 2024**
TERMINAL PROCEDURES

MOKAPU POINT, OAHU I, HAWAII

TACAN Z RWY 22

TERMINAL PROCEDURES

TACAN NGF Chan 93 APCH CRS 206* RWY IDG 7772 TDZE 23

ATIS 284.5 APP/DEP CON 125.0 263.5 TOWER 120.7 (CAF) 360.2

NGF 12

CAUTION: Mountainous terrain E, S and W of field.

MISSED APPROACH: Climbing right turn to 4100, intercept NGF TACAN R-010 and proceed direct WEGDO. Continue climb-in-hold to 4100.

ASR / PAR

EMERG SAFE ALT 100 NM 12,200

MOLOKAI

TERMINAL PROCEDURES

TACAN Z RWY 22

TERMINAL PROCEDURES

TACAN NGF Chan 93 APCH CRS 206* RWY IDG 7772 TDZE 23

ATIS 284.5 APP/DEP CON 125.0 263.5 TOWER 120.7 (CAF) 360.2

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EMERG SAFE ALT 100 NM 12,200

MOLOKAI

TERMINAL PROCEDURES

TACAN Z RWY 22

TERMINAL PROCEDURES

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ASR / PAR

EMERG SAFE ALT 100 NM 12,200

MOLOKAI

TERMINAL PROCEDURES

TACAN Z RWY 22

TERMINAL PROCEDURES

TACAN NGF Chan 93 APCH CRS 206* RWY IDG 7772 TDZE 23

ATIS 284.5 APP/DEP CON 125.0 263.5 TOWER 120.7 (CAF) 360.2

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ASR / PAR

EMERG SAFE ALT 100 NM 12,200

MOLOKAI
TERMINAL PROCEDURES

MOKAPU POINT, OAHU I, HAWAII

COPTER TACAN RWY 22
KANEHOE BAY MCAS (PHNG)

TACAN NGF Chan 93
APCH CRS 192°
Rwy Ldg 7772
IDZE 23
Arpt Elev 23
AL-757 [USN]

RADAR required

↓ MISSED APPROACH. Climbing right turn to 1800, intercept NGF TACAN R-010 and proceed direct WEGDO and hold.

Visibility reduction not authorized.

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) 326 452

† Min climb of 326 ft/NM to 800 controlling Obstacle 273°

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
WEGDO

TA 18,000

LETTR R-012

VGSI and Descent Angles not Coincident
(VGSI Angle 3.00/TCH 44)

MOKAPU POINT, OAHU I, HAWAII

Adm 4 12AUG21

PAC, 16 MAY 2024 to 11 JUL 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**

**362.8**

**KANEHOE TOWER**

**120.7 (CTAF) 360.2**

**KANEHOE APP/DEP CON**

**125.0 263.5**

**AL-757 (USN)**

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† ATC Climb Rate to 6000
* Minimum Climb Rate to 3900

**CAUTION:**

Mountainous terrain.

E, S and W of airfield.

**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**

**MOKAPU POINT, OAHU I, HAWAII**

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

**MUGGE NINE DEPARTURE (OBSTACLE) (MUGGE9•HNL)**

<table>
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<th>KANEHOE APP/DEP CON</th>
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<td>382.8</td>
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<td>125.0 263.5</td>
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**Rwy** | **Knots** | **60** | **120** | **180** | **240** | **300** | **360** |
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<td>4900</td>
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- Minimum Climb Rate to 6000
- Minimum Climb Rate to 3900

**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**

**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.
TERMINAL PROCEDURES

VOR/DME RWY 4R
KALAELOA (JOHN RODGERS FLD) (JRF)(PHJR)

KAPOLEI, HAWAII

AMDT 1A 05NOV20

KAPOLEI, HAWAII

VORTAC HNL
1148
Chan 95

APP CRS
074°

Rwy Idg 8000
TDZE 17
Apt Elev 30

119.8

HCF APP CON 118.3 269.0

KALAELOA 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.

MISSED APPROACH: Climbing right turn to 3000 via heading 248° and HNL VORTAC. R-241 to GECKO/HNL 22.4 DME and hold.

Circling NA north of Rwy 4R-22L.
Inop table does not apply.

KALAELOA (JOHN RODGERS FLD) (JRF)(PHJR)

VOR/DME RWY 4R

KAPOLEI, HAWAII

AMIL 1A 05NOV20

21°18'N-158°04'W

PAC, 16 MAY 2024 to 11 JUL 2024
Circling not authorized north of Rwys 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.
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)
Circling to Rwy 17, 23 NA at night.
Circling NA east of Rwy 35 and southeast of Rwy 23.

MISSED APPROACH: Climb to 1200 then climbing left turn 4000 direct GAKCU and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at PALAY on V8 westbound.

Circling NA east of Rwy 35 and southeast of Rwy 23.

Final approach course offset 12.01°.

Procedure NA for arrival on LNY VORTAC airway radials 278 CW 063.
Circling Rwy 17, 23 NA at night.

ATIS 128.2
HCF CENTER 124.1 317.5
MOLOKAI TOWER * 125.7 (CTAF) 306.2
GND CON 121.9

MISSED APPROACH: Climbing left turn to 4000 on heading 360° and on MKK VOR TAC 0-30 to HAPAI INT/MKK 10 DME and hold, continue climb-in-hold to 4000.

The diagram includes a VOR/TACAN procedure with waypoints named Pali (MABBL MKK 22.7) and Loke (MABBL 14.5). The procedure is marked with 1516 levels and includes a missed approach point at 10 DME.

