

UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

CHART SUPPLEMENT PACIFIC



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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/

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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.

	Airport Information	Airspace Information*
Effective Date	Cut-off date	Cut-off date
12 Jun 25	30 Apr 25	15 Apr 25
7 Aug 25	25 Jun 25	10 Jun 25
2 Oct 25	20 Aug 25	5 Aug 25
27 Nov 25	15 Oct 25	30 Sep 25
22 Jan 26	10 Dec 25	25 Nov 25
19 Mar 26	4 Feb 26	20 Jan 26

^{*}Airspace Information includes changes to preferred routes, SID's, STAR's, IAP's and graphic depictions on charts.

FOR PROCUREMENT:

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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.

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GENERAL INFORMATION ABBREVIATIONS

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

For additional FAA approved abbreviations/acronyms please see FAA Order JO 7340.2 —Contractions Abbreviation Description Abbreviation..... Description A/Gair/ground alt altitude AAF Army Air Field altn..... alternate AM Amplitude Modulation, midnight til AAS Airport Advisory Service AB Airbase noon abm abeam AMC Air Mobility Command ABn Aerodrome Beacon amdt..... amendment abvabove AMSL Above Mean Sea Level ACC Air Combat Command Area Control ANGS Air National Guard Station ant antenna Center acft aircraft AOE...... Airport/Aerodrome of Entry ACLS...... Automatic Carrier Landing System AP Area Planning APAPI..... Abbreviated Precision Approach Path ACN Aircraft Classification Number ACR Aircraft Classification Rating Indicator act activity apch.....approach ACWS Aircraft Control and Warning Squadron apn..... apron ADA Advisory Area APP..... Approach Control ADCC Air Defense Control Center Apr..... April ADCUS...... Advise Customs aprx..... approximate addn addition APU Auxiliary Power Unit ADF Automatic Direction Finder apv, apvl approve, approval adj adjacent ARB..... Air Reserve Base ARFF...... Aircraft Rescue and Fire Fighting admin administration ADR..... Advisory Route ARINC Aeronautical Radio Inc advs.....advise arng..... arrange advsy advisory arpt airport AEIS...... Aeronautical Enroute Information arr arrive Service ARS..... Air Reserve Station ARSA..... Airport Radar Service Area AER approach end rwy ARSR..... Air Route Surveillance Radar AFA Army Flight Activity ARTCC Air Route Traffic Control Center AFB Air Force Base afct affect AS Air Station AFFF......Aqueous Film Forming Foam ASAP as soon as possible ASDA...... Accelerate-Stop Distance Available AFHP Air Force Heliport AFIS...... Automatic Flight Information Service ASDE...... Airport Surface Detection afld airfield ASDE-X Airport Surface Detection AFOD Army Flight Operations Detachment Equipment-Model X AFR Air Force Regulation asgn assign AFRC Armed Forces Reserve Center/Air Force ASL Above Sea Level Reserve Command ASOS...... Automated Surface Observing System AFRS American Forces Radio Stations ASR..... Airport Surveillance Radar AFS..... Air Force Station ASSC Airport Surface Surveillance Capability AFTN Aeronautical Fixed Telecommunication ASU...... Aircraft Starting Unit Network ATA Actual Time of Arrival AG Agriculture ATC Air Traffic Control ATCC Air Traffic Control Center A-G, A-GEAR Arresting Gear agcy......Agency ATCT Airport Traffic Control Tower AGL above ground level ATD...... Actual Time of Departure Along Track Distance AHP..... Army heliport AID Airport Information Desk ATIS Automatic Terminal Information Service AIS Aeronautical Information Services ATS Air Traffic Service AL Approach and Landing Chart attn attention ALF..... Auxiliary Landing Field Aug August ALS..... Approach Light System auth..... authority ALSF-1 High Intensity ALS Category I auto...... automatic

AUW All Up Weight (gross weight)

aux......auxiliary
AVASI......abbreviated VASI

avhl available

configuration with sequenced Flashers

configuration with sequenced Flashers

(code)

ALSF-2 High Intensity ALS Category II

(code)

Abbreviation	Description	Abbreviation	Description
AvGas		copter	helicopter
avn	aviation	corr	correct
AvOil	aviation oil	CPDLC	Controller Pilot Data Link
AWOS	Automatic Weather Observing System		Communication
AWSS	Automated Weather Sensor System	crdr	corridor
awt	await	cros	cross
awy	airway	CRP	Compulsory Reporting Point
az	azimuth	crs	course
		CS	call sign
BA	braking action	CSTMS	Customs
BASH	Bird Aircraft Strike Hazard	CTA	
BC	back course		Common Traffic Advisory Frequency
bcn	beacon	ctc	contact
bcst	broadcast	ctl	control
bdry	boundary	ctn	caution
bldg	building	CTLZ	Control Zone
blkd		CVFR	Controlled Visual Flight Rules Areas
blo, blw	below	CW	Clockwise, Continuous Wave, Carrier
BOQ	Bachelor Officers Quarters		Wave
brg	bearing		
btn	between	dalgt	daylight
bus	business	D-ATIS	Digital Automatic Terminal Information
byd	beyond		Service
		daylt	daylight
C	Commercial Circuit (Telephone)	db	decibel
CAC	Centralized Approach Control	DCL	Departure Clearance
cap	capacity	Dec	December
cat	category	decom	decommission
CAT	Clear Air Turbulence	deg	
CCW or cntclkws	counterclockwise	del	delivery
ceil	ceiling	dep	depart
	Center Radar Approach Control	DEP	
CG	Coast Guard	destn	
CGAF	Coast Guard Air Facility	det	detachment
CGAS	Coast Guard Air Station	DF	Direction Finder
CH, chan		DH	Decision Height
CHAPI	Chase Helicopter Approach Path	DIAP	DoD Instrument Approach Procedure
	Indicator	direc	
chg	change	disem	
cht		displ	
cir		dist	
CIV, civ		div	
ck		DL	
	Centerline Lighting System	dlt	
cl		dly	
clnc		DME	Distance Measuring Equipment (UHF
clsd			standard, TACAN compatible)
	Chief of Naval Air Training		Digital Non-Secure Voice Telephone
cnl			Department of Defense
cntr		drct	
cntrln			Defense Switching Network (Telephone)
Co			Defense Switching Network
	Commanding Officer	dsplcd	
com			Daylight Savings Time
comd		dur	9
Comdr		durn	
coml		DV	Distinguished Visitor
compul			
comsn		E	
conc		ea	
cond			Expected Approach Time
const			Enroute Change Notice
cont		eff	
	Continental United States		Enhanced Flight Vision Systems
convl			Enroute High Altitude
coord	coordinate	E-LA	Enroute Low Altitude

GENERAL INFORMATION

Abbreviation	Description	Abbreviation	Description
elev		GA	
	Emergency Locator Transmitter	gal	
	Engineered Material Arresting System		General Air Traffic (Europe–Asia)
emerg			Ground Control Approach
eng			Ground Communication Outlet
	End of Runway	gldr	0
eqpt			Ground Control
ERDA	Energy Research and Development	gnd	
	Administration	govt	
E–S	Enroute Supplement	GP	Glide Path
est	estimate	Gp	
estab	establish	GPI	Ground Point of Intercept
ETA	Estimated Time of Arrival	grad	
ETD	Estimated Time of Departure	grd	guard
ETE	Estimated Time Enroute	GS	glide slope
ETS	European Telephone System	GWT	
	European (ICAO Region)		
ev		Н	Enroute High Altitude Chart (followed
evac	evacuate		by identification)
exc		H+	Hours or hours plusminutes past the
excld			hour
exer		H24	continuous operation
exm			Height Above Airport/Aerodrome
exp			Height Above Landing Area
extd	•		Height Above Runway
extn			Height Above Touchdown
extv		haz	
CALV	exterisive	hdg	
F/W	Fixed Wine		High Density Traffic Airport/Aerodrome
	Federal Aviation Administration		High Frequency (3000 to 30,000 KHz)
fac		hgr	
	Flight Advisory Weather Service	hgt	
fax		hi	
	Fixed Base Operator		High Intensity Runway Lights
	Flight Control Center	но	Service available to meet operational
	Foreign Clearance Guide		requirements
	field carrier landing practice	hol	
fcst			Helicopter Outlying Field
Feb		hosp	
	Flight Information Center		Headquarters
	Flight Information Handbook	hr	hour
FIR	Flight Information Region	HS	Service available during hours of
FIS	Flight Information Service		scheduled operations
FL	flight level	hsg	housing
fld	field	hvy	heavy
flg	flashing	HW	Heavy Weight
FLIP	Flight Information Publication	hwy	highway
flt	flight	HX	station having no specific working hours
flw	follow		Hertz (cycles per second)
FM	Fan Marker, Frequency Modulation		
	Flight Operations Center	1	Island
	Foreign Object Damage		Instrument Approach Procedure
fone			Indicated Air Speed
FPL			in accordance with
	feet per minute		In accordance with International Civil Aviation Organization
fr		ident	
	fromfrequency, frequent		Identification, Friend or Foe
			,
Fri frng			Instrument Flight Rules
rrng	tiring	IFK-5	FLIP IFR Supplement
FSS	Flight Service Station	ILS	Instrument Landing System
	foot	IM	Inner Marker
ft ftr			Inner Marker Instrument Meteorological Conditions

