

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 05/11/2017	<b>Task #:</b> 2017040720560201001	<b>Request #:</b> 20170407205602
<b>Procedure:</b> VOR Z OR TACAN RWY 20 AMDT 1			<b>Airport ID:</b> PHOG	<b>Airport:</b> KAHULUI		<b>Reimbursable #:</b> NO
<b>City:</b> KAHULUI	<b>ST:</b> HI	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 10/10/2019		<b>FICO #:</b> 1226717	
<b>Fac ID:</b> OGG		<b>Fac. Type:</b> VORTAC			<b>Specialist:</b> ANTHONY CAPPABIANCO	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	09/07/2018	04/10/2019	TRACEY STILES	QUALITY Digitally signed by		
<b>QA:</b>	04/10/2019	04/10/2019	TRACEY STILES	7 ROBERT G HAMILTON		
<b>Liaison:</b>	04/10/2019	04/10/2019	MARY MCDONALD	CHECKED Jul 31, 2019		
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  INCORPORATING T-NOTAM 8/6160.  PROCEDURE ID CHANGED FROM VOR/DME OR TACAN RWY 20 TO VOR Z OR TACAN RWY 20.  CONTACT JULIE MORGAN 405-954-8568.  04/08/2019: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/18/2018. 1. UPDATED CHANGE 4 TO READ: CHANGED CIRCLING CAT A HAA FROM 446 TO 447, CAT B HAA FROM 566 TO 567, CAT C MDA/HAA FROM 780/726 TO 740/687, CAT D MDA/HAA FROM 1180/1126 TO 1140/1087 - REFERENCE MOST CURRENT MINIMUMS.  07/30/2019: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/18/2018. 1. RETAINED MINIMUM ALTITUDE OF 7400 FROM JNKO/R-085/13 DME TO OPANA/R-069/13 DME.						

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> VOR Z OR TACAN RWY 20 1			<b>AIRPORT NAME:</b> KAHULUI		<b>AIRPORT ID:</b> PHOG	<b>SPECIAL CONTROL NO:</b> PP-04-037-19	
<b>FAC ID:</b> OGG		<b>CITY:</b> KAHULUI			<b>ST:</b> HI	<b>ORIG CHART DATE:</b> 06/20/2019	
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 2017040720560201001		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 07/16/2019		<b>CREW #:</b> VN015	<b>N #:</b> N86	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> kim m brown @ 07/17/2019 11:44			<b>PRINTED NAME:</b> BROWN, KIM MARK			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b> The arc at 13nm from JNKOH To OPANA, recommend not be lowered to 5000 ft due to terrain. Recommend be left at 7400 ft. Or raised to 8400 ft to allow easier transition from V15. The holding figure depicted on the fig is incorrect. See the -2.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> VOR Z OR TACAN RWY 20 1			<b>AIRPORT NAME:</b> KAHULUI		<b>AIRPORT ID:</b> PHOG	<b>SPECIAL CONTROL NO:</b> PP-02-174-19
<b>FAC ID:</b> OGG		<b>CITY:</b> KAHULUI			<b>ST:</b> HI	<b>ORIG CHART DATE:</b> 06/20/2019
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 2017040720560201001		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: flex-end; margin-top: 5px;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 5px;">YES</div> <div style="border: 1px solid black; padding: 2px 5px;">NO</div> </div>	
					<b>CPV COMPLETE?</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 04/04/2019	<b>CREW #:</b> VN015	<b>N #:</b> N89	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> kim m brown @ 04/04/2019 21:44			<b>PRINTED NAME:</b> BROWN, KIM MARK			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> 8260.3 shows mins for circling raised to 740 cat C and 1140 for cat D. and this is shown on Amdt 1 FIG. However the original published FIG shows the mins for CAT C as 780, and the mins for CAT D as 1180. These are both higher than the proposed amendment. Therefore the mins have been lowered, not raised. The attached exclusion declaration shows a fix at the intersection of OGG VOR R187 and the LNY VOR R090 being named as OPAHH. But this intersection is the old VOR/DME or TACAN RWY 20 turning point for the missed approach. It has been replaced by the HARPO intersection turning point for the missed approach.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