The text also includes a chart for circling within 10 NM, with headings and altitudes specified. The chart includes a box indicating FAA requirements and a note for the AMHS.

Additional details include reiteration of the VOR or TACAN-A MOLOKAI (MKK) (PHMK) with coordinates and additional notes for the AMHS.
TERMINAL PROCEDURES

KAUNAKAKAI ONE DEPARTURE (OBSTACLE)

ATIS
128.2
GND CON
121.9
MOLOKAI TOWER
125.7 306.2
HCF CENTER
124.1 317.5

MOLOKAI
116.1 MKK (H)
Chan 108

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 1500-2½ 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
1500-2½ for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climbing left turn heading 340° to 1000 then climbing left
turn direct MKK VORTAC, thence. . .
TAKEOFF RUNWAY 17: Climbing heading 169° to 1300 then climbing right turn direct
MKK VORTAC, thence . . .
TAKEOFF RUNWAY 23: Climbing left turn heading 170° to 1700 then climbing right
turn direct MKK VORTAC, thence . . .
TAKEOFF 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 MKK at or above MEA/MCA for
route of flight.

KAUNAKAKAI ONE DEPARTURE (OBSTACLE)
(HMK1.MKK) 29MAY14

MOLOKAI (MKK) (PHMK)

KAUNAKAKAI, HAWAII

PAC. 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

KAUNAKAKAI ONE DEPARTURE (OBSTACLE)

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' AGL/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.
TERMINAL PROCEDURES

BLUSH TWO DEPARTURE

MOLOKAI (MKK) (PHMK)
KAUNAKAKAI, HAWAII

ATIS
128.2
GND CON
121.9
MOLOKAI TOWER
125.7 306.2
HCF CENTER
124.1 317.5

KOKO HEAD
113.9 CKH
Chan 86

MOLOKAI
116.1 MKK
Chan 108

MAUI
115.1 OGG
Chan 98

TERMINAL PROCEDURES

BLUSH TWO DEPARTURE

MOLOKAI (M KK) (PHMK)
KAUNAKAKAI, HAWAII

ATIS
128.2
GND CON
121.9
MOLOKAI TOWER
125.7 306.2
HCF CENTER
124.1 317.5

KOKO HEAD
113.9 CKH
Chan 86

MOLOKAI
116.1 MKK
Chan 108

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.
TERMINAL PROCEDURES

HAPAI THREE DEPARTURE

PAC, 16 MAY 2024 to 11 JUL 2024

MOLOKAI (MKK) (PHMK)
KAUNAKAKAI, HAWAII

HCF CENTER
124.1 317.5
ATS
128.2
GND CON
121.9
MOLOKAI TOWER
125.7 306.2

BAMBO
8000

Dakkl

Mkk 10 Arc

lokie

Hapai

MOLOKAI
116.1 MKK
Chan 108

LANAI
117.7 LNY
Chan 124

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

DEPARTURE ROUTE DESCRIPTION

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.

HAPAI THREE DEPARTURE
(HAPAI3.HAPAI) 29 MAY 14

KAUNAKAKAI, HAWAII
MOLOKAI (MKK) (PHMK)
TERMINAL PROCEDURES

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.

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)
LOKIE TRANSITION (KALAE1, LOKIE)

NOTE: Chart not to scale.
TERMINAL PROCEDURES

MAULA ONE DEPARTURE (RNAV)

ALANA

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,LANAI)

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 RNA-0.3 NA. No controlled airspace below 5000.

**MISSING APPROACH**: Climbing left turn to 2000 direct WAVKI WP and hold.

**KOSRAE RADIO**
123.6 (CTAF)

**APP CRS**
Rwy lrg 5752
TDZE 10
Apt Elev 12

**ELEV**: 12
**TDZE**: 10

**MIRL Rwy 5-23**: 02DEC21

**RNAV (GPS) RWY 5**

**KOSRAE (TTK)(PTSA)**

**PAC, 16 MAY 2024 to 11 JUL 2024**
**TERMINAL PROCEDURES**

**RNAV (GPS) RWY 23**

**KOSRAE (TTK)(PTSA)**

<table>
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**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.

**MISSING APPROACH**

- Climbing right turn to 1700 direct CANAY WP and hold.

**KOSRAE RADIO**

- 123.6 (CTAF)

---

**RNAV (GPS) RWY 23**

**KOSRAE (TTK)(PTSA)**

**APP CRS 213°**

- **Rwy Idg**: 5752
- **TDZE**: 12
- **Apl Elev**: 12

**CIRCLING**

- **KOSRAE FM**: AMZAP
- **KOSRAE TV**
  - **1700 CANAY**
  - **Fly visual to airport, 213° 1.9 NM**
  - **Kozry**
  - **FIBTO**
  - **1600**
  - **1.9 NM**
  - **3 NM**
  - **5 NM**

**CATEGORY**

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**KOSRAE FM**

- **Orig-C**: 02DEC21

---

**ELEV 12**

**TDZE 11**
**TERMINAL PROCEDURES**

**NDB/A**

**KOSRAE (TTK)(PTSA)**

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</table>

DME required.

- **Circling NA southeast of Rw 5-23.** Obtain local altimeter setting on CTAF; when not received, procedure NA.
- **Missed Approach:** Climbing left turn to 3000 on UKS NDB/DME 300° bearing and 10 DME Arc to OBOITY/10 DME.

**KOSRAE RADIO**

**123.6 (CTAF)**

---

**KOSRAE, FM**

Orig-D 02DEC21

**05°21'N-162°58'E**

**KOSRAE (TTK)(PTSA)**

**NDB-A**
TERMINAL PROCEDURES

LOC/DME: H-LNY
APP CRS: 033°
Rwy Iqd: 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.