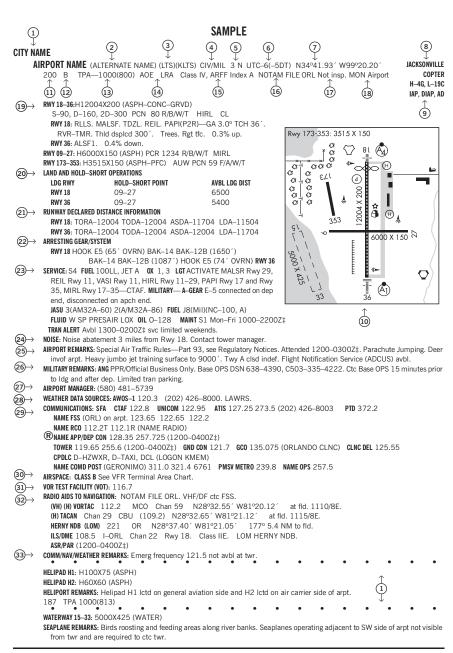
Abbreviation	Description	Abbreviation	Description
immed			Low-Level Wind Shear Alert System
inbd	inbound	LLZ	Localizer (Instrument Approach
Inc	Incorporated		Procedures Identification only)
incl	include	LMM	Compass locator at Middle Marker ILS
incr		lo	
indef		LoALT or LA	Low Altitude
info	information	LOC	Localizer
inop		LOM	Compass locator at Outer Marker ILS
inst			Long Range, Lead Radial
instl			Landing Rights Airport
instr			Long Range RADAR Station
int			lower side band
intcntl		ltd	limited
intcp			
intl		M	meters, magnetic (after a bearing),
intmt			Military Circuit (Telephone)
ints	,		Military Area Control Center
invof		mag	
irreg	Irregularly		maintain, maintenance
		maj	
Jan		MALS	Medium Intensity Approach Lighting
	Jet Aircraft Starting Unit	MALOF	System
	Jet Assisted Take-Off		MALS with Sequenced Flashers
	Joint Oil Analysis Program	MALSK	MALS with Runway Alignment Indicator
	Joint Operational Support Airlift Center	Man	Lights
	Joint Reserve Base	Mar	
Jul Jun			Military Activity Restricted Area
Juli	June		Military Air Traffic Operations Military Aerodrome Traffic Zone
K or Kt	Knots	max	
kHz		mb	
	Knots Indicated Airspeed		Military Common Area Control
	Knots indicated AirspeedKorea Limited Identification Zone		Marine Corps Air Facility
km			Marine Corps Air Facility Marine Corps Auxiliary Landing Field
kw			Marine Corps Auxiliary Landing Field
KW	Kilowatt		Marine Corps Base
1	Compass locator (Component of ILS		Military Climb Corridor
	system) under 25 Watts, 15 NM,		Marine Corps Outlying Field
	Enroute Low Altitude Chart (followed by		Minimum Descent Altitude
	identification)		Minimum Enroute Altitude
L	•	med	
	Land and Hold-Short Operations		Minimum Eye Height over Threshold
	Limited Airport of Entry	mem	
	Limited Aviation Weather Reporting		Meteorological, Meteorology
	Station		Aviation Routine Weather Report (in
lb, lbs	pound (weight)		international MET figure code)
LC	local call	METRO	Pilot-to-Metro voice cell
lcl	local	MF	Medium Frequency (300 to 3000 KHz),
LCP	French Peripheral Classification Line		Mandatory Frequency (Canada)
lctd	located	MFA	Minimum Flight Altitude
lctn	location	mgmt	Management
lctr	locator	mgr	manager
LCVASI	Low Cost Visual Approach Slope	MHz	Megahertz
	Indicator	mi	mile
lczr	localizer	MID/ASIA	Middle East/Asia (ICAO Region)
LD	long distance	MIJI	Meaconing, Intrusion, Jamming, and
	Landing Distance Available		Interference
ldg	=	Mil, mil	
LDIN			minimum, minute
LDOCF	Long Distance Operations Control	MIRL	Medium Intensity Runway Lights
	Facility	misl	
LED	Light Emitting Diode		marker (beacon)
len		MM	Middle Marker of ILS
	light, lighted, lights	mnt	
LIRL	Low Intensity Runway Lights	MOA	Military Operations Area

Abbreviation	Description	Abbreviation	Description
MOCA	Minimum Obstruction Clearance	NSTD, nstd	
	Altitude	ntc	notice
mod		NVD	Night Vision Devices
MOG	Maximum (aircraft) on the Ground	NVG	Night Vision Goggles
MON	Minimum Operational Network	NW	
Mon	Monday	NWC	Naval Weapons Center
MP	Maintenance Period		
MR	Medium Range	O/A	On or about
MRA	Minimum Reception Altitude	0/S	out of service
mrk	mark, marker	0/R	On Request
MSAW	minimum safe altitude warning	OAT	Operational Air Traffic
msg	message	obsn	observation
MSL	Mean Sea Level	obst	obstruction
msn	Mission	OCA	Oceanic Control Area
mt	mount, mountain	ocnl	occasional
MTAF	Mandatory Traffic Advisory Frequency	Oct	October
MTCA	Military Terminal Control Area	ODALS	Omnidirectional Approach Lighting
mthly	monthly		System
MUAC	Military Upper Area Control	ODO	Operations Duty Officer
muni	municipal	offl	official
MWARA	Major World Air Route Area	OIC	Officer In Charge
		OLF	Outlying Field
N	North	OLS	Optical Landing System
N/A	not applicable	OM	Outer Marker, ILS
NA	not authorized (For Instrument		operate, operator, operational
	Approach Procedure take-off and	OPS, ops	operations
	alternate MINIMA only)	orig	original
NAAS	Naval Auxiliary Air Station	OROCA	Off Route Obstruction Clearance
NADC	Naval Air Development Center		Altitude
NADEP	Naval Air Depot		Off Route Terrain Clearance Altitude
NAEC	Naval Air Engineering Center	OT	
NAES	Naval Air Engineering Station	OTS	out of service
NAF	Naval Air Facility	outbd	
NALCO	Naval Air Logistics Control Office	ovft	
NALF	Naval Auxiliary Landing Field	ovrn	overrun
NALO	Navy Air Logistics Office	0X	oxygen
NAS	Naval Air Station		
	North Atlantic (ICAO Region)	P/L	
natl			Pacific (ICAO Region)
nav	=		personnel and equipment working
navaid		PALS	Precision Approach and Landing System
	Navy Material Transportation Office		(NAVY)
	Naval Air Warfare Center		Precision Approach Path Indicator
	Naval Air Weapons Station		Precision Approach Radar
	Non-Compulsory Reporting Point	para	
	Non-Directional Radio Beacon	parl	
NE		pat	
nec		PAX	
	Net Explosives Weight		pilot controlled lighting
ngt			Pavement Classification Number
NM			Pavement Classification Rating
nml			Pre-Departure Clearance
	nautical mile radius	pent	
No or Nr		perm	
	Naval Outlying Field	perms	
NORDO	Lost communications or no radio	pers	· · · · · · · · · · · · · · · · · · ·
NOTANA	installed/available in aircraft		Porous Friction Courses
NOTAM			Parachuting Activities/Exercises
Nov		p–line	
	non precision instrument		Post meridian, noon til midnight
Nr or No			Pacific Missile Range Facility
NS			Pilot-to-Metro Service
NS ABTMT		PN	
	Naval Support Activity	POB	·
NSF	Naval Support Facility	PUL	Petrol, Oils and Lubricants

Abbreviation	Description	Abbreviation	Description
posn		RNP	Required Navigation Performance
PPR	prior permission required	RON	Remain Overnight
prcht		Rot Lt or Bcn	Rotating Light or Beacon
pref	prefer		Runway Point of Intercept
prev	previous	rpt	
prim	primary	rqr	require
prk	park	RR	Railroad
	Precision Runway Monitor	RRP	Runway Reference Point
pro		RSC	Runway Surface Condition
proh		RSDU	Radar Storm Detection Unit
pt	point	RSE	Runway Starter Extension/Starter Strip
PTD	Pilot to Dispatcher	RSRS	Reduced Same Runway Separation
pub	publication	rstd	restricted
publ	publish	rte	route
PVASI	Pulsating Visual Approach Slope	ruf	rough
	Indicator	RVR	Runway Visual Range
pvt	private	RVSM	Reduced Vertical Separation Minima
pwr	power	rwy	runway
QFE	Altimeter Setting above station	S	South
QNE	Altimeter Setting of 29.92 inches which	S/D	Seadrome
	provides height above standard datum	SALS	Short Approach Lighting System
	plane	SAR	Search and Rescue
QNH	Altimeter Setting which provides height	Sat	Saturday
	above mean sea level	SAVASI	Simplified Abbreviated Visual Approach
qtrs	quarters		Slope Indicator
quad	quadrant	SAWRS	Supplement Aviation Weather Reporting
			Station
R/T	Radiotelephony	sby	standby
R/W	Rotary/Wing	Sched	scheduled services
RACON	Radar Beacon	sctr	
rad	radius, radial	SDF	Simplified Directional Facility
RAIL	Runway Alignment Indicator Lights	SE	
RAMCC	Regional Air Movement Control Center	sec	second, section
R-A0E	Regular Airport of Entry	secd	secondary
RAPCON	Radar Approach Control (USAF)	SELCAL	Selective Calling System
RATCF	Radar Air Traffic Control Facility (Navy)	SELF	Strategic Expeditionary Landing Field
RCAG	Remote Center Air to Ground Facility	SEng	Single Engine
RCAGL	Remote Center Air to Ground Facility	Sep	September
	Long Range		Single Frequency Approach
RCL	runway centerline	SFB	Space Force Base
RCLS	Runway Centerline Light System	sfc	surface
RCO	Remote Communications Outlet	SFL	Sequence Flashing Lights
rcpt	reception	SFRA	Special Flight Rules Area
RCR	Runway Condition Reading	SID	Standard Instrument Departure
rcv	receive		Secure Identification Display Area
rcvr	receiver		Selective Identification Feature
rdo	radio	sked	schedule
reconst	reconstruct	SM	
reful			Spectrometric Oil Analysis Program
reg			Supervisor of Flying
REIL	Runway End Identifier Lights	SPB	
rel	reliable	SR	
relctd			Surveillance Radar Element of GCA
REP			(Instrument Approach Procedures
req	request		Identification only)
	Rapid Exit Taxiway Indicator Light	SS	
Rgn	=	SSALS/R	Simplified Short Approach Lighting
RgnI	Regional		System/with RAIL
rgt	right	SSB	Single Sideband
rgt tfc	right traffic		Secondary Surveillance Radar
rlgd	realigned		Straight-in Approach
RLLS	Runway Lead-in Light System	std	standard
rmk	remark	stn	
rng	range, radio range	stor	storage