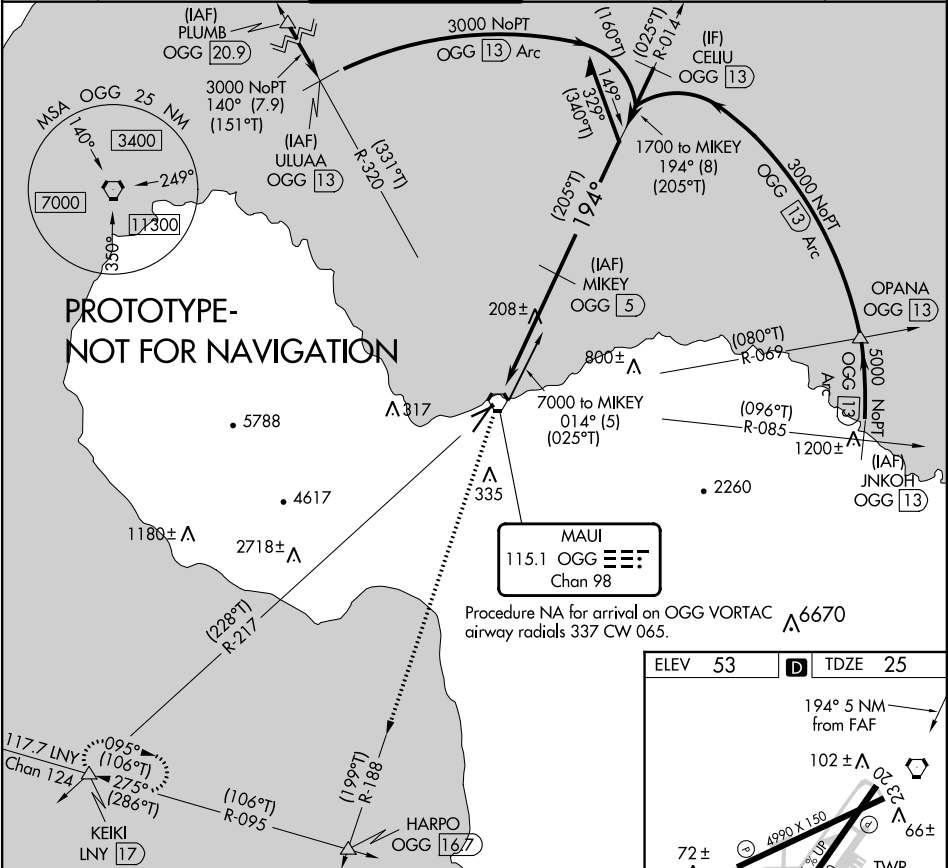
VORTAC OGG	APP CRS	Rwy Idg	6995
115.1	194°	TDZE	25
Chan 98		Apt Elev	53

VOR Z or TACAN RWY 20  
KAHULUI (OGG)(PHOG)

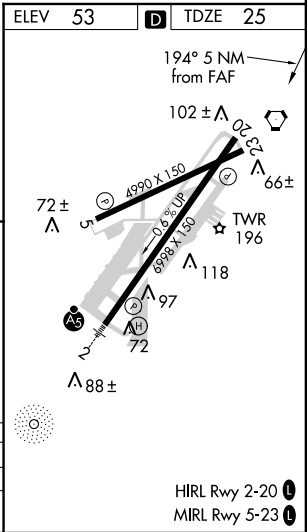
DME required. DME required for procedure entry.

MISSED APPROACH: Climb to 5000 on OGG VORTAC R-188 to HARPO INT/OGG 16.7 DME then climbing right turn on LNY VORTAC R-095 to KEIKI INT/LNY 17 DME and hold.