AWOS-3P 118.375
HCF CENTER 119.3 307.1
CTAF 122.9

LOCALIZER
I-LNY

111.1
Channel 48

1900-1/4
1940-1/4
2140-2/5
592 (600-1/4)
632 (700-1/4)
832 (900-2/5)

S-I LS 3
S-LOC 3
CIRCLING

1588-1
1580-1/4
1900-1/4

281 (300-1)
273 (300-1/4)
592 (600-1/4)
632 (700-1/4)
832 (900-2/5)

NA

MGED 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.

ALTERNATE MISSED APCH FIX
OJOVU INT
I-LNY 12.2

Lanai (LNY)(PHNY)

1346
20°47'N-156°57'W
PAC, 16 MAY 2024 to 11 JUL 2024

LANAI CITY, HAWAII
Amdt 1C 12AUG21
TERMINAL PROCEDURES

PAC, 16 MAY 2024 to 11 JUL 2024

RNAV (GPS) RWY 3
LANAI (LNY)(PHNY)

APP CRS
033°
Rwy Idg
TDZE
Apt Elev

5000
1307
1308

RNP APCH.

1. Circling Rwy 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 Rwy 3-21.

2. MISSED APPROACH: Climbing left turn to 3300 direct GRAMY and hold.

AWOS-3P
118.375
HCF CENTER
119.3 307.1
CTAF
122.9

LANAI CITY, HAWAII
AL-777 (FAA)
21224

TERMINAL PROCEDURES

LANAI CITY, HAWAII
Orig-D 12AUG21

RNAV (GPS) RWY 3
LANAI (LNY)(PHNY)

PAC. 16 MAY 2024 to 11 JUL 2024
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
Amdt 88 12AUG21

20°47'N-156°57'W

VOR or TACAN or GPS-A
LANAI (LNY)(PHNY)

VOR or TACAN or GPS-A
LANAI (LNY)(PHNY)

21224
**TERMINAL PROCEDURES**

**ILS or LOC RWY 35**

**LIHUE (LIH)(PHLI)**

**ATIS**

- **127.2**

**HCF CENTER**

- **126.5**
- **269.4**

**LIHUE TOWER**

- **118.9(CFAR)**
- **263.1**

**GND CON**

- **121.9**

---

**TWR**

- **150**
- **200**
- **250**

**ILH 6.9**

**LIH 11**

**SOK 18.7**

**LIH 118**

**RI 111**

**R-070**

**R-065**

**GS 3.00°**

---

**TERMINAL PROCEDURES**

**LOC/DME I-LIH**

- **110.9**
- **Chan 46**

**APP CRS**

- **349°**

**Rwy 17D**

- **6500**
- **TDZE**
- **96**

**Apt Elev**

- **152**

---

**MISSING APPROACH:** Climb to 600 then climbing right turn to 3000 on heading 110° and LIH VORTAC R-070 then climbing right turn to 4000 direct LIH VORTAC and hold, (TACAN or DME equipped aircraft continue on LIH VORTAC R-070 to KREEN/LIH VORTAC 12 DME and hold, east, RT, 250° inbound, continue climb-in-hold to 3000).

---

**LOCALIZER**

- **110.9**
- **LIH 118**
- **Chan 46**

---

**CIRCLING**

- **600**
- **3000**
- **4000**
- **LIH**

---

**CATEGORIE**

- **A**
- **B**
- **C**
- **D**
- **E**

---

**LIHUE, HAWAII**

**Amdt 7 23FEB23**

**PAC, 16 MAY 2024 to 11 JUL 2024**
TERMINAL PROCEDURES

RNAP (RNP) Z RWY 21
LIHUE (LIH)(PHLI)

For uncompensated Baro-VNAV systems, procedure NA below 15°C or above 54°C.

RNAP AR APCH-GPS.

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 ZIKAB on V15 southeast bound.
Procedure NA for arrivals at GRAIL on V16 southeast bound.

3000 ZIKAB
VGSJ and RNAP glidepath not coincident
(VGSJ Angle 3.00/TCH 45).

2800 ANUYA

RNP 0.30 DA*
663-2 545 (600-2)
RNP 0.30 DA
1078-4 960 (1000-4)

AUTHORIZATION REQUIRED

LIHUE, HAWAII
Orig-B 07OCT21

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

**RNAV (RNP) Z RWY 35**

**LIHUE (LIH)(PHLI)**

**GPS required. For inoperative MALSR, increase RNP 0.30 visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below 1.4°C (57°F) or above 48°C (118°F).**

**MALSR**

**MISSED APPROACH:** Climbing right turn to 3000 direct KREEN and hold.

**ATIS** 127.2  
**HCF CENTER** 126.5 269.4  
**LIHUE TOWER** 118.9(C TAF) 263.1  
**GND CON** 121.9

**ELEV 153**  
**TDZE 96**

**HRL Rwy 17-35**  
**RFL Rways 3, 17 and 21**  
**MRI Rly 3-21**

**Procedure NA for arrivals at NAPUA via V16 southeast bound.**

**AUTHORIZATION REQUIRED**

**LIHUE, HAWAII**

**Orig-A 20OCT11**

**PAC, 16 MAY 2024 to 11 JUL 2024**
RNAV (GPS) Y RWY 35

For inoperative MLSR, increase LNAV Cat A visibility to 1 mile and Cat E to 3 miles. Circling NA west of RW 17-35. Circling NA at night. DME/DME RNP-0.3 NA.