Abbreviation	Description	Abbreviation	Description
str-in	Straight–in	unk	unknown
stu	student	unlgtd	unlighted
subj	subject	unltd	unlimited
survl	survival, surveillance	unmrk	unmarked
sum	summer	unmto	unmonitored
Sun	Sunday	unrel	unreliable
sur	surround	unrstd	unrestricted
suspd	suspended	unsatfy	unsatisfactory
sUAS	small Unmanned Aerial Systems	unsked	unscheduled
SVC	service	unsvc	. unserviceable
svcg	servicing	unuse, unusbl	unusable
SW	Southwest	USA	United States Army
sys	system		. United States Air Force
		USB	
TA			United States Coast Guard
	Tactical Air Command		United States Marine Corps
TAF	Aerodrome (terminal or alternate)	USSF	. United States Space Force
	forecast in abbreviated form	USN	
	Tanker Aircraft Control Element	UTA	
TCA	Terminal Control Area	UTC	. Coordinated Universal Time
	Threshold Crossing Height		
	Transcontinental Control Area	V	. Defense Switching Network (telephone,
TD			formerly AUTOVON)
TDWR	Terminal Doppler Weather Radar	V/STOL	Vertical and Short Take–off and Landing
TDZ			aircraft
TDZL	Touchdown Zone Lights	VAL	Visiting Aircraft Line
tfc	traffic		variation (magnetic variation)
thld			Visual Approach Slope Indicator
thou	thousand	vcnty	vicinity
thru	through	VDF	Very High Frequency Direction Finder
Thu	Thursday	veh	. vehicle
til	until	vert	
tkf, tkof	take-off	VFR	Visual Flight Rules
TLv	Transition Level	VFR-S	FLIP VFR Supplement
tmpry	temporary	VHF	Very High Frequency (30 to 300 MHz)
	Take-Off Distance Available	VIP	Very Important Person
TORA	Take-Off Run Available	vis	. visibility
TP	Tire Pressure	VMC	Visual Meteorological Conditions
TPA	Traffic Pattern Altitude	VOIP	Voice Over Internet Protocol
TRACON	Terminal Radar Approach Control (FAA)	VOT	VOR Receiver Testing Facility
tran			
trans	transmit	W	Warning Area (followed by
trml	terminal		identification), Watts, West, White
trng	training		Wheel Crossing Height
trns		Wed	
TRSA	Terminal Radar Service Area	Wg	
Tue			. with immediate effect
TV		win	
twr		WIP	
twy	taxiway		Weather Service Office
			Weather Service Forecast Office
UACC	Upper Area Control Center (used outside	wk	
	US)	wkd	
	Unmanned Aerial Systems	wkly	-
	Under Construction	wng	
	Urgent Change Notice	wo	
	Upper Advisory Area		Weather System Processor
	Ultra High Frequency Direction Finder	wt	
UFN		WX	. weather
UHF	Ultra High Frequency (300 to 3000		
	MHz)	yd	
	Upper Flight Information Region	yr	year
una		_	
unauthd		۷	. Greenwich Mean Time (time groups
unavbl			only)
unctl	uncontrolled		

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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).

(10) SKFTC	H LEGEND	 71
runways/landing areas	radio aids to navigation	
Hard Surface	VORTAC♥ VOR	
Metal Surface	VOR/DME	
Other than Hard Surface Runways	TACAN NDB/DME	
Water Runway	DME	
Under Construction	miscellaneous aeronautical features	
Closed Rwy	Airport Beacon	
Closed Pavement x x x x	Landing Tee	
Helicopter Landings Area H	Tetrahedron ▶ Control Tower TWR	
Displaced Threshold 0	When control tower and rotating beacon	
Taxiway, Apron and Stopways	are co-located beacon symbol will be used and further identified as TWR.	
MISCELLANEOUS BASE AND CULTURAL	APPROACH LIGHTING SYSTEMS	
FEATURES	A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing	
Buildings	lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g.,)
Power Lines	v indicates Pilot Controlled Lighting (PCL).	
Towers	Runway Centerline Lighting	
Wind Turbine 🛨	A Approach Lighting System ALSF-2	
Tanks	Approach Lighting System ALSF-1	
Oil Well	SALS/SALSF	
Smoke Stack	A System (SSALR) with RAIL	
5812 Obstruction	(MALS and MALSF)/(SSALS and SSALF)	
Controlling Obstruction	Medium Intensity Approach Lighting System (MALSR) and RAIL	-
0 00 0	Omnidirectional Approach Lighting System (ODALS) :	
Trees	D Navy Parallel Row and Cross Bar	
Populated Places	Air Force Overrun	
Cuts and Fills Fill Fill TITTITI	Standard Threshold Clearance provided Pulsating Visual Approach Slope Indicator (PVASI)	
Cliffs and Depressions	Visual Approach Slope Indicator with a threshold crossing height to accomodate	
Ditch	long bodied or jumbo aircraft (4) Tri-color Visual Approach Slope Indicator	
Hill	(TRCV) (V5) Approach Path Alignment Panel (APAP)	
	P Precision Approach Path Indicator (PAPI)	

LEGEND

This directory is a listing of data on record with the FAA on public—use airports, military airports and selected private—use airports specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the 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. Navaids, 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 airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

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

(1) CITY/AIRPORT NAME

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

2 ALTERNATE NAME

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

3 LOCATION IDENTIFIER

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

4 OPERATING AGENCY

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

Α	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	MIL/CIV	Joint Use Military/Civil Limited Civil Access
AF	US Air Force	N	Navy
ANG	Air National Guard	NAF	Naval Air Facility
AR	US Army Reserve	NAS	Naval Air Station
ARNG	US Army National Guard	NASA	National Air and Space Administration
CG CIV/MIL	US Coast Guard Joint Use Civil/Military Open to the Public	Р	US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft
DND	Department of National Defense Canada	PVT	Private Use Only (Closed to the Public)
DOE	Department of Energy		

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 "2" 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(-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 ‡ 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. Committenious 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 time, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-17002, Sep 1-Apr 14 0600-1700Z.

(7) 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.

(8) 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 America West and IFR Gulf of America Central will be referenced as GOAW and GOAC.

(9) 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.

(10) 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.

(11) 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.

(12) 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.

(13) 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.

4 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

(15) CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	Х			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	Х	Х		Х
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	Х	Х	Х	

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING FOLLIPMENT REQUIREMENTS

Airport Index	Required No. Vehicles	Aircraft Length	Scheduled Departures	Agent + Water for Foam
А	1	<90´	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H ₂ O
		≥90´, <126´	≥5	Index A + 1500 gal H ₂ O
В	1 or 2			
		≥126′, <159′	<5	
		≥126´, <159´	≥5	Index A + 3000 gal H ₂ 0
С	2 or 3			
		≥159´, <200´	<5	
		≥159´, <200´		Index A + 4000 gal H ₂ 0
D	3			
		>200′	<5	
E	3	≥200′	≥5	Index A + 6000 gal H ₂ O

> 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.

(16) NOTAM SERVICE

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

17 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.

(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.

(19) RUNWAY DATA

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

RUNWAY DESIGNATION

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

RUNWAY DIMENSIONS

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

RUNWAY SURFACE AND SURFACE TREATMENT

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

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

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

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

RIINWAYLIGHTING

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.

MIRL-Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL-Centerline Lights.

TDZL-Touchdown Zone Lights.

ODALS-Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000 'Standard Approach Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—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.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE-OFF.

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

VISUAL GLIDESLOPE INDICATORS

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
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

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway S2R 2-box SAVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL TRCV on left side of runway TRIR TRCV on right side of runway

VASI-Visual Approach Slope Indicator

 V2L
 2-box VASI on left side of runway
 V6L
 6-box VASI on left side of runway

 V2R
 2-box VASI on right side of runway
 V6R
 6-box VASI on right side of runway

 V4L
 4-box VASI on left side of runway
 V12
 12-box VASI on both sides of runway

 V4R
 4-box VASI on right side of runway
 V16
 16-box VASI on both sides of runway

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

PILOT CONTROL OF AIRPORT LIGHTING

 Key Mike
 Function

 7 times within 5 seconds
 Highest intensity available

 5 times within 5 seconds
 Medium or lower intensity (Lower REIL or REIL-Off)

 3 times within 5 seconds
 Lowest intensity available (Lower REIL or REIL-Off)

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

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

RUNWAY SLOPE

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

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"—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 "I" for touchdown, "M" for midpoint, and "R" for rollout; e.g., RVR-TMR.

(20) 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.

(21) 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. ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided. LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

22 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)

TYPE DESCRIPTION
BAK-9 Rotary friction brake.

BAK-12A Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake. BAK-12B Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.

E28 Rotary Hydraulic (Water Brake). M21 Rotary Hydraulic (Water Brake) Mobile. Н

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.)

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

TYPE DESCRIPTION

MB60 Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven

textile straps to absorb the kinetic energy.

E5/E5-1/E5-3 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.

FOREIGN CABLE

TYPE DESCRIPTION US EQUIVALENT

44B-3H Rotary Hydraulic (Water Brake)

CHAG Chain E-5

UNI-DIRECTIONAL BARRIER

TYPE DESCRIPTION

MA-1A Web barrier between stanchions attached to a chain energy absorber.

BAK-15 Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed

for wing engagement.

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

TYPE DESCRIPTION

EMAS 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.

(23) SERVICE

A1+

SERVICING—CIVIL

51:	winor	aimrame re	pairs.		55:	iviajo	r aintrame	repairs.

S2: Minor airframe and minor powerplant repairs. S6: Minor airframe and major powerplant repairs.

S3: Major airframe and minor powerplant repairs. S7: Major powerplant repairs.

S4: Major airframe and major powerplant repairs. S8: Minor powerplant repairs.

Jet A-1, Kerosene with FS-II*, FP** minus 47° C.