ATIS	HCF APPROACH	MAUI TOWER ★	GND CON	CLNC DEL	UNICOM
128.6	120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	118.7 (CTAF) 0 279.6	121.9 279.6	120.6 290.5	122.95



5000	HARPO	KEIKI	MIKEY	Remain within 10 NM
OGG R-188	△	LNY R-095	OGG 5	
OGG VORTAC	OGG 1			
0.2	1 NM	4 NM		
CATEGORY	A	B	C	D
S-20	460-1	435 (500-1)	460-1¼	435 (500-1¼)
CIRCLING	500-1 447 (500-1)	620-1 567 (600-1)	740-2 687 (700-2)	1140-3 1087 (1100-3)



VORTAC OGG	APP CRS	Rwy Idg	6995
115.1	194°	TDZE	25
Chan 98		Apt Elev	54

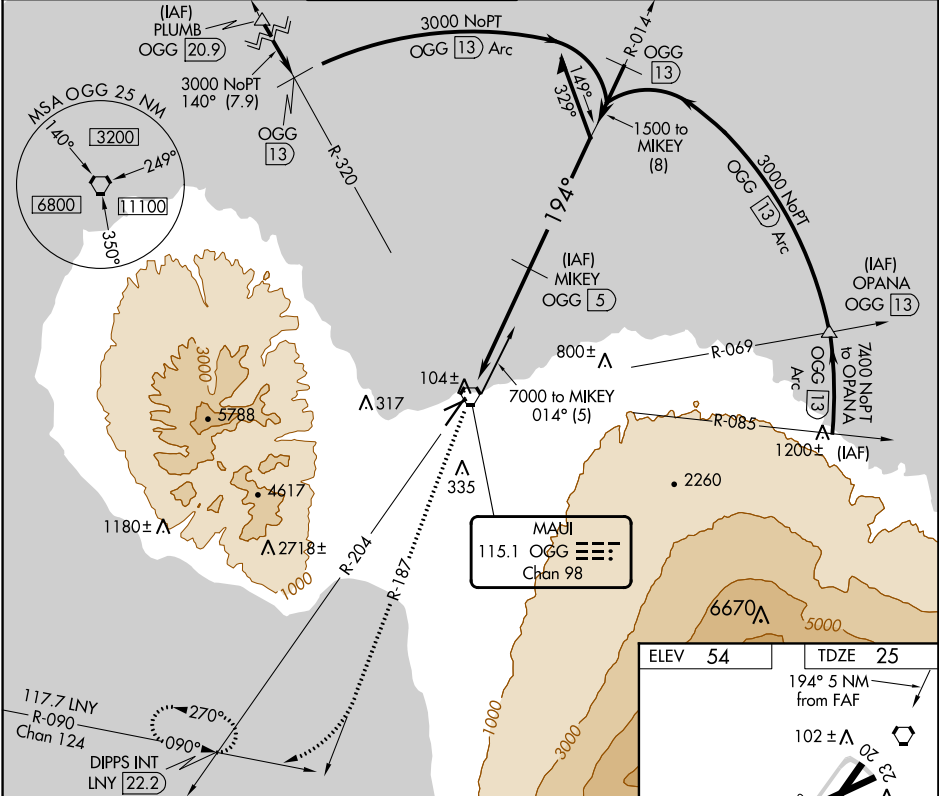
OLD

VOR/DME or TACAN RWY 20

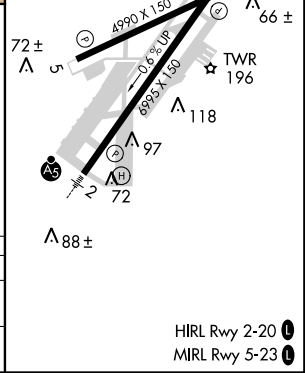
KAHULUI (OGG)(PHOG)

MISSED APPROACH: Climb to 6000 via OGG VORTAC R-187 to intercept LNY R-090, then climbing right turn direct DIPPS Int and hold.