ATIS 127.2
HCF CENTER 126.5 269.4
LIHUE TOWER * 118.9 (CTAF) 263.1
GND CON 121.9

MISSED APPROACH: Climbing right turn to 3000 direct KREEN WP and hold.

RNAV (GPS) Y RWY 35
LIHUE (LH)(PHLI)
TERMINAL PROCEDURES

VOR or TACAN RWY 35
LIHUE (LIH)(PHL1)

ATIS 127.2
HCF CENTER 126.5 269.4
LIHUE TOWER* 118.9 (CTAF) 263.1
GND CON 121.9

MALSR

Circling NA at night, inoperative table does not apply.
Circling NA west of RWy 17-35. DME or RADAR required.

LIHUE
113.5 LIH
Chan 82

PAC, 16 MAY 2024 to 11 JUL 2024

MALSR

LIHUE TOWER
118.9 LIH
Chan 82

GND CON
121.9

LIHUE
113.5 LIH
Chan 82

LIHUE, HAWAII
Amdt 7A 25AUG11

LIHUE, HAWAII
Amdt 7A 25AUG11

PAC, 16 MAY 2024 to 11 JUL 2024

VOR or TACAN RWY 35
LIHUE (LIH)(PHL1)
Terminology Procedures

ATIS 127.2
LIHUE TOWER* 118.9 263.1
GND CON 121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Area not visible from control tower

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

RWY 03-21
PCN 75 F/A/W/T
S-75, D-200, 2D-350, 2D/2D2-730

RWY 17-35
PCN 75 F/A/W/T
S-75, D-175, 2D-250, 2D/2D2-630

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

KAUAI TWO DEPARTURE (OBSTACLE)  Al-776 (FAA)

HCF CENTER
126.5 269.4
ATIS
127.2
GND CON
121.9
LIHUE TOWER*
118.9 263.1

LIHUE
113.5 LIH
Chan 82

KAUAI

TAKEOFF MINIMUMS
Rwys 3, 17, 35: Standard
Rwy 21: Standard with minimum climb of 720'/NM to 2100 or 4900-3 for VCOA.

NOTE: Rwys 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.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing right turn to heading 155° thence. . . .
TAKEOFF RUNWAY 17: Climbing left turn to heading 060° thence. . . .
TAKEOFF RUNWAY 21: Climbing left turn to heading 065° thence. . . .
TAKEOFF RUNWAY 35: Climbing right turn to heading 155° thence. . . .

. . . intercept LIH VORTAC R-110 eastbound to KAUAI/LIH 20 DME before proceeding on course.

KAUAI TWO DEPARTURE (OBSTACLE) 16MAY24

LIHUE, HAWAII

LIHUE (LIH)(PHLI)

PAC, 16 MAY 2024 to 11 JUL 2024
**KAUAI TWO DEPARTURE (OBSTACLE)**

**TAKOFF OBSTACLE NOTES**

Rwy 3: Electrical system 24' from DER, 237° right of centerline, 17' AGL/81' MSL.
   Navaid 85' from DER, 418' left of centerline, 8' AGL/85' MSL.
   Tree 114' from DER, 337° right of centerline, 29' AGL/83' 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, 8' left of centerline, up to 34' AGL/93' MSL.
   Trees beginning 395' from DER, 38' left of centerline, up to 33' 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, 15' 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 971' from DER, 676' left of centerline, 68' AGL/115' MSL.
   Tree 1563' from DER, 539' 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, 273' right of centerline, 10' AGL/95' MSL.
   Trees beginning 858' 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 8' 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 191' 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 496' 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 1456' from DER, 185' right of centerline, 67' AGL/212' MSL.
   Trees beginning 1465' from DER, 53' right of centerline, up to 77' AGL/230' MSL.
   Trees beginning 1509' from DER, 62' right of centerline, up to 87' AGL/241' MSL.
   Tree 1535' 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 2016' from DER, 280° left of centerline, 70' AGL/218' MSL.
   Trees beginning 2028' from DER, 296° left of centerline, up to 73' AGL/221' MSL.
   Trees beginning 2211' from DER, 337° left of centerline, up to 82' AGL/227' MSL.
   Trees beginning 3101' from DER, 442° left of centerline, up to 107' AGL/231' MSL.
   Trees beginning 2.1 NM from DER, 2127' left of centerline, up to 3° AGL/896' MSL.
   Trees beginning 2.2 NM from DER, 2974' left of centerline, up to 212° AGL/1329' MSL.
   Trees beginning 2.3 NM from DER, 2596' left of centerline, up to 60° AGL/1402' MSL.

Rwy 35: Fence 40' from DER, 309° right of centerline, 13° AGL/94' MSL.
   Tree 107° from DER, 436° right of centerline, 19° AGL/100° MSL.
   Trees beginning 203° from DER, 379° right of centerline, up to 51° AGL/131° MSL.
   Terrain 2.3 NM from DER, 4221° left of centerline, 60° AGL/480° MSL.
TERMINAL PROCEDURES

HCF CENTER
126.5 269.4

TOP ALTITUDE: ASSIGNED BY ATC

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 BOKEE/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 BOKEE DME fix.
TERMINAL PROCEDURES

RICHÉ THREE DEPARTURE

HCF CENTER
126.5  269.4

PAC, 16 MAY 2024 to 11 JUL 2024

TOP ALTITUDE: ASSIGNED BY ATC

LIHUE (LIH)(PHLI)
LIHUE, HAWAII

LT-3
090°

4000

500

4000

LIHUE
113.5 LIH
Chan 82

R-110

LIHUE, HAWAII

110°

290°

10

LIHUE

58

TAKEOFF 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)

