

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 01/30/2020	APWS Task ID: 6C9C114497E2473B8E27A314ACFF0F62	APWS Request ID: A10BB84CCDA84A7FA639EA66DF8861BA
Procedure: SID BANZI (RNAV) ONE HONOLULU HI PHNL		Enroute: YES	Specialist: Bayse, Christine		Agreement Number:
Airport ID: PHNL	Airport Name: DANIEL K INOUE INTL		Airport City: HONOLULU		State: HI
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE AIRPORT AND RUNWAY DATA USED FOR PHNL. CONTACT: GEORGE DAVIS 405-954-9960 OR WARDELL HENNING 405-436-1902 RECOMMENDED NAVAID: HNL VORTAC.</p> <p>12/12/19: THIS IS A CORRECTED COPY OF THE FORM CHOKO APPROVED ON 12/03/19. 1. ADDED R584 AND B326 TO FIX USE. 2. UPDATED COMPULSORY REPORTING POINT FROM NONE TO LOW/HIGH. 3. CHANGED FIX TYPE OF ACTION FROM NO CHANGE TO MODIFY. 4. ADDED CONTROLLER LOW AND CONTROLLER HIGH TO REQUIRED CHARTING.</p>					
<p style="text-align: right;"><i>Digitally signed by</i> WARDELL HENNING Dec 13, 2019</p>					



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)
HCF APPROACH
124.8 317.6

NOTE: RNAV1.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Turbo-jet and turbo-prop aircraft only.

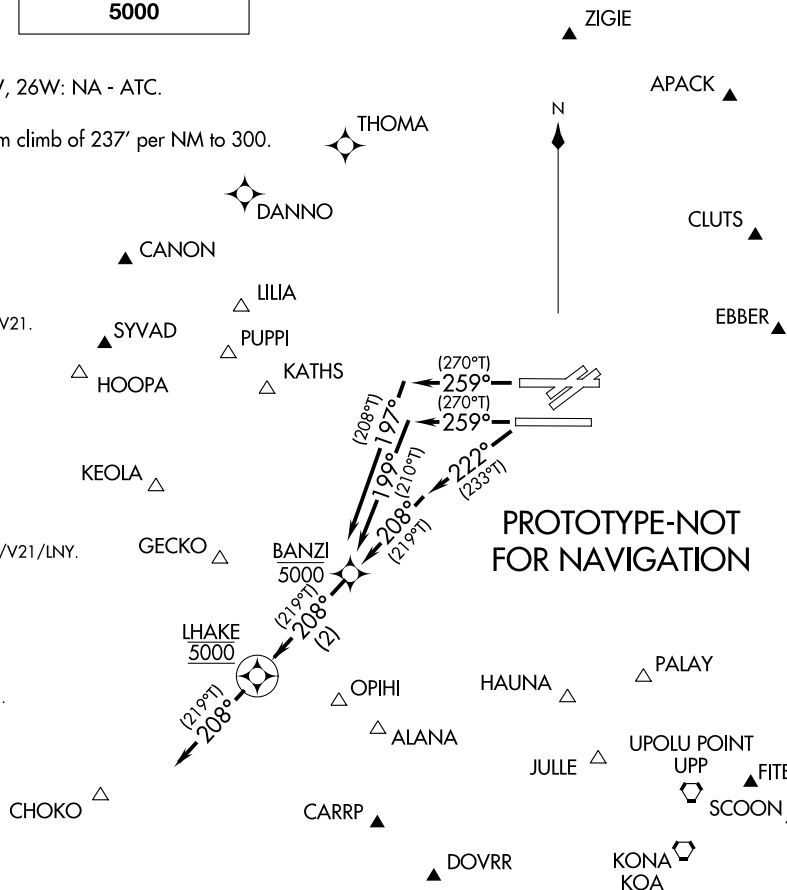
NOTE: ALANA departures expect direct/vectors to ALANA/V8/V16/V20/V21.
NOTE: APACK departures expect direct/vectors to APACK/R463.
NOTE: CANON departures expect direct/vectors to CANON/V15.
NOTE: CARRP departures expect direct/vectors to CARRP/A579.
NOTE: CHOKO departures expect direct/vectors to CHOKO/R584/B326.
NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.
NOTE: DANNO departures expect direct/vectors to DANNO.
NOTE: DOVRR departures expect direct/vectors to DOVRR/B596.
NOTE: EBBER departures expect direct/vectors to EBBER/R577.
NOTE: FITES departures expect direct/vectors to FITES/R578.
NOTE: GECKO departures expect direct/vectors to GECKO/V4/V12/V16.
NOTE: HAUNA departures expect direct/vectors to HAUNA/V8/V16/V20/V21/LNY.
NOTE: HOOPA departures expect direct/vectors to HOOPA/A450.
NOTE: JULLE departures expect direct/vectors to JULLE/V16/V20/V21.
NOTE: KATHS departures expect direct/vectors to KATHS/A450.
NOTE: KEOLA departures expect direct/vectors to KEOLA/V16.
NOTE: KOA departures expect direct/vectors to KOA.
NOTE: LILIA departures expect direct/vectors to LILIA/V15.
NOTE: OPIHI departures expect direct/vectors to OPIHI/V8/V16/V20/V21.
NOTE: PALAY departures expect direct/vectors to PALAY/V2/V8/LNY.
NOTE: PUPPI departures expect direct/vectors to PUPPI/V16.
NOTE: SCOON departures expect direct/vectors to SCOON.
NOTE: SYVAD departures expect direct/vectors to SYVAD/V16.
NOTE: THOMA departures expect direct/vectors to THOMA.
NOTE: UPP departures expect direct/vectors to UPP.
NOTE: ZIGIE departures expect direct/vectors to ZIGIE/A331.