ATIS	HCF APPROACH	MAUI TOWER★	GND CON	CLNC DEL	UNICOM
128.6	120.2 322.4 (NORTH) 119.5 225.4 (SOUTH)	118.7 (CTAF) 0 279.6	121.9 279.6	120.6 290.5	122.95



6000	LNY R-090	DIPPS	MIKEY OGG [5]	Remain within 10 NM
OGG R-187				
OGG VORTAC				
0.2	5 NM			
CATEGORY	A	B	C	D
S-20	400-1	375 (400-1)		400-1 1/4 375 (400-1 1/4)
CIRCLING	500-1 446 (500-1)	620-1 566 (600-1)	780-2 726 (800-2)	1180-3 1126 (1200-3)



PAC, 13 SEP 2018 to 08 NOV 2018

PAC, 13 SEP 2018 to 08 NOV 2018

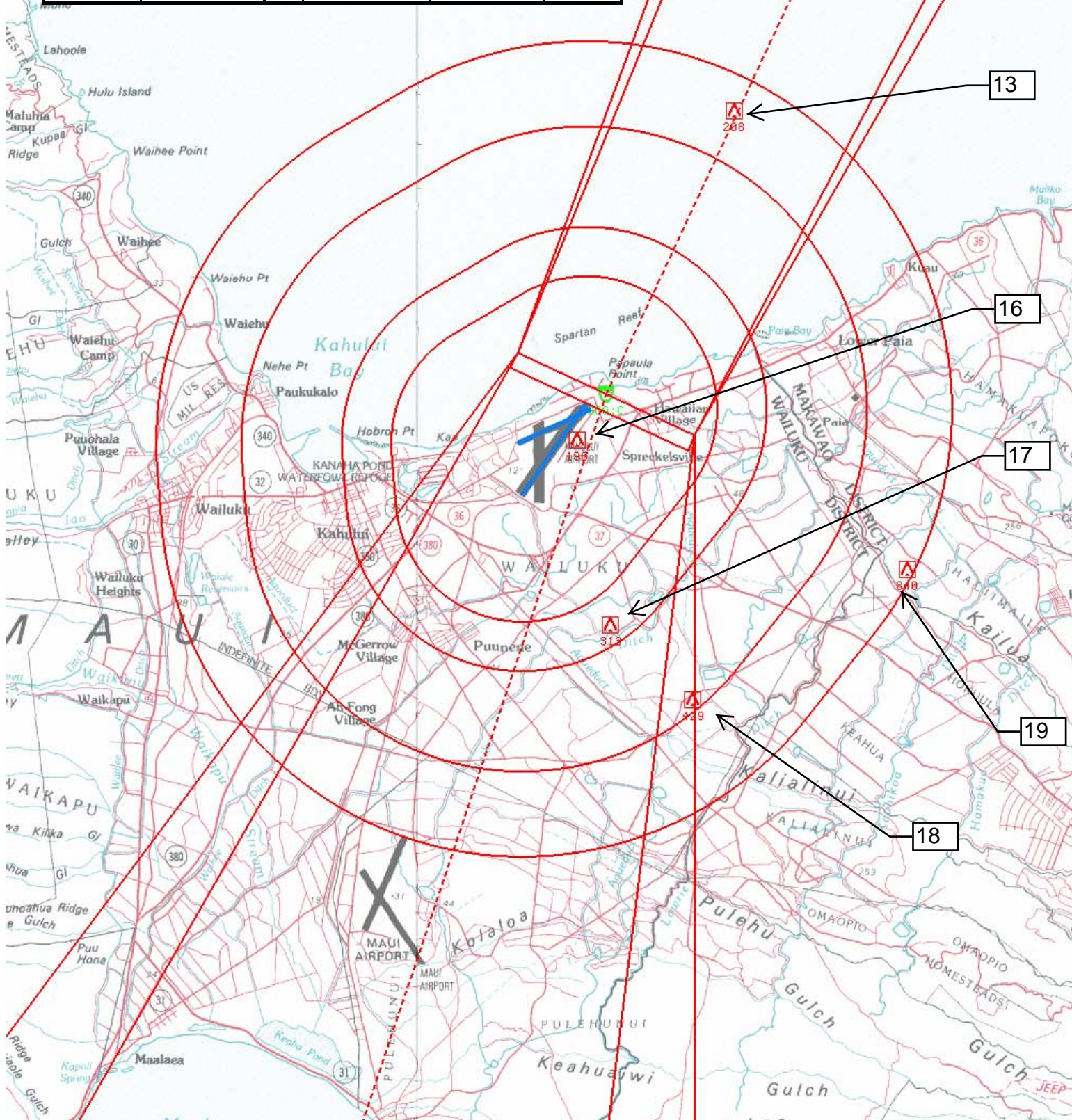


NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpoajc | oggvt20kei (PROD) | 11 Dec 2018 14:42:45 | 1" = 8333.3 feet (MAP)

OCEAN

APT ID	PHOG	NO.	SEGMENT	OBSTRUCTION	ELEV
APT NAME	KAHULUI	13	FINAL	SHIP	208
CITY	KAHULUI	16	CIRCLING CAT A	CTRL TWR	196
STATE	HI	17	CIRCLING CAT B	TOWER	313
PROC ID:	VOR Z OR TACAN RWY 20	18	CIRCLING CAT C	TREE	429
AMDT #	1	19	CIRCLING CAT D	AAO	840
SCALE	1:100,000				