MAJIRO ATOLL, MH

Orig-F 14JUL22

07°04’N-171°15’E

RNAV (GPS) Rwy 7
RNAV (GPS) RWY 25

AMATA KABUA INTL (MAJ)(PKMJ)

MAJURO ATOLL, MH
Orig-F 14JUL22

07°04'N-171°16'E

PAC, 16 MAY 2024 to 11 JUL 2024

RNAV (GPS) RWY 25

MAJURO ATOLL, MH
Orig-F 14JUL22

07°04'N-171°16'E

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

*NDB RWY 7*

**AMATA KABUA INTL (MAJ)(PKMJ)**

**MAJURO ATOLL, MH**

**AL-6049 (FAA)**

**21224**

**NDB/DME MAJ**

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**MAJURO RADIO**

613.6 (CTAF)

**NA**

Rwy 7 helicopter visibility reduction below 3/4 SM NA. Obtain local climber setting on CTAH, when not received, procedure NA. Uncontrolled airspace below 5500.

**MISSING APPROACH:** Climb to 1000 on MAJ NDB/DME bearing 062° then climbing right turn to 1300 direct MAJ NDB/DME and hold.

**ESL**

ELEV 7  TDZE 7

**MAJURO ATOLL, MH**

**Amend 18 31DEC20**

07°04'N-171°11'16'E

**AMATA KABUA INTL (MAJ)(PKMJ)**

**NDB RWY 7**

**PAC, 16 MAY 2024 to 11 JUL 2024**

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**CATEGORY**

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**ZADES FIX MINIMUMS (DME REQUIRED)**

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**MIRL RWY 7-25**

REIL RWYS 7 and 25

---

**MAJURO ATOLL, MH**

**Amend 18 31DEC20**

07°04'N-171°11'16'E
No controlled airspace below 5500 feet. When local altimeter not received, procedure NA. Rwy 6 helicopter visibility reduction below ½ SM NA.

MISSING 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

ELEV 12 ▼ TDZE 12

CATEGORY  A  B  C  D
S-6  560-1  548 (600-1)  560-1⅜  548 (600-1⅛)  548 (600-1½)
CIRCLING  560-1  548 (600-1)  560-1⅜  548 (600-1⅛)  580-2  568 (600-2)

MIDWAY ATOLL, QM
Org-D 12AUG21

28°12′N-177°23′W
No controlled airspace below 5500 feet. When local altimeter setting not received, procedure NA. Rwy 24 helicopter visibility reduction below 3/4 SM NA.

MISSING 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

ELEV 12

TDZE 7

2000

262°

(126.2)

IUJIO

MIDWAY

400 MDY

IAF

MDY NDB

Remain within 10 NM

243°

243°

063°

063°

1200

1000

MIDWAY FLD (MDY) (PMDY)

NDB RWY 24

CATEGORY   A   B   C   D
S-24   560-1  553 (600-1)  560-1  553 (600-1)  560-1  553 (600-1)
CIRCLING   560-1  548 (600-1)  560-1  548 (600-1)  560-1  548 (600-1)

28°12’N-177°23’W

PAC, 16 MAY 2024 to 11 JUL 2024
**TERMINAL PROCEDURES**

- **LOC/DME**: I-TUT 110.3
- **Chan**: 40
- **APP CRS**: 046°
- **Rwy Idg**: 8200
- **TDZE**: 29
- **Apt Elev**: 31

**PAGO PAGO INTL (PPG) (NSTU)**

**AWOS-3PT**: 127.925

**FALEOLO APP CON**: 118.1 6.553 (HF)

**CTAF**: 122.9

**LOCALIZER**: I-TUT 110.3
- **Chan**: 40
- **LOC offset**: 1.6°

**Procedure NA** for arrivals at TUT NDB on bearing 344° CW 104°.

- **3700 Napt to GRUPY**
  - **107° hdg**: (5.2) and 046° (3)
  - **14.2**

- **3700 Napt to GRUPY**
  - **317° hdg**: (9.5) and 046° (5)

**Use I-TUT DME when on the localizer course.**

**Remain within 10 NM.**

- **5000**
  - **226°**

**GS 3.25°**

**3200**

**226°**

**WUVAN I-TUT 3.6**

**TAMUE I-TUT 1.7**

**Procedure NA** for arrival on TUT VORTAC airway radials 167° CW 287°.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 22°C or above 54°C. When local altimeter setting not received, procedure NA. Circling NA northwest of Rwy 5-23.

**Missed Approach**: Climb to 500 then climbing left turn to 4000 direct drawn and hold.

**AWOS-3PT**

127.925

**FALEOLO APP CON**

118.1 6.553 (HF)

**CTAF**

122.9

**118.3**

**Procedures NA for arrivals on TUT VORTAC airway radials 318 CW 138.**
TERMINAL PROCEDURES

PAGG TUT 112.5
Chn 72

AWOS-3PT 127.925
FALEOLEO APP CON 118.1 6.553 (HF)
CTAF 122.9

VOR or TACAN-B
PAGO PAGO INTL (PPG) (NSTU)

MISSING APPROACH: Climbing left turn to 3000 on TUT VOR/AC R-180 to PITT/10 DME and hold, continue climb-in-hold to 3000.

Circling NA northwest of Rwy 5-23.

Procedure NA for arrivals on TUT VOR/AC airway radials 358 CW 118.

PAGO PAGO, AS

AL-5018 (FAA) 22083

PAGO PAGO, AS

Amdt 6B 12AUG21

14°20'S-170°43'W

PAC, 16 MAY 2024 to 11 JUL 2024
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.