NOTE: Chart not to scale.

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

Rwy 4L/R, 4W, 8L/R, 8W, 22W, 26W: NA - ATC.
Rwy 22L/R, 26R: Standard.
Rwy 26L: Standard with minimum climb of 237' per NM to 300.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/R: Climb on heading 222° to intercept course 208° to cross BANZI at-or-below 5000, thence

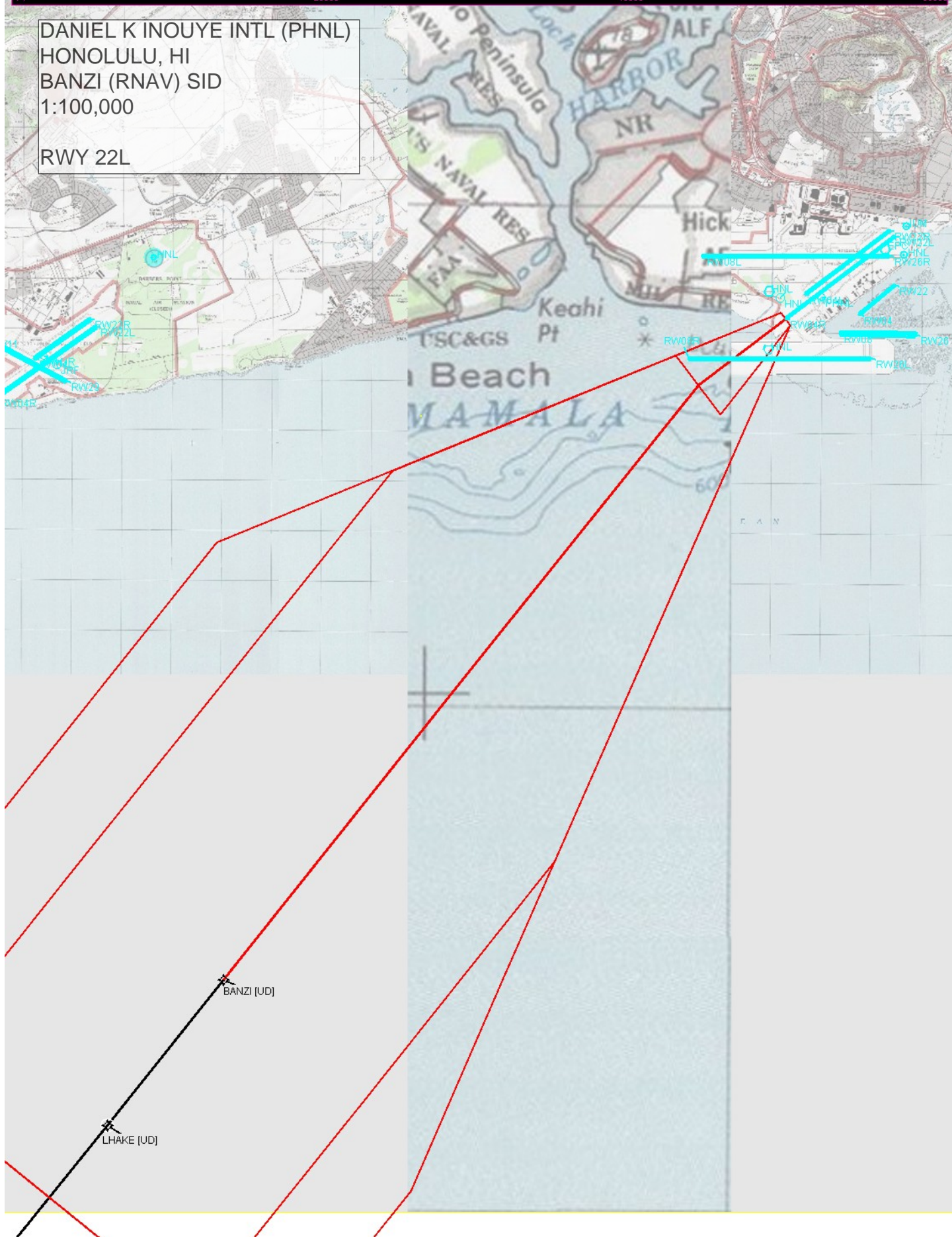
TAKEOFF RUNWAY 26L: Climb on heading 259° to intercept course 199° to cross BANZI at-or-below 5000, thence