FUEL

	ļ.	FUEL	
CODE	FUEL	CODE	FUEL
100	Grade 100 gasoline (Green)	J5 (JP5)	(JP-5 military specification) Kerosene with
100LL	100LL gasoline (low lead) (Blue)		FS-II, FP** minus 46°C.
Α	Jet A, Kerosene, without FS-II*, FP** minus 40° C.	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.		with FS-II*, CI/LI#, SDA##, FP** minus 47°C.
A++	Jet A, Kerosene, with FS-II*, CI/LI#, SDA##,	J8+100	(JP-8 military specification) Jet A-1, Kerosene
	FP** minus 40°C.		with FS-II*, CI/LI#, SDA##,FP** minus 47°C,
A++100	Jet A, Kerosene, with FS-II*, CI/LI#, SDA##,		with $+100$ fuel additive that improves thermal stability
	FP** minus 40°C, with +100 fuel additive		characteristics of kerosene jet fuels.
	that improves thermal stability characteristics	J	(Jet Fuel Type Unknown)
	of kerosene jet fuels.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1	Jet A-1, Kerosene, without FS-II*, FP**	UL91	Unleaded Grade 91 gasoline
	minus 47°C.	UL94	Unleaded Grade 94 gasoline

UL100 Unleaded Grade 100 gasoline

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

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

OXYGEN-CIVIL

OX 1	High Pressure	ОХ З	High Pressure—Replacement Bottles
OX 2	Low Pressure	OX 4	Low Pressure—Replacement Bottles

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

LECTRICAL STARTING	UNITS:
A/M32A-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, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva,
	0.8 pf, 520 amp, 2 wire

AIR STARTING UNITS

AM32A-60*

7111102 30	100 17 0 lb/11111 (2000 17 00 0111) at 01 17 2 poid
AM32A-95	150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)
LASS	150 +/- 5 lb/min @ 49 +/- 2 psia
MA-1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min)

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 amn

AIR: 60 lb/min @ 40 psig @ sea level AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia

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, 120v, 1 phase, 25 kva

air outlet press

DC: 28v, 500 amp, 15 kw

AM32A-60A AIR: 150 + -5 lb/min (2055 + -68 cfm at 51 + -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.

IIZAI NZII

ELECTRICAL STARTING UNITS:

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

NC-10A/A1/B/C DC: 750 amp constant, 1000 amp intermittent, 28v;

AC: 90 kva, 115/200v, 3 phase, 400 Hz.

AIR STARTING UNITS:

GTC-85/GTE-85 120 lbs/min @ 45 psi. MSU-200NAV/A/U47A-5 204 lbs/min @ 56 psia.

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.

ΔΡΜΥ ΙΔΟΙΙ

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

CF14 AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp CF15 DC 22-35v, 500 amp continuous 1100 amp intermittent

CF16 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)

CFA1 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

F3 DC 28v/10kw

AIR STARTING UNITS (OTHER):

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:

MXI I_4A IISAF

FIIFI --- MII ITARY

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 Identaplates 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.

WAI Water-Alcohol Injection Type, Thrust Augmentation-Jet Aircraft.

Single Point Refueling.

PRESAIR Air Compressors rated 3,000 PSI or more. Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243). De-Ice

OXYGEN:

LPOX Low pressure oxygen servicing. **HPOX** High pressure oxygen servicing.

LHOX Low and high pressure oxygen servicing.

LOX Liquid oxygen servicing.

OXRB Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be

replenished only by replacement of cylinders.)

Indicates oxygen servicing when type of servicing is unknown. NOTE: Combinations of above items is used to indicate complete oxygen servicing available; LHOXRB

Low and high pressure oxygen servicing and replacement bottles;

LPOXRB 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:

CODE

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

CDADE TYPE

OIL-MILITARY

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
0-113	1065, Reciprocating Engine Oil (MIL-L-6082)
0-117	1100, Reciprocating Engine Oil (MIL-L-6082)
0-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
0-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
0-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
0-132	1005, Jet Engine Oil (MIL-L-6081)
0-133	1010, Jet Engine Oil (MIL-L-6081)
0-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
0-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
0-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
0-155	None, MIL-L-6086C, Aircraft, Medium Grade
0-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP

and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported

program.)

TRANSIENT ALERT (TRAN ALERT)-MILITARY

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

(24) NOISE

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

(25) 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.

AIRPORT/FACILITY DIRECTORY LEGEND

26 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 NAWY 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 aboard 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.

27) AIRPORT MANAGER

The phone number of the airport manager.

(8) 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.

29 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 CTAFLINICOM 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 VOR's.
- d. Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G 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 """ 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.

 ${\tt UNICOM-A\ non-government\ air/ground\ radio\ communications\ facility\ which\ may\ provide\ airport\ information.}$

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.

PRF TAXI CI NC-Pre taxi clearance.

VFR ADVSY SVC-VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST-Command Post followed by the operator call sign in parenthesis.

AIRPORT/FACILITY DIRECTORY LEGEND

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

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

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:

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

AIRSPACE: CLASS D svc "times" other times CLASS G

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)

31 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 referenced remarks in the VOR Receiver Check section in the back of this publication.

32 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 identifiers 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.

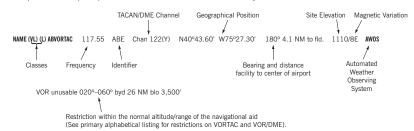
NAVAID information is tabulated as indicated in the following sample:

NAVAIDS with Single SSV (VOR, DME, TACAN, NDB, NDB/DME)

Class | NAME (L) VORW 117.55 ABE N40°43.60' W75°27.30' 180° 4.1 NM to fld. 1110/8E

NAVAIDs with Two SSVs (VOR/DMF_VORTAC)

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



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

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000´ to 12,000´	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500'	40
	14,500′ to 18,000′	100
	18,000´ to 45,000´	130
	45,000´ to 60,000´	100
(VL) VOR Low	1000´ to 5,000´	40
	5,000´ to 18,000´	70
(VH) VOR High	1000´ to 5,000´	40
	5,000´ to 14,500´	70
	14,500′ to 18,000′	100
	18,000´ to 45,000´	130
	45,000´ to 60,000´	100
(DL) DME Low & (DH) DME High*	1000' to 12,900'	40 increasing to 130
(DL) DME Low	12,900' to 18,000'	130
(DH) DME High	12,900´ to 45,000´	130
	45,000´ to 60,000´	100

^{*}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.

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

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:

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

ILS Facility Performance /
Classification Code

FREQUENCY PAIRING TABLE

VHF Frequency	TACAN Channel	VHF Frequency	TACAN Channel	VHF Frequency	TACAN Channel	VHF Frequency	TACAN Channel
108.10	18X	108.55	22Y	111.05	47Y	114.85	95Y
108.30	20X	108.65	23Y	111.15	48Y	114.95	96Y
108.50	22X	108.75	24Y	111.25	49Y	115.05	97Y
108.70	24X	108.85	25Y	111.35	50Y	115.15	98Y
108.90	26X	108.95	26Y	111.45	51Y	115.25	99Y
109.10	28X	109.05	27Y	111.55	52Y	115.35	100Y
109.30	30X	109.15	28Y	111.65	53Y	115.45	101Y
109.50	32X	109.25	29Y	111.75	54Y	115.55	102Y
109.70	34X	109.35	30Y	111.85	55Y	115.65	103Y
109.90	36X	109.45	31Y	111.95	56Y	115.75	104Y
110.10	38X	109.55	32Y	113.35	80Y	115.85	105Y
110.30	40X	109.65	33Y	113.45	81Y	115.95	106Y
110.50	42X	109.75	34Y	113.55	82Y	116.05	107Y
110.70	44X	109.85	35Y	113.65	83Y	116.15	108Y
110.90	46X	109.95	36Y	113.75	84Y	116.25	109Y
111.10	48X	110.05	37Y	113.85	85Y	116.35	110Y
111.30	50X	110.15	38Y	113.95	86Y	116.45	111Y
111.50	52X	110.25	39Y	114.05	87Y	116.55	112Y
111.70	54X	110.35	40Y	114.15	88Y	116.65	113Y
111.90	56X	110.45	41Y	114.25	89Y	116.75	114Y
108.05	17Y	110.55	42Y	114.35	90Y	116.85	115Y
108.15	18Y	110.65	43Y	114.45	91Y	116.95	116Y
108.25	19Y	110.75	44Y	114.55	92Y	117.05	117Y
108.35	20Y	110.85	45Y	114.65	93Y	117.15	118Y
108.45	21Y	110.95	46Y	114.75	94Y	117.25	119Y

FREQUENCY PAIRING TABLE
The following is a list of paired VOR/ILS VHF frequencies with TACAN channels.