MISSING APPROACH: (Do not exceed 230K until WRENS) Climb to 2300 on the
RNAV missed approach route to WRENS and hold.

See planview for multiple IF locations.
Obtain local altimeter setting on CTA; 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 WREN) Climb to 2300 on the RNAV missed approach route to WREN and hold.

AUTHORIZATION REQUIRED
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**

**RNAV (GPS) X RWY 9**

**Pohnpei Int'l (PNI)/PPTPN**

**Pohnpei Radio**

123.6 (CTAF)

**MISSING APCH FIX**

4 NM

078°

258°

OHAFU

**MISSING APCH FIX**

4 NM

078°

258°

OHAFU

**Category**

A | B | C | D

<table>
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<th>LNAV MDA</th>
<th>CIRCLING</th>
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</table>
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 required. No controlled airspace below 5300 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.

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and on PNI NDB bearing 072° to TRADD/PNI 11 DME and hold.
Circling NA south of Rwy 9-27. DME/DME RNAV-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.

**RNAV (GPS) RWY 9**

**BENJAMIN TAI SACAN MANGLONA INTL (GRO)(PGRO)**

**TERMINAL PROCEDURES**

**197**

**APP CRS**

<table>
<thead>
<tr>
<th>Rdg</th>
<th>Leg</th>
<th>Elev</th>
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<tbody>
<tr>
<td>093°</td>
<td>7000</td>
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**CTAF**

<table>
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<tr>
<th>Frequency</th>
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<tbody>
<tr>
<td>123.6</td>
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**ELEV 607**

<table>
<thead>
<tr>
<th>D</th>
<th>TDZE 594</th>
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</table>

**Final approach course offset 2.98°**

**RNAV (GPS) RWY 9**

**TERMINAL PROCEDURES**

**197**

**APP CRS**

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**ELEV 607**

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**Final approach course offset 2.98°**

**RNAV (GPS) RWY 9**

**TERMINAL PROCEDURES**

**197**

**APP CRS**

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**ELEV 607**

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<th>TDZE 594</th>
</tr>
</thead>
</table>
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 CERAP**  
120.5 263.0

**CTAF**  
123.6

---

**TERMINAL PROCEDURES**

**NDG RWY 9**

**BENJAMIN TAISACAN MANGLONGA INTL (GRO)(PGRO)**

---

**CATEGORY**  | **A**  | **B**  | **C**  | **D**  
---|---|---|---|---
S-9 | 1800-1¼ | 1800-1½ | 1800-3 | 1206 (1200-3)
| 1206 (1200-1¼) | 1206 (1200-1½) | | 1206 (1200-3)
C CIRCLING | 1800-1¼ | 1800-1½ | 1800-3 | 1193 (1200-3)
| 1193 (1200-1¼) | 1193 (1200-1½) | | 1193 (1200-3)

---

**REIL Rwy 9**  
**MIRL Rwy 9-27**

---

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

NDB Z RWY 7
FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)

Circling NA north of Rwy 6-24.
DME required.

MISSED APPROACH: Climb to 1600 on SN NDB bearing 070°
then climbing right turn to 3000 direct SN NDB then on
SN NDB bearing 246° to SHAKA/I-GSN S DME and hold.

DME REQUIRED

FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN)

PAC, 16 MAY 2024 to 11 JUL 2024

S-7
760-3/4 545 (600-3/4)
760-1/2 545 (600-1/2)

CIRCLING
760-1 545 (600-1)
760-1/2 545 (600-1/2)
565 (600-2)
ATIS 127.2
SAIPAN TOWER  125.7 256.9
GND CON  121.8

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL

TWR 311

FIRE STATION

ELEV 210

ELEV 209

FIELD ELEV 214

ELEV 207

ELEV 209

067° A°

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

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TERMINAL PROCEDURES

NDB-A
FRANCISCO MANGLONA BORJA/TINIAN INTL (TN1)(PGWT)

Obtain local altimeter setting on CTAF; when not received, use Saipan altimeter setting and increase all MDA 40 feet, and all Cats visibility 1/4 mile. Increase UYHEW fix minimums Cats C and D visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2800 direct SN NDB and hold.

GUAM CERAP
118.4 290.5

SAIPAN RADIO
123.6 (CTAF)

ELEV 270

MIRL Rwy 8-26
REIL Rwy 8 and 26

FIPMU I-GSN 9.9

UYHEW I-GSN 6.6

SN NDB

One Minute Holding Pattern

8600 x 151

SN

FIPMU I-GSN 9.9

UYHEW I-GSN 6.6

3.3 NM

4.7 NM

360°

1060°

216°

216°

1060°

2800

CIRCLING

1060-1

790 (800-1)

1060-2

790 (800-2)

1060-2 1/2

790 (800-2 1/2)

CIRCLING

1000-1

730 (800-1)

1000-2

730 (800-2)

1060-2 1/2

790 (800-2 1/2)

Knots

120

150

180

Min/Sec

8:00

5:20

4:00

3:12

2:40

NDB-A
FRANCISCO MANGLONA BORJA/TINIAN INTL (TN1)(PGWT)
15°00'N-145°37'E

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

RNAV (GPS) RWY 10

Wake Island, Wake Island

APCH CRS
Rwy Igd
TDZE
Arpt Elev

- (USAF)

Wake Island AFLD (PWAK)

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 circling to Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

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

DUPUF

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 76).