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 197° to cross BANZI at-or-below 5000, thence

. . . . then 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.

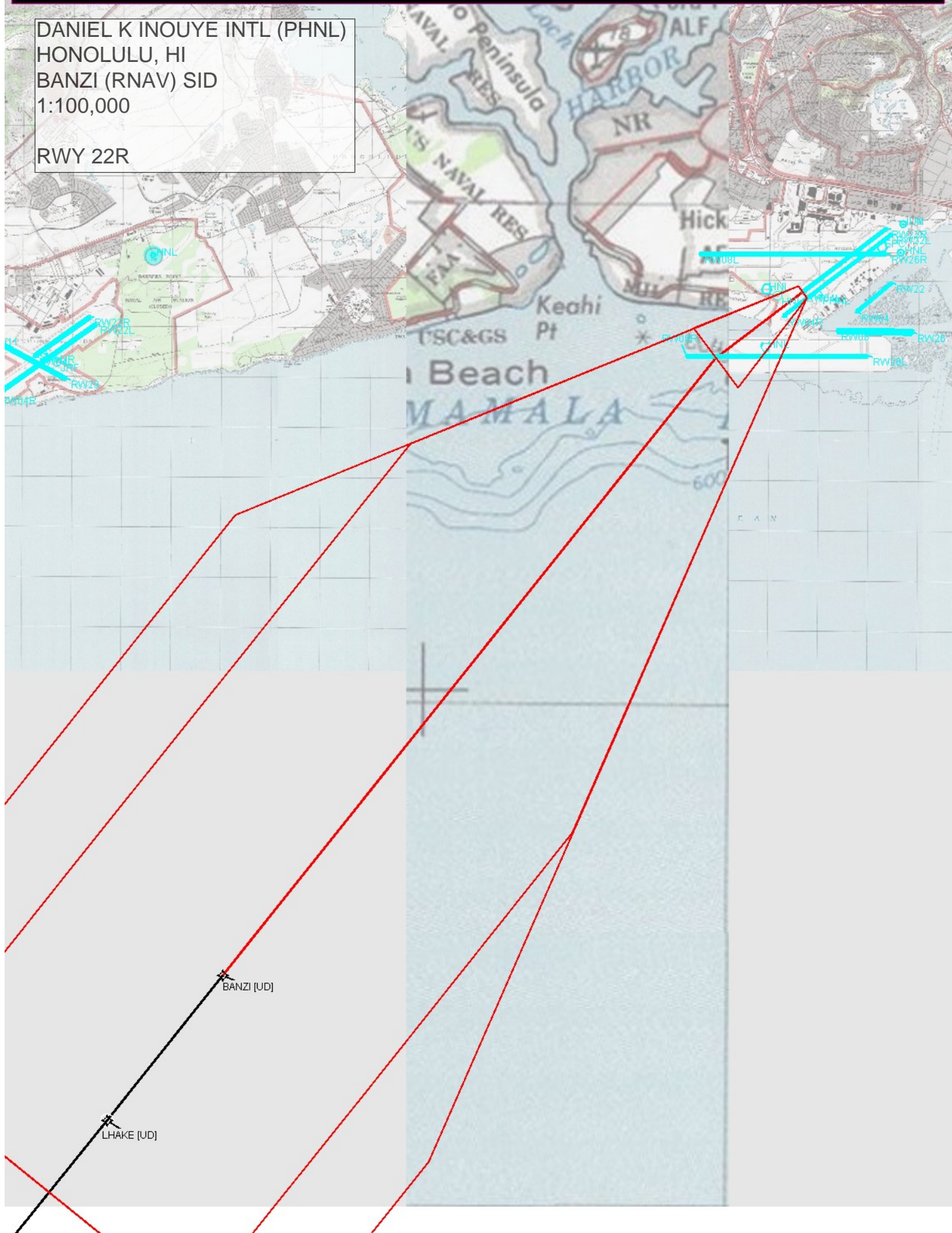
PROTOTYPE-NOT FOR NAVIGATION

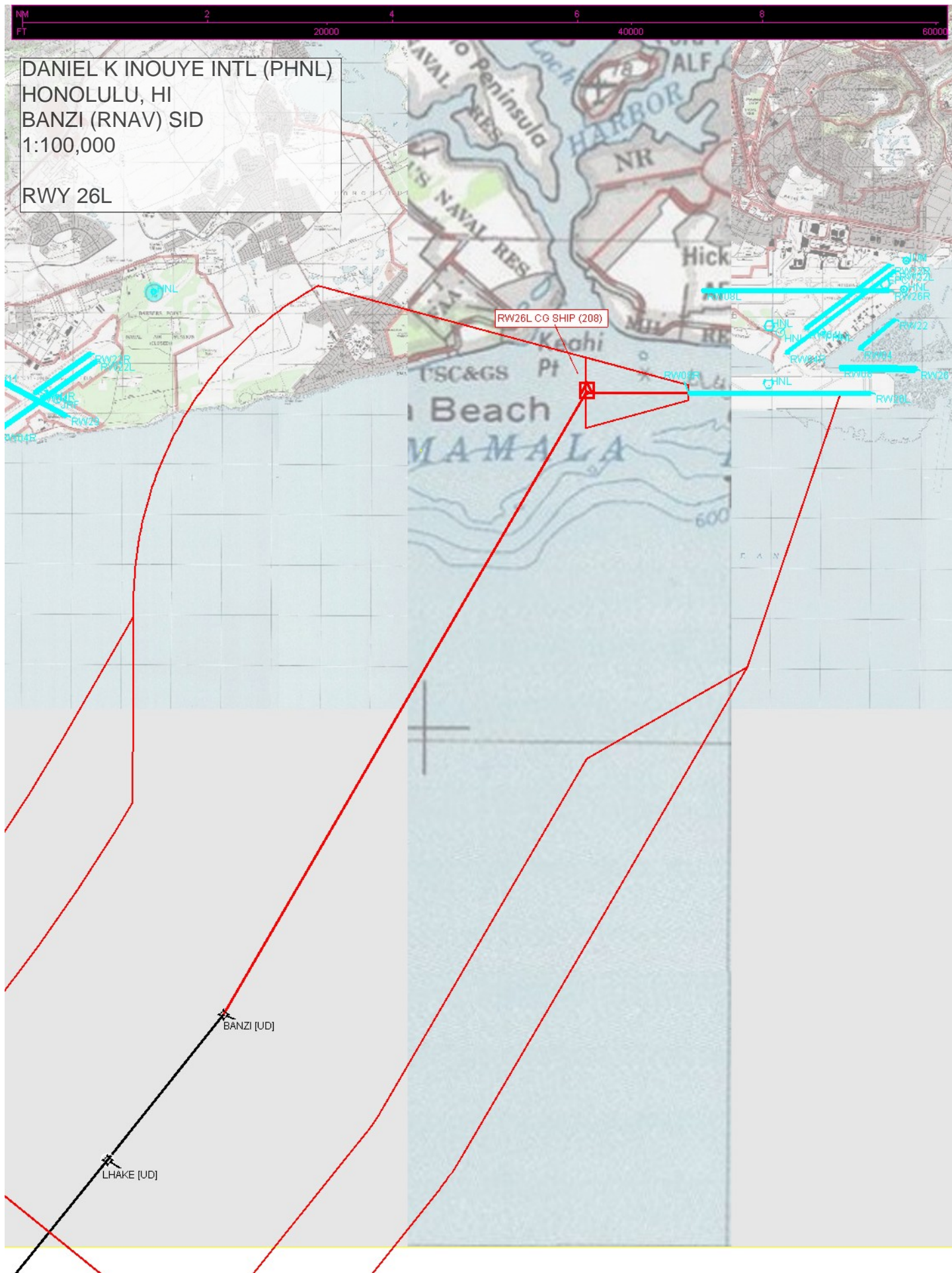
DANIEL K INOUE INTL (PHNL)
HONOLULU, HI
BANZI (RNAV) SID
1:100,000
RWY 22L





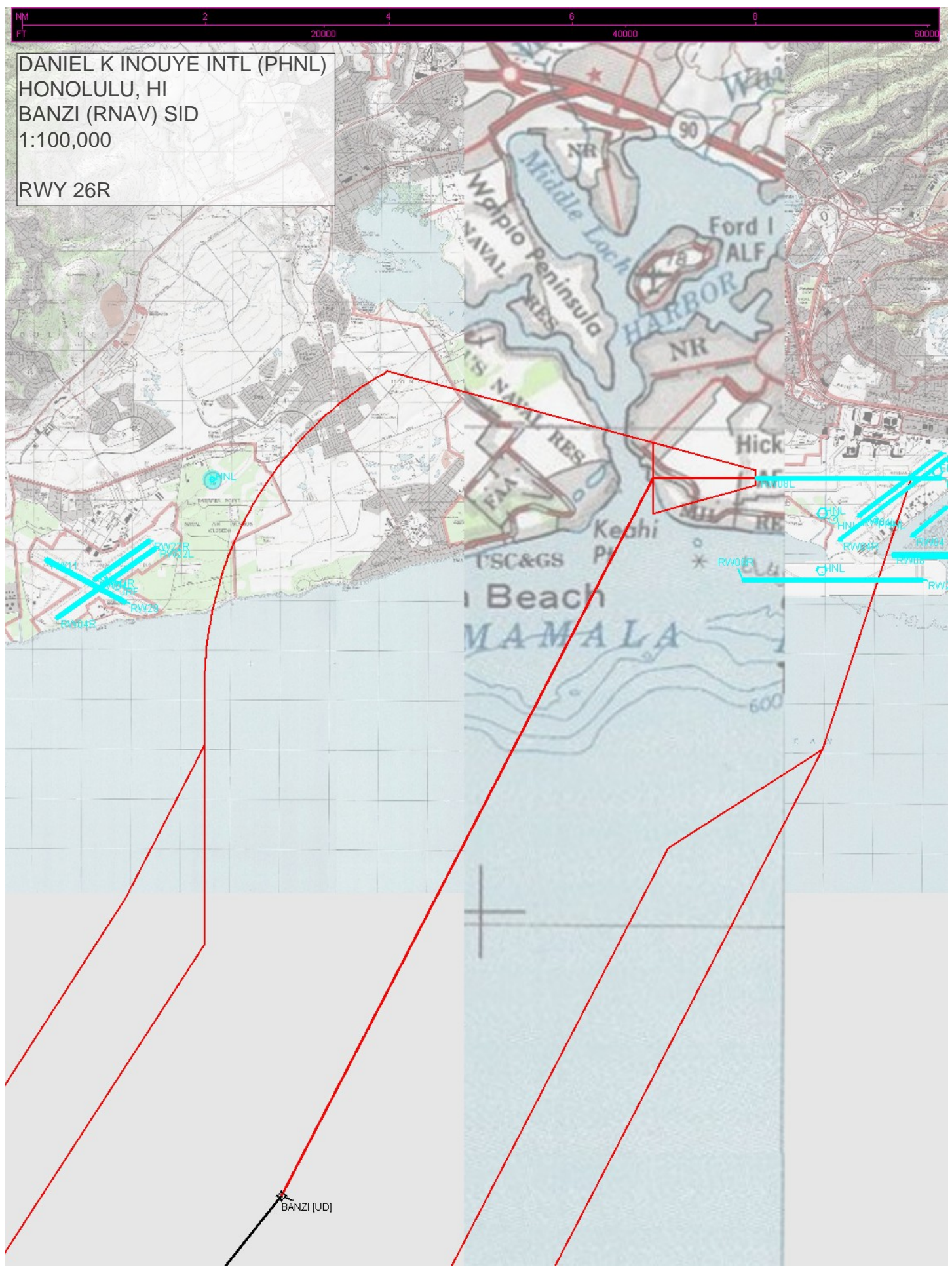
DANIEL K INOUE INTL (PHNL)
HONOLULU, HI
BANZI (RNAV) SID
1:100,000
RWY 22R





DANIEL K INOUE INTL (PHNL)
HONOLULU, HI
BANZI (RNAV) SID
1:100,000

RWY 26R



BANZI (UD)

DANIEL K INOUE INTL (PHNL)
HONOLULU, HI
BANZI (RNAV) SID
1:500,000

RWY 22L

usually exist within
h of mountain ridges
telling
s, flying within the
lects to personnel
pilots to

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
BELOW 5000' MSL IN THIS AREA

CAUTION
INTENSIVE PARACHUTE ACTIVITY
Monitor Unicom 123.0. See Supplement

DILLINGHAM (HDH) (PHDH)
14 - 90 123.0

HONOLULU CLASS B

See NOTAMS/Supplement
for Class D eff hrs
See Supplement Area Notices
for comm requirements

HONOLULU
114.9 Ch 95 HNL

HONOLULU INSET
See inset chart for additional information

WARNING: High volume
operating over Oahu.
for traffic information.