TACAN CHANNEL	VHF FREQUENCY	TACAN Channel	VHF FREQUENCY	TACAN Channel	VHF FREQUENCY	TACAN Channel	VHF Frequency
2X	134.50	43X	110.60	72X	112.50	101X	115.40
2Y	134.55	43Y	110.65	72Y	112.55	101Y	115.45
11X	135.40	44X	110.70	73X	112.60	102X	115.50
11Y	135.45	44Y	110.75	73Y	112.65	102Y	115.55
12X	135.50	45X	110.80	74X	112.70	103X	115.60
12Y	135.55	45Y	110.85	74Y	112.75	103Y	115.65
17X	108.00	46X	110.90	75X	112.80	104X	115.70
17Y	108.05	46Y	110.95	75Y	112.85	104Y	115.75
18X	108.10	47X	111.00	76X	112.90	105X	115.80
18Y	108.15	47Y	111.05	76Y	112.95	105Y	115.85
19X	108.20	48X	111.10	77X	113.00	106X	115.90
19Y	108.25	48Y	111.15	77Y	113.05	106Y	115.95
20X	108.30	49X	111.20	78X	113.10	107X	116.00
20Y	108.35	49Y	111.25	78Y	113.15	107Y	116.05
21X	108.40	50X	111.30	79X	113.20	108X	116.10
21Y	108.45	50Y	111.35	79Y	113.25	108Y	116.15
22X	108.50	51X	111.40	80X	113.30	109X	116.20
22Y	108.55	51Y	111.45	80Y	113.35	109Y	116.25
23X	108.60	52X	111.50	81X	133.40	110X	116.30
23Y	108.65	52Y	111.55	81Y	113.45	110Y	116.35
24X	108.70	53X	111.60	82X	113.50	111X	116.40
24Y	108.75	53Y	111.65	82Y	113.55	111Y	116.45
25X	108.80	54X	111.70	83X	113.60	112X	116.50
25Y	108.85	54Y	111.75	83Y	113.65	112Y	116.55
26X	108.90	55X	111.80	84X	113.70	113X	116.60
26Y	108.95	55Y	111.85	84Y	113.75	113Y	116.65
27X	109.00	56X	111.90	85X	113.80	114X	116.70
27Y	109.05	56Y	111.95	85Y	113.85	114Y	116.75
28X	109.10	57X	112.00	86X	113.90	115X	116.80
28Y	109.15	57Y	112.05	86Y	113.95	115Y	116.85
29X	109.20	58X	112.10	87X	114.00	116X	116.90
29Y	109.25	58Y	112.15	87Y	114.05	116Y	116.95
30X	109.30	59X	112.20	88X	114.10	117X	117.00
30Y	109.35	59Y	112.25	88Y	114.15	117Y	117.05
31X	109.40	60X	133.30	89X	114.20	118X	117.10
31Y	109.45	60Y	133.35	89Y	114.25	118Y	117.15
32X	109.50	61X	133.40	90X	114.30	119X	117.20
32Y	109.55	61Y	133.45	90Y	114.35	119Y	117.25
33X	109.60	62X	133.50	91X	114.40	120X	117.30
33Y	109.65	62Y	133.55	91Y	114.45	120Y	117.35
34X	109.70	63X	133.60	92X	114.50	121X	117.40
34Y	109.75	63Y	133.65	92Y	114.55	121Y	117.45
35X	109.80	64X	133.70	93X	114.60	122X	117.50
35Y	109.85	64Y	133.75	93Y	114.65	122Y	117.55
36X	109.90	65X	133.80	94X	114.70	123X	117.60
36Y	109.95	65Y	133.85	94Y	114.75	123Y	117.65
37X	110.00	66X	133.90	95X	114.80	124X	117.70
37Y	110.05	66Y	133.95	95Y	114.85	124Y	117.75
38X	110.10	67X	134.00	96X	114.90	125X	117.80
38Y	110.15	67Y	134.05	96Y	114.95	125Y	117.85
39X	110.20	68X	134.10	97X	115.00	126X	117.90
39Y	110.25	68Y	134.15	97Y	115.05	126Y	117.95
40X	110.30	69X	134.20	98X	115.10		
40Y	110.35	69Y	134.25	98Y	115.15		
41X	110.40	70X	112.30	99X	115.20		
41Y	110.45	70Y	112.35	99Y	115.25		
42X	110.50	71X	112.40	100X	115.30		
42Y	110.55	71Y	112.45	100Y	115.35		

⁽³⁾ COMM/NAV/WEATHER REMARKS: These remarks consist of pertinent information affecting the current status of communications, NAVAIDs, weather, and in the absence of air-ground radio outlets identified in the Communications section some approach control facilities will have a clearance delivery phone number listed here.

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AMERICAN SAMOA

OFU ISLAND

OFU (ZØ8)(NSAS) 1 SE UTC-11 \$14°11.06′ W169°40.21′

12.2 Class III. ARFF Index A NOTAM FILE HNI

RWY 08-26: H1980X60 (CONC-WC) S-12.5 D-12.5 PCR 110 R/A/W/T

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

COMM/NAV/WEATHER REMARKS: For arpt information ctc New Zealand NOTAM and briefing office (643) 358-1688/FAX (643) 358-9192.

TAU ISLAND

FITIUTA (FAQ)(NSFQ) 0 N UTC-11 S14°12.97′ W169°25.41′

HAWAIIAN-MARIANA

HAWAIIAN-MARIANA

B Class III, ARFF Index A NOTAM FILE HNL

RWY 12-30: H3200X75 (CONC-GRVD) S-12.5 PCR 90 R/A/W/T MIRL

RWY 12: REIL. PAPI(P2L)-GA 3.0° TCH 39 1.

RWY 30: REIL. PAPI(P2L)-GA 3.0° TCH 39 1.

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 REMARKS: Attended 1600-0400Z.

AIRPORT MANAGER: (684) 699-9101

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For arpt information ctc New Zealand NOTAM and briefing office (643) 358-1688. FSS: NEW ZEALAND, 643-358-1688/FAP 643-358-9192.

TUTUILA ISLAND

PAGO PAGO INTL (PPG)(NSTU) 3 SW UTC-11 S14°19.90′ W170°42.69′

HAWAIIAN-MARIANA IΛP

B Class I, ARFF Index C NOTAM FILE PPG

RWY 05-23: H10001X150 (ASPH-GRVD) S-75, D-170, 2D-250, 2D/2D2-600 PCR 620 F/A/X/T HIRL

RWY 05: MALSR. PAPI(P4L)—GA 3.25° TCH 57'. Thid dsplcd 1002'. Hill. Rgt tfc. 0.4% down.

RWY 23: PAPI(P4L)-GA 3.0° TCH 75'. Thid dsplcd 790'. Fence.

RWY 08-26: H3801X100 (ASPH-GRVD) S-75, D-150, 2D-230, 2D/2D2-550 PCR 80 F/A/X/T HIRL

RWY 08: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-9200 TODA-10000 ASDA-9200 LDA-8200

RWY 23: TORA-10000 TODA-10000 ASDA-10000 LDA-9200

SERVICE: S8 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 lgts freq-118.3.

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

CONTINUED ON NEXT PAGE

AIRPORT/FACILITY DIRECTORY

CONTINUED FROM PRECEDING PAGE

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AIRPORT MANAGER: 684-733-3154
COMMUNICATIONS: CTAF 122.9
  FALEOLO APP/DEP CON 118.1
RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.
  (H) VORTACW 112.5 TUT Chan 72 $14°19.96′ W170°42.50′ at fld. 7.1/12E.
  VOR unusable:
    005°-032° byd 26 NM blo 16,000′
    050°-228° byd 24 NM blo 4,000′
    228°-287° byd 34 NM blo 16,000′
    287°-005° byd 18 NM
    345°-005°
  TACAN AZIMUTH unusable:
    005°-032° byd 32 NM blo 16,000′
    032°-050° byd 34 NM blo 16,000°
    287°-005° byd 13 NM
    345°-005° byd 5 NM blo 6400'
  DME unusable:
    005°-032° byd 20 NM blo 16,000′
    345°-005° byd 5 NM blo 6400°
  NDB (HHW) 403 TUT S14°19.93 W170°43.17 at fld. 12E. Unmonitored.
  ILS/DME 110.3 I-TUT Chan 40 Rwy 05 GS unusbl byd 8 NM all alts.
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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. Faleolo tower phone (685)-42530. Christchurch NZ NOF is issuing agency for PAGO PAGO Intl NOTAMS ctc NR 64 33581688. For NOTAM ctc New Zealand (643) 358-1688. FSS: NEW ZEALAND.

FEDERATED STATES OF MICRONESIA

KOSRAE ISLAND

KOSRAE (TTK)(PTSA) 6 NW UTC+11 N5°21.42′ E162°57.50′ 12 NOTAM FILE HNI

P-1B IAP

RWY 05-23: H5752X150 (ASPH-GRVD) D-152. 2S-175 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 52

RWY 23: REIL, PAPI(P4L)—GA 3.0° 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. Fit plan must be filed 12 hrs prior to estimated time of arrival, include Pohnpei Intl (PTPN) as address of fit 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

KOSRAE RADIO 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

NDB/DME (MHW) 393 UKS Chan 100 NO5°21.18′ E162°57.41′ at fld. 10/8E.

POHNPEI ISLAND

POHNPEI INTL (PNI)(PTPN) 1 N UTC+11 N6°59.11′ E158°12.59′ 9 B AOE NOTAM FILE HNL

P-1A

RWY 09-27: H6600X150 (ASPH-GRVD) S-75, D-170, 2S-175, 2D-290 MIRL RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 51′.

RWY 27: REIL. PAPI(P4L)-GA 3.0° TCH 50'. Rgt tfc.

SERVICE: FUEL 100, 100LL, JET A1+ LGT ACTIVATE MIRL Rwy 09–27 and Twy Igts—CTAF. For rotating beacon, PAPI Rwy 09 and Rwy 27, REIL Rwy 09 and Rwy 27, wind cone Igts 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 06°58′58″N, 158°12′32″E, obstruction lighted. FIt plan must be filed 12 hrs prior to estimated time of arrival, ctc arpt manager (691) 320–2682. One hour notice required to clear rwy. Center of rwy has asph patch, hard breaking not recommended. Obstruction lighted 662′ Peipalap Peak located 4900′ SW of threshold. Be alert to ships with maximum height of 150′ in Pohnpei channel 400′ off approach end of Rwy 09. For advisory contact Pohnpei Radio prior to final approach or departure. Construction in progress on airfield. Fuel 100 and 100LL stored off airport. Available on request. For fuel unscheduled acft prior notice required call (671) 649–8861. Landing fee.

AIRPORT MANAGER: (691) 320-2793

COMMUNICATIONS: CTAF 123.6

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

NDB/DME (HW) 366 PNI Chan 47 N06°58.94′ E158°12.12′ at fld. 5/7E.

DME channel 47 is paired with VHF freq 111.0. DME unusable 035° - 089° byd 40 NM, 090° - 249° , 250° - 270° byd 35 NM.

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

ULITHI ATOLL

ULITHI (TTØ2) 0 N UTC+10 N10°01.20′ E139°47.39′

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 N7°27.71′ E151°50.58′

10 B AOE NOTAM FILE HNL

RWY 04-22: H6013X150 (ASPH-GRVD) S-115, D-176, 2S-175 MIRL

RWY 04: REIL. PAPI(P4L)-GA 3.0° TCH 51'. Berm.

RWY 22: REIL, PAPI(P4L)—GA 3.0° TCH 50', Berm, Rgt tfc.

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

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

HTTP://WWW.ICT.FM/CIVILAVIATION/FORMS.HTML. Rwy 04 and Rwy 22 concrete berm at each end of rwy pavement. Rwy 04 and Rwy 22 NSTD distance remaining markers both sides of rwy. For 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´ 080° 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: NOTAM FILE HNL.

TRUK NDB/DME (HW) 375 TKK Chan 111 N7°27.54′ E151°50.51′ at fld. 6/5E.

DME portion unusable:

040°-205° byd 8 NM blo 7,000 ′

040°-205° byd 19 NM blo 11,000′

040°-205° bvd 29 NM blo 22.000

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

TRUK N7°27.54′ E151°50.51′ NOTAM FILE HNL.