LNAV MDA

CIRCLING

Category

A

B

C

D

E

LNAV MDA

460-1

437 (500-1)

460-1/4

437 (500-1/4)

CIRCLING

460-1

437 (500-1)

480-1/2

457 (500-1/2)

580-2

557 (600-2)

Wake Island, Wake Island

19°17’N - 166°38’E

Wake Island AFLD (PWAK)

RNAV (GPS) RWY 10

Amrd 3 1BAPR24
TERPS

PAC, 16 May 2024 to 11 Jul 2024
TERMINAL PROCEDURES

RNAV (GPS) RWY 28

WAKE OPS
128.0 349.4

CAUTION: Procedure in uncontrolled airspace. Uncontrolled airspace below 5500' AGL.

CAUTION: When Rwy 10 VGSI inop, circling to Rwy 10 not authorized at night.

Straight-in Rwy 28 at night, operational VGSI required, remain on or above VGSI glidpath until threshold

USA Only: When VGSI Inop, Straight-in Rwy 28 authorized at night with aircrew command approval.

Until terrain 23' MSL, 200’ from threshold, 200’ right of course.

EMERG SAFE ALT 100 NM 1200

RNAV (GPS) RWY 28
TERMINAL PROCEDURES

VOR/DME or TACAN RWY 10

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 RW 10 authorized at night with MAJCOM A3 approval.

CAUTION: When circling to RW 28 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

CAUTION: Procedure in uncontrolled airspace. Uncontrolled airspace below 5500' AGL.

EMERG SAFE ALT 100 NM 1200

MISSED APPROACH. Climb to 4000 on AWK VORTAC R-100 direct BRYSA and hold. Continue climb-in-hold to 4000.

TERMINAL PROCEDURES

VOR/DME or TACAN RWY 10

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 RW 10 authorized at night with MAJCOM A3 approval.

CAUTION: When circling to RW 28 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

CAUTION: Procedure in uncontrolled airspace. Uncontrolled airspace below 5500' AGL.

EMERG SAFE ALT 100 NM 1200

MISSED APPROACH. Climb to 4000 on AWK VORTAC R-100 direct BRYSA and hold. Continue climb-in-hold to 4000.
TERMINAL PROCEDURES

VOR/DME or TACAN RWY 28

TEREA AWK

HOLD 6000 4000

WAKE ISLAND AFDL (PWAK)

MISSED APPROACH: Climbing to 4000 on AWK VORTAC R:266 direct TERRA and hold.

CONTACT WAKE ISLAND OPERATIONS FOR ADVISORY SERVICES

128.0 349.4

Straight-in RWY 28 at night, operational VGS required, remain on or above VGS glidepath until threshold.

CAUTION: When VGS in op, straight-in RWY 28 authorized at night with aircrew command approval.

CAUTION: When RWY 10 VGS 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 4000 TEREA AWK R:266

TA 5500

VORTAC HEGVI AWK

DYLON AWK

BRWNS AWK

BRYSA AWK

CATEGORY A B C D E

S-28 460-1 440 (500-1) 460-1/4 440 (500-1/4)

CIRCULING* 460-1 457 (500-1) 480-1/2 457 (500-1/2) 580-2 557 (600-2)

HIRL RWY 10-28

REIL RWY 10-28

VOR/DME or TACAN RWY 28

WAKE ISLAND, WAKE ISLAND

11° 19' 17" N 166° 38' 38" E

214
TERMINAL PROCEDURES

RNAV (GPS) RWY 4
CHUUK INTL (TKK) (PTKK)

PAC, 16 MAY 2024 to 11 JUL 2024

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)

Category

<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>420-3</td>
<td>410 (500-3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>620-3</td>
<td>610 (700-3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>620-3</td>
<td>610 (700-3)</td>
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</tbody>
</table>

RNAP APCH

- **MISSING APPROACH**: Climbing left turn to 2500 direct DAMAY and hold.
- Missed approach requires minimum climb of 375 feet per NM to 960.
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 right turn to 2000 on BRG-306 from TKK NDB/DME to DAMAY/TKK 10 DME and hold.

TRUK RADIO
123.6 (CTAF)

DME REQUIRED

<table>
<thead>
<tr>
<th>NDB/DME</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>TKK 375</td>
<td>221°</td>
<td>6013</td>
<td>10</td>
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<table>
<thead>
<tr>
<th>CHUUK INTL (TKK) (PTKK)</th>
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<tr>
<td>NDB RWY 22</td>
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<tr>
<th>MSA TKK 25 NM</th>
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<td>2300</td>
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<th>C</th>
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<tbody>
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<td>S-22</td>
<td>800-1\frac{1}{4}</td>
<td>790 (800-1\frac{1}{4})</td>
<td>800-2\frac{1}{2}</td>
<td>790 (800-2\frac{1}{2})</td>
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<td>CIRCLING</td>
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<td>800-2\frac{1}{2}</td>
<td>790 (800-2\frac{1}{2})</td>
</tr>
</tbody>
</table>

WENO ISLAND, FM
Orig-A 28FEB19

CHUUK INTL (TKK) (PTKK)
NDB RWY 22

07°28'N-151°51'E

PAC, 16 MAY 2024 to 11 JUL 2024
TERMINAL PROCEDURES

RNAV (GPS)-C

23250

WAIHIWA, OAHU 1, HAWAII

APCH CRS
Rwy Idg
TOZE
N/A
N/A
352°

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 VER.