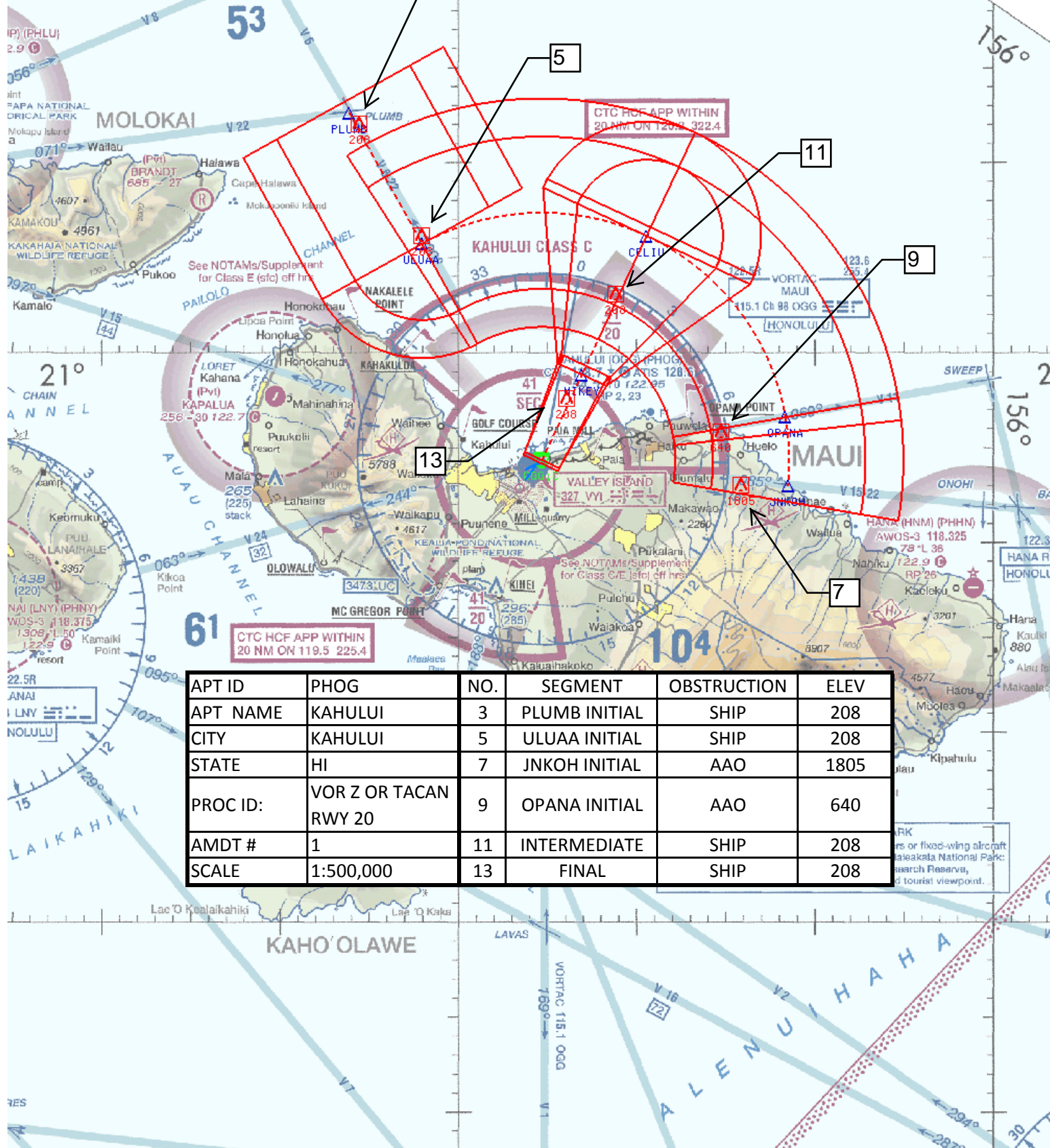




NM 7 14 21 28 35 42 49  
FT 42000 84000 126000 168000 210000 252000 294000

fpoajc | oggvt20kei (PROD) | 11 Dec 2018 14:34:19 | 1" = 41666.7 feet (MAP)

High volume Tour Aircraft  
over Molokai. Monitor 121.95  
information.