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

DME portion unusable:

040°-205° bvd 8 NM blo 7.000 '

040°-205° byd 19 NM blo 11,000′

040°-205° byd 29 NM blo 22,000°

PAC. 12 JUN 2025 to 7 AUG 2025

P-1A

P-1A IAP

P-1A IAP

YAP ISLAND

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

91 B AOE NOTAM FILE HNL

RWY 07-25: H6000X150 (ASPH-GRVD) S-75, D-160, 2D-230 MIRL

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 NO9°29.97′ E138°05.31′ at fld. 80/1E.

DME unusable:

001°-009° byd 10 NM

010°-035° byd 10 NM blo 12,000′

035°-075° byd 25 NM blo 4,000°

076°-105° byd 25 NM

280°-000° byd 25 NM blo 12,000′

COMM/NAV/WEATHER REMARKS: Chan 122 paired with VHF freq 117.5.

GUAM

GUAM

ANDERSEN N13°35.47′ E144°56.80′ NOTAM FILE PGUA.

HAWAIIAN-MARIANA

H-TACAN 111.7 UAM Chan 054 at Andersen AFB. 615/2E. No NOTAM MP Mon, Wed 2000-2300Z.

P-1A

ANDERSEN AFB (UAM)(PGUA) AF 0 N UTC+10 N13°35.03′ E144°55.80′

HAWAIIAN-MARIANA

617 B NOTAM FILE PGUA Not insp.

P-1A

RWY 06R-24L: H11200X200 (ASPH-CONC) PCN 98 R/A/W/T HIRL

IAP. AD

RWY 06R: ALSF1. PAPI(P4L)-GA 3.0° TCH 44'. RVR-TR Tower-I.

RWY 24L: SALS. PAPI(P4L)-GA 3.0° TCH 43'. RVR-TR Rgt tfc. RWY 06L-24R: H10528X200 (ASPH-CONC) PCN 98 R/A/W/T HIRL RWY 06L: SALS. PAPI(P4L)-GA 3.0° TCH 59'. RVR-TR

RWY 24R: ALSF1. PAPI(P4L)-GA 3.0° TCH 59'. RVR-TR Rgt tfc.

ARRESTING GEAR/SYSTEM

RWY 06R BAK-12A (1610 FT).

BAK-12A (1794 FT). RWY 24L BAK-12A(B) (1970 FT), RWY 24R

RWY 06L BAK-12A(B) (1567 FT).

SERVICE: 0X 2 LGT Ramp lgt unavbl for ngt time ops, and unsafe acft mvmt cond exist on North ramp 3; acft taxi at their own risk. All afld ILS stop lgt unsvc. Vegetation obst Rwy 06R and Rwy 24R apch lgt sys. Arpt bcn 763 ft MSL lctd 1.4 NM SSW of afld. Rwy end 24L SALS mod 1300' length. A-GEAR Contact control tower 30 min prior for departure end BAK-12 cable configuration. 60 min PN for chg in configuration. BAK-12 housing lctd 317' from rwy centerline, 217' from rwy edge, max height 8'. No arresting gear marker lctd on left side of all approach end barriers. FLUID C-5 nitrogen svc capability unavbl.

NOISE: Quiet hr 1200-2000Z (2200-0600L) dly. No afterburner, or ovr flt of base and Icl populated areas. Other restrictions by NOTAM.

MILITARY REMARKS: Attended continuously. PPR DSN 366-4188/5212, not rgr for AMC msn. Maint avbl 0100-0400Z weekday only; closed weekend & hol. Frequent rain showers of short duration, expect wet rwy braking action. Hazus air turb final apch Rwys 24L/24R. No vsby ref avbl on ngt tkof byd end Rwy 6. Area btn 1000' roll bar and thu lgt Rwy 06R and 06L unlgtd. Last 642' prior to thu lgt 24R unlgtd. Base ops V366-4188; fax V366-6217. Twy B and Twy C btn Twy J and Twy K CLOSED due to construction. Any crew rqrg assistance fr agencies outside of afld support, ctc wing receptions DSN 315-366-3464, C671-366-3464. All inbd acft to incl TACC/GDSS msns must coord PPR req with afld mgmt and have valid PPR number apv prior to arr. PPR req must be made more than 24 hr in advance and no earlier than 14 days prior to arr/dep. PPR req given within 24 hr will not be apv. RSTD BA on both rwys may be less than exp due to rubber build-up; probability of hydroplaning exists. All aeromedical evac msn are rqrd to ctc Comd Post (DSN 366-2961, C671-366-2961) by any means avail 3 hrs prior to arr. All acft rgrd to make call 30 min prior to arr. All acft ctc 36 WG Comd Post 90 min out and at 30 min out prior to arr. PPR req DSN:Afld mgmt 315-366-4188.Restrictions to flt opns dur ea BWC. Mod: No touch and go ldg. Rstd low appch no lower than 200' or as determined by SOF. Severe: Rstd low appch no lower than 200' or as determined by SOF. Emerg Idg and 36 OG/CC apv dep only. Phase I: 1 Apr-31 Jul. Phase II: 1 Aug-31 Mar. There will be no ovft of Mariana Crow territories blw 1,000 ft AGL from Sep-May. Ovft blw 1,000 ft AGL is allowed btn June and Aug, the crow non-breeding season. Acft must adhere to PPR arr +/- 30 min. Acft with wingspans greater than 261' not authorized. All opr must obtain apvl fr gnd and AMOPS prior to eng runup. CAUTION Use extreme caution for extv UAS ops in vcnty of Andersen AFB. 47' TACAN antennae lctd 1,300 ft NE of Rwy 24L & 1,300 ft SE of Rwy 24R thlds. MISC Afld mgt has no comsec storage avbl for tran aircrews. Trans aircrews can store comsec up to top-secret at 36 WG CP. All aircrews to RON must ck into afld mgt ops and provide POC info upon arr. Wx opr H24, DSN 315-366-5230. Automated sensor prvds obsn; augmented dur haz wx & sensor outages. Human wx obsn view obstd by bldg N—SSE. Wx stn prvds ltd wx brief support. Remote wx brief avbl H24 fr 17 OWS at DSN 315-449-8333/7950, C808-448-3809; 2 hr ntc rqrd for timely brief. Aircraft exceeding afld weights must request weight bearing capacity waiver with 24 hr notice to airfield ops to process any approvals needed. If requests are not made within 24 hrs expect delays. ATTN: all dry ice req must be made thru 734th MS/ATOC DSN 315-366-3125/3137/3162 or C671-366-3125/3137/3162. Req must be made at least 24 hr in advance for acft ldg Tue-Fri and 72 hr in advance for acft ldg Sat-Mon. Dur hol, add 2 hr to coord time. Rwy 06L and 06R underruns 1000' avbl for twy/tkof. Rwy 24R underrun avbl 500' for taxi/tkof. Pavement prior to Rwy 06R and Rwy 06L thlds avbl for tkof run when necessary for msn accomplishment. Andersen AFB does not have capability to store refrigerated cargo. No VHF capabilities with afld mgmt. Rwy 06L/24R clsd second Wed each month 2000-2300Z(0600-0900L Thu). Rwy 06R/24L clsd fourth Wed each month

COMMUNICATIONS: SFA 281.4 ATIS 118.175 254.325 PTD 372.2

RGUAM CERAP APP/DEP CON 119.8 269.0 (TRSA ctc apch ctl 25 NM out)

TOWER 126.2 233.7 GND CON 121.7 275.8 CLNC DEL 126.725 256.7

36 WG COMD POST 321.0 349.4 (Call BOONIE Ops)

2000-23000Z(0600-0900L Thu).

PMSV MFTRO 346 6 AIRSPACE: CLASS D svc

CONTINUED ON NEXT PAGE

AIRPORT/FACILITY DIRECTORY

CONTINUED FROM PRECEDING PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.
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NIMITZ (H) (H) VORTACW 115.8 UNZ Chan 105 N13°27.27′ E144°44.00′ 302° 13.9 NM to fld. 674/2E.

VORTAC unusable:

200°-238° bvd 14 NM blo 7.000′

110°-130° byd 35 NM blo 3,000′

(H) TACAN Chan 54 UAM (111.7) N13°35.47′ E144°56.79′ 112° 1.1 NM to fld. 615/2E. NOTAM FILE

No NOTAM MP: 2000-2300Z‡ Mon. Wed

ILS 110.1 I-UAM Rwy 06R. Class IE.

ILS 110.1 I-PMY Rwy 24L. Class IB. Glideslope unusable blw 900'.

ILS 109.3 I-YIG Rwy 24R. Class IE. Glideslope unusable outside of 8NM, byd 5 degrees either side of CL. ______

COMM/NAV/WEATHER REMARKS: ILS/RADAR-ILS: ILS critical areas not protected.

GUAM INTL (GUM)(PGUM) 3 NE UTC+10 N13°29.04′ E144°47.83′

HAWAIIAN-MARIANA P-1A

305 B LRA TPA-1307(1002)

IAP AD

Class I, ARFF Index E NOTAM FILE GUM

RWY 06L-24R: H12014X150 (ASPH-CONC-GRVD) S-135 D-235 2D-390 2D/2D2-780 PCN 69 F/B/X/U HIRL RWY 06L: MALSR. PAPI(P4L)—GA 3.0° TCH 73'. Thid dspicd 1000'. 0.5% up.

RWY 24R: PAPI(P4L)—GA 3.0° TCH 75'. Rgt tfc. 0.7% down.

RWY 06R-24L: H10014X150 (ASPH-CONC-GRVD) S-135 D-235 2D-390 2D/2D2-780 PCN 69 F/B/X/U HIRL RWY 06R: MALSR. PAPI(P4R)—GA 3.0° TCH 76'. 0.7% up.

RWY 24L: PAPI(P4L)—GA 3.0° TCH 75'. Thid dsplcd 1004'. Hill. Rgt tfc. 0.5% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06L: TORA-12014 TODA-12014 ASDA-12014 LDA-11014 RWY 06R: TORA-10014 TODA-10014 ASDA-10014 LDA-10014 **RWY24L**: TORA-9714 TODA-9714 ASDA-9714 LDA-8710 **RWY24R**: TORA-12014 TODA-12014 ASDA-12014 LDA-12014

SERVICE: S2 FUEL 100LL, JET A1 OX 1, 2, 3 LGT Rwy 24L PAPI unusable byd 5° left of centerline.