See NOTAMS/Supplement
for Class D eff hrs

KANEHOE BAY MCAS (CAF)
CT - 120.7 * AT
23 °L 78

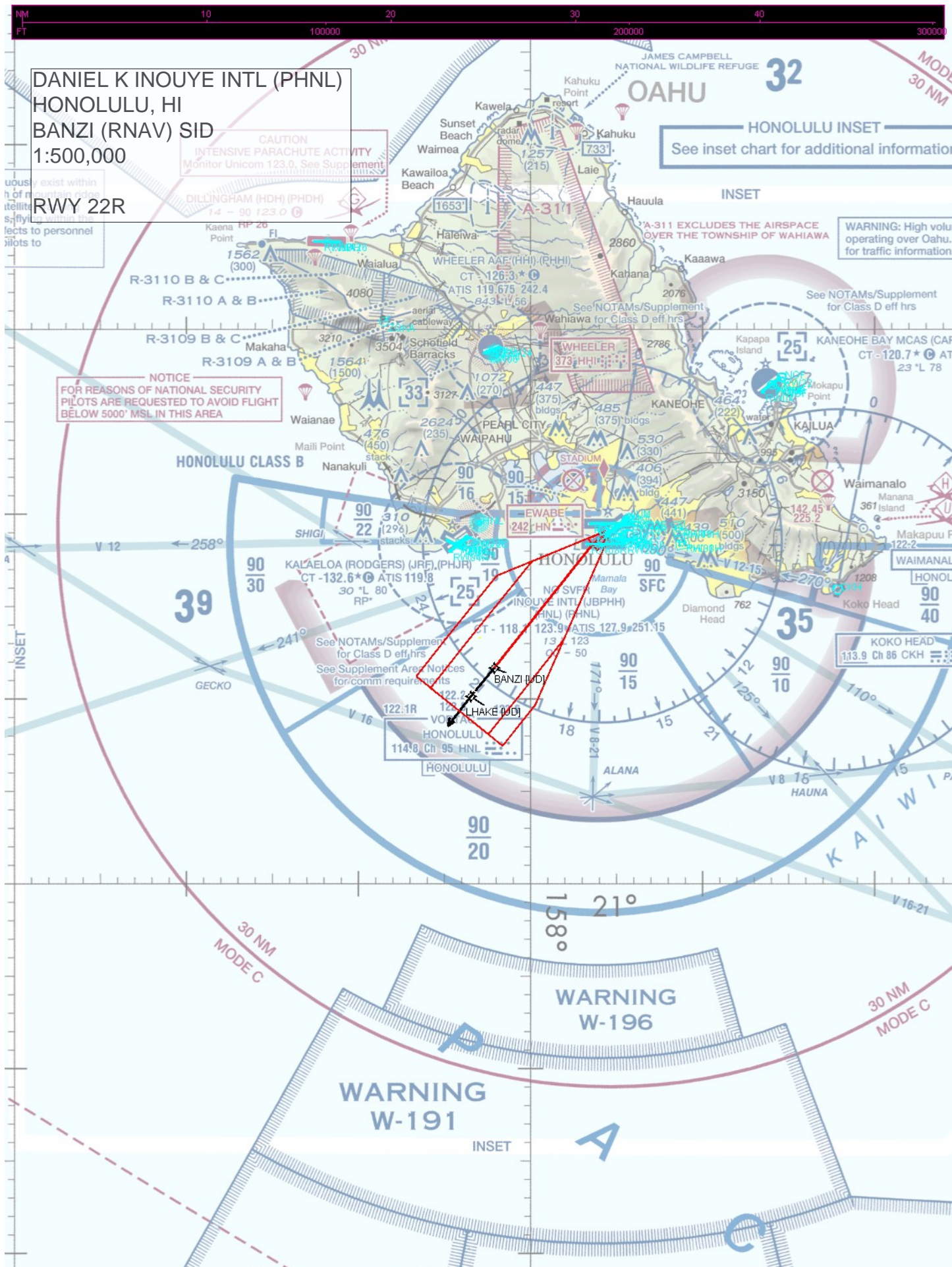
KOKO HEAD
113.9 Ch 86 CKH

WARNING
W-196

WARNING
W-191

INSET







DANIEL K INOUE INTL (PHNL)
HONOLULU, HI
BANZI (RNAV) SID
1:500,000

RWY 26R

OAHU 32

HONOLULU INSET

See inset chart for additional information

INSET

WARNING: High volume Tour Aircraft operating over Oahu. Monitor 122.85 for traffic information.

NOTICE
ONS OF NATIONAL SECURITY
E REQUESTED TO AVOID FLIGHT
10' MSL IN THIS AREA

HONOLULU CLASS B

39

HONOLULU

35

KOKO HEAD
113.9 Ch 86 CKH

WARNING
W-196

WARNING
W-191

INSET

A

C

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN SERVICE AREA**

CATEGORICAL EXCLUSION DECLARATION

Daniel K. Inouye International Airport

MULTIPLE PROCEDURES

Description of Action:

The FAA is proposing to amend nine Instrument Approach Procedures (IAPs), one Standard Terminal Arrival Route (STAR), and implement four new STARs, and two new Standard Instrument Departure (SID) procedures for the Daniel K. Inouye International Airport (PHNL) in Honolulu, Hawai'i.

The proposed amendments and new procedures are a result of the Performance Based Navigation (PBN) Full Work Group (FWG) Design Meetings whose members include airline industry members, PBN, and the Honolulu Control Facility (HCF). The Mission Statement of the FWG was to:

“Provide RNAV SIDs, STARs, and RNP for the Hawaiian Islands that take advantage of and provide NextGen RNAV capabilities for safety and facility, system, and user benefits, Supports Operational Contingency Plan (OCP) requirements, and to the extent possible, incorporate previous Full Work Group efforts and resources expended.”

Two approach procedures require amendment for Class Bravo airspace containment. Two new SIDs procedures were requested to accommodate traffic destined to the continental U.S. and the Far East. To address the operational contingency needs, HCF requested STARs to connect the three primary airports, the Daniel K. Inouye International Airport, Kahului Airport, and the Ellison Onizuka Kona International Airport at Keāhole.