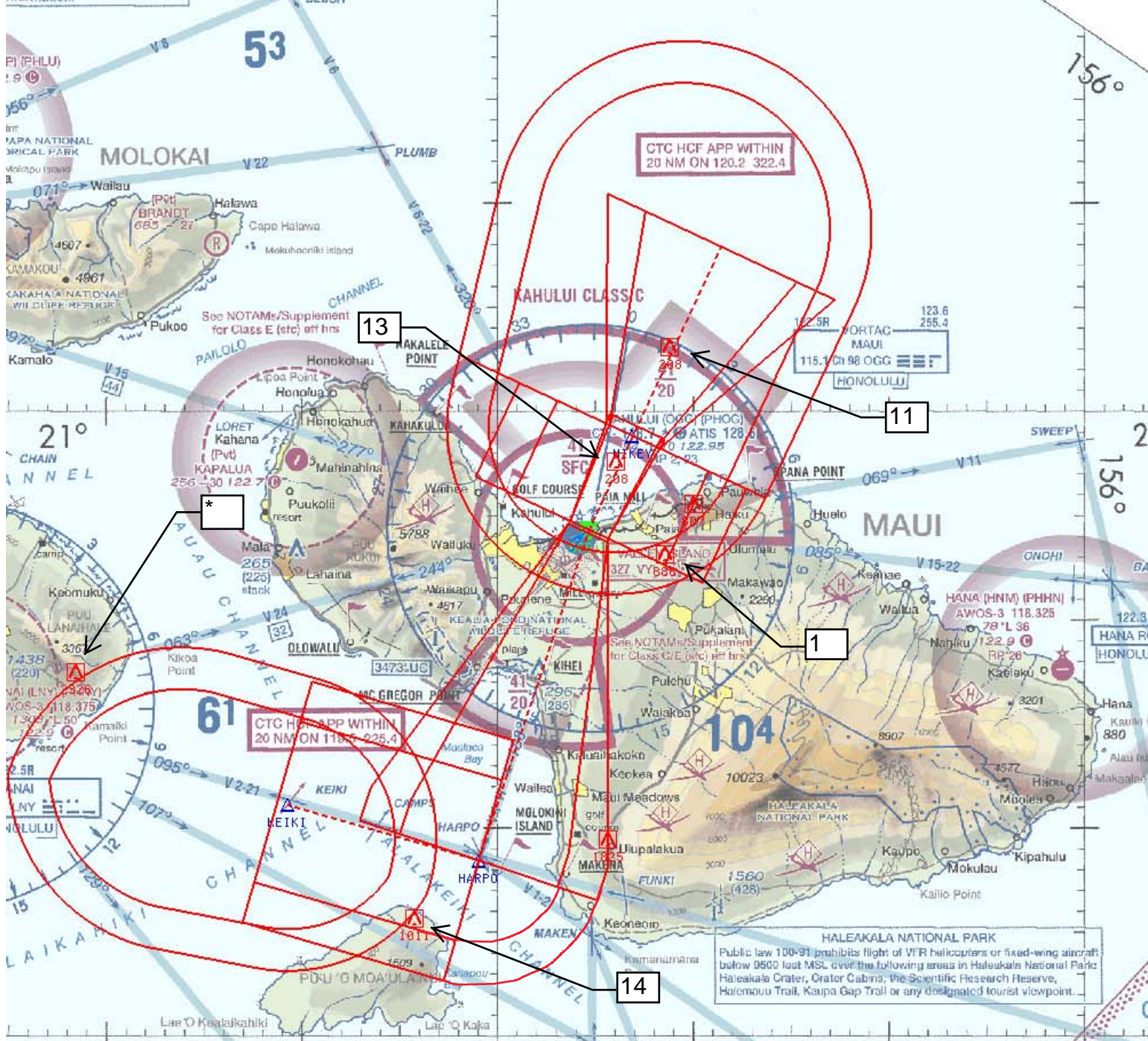




NM 7 14 21 28 35 42 49  
 FT 42000 84000 126000 168000 210000 252000 294000

fpoajc | oggvtcopy (PROD) | 18 Dec 2018 15:17:10 | 1" = 41666.7 feet (MAP)

: High volume Tour Aircraft  
 over Molokai. Monitor 121.95  
 information.



APT ID	PHOG	NO.	SEGMENT	OBSTRUCTION	ELEV
APT NAME	KAHULUI	1	OGG FEEDER	AAO	886
CITY	KAHULUI	11	PT	SHIP	208
STATE	HI	13	FINAL	SHIP	208
PROC ID:	VOR Z OR TACAN RWY 20	14	MISSED LEVEL SURFACE	AAO	1011
AMDT #	1	*	HOLDING PATTERN	AAO	2326
SCALE	1:500,000				



# Federal Aviation Administration Categorical Exclusion Declaration

<b>Date:</b> 08/28/2018
<b>IFP:</b> Boitano, Tom (tom.boitano@faa.gov)
<b>Airport Contact:</b> N/A
<b>Request ID:</b> PHOG_180214_37 <b>Single or Multiple Procedure:</b> Multiple <b>Procedure Name(s):</b>  VOR or TACAN Rwy 20 (Amdt 1) VOR Rwy 20 (Amdt 1)  <b>Procedure Request Description:</b>  VOR or TACAN Rwy 20: A new straight-in IAF, CELIU, is being added on the OGG VOR R014/13 DME The fix on the OGG VOR R320/13 DME is being named ULUAA The fix on the OGG VOR R085/13 DME is being named JNKOH The fix at the intersection of the OGG VOR R187 and the LNY VOR R090 is being named OPAHH The altitude at the final approach fix, MIKEY, is being raised from 1500 to 1700 to support a more normal vertical descent angle  VOR Rwy 20: under discussion whether to terminate procedure or retain and add CELIU IAF
<b>Declaration of Exclusion:</b> The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.
<b>Basis for this Determination:</b> This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.
<b>The applicable Categorical Exclusions are:</b>  <b>5-6.5.i:</b> Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase

noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

**5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By:

\_\_\_\_\_

Date:

Signed by: Katherin Matolcsy, Leidos, NISC Contract Support

Title:

Signed for: Marina Landis, OSG/WSC

Approved By:

\_\_\_\_\_

Date:

\_\_\_\_\_

Title:

\_\_\_\_\_