AIRPORT REMARKS: Attended continuously. Rwy 06L--24R less than 1000' overrun south end & 450' 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 acft 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 acft 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 acft on Twy K fronting the acft 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 acft positioned on Twy J facing toward Rwy 24R. Dur taxiing of the B747-8 btn Gates 5-16, all veh shall yield and remain clear of the veh tfc pat and are rstd to a max hgt of 14'. For all arr, the B747-8 airline will tow the acft into Gates 4 or 18 from Twy K and airline to provide wing-walkers as the acft is being towed into Gates 4 or 18. ADG-VI airplanes may depart on Rwy 06L and Rwy 24R with acft on parallel Twy K as long as no ADG-VI acft occupies the parallel twy byd 1500' of the point of tkof roll. For parking information all acft ctc ramp control. All acft dep terminal parking ctc ramp control for engine start and pushback. Tsnt acft 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 AIDS TO NAVIGATION: NOTAM FILE HNL.

NIMITZ (H) VORTACW 115.8 UNZ Chan 105 N13°27.27′ E144°44.00′ 063° 4.1 NM to fld. 674/2E.

VORTAC unusable:

110°-130° byd 35 NM blo 3,000′. 200°-238° byd 14 NM blo 7,000′.

MT MACAJNA NDB (HW) 385 AJA N13°27.21′ E144°44.22′ 061° 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 15° 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 freg. 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. P-1A

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

HAWAIIAN-MARIANA

P-1A

NIMITZ N13°27.27′ E144°44.00′ NOTAM FILE PGUM.

(H) VORTACW 115.8 UNZ Chan 105 063° 4.1 NM to Guam Intl. 674/2E.

HAWAIIAN-MARIANA P-1A

VORTAC unusable 110°-130° byd 35 NM blo 3,000′. 200°-238° byd 14 NM blo 7,000′.

PAC, 12 JUN 2025 to 7 AUG 2025

HAWAII

HAWAII

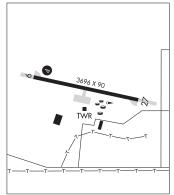
BRADSHAW ARMY AIRFIELD (BSF)(PHSF) 1 W UTC-10 N19°45.60′ W155°33.23′ 6190 TPA—See Remarks NOTAM FILE HNI

ΗΔΨΔΙΙΔΝ -ΜΔΡΙΔΝΔ P-2H

RWY 09-27: H3696X90 (ASPH) PCN 27 F/B/W/T MIRL RWY 09: PAPI(P4L)-GA 3.0° TCH 30'. Rgt tfc. 2.9% up E. RWY 27: Terrain. Rgt tfc.

SERVICE: FUEL 100LL, JET A 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. J8 (MIL) 24 hr PPR 1730-0000Z Mon-Fri except holidays, C808-969-2461. TRAN ALERT No aerospace and egot tran alert or maint svc. Itd acft parking

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. Flt 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 tkof Rwy 09 and Rwy 27. Fixed wing tkof and ldg not avbl when twr clsd. Fixed wing apch/land Rwy 09 only. Overflight or landing at Kawaihae Docks is prohibited for military acft. CAUTION Located in R-3103. 500' asph overrun each end of Rwy 09-27. 7' lip at W end of overrun. 75' of lava rock each side of rwy for dust control. Extensive dust hazard to fixed wing acft on E and W copter park ramps. High FOD potential in all areas of airfield. Extensive copter tfc vicinity of arpt. Terrain rises rapidly N of fld to 13,796 MSL. Overrun available for takeoff Rwy 27 end. High winds and low level wind shear may exist. Wildlife haz mult ungalates (sheep/goats) may be on or near rwy. TFC PAT TPA-Tfc pattern R/W N of rwy, 6900'. Fixed wing 7700' or as directed by ATC. MISC Ltd ARFF facilities for scheduled flights during airfield opr hrs. Base wx station open Mon-Fri 1700-0100Z exc holidays. Wx observers view obstructed by buildings S-SW. Remote wx briefings avbl from 17 OWS wx Squadron 24 hrs at DSN/COMM 449-8333, 2 hr prior notice required for brief.

AIRPORT MANAGER: 808-961-6232

COMMUNICATIONS: CTAF 119.275 ATIS 124.7

KAMUELA RCO 122.1R 113.3T (HONOLULU RADIO)

HCF CENTER APP/DEP CON 118.45 (1715-0100Z Except Holidays) 278.3

TOWER 119.275 (1715-0100Z Mon-Fri) GND CON 121.7

HICKAM METRO 346.6 Remote brief avbl. RANGE 141.05 38.3 (Opr 24 hrs)

PMSV METRO 122.75

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: NOTAM FILE MUE.

KAMUELA (H) VOR/DME 113.3 MUE Chan 80 N19°59.88' W155°40.19' 144° 15.7 NM to fld. 2670/11E.

VOR portion unusable: 001°-030° byd 10 NM blo 6,000°

070°-084° byd 25 NM blo 7,000 070°-084° byd 35 NM blo 13,000

085°-210° byd 15 NM blo 15,500 290°-360° byd 10 NM blo 7,500′

290°–360° byd 20 NM blo 16,000 DMF unusables

070°-084° bvd 25 NM blo 7.000 ' 070°-084° byd 35 NM blo 13,000

085°-210° byd 15 NM blo 15,500 290°-030° byd 10 NM

HILO (H) VORTAC 1169 ITO Chan 116 N19°43.28′ W155°00.66′ 263° 30.8 NM to fld. 23/11E. NOTAM

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)

HAWAIIAN ISLANDS P-2H

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HAWAIIAN ISI ANDS
HILO INTL (ITO)(PHTO) 2 E UTC-10
                                         N19°43.22′ W155°02.91′
  38 B LRA ARFF Index—See Remarks NOTAM FILE ITO
                                                                                                       P-1C. 2H
  RWY 08-26: H9800X150 (ASPH-GRVD) S-46, D-69, 2D-122 PCR 170 F/B/X/T HIRL
    RWY 08: ODALS, PAPI(P4R)-GA 3.0° TCH 71', Tree.
    RWY 26: MALSR. PAPI(P4L)-GA 2.6° TCH 70'. Tree.
  RWY 03-21: H5600X150 (ASPH-GRVD) S-52, D-83, 2D-148 PCR 180 F/B/X/T MIRL
    RWY 03: REIL, VASI(V4L)—GA 3.25° TCH 48', Thid dspicd 349', Fence.
    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 MOGAS, JET A+ LGT ACTIVATE MIRL Rwy 3-21, HIRL Rwy 08-26, MALSR Rwy 26 and ODALS Rwy
    08-118.1. Rwy 08 PAPI unusable byd 3 NM.
  NOISE: Avoid overflight of noise sensitive residential areas north, west and southwest of arpt.
  AIRPORT REMARKS: Attended 1700-0630Z. 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 freg 128.95, for JET A call 808-934-7757 or ctc freg 130.8, ARFF avbl 24 hrs, ctc 118.1 or (808)
    934-5830/5831. Class I, ARFF Index C. ARFF avbl 24 hrs, contact 118.1 or 808-961-9317. The 1325' paved area
    at approach end Rwy 08 marked by chevrons not usable for landing, takeoff, overrun or stopway and cannot be used in
    computing takeoff data for Rwy 08-26. Obstruction lighted 181' smoke stack located 1/2 mile south of field. Rwys 08,
    21 and 26 wind cones are lctd in the ROFA. Tower controls entry/exit traffic on taxiways F and E to east terminal ramp.
    Division 1.1, 1.2, 1.3 explosives prohibited. PPR from arpt manager for transportation of Division 1.4 explosives and
    hazardous material in or out of arpt. 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. Lndg fee. NOTE: See Area Notices-General
    Information On Flying To Hawaii.
  AIRPORT MANAGER: (808) 961-9300.
  WEATHER DATA SOURCES: ASOS (808) 825-4702.
  COMMUNICATIONS: CTAF 118.1 ATIS 126.4
    RCO 122.6 122.1R 116.9T (HONOLULU RADIO)
  (1600-0800Z) (B) HILO APP/DEP CON 119.7
 RHCF 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: NOTAM FILE ITO.
    (H) VORTAC 116.9 ITO Chan 116 N19°43.28′ W155°00.66′ 257° 2.1 NM to fld. 23/11E.
    ILS/DME 110.7 I-ITO Chan 44 Rwy 26. Class: IA. Unmonitored when ATCT clsd.
KAMUELA N19°59.88′ W155°40.19′ NOTAM FILE MUE.
                                                                                                HAWAIIAN-MARIANA
    (H) VOR/DME 113.3 MUE Chan 80 at Waimea-Kohala Fld. 2670/11E.
    VOR portion unusable:
       001°-030° byd 10 NM blo 6,000′
       070°-084° byd 25 NM blo 7,000
       070°-084° byd 35 NM blo 13,000
       085°-210° byd 15 NM blo 15,500°
       290°-360° byd 10 NM blo 7,500
       290°-360° byd 20 NM blo 16,000°
    DME unusable:
       070°-084° byd 25 NM blo 7,000′
       070°-084° byd 35 NM blo 13,000°
      085°-210° byd 15 NM blo 15,500′
       290°-030° byd 10 NM
  RCO 122.1R 113.3T (HONOLULU RADIO)
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KILAUEA N19°26.15′ W155°16.37′ **RCO** 122.4 (HONOLULU RADIO)

HAWAIIAN ISLANDS P-2H

KONA INTL AT KEAHOLE (ELLISON ONIZUKA) (KOA)(PHKO) 6 NW UTC-10 N19°44.00′

HAWAIIAN ISLANDS

W156°02.77′
45 B TPA—See Remarks LRA Class I. ARFF Index D NOTAM FILE KOA

P–1C, 2G Ad, IAP

RWY17–35: H7000X150 (ASPH–GRVD) S–75, D–200, 2D–400, 2D/D1–450, 2D/2D2–850 PCN 69

RWY 17: REIL, PAPI(P4R)—GA 3.0° TCH 60′, Terrain, Rgt tfc.