The following procedures will be amended:

1. Instrument Landing System (ILS) Runway 8 Left (L)
2. ILS Y RWY 4 Right (R)
3. ILS Z RWY 4R
4. Area Navigation (RNAV) (Required Navigation Performance [RNP]) RWY 26L
5. RNAV (RNP) Z RWY 4R
6. RNAV (RNP) Z RWY 8L
7. RNAV (Global Positioning System [GPS]) Y RWY 4R

- 8. RNAV (GPS) RWY 8L**
- 9. Localizer Type Directional Aid (LDA) RWY 26L**
- 10. KLANI TWO ARRIVAL (RNAV)**

The following procedures are proposed for implementation:

STARs:

- 1. ALANA ONE ARRIVAL (RNAV)**
- 2. INOYI ONE ARRIVAL (RNAV)**
- 3. SHLAE ONE ARRIVAL (RNAV)**
- 4. SYMIN ONE ARRIVAL (RNAV)**

SIDs:

- 1. PIPLN ONE DEPARTURE (RNAV)**
- 2. BANZI ONE DEPARTURE (RNAV)**

Declaration of Exclusion:

FAA reviewed the above referenced proposed action, and the undersigned determined it to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures.” The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.


Basis for this Determination:

The Aircraft Procedure Initial Environmental Review was completed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, “Procedures for Considering Environmental Impacts” and FAA Order 1050.1F.

The proposed procedure meets the following categorical exclusions contained in FAA Order 1050.1F:


5-6.5.i. 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.

Facility Manager Review/Concurrence

Signature: **DEBORAH T
SAITO**  Digitally signed by DEBORAH T
SAITO
Date: 2019.04.03 11:55:13
-10'00'

Name: Deborah T. Saito
Air Traffic Manager
Honolulu Control Facility (HCF)

Service Area Environmental Specialist Review/Concurrence

Signature: **RYAN WADE
WELLER**  Digitally signed by RYAN WADE
WELLER
Date: 2019.04.16 08:00:41
-07'00'

Name: Ryan Weller
Environmental Protection Specialist, Operations Support Group,
Western Service Center, AJV-W25

Service Area Director Review/Concurrence, if necessary

Signature: _____

Name: Ed Donaldson
Acting Director, Air Traffic Operations
Western Service Area, AJTW

Community Involvement Determination

Airport	Daniel K. Inoye International Airport (ONHL)
Location (City, State)	Honolulu, Hawai'i
Submittal Number	PHNL_181119_58
Proposed Publication Date	10/2/2019
Project Description	<p>The development and modification of air traffic procedures at PHNL are a result of the Performance Based Navigation (PBN) Full Work Group (FWG) Design Meetings whose members include airline industry members, PBN, State of Hawai'i Department of Transportation – Airports Division, and the Honolulu Control Facility (HCF). The Mission Statement of the FWG was to "Provide RNAV SIDs, STARs, and RNP for the Hawaiian Islands that take advantage of and provide NextGen RNAV capabilities for safety and facility, system, and user benefits, Supports Operational Contingency Plan (OCP) requirements, and to the extent possible, incorporate previous Full Work Group efforts and resources expended." Two approach procedures require amendment for Class Bravo airspace containment. Two new SIDs procedures were requested to accommodate traffic destined to the continental U.S. and the Far East. To address the operational contingency needs, HCF requested STARs to connect the three primary airports, the Daniel K. Inouye International Airport, Kahului Airport, and the Ellison Onizuka Kona International Airport at Keāhole.</p>
Community Involvement Determination (Y/N)	No
Explanation of Determination	<p>The FAA OSG/WSC, HCF and the State of Hawai'i Department of Transportation – Airports Division (HDOT-Air) discussed the procedures to assess whether there were any concerns regarding the potential for community impacts and the need for community involvement or any level of community outreach. Based on the amendments to the procedures, locations of the proposed procedures, the fact that aircraft were currently flying the tracks of the proposed amendments and proposed procedures with one exception, there were no concerns. The one new track was discussed and based on the altitude and location, FAA, HCF, and HDOT-Air concurred that community outreach actions were not needed.</p>
ATS Resources Needed (Y/N)	None
Community Involvement Plan, if applicable	<p>There are no plans to engage the community or publically announce the air traffic changes. HCF and the State of Hawai'i Department of Transportation – Airports Division concurred that community outreach was not necessary for the proposed project.</p>