ATIS
HCF APP CON
TOWER
GND CON

119.675 242.4
118.3 269.0
126.3 (CTAF)
235.625
41.5 FM
121.85
237.5

VKT
V/VI (mph)
Knots
60
120
180
240
300
360

95
590
885
1180
1475
1770

Min 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
LAANA
ELEV 843

WHIWA, OAHU 1, HAWAII

WHEELER AAF
(PHHI)

RNAV (GPS)-C

21° 29'N-158° 02'W

PAC, 16 MAY 2024 to 11 JUL 2024

Amdt: 1 07SEP23

2024
TERMINAL PROCEDURES

VOR or TACAN-B

TOWER: 126.3 (CIAF) 235.625 (GND CON)

AL: 119.675 242.4

HCF: 118.3 269.0

AISI: 220

WHEELER AAF (PHHI)

TERMINAL PROCEDURES

WAIKIKI, OAHU I, HAWAII

VORTAC HNL

APCH CRS

TDZE

N/A

Arpt Elev

843

AL-2832 [USA]

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-312 to HNL VORTAC and hold.

† For TACAN equipped aircraft continue via HNL VORTAC R-171 to ALANA INT/HNL 13.9 DME and hold. Hold S, RT, 351° inbound.

Helicopter visibility reduction not authorized.

Procedure not authorized via VB-21 southbound without holding at ALANA. ATC clearance required.

When local altimeter not received use HNL INTL altimeter setting and minimums.

EMERG SAFE ALT 100 NM, 10,700

3000

5000

5000

078° (13.5)

5000 NaPT

5300

5300

119.6

119.6

114.8 HNL

IF/IAF

HOLOLU

119.6 HNL

Chan 95

171°

351°

VOR

ICEYU

11.9

TACHI

HNL

7

319°

0.5 NM

4.5 NM

1400-1

1800-11½

2820-3

NOT AUTHORIZED

1560-1

1960-11½

2980-3

NOT AUTHORIZED

1400-1

1800-11½

2820-3

1560-1

1960-11½

2980-3

NOT AUTHORIZED

WAIKIKI, OAHU I, HAWAII

Amdt 4 07SEP23

WHEELER AAF (PHHI)

21° 29′N-158°02′W

PAC, 16 MAY 2024 to 11 JUL 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.
Obtain local altimeter setting on CTAF; when not received, procedure not authorized. No controlled airspace below 5500’.

MISSING 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'.

MISSED APPROACH: Climb to 1700 direct TF0 WP and hold.

YAP RADIO
123.6 (CTAF)
TERMINAL PROCEDURES

**NDB/DME RWY 25**

**YAP INTL (T11)(PTYA)**

**TAKEOFFS**
- 7,000 ft max climb
- Inoperative NDB/DME
- Use Rwy 25 for takeoffs

**CIRCLING NA** north of Rwy 7-25.
- No controlled airspace below 5500.

**YAP RADIO**
- 123.6 (CTAF)

**MISSING APPROACH**: Climbing left turn to 1800 on 057° bearing from YP NDB/DME to ADABE/11.1 DME and hold.

**ELEV 91**
**TDZE 90**

**237° to NDB/DME**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

<table>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-25</td>
<td>1040-1(\frac{3}{4})</td>
<td>1040-1(\frac{1}{2})</td>
<td>1040-3</td>
<td>950 (1000-1(\frac{1}{4}))</td>
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<td>950 (1000-1(\frac{1}{4}))</td>
<td>950 (1000-1(\frac{1}{2}))</td>
<td>950 (1000-3)</td>
<td>949 (1000-3)</td>
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<tr>
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<td>1040-1(\frac{3}{4})</td>
<td>1040-1(\frac{1}{2})</td>
<td>1040-3</td>
<td>949 (1000-3)</td>
</tr>
</tbody>
</table>

**PAC, 16 MAY 2024 to 11 JUL 2024**

**YAP INTL (T11)(PTYA)**

**NDB/DME RWY 25**

**YAP ISLAND, FM**

**Orig-C 27JAN22**

**09°30'N-138°05'E**
TERMINAL PROCEDURES

NDB RWY 7
YAP INTL (T11)(PTYA)

Circling NA north of RWY 7-25.
Rwy 7 helicopter visibility reduction below 3/4 SM NA.
No controlled airspace below 5000 feet.

YAP RADIO
123.6 (CTAF)

MISSING APPROACH: Climbing right turn to 1800
on 180° bearing from YP NDB/DME then right turn
direct YP NDB/DME and hold.

CATEGORY | A     | B     | C     | D     |
----------|-------|-------|-------|-------|
S-7       | 820-1 | 729 (800-1) | 820-2 | 729 (800-2) |
CIRCLING  | 820-1 | 729 (800-1) | 820-2 | 729 (800-2) | 729 (800-2½)

MIRL Rwy 7-25
REIL Rwy 7 and 25

PAC, 16 MAY 2024 to 11 JUL 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.

YP NDB/DME arrivals descend to 1800 in YP NDB/DME holding pattern (SW, RT, 057° inbound) prior to commencing approach.

<table>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-25</td>
<td>1080-1 1/4</td>
<td>1080-1 1/2</td>
<td>1080-3</td>
<td>990 (1000-3)</td>
</tr>
<tr>
<td></td>
<td>990 (1000-1 1/4)</td>
<td>990 (1000-1 1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1080-1 1/4</td>
<td>1080-1 1/2</td>
<td>1080-3</td>
<td>989 (1000-3)</td>
</tr>
<tr>
<td></td>
<td>989 (1000-1 1/4)</td>
<td>989 (1000-1 1/2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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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.

<table>
<thead>
<tr>
<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>152</td>
<td>2.50</td>
<td>150</td>
<td>230</td>
</tr>
<tr>
<td>200</td>
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PAC, 16 MAY 2024 to 11 JUL 2024
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.