RWY 35: PAPI(P4L)—GA 3.0° TCH 60′

SERVICE: S8 FUEL 100, JET A LGT ACTVT twy Igts-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(755) large aircraft 1500(1455). 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 ctc twr prior to engine start.

AIRPORT MANAGER: (808) 327-9520

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

COMMUNICATIONS: CTAF 120.3 ATIS 127.4

RCO 122.3 (HONOLULU RADIO)

RHCF 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′ 347° 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. Autopilot coupled apch NA below 500 MSL.

PAHOA N19°32.47′ W154°58.33′ NOTAM FILE ITO.

ΗΛΨΑΙΙΛΝ<u>ΜΑ</u>ΡΙΛΝΑ

NDB (HW) 332 POA 327° 11.6 NM to Hilo Intl. 495/11E. Unmonitored when twr clsd.

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P-2G

P-2G

UPOLU (UPP)(PHUP) 3 NW UTC-10 N20°15.91′ W155°51.60′ 2 AND 121 NAIIAWAH 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 invof arpt. All 3800 X 75 helicopters confine ops to paved areas only. TPA-small acft 800(704), large acft 1500(1404). NOTE: See Area Notices-TRAFFIC ADVISORIES AT NON-TOWER AIRPORTS. ☆ AIRPORT MANAGER: (808) 327-9520 COMMUNICATIONS: CTAF 122.9 UPOLU POINT RCO 122.1R 112.3T (HONOLULU RADIO) CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262. RADIO AIDS TO NAVIGATION: NOTAM FILE UPP. UPOLU POINT (H) VORTAC 112.3 UPP Chan 70 N20°12.03′ W155°50.60′ 335° 4.0 NM to fld. 1760/11E. VOR unusable: 022°-040° blo 5.000′ 123°-130° 203°-292° bvd 30 NM blo 8.000° VORTAC unusable: 145°-160° byd 27 NM blo 19,000′ $168^{\rm o}{-}180^{\rm o}$ byd 25 NM blo 10,000′ _____ UPOLU POINT N20°12.03′ W155°50.60′ NOTAM FILE UPP. HAWAIIAN-MARIANA (H) VORTAC 112.3 UPP Chan 70 335° 4.0 NM to fld. 1760/11E.

VOR unusable:

022°-040° blo 5,000′

123°-130°

203°-292° byd 30 NM blo 8,000′

VORTAC unusable:

145°-160° byd 27 NM blo 19,000 '

168°-180° byd 25 NM blo 10,000′

RCO 122.1R 113.3T (HONOLULU RADIO)

WAIMEA-KOHALA (MUE)(PHMU) 1 SW UTC-10 N20°00.08′ W155°40.09′

HAWAIIAN ISLANDS

2671 B TPA—See Remarks NOTAM FILE MUE

P-2H

RWY 04-22: H5197X100 (ASPH) S-55, D-90, 2S-110, 2D-150 MIRL

RWY 04: REIL. VASI(V4R)—GA 2.5° TCH 43'. Rgt tfc.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 35′. Fence.

SERVICE: LGT ACTIVATE MIRL Rwy 04–22—CTAF. VASI Rwy 04 unusable byd 8° left of centerline. VASI Rwy 22 unusable byd 5° 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

RHCF 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.

KAMUELA (H) VOR/DME 113.3 MUE Chan 80 N19°59.88′ W155°40.19′ at fld. 2670/11E.

KAUAI

BARKING SANDS PMRF (BKH)(PHBK) N 5 NW UTC-10 N22°01.37′ W159°47.10′ 23 B NOTAM FILE Not insp.

HAWAIIAN ISLANDS

P-2F IAP, AD

RWY 16-34: H6002X150 (ASPH) PCN 51 F/A/W/T HIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 40'.

RWY 34: PAPI(P4L)—GA 3.0° 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.

 $\textbf{MILITARY REMARKS: RSTD} \ 72 \ \text{hr PPR for all acft, user reimburse contractor overtime, DSN } 315-421-6310/6311,$

C808-335-4310/4311. For R3101, ctc RNG Outrider 322.85 or twr 126.2 prior to entry.

COMMUNICATIONS: UNICOM 122.8 ATIS 128.0 (1700-0400Z Mon-Fri exc hol, OT by OPE NEC only)

® HCF CENTER APP/DEP CON 126.5 269.4

NAVY BARKING SANDS TOWER 126.2 360.2 Mon-Fri 1700-0400Z except holidays. Other times by OPR NEC only.

GND CON 124.2 340.2

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

AIRSPACE: CLASS D svc Mon-Fri 1700-0400Z except holidays. Other times by OPR NEC only. Other times CLASS G.

TACAN 112.6 NBS Chan 073 N22°02.26′ W159°47.11′ at Barking Sands PMRF. 26/10E. NOTAM FILE HNL. TACAN unusable:

010°-040° byd 15 NM blo 17,000′

040°-075° byd 15 NM

075°-120° byd 20 NM blo 17,000′

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HAWAIIAN ISI ANDS
LIHUE (LIH)(PHLI) 2 E 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
  RWY 03-21: H6500X150 (ASPH-GRVD) S-120, D-250, 2D-550, 2D/2D2-1120
    PCR 704 F/A/W/T MIRL
    RWY 03: REIL. PAPI(P4L)-GA 3.0° TCH 46'. Rgt tfc. 1.1% up SW.
    RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thid dspicd 205'. Tree.
  RWY 17-35: H6500X150 (ASPH-GRVD) S-120, D-250, 2D-550, 2D/2D2-1120 PCR 704 F/A/W/T HIRL
     RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 54'
     RWY 35: MALSR. PAPI(P4L)-GA 3.0° TCH 55'. Rgt tfc.
  RUNWAY DECLARED DISTANCE INFORMATION
     RWY 03: TORA-6500 TODA-6500 ASDA-6500 LDA-6500
    RWY 17: TORA-6500 TODA-6500 ASDA-6500 LDA-6500
    RWY 21: TORA-6500 TODA-6500 ASDA-6500 LDA-6295
    RWY 35: TORA-6500 TODA-6500 ASDA-6500 LDA-6500
  SERVICE: S2 FUEL 100, JET A LGT When ATCT clsd ACTVT MALSR Rwy 35: REIL Rwys 03, 17 and 21: PAPI Rwy 03.
     17, 21, and 35; MIRL Rwy 03-21; HIRL Rwy 17-35; twy lgts-CTAF. PAPI Rwy 03 unusable byd 1.5 NM and 7° left
     of centerline and offset 9.5° E of centerline due to rapidly rising terrain. PAPI Rwy 17 unusable byd 5° rgt of centerline.
  AIRPORT REMARKS: Attended 1600-0800Z. Extensive large and small bird activity invof rwys including the nene goose.
     Stadium flood lights 125' AGL/282' MSL 2400' SW from Rwy 03 threshold, PPR for parking all transient acft, call arpt
     ops control (808) 651-6255; fax (808) 241-3939 btn 1700Z and 0230Z; other times, call (808) 274-3814.
     Military/civilian acft carrying munitions/HAZMAT must coordinate itinerary no later than 24 hours prior to arrival. Acft
    needing eng runups for otr than nml start-up and taxi out are rqrd to coord these runups with ops at 808-651-6255.
    Nml runup area is on Twy Alpha north of Twy B and Alpha int. Acft orientation is dependent on wind and twr apvl. Power
    setting will not cause damage to lgts and signs, if run may cause damage an alternate location will be selected. Rwy 17-35
    dist rmng signs left side of Rwy 35. 405 ft of Rwy 17-35 500 ft south of Twy D and Rwy 17-35 int not vsb fm ATCT.
     Due to non-visibility twr unable to provide air traffic control svc between acft and/or vehicles on Twy B from 220' to 500'
    S of Twy D. Tfc departing and entering movement areas ctc twr. Intersection departures from Twy D on Rwy 17-35 not
    authorized. ARFF available 24 hrs. 100 octane fuel available 1900-0300Z. For JET A fuel call 1 (800) 776-2138 or 1
    (800) 821-3122. Military acft make fuel arrangements before arrival. PPR for transportation of Div 1.1, 1.2, 1.3, 1.4
    explosives and hazmat in and out of arpt. Call Arpt Ops at 808-651-6255. Rwy 17-35 wgt Imt DC 10-10 340,000 lbs;
     DC 10-30 430,000 lbs, TPA-single engine 1000(847), Multi engine 1500(1347),
  AIRPORT MANAGER: (808) 274-3800
  WEATHER DATA SOURCES: ASOS 127.2 (808) 246-3707
  COMMUNICATIONS: CTAF 118.9 ATIS 127.2
     RCO 122.4 122.1R 113.5T (HONOLULU RADIO)
   RHCF CENTER APP/DEP CON 126.5 269.4 (If unavailable ctc 134.0)
    TOWER 118.9 (128.4 Helicopters) (1600-0800Z) (when twr clsd ctc HCF)
    GND CON 121.9
    CLNC DEL 126.5 269.4 (If unavailable ctc 134.0)
  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 LIH.
    (H) VORTAC 113.5 LIH Chan 82 N21°57.92′ W159°20.29′ at fld. 101/11E.
       TACAN AZIMUTH and DME unusable:
          180°-240° byd 16 NM
          241°-330° byd 18 NM
         331°-355° byd 30 NM blo 7,500'
       VOR unusable:
         180°-240° byd 33 NM blo 11,500'
         241°-330° byd 18 NM
         331°-355° bvd 30 NM blo 7.500′
     ILS/DME 110.9 I-LIH Chan 46 Rwy 35. Class IE. LOC unusable byd 20° left of course. ILS/DME unmonitored
       when ATCT closed. DME unusable byd 20° left of course.
  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 KAUAI N22°12.55′ W159°26.63′
                                                                                                  HAWAIIAN-MARIANA
                                                                                                              P-2F
  RCO 122.3 (HONOLULU RADIO)
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HAWAIIAN-MARIANA

2 THA 121 NATIAWAH P_2F

PORT ALLEN (PAK)(PHPA) 1 SW UTC-10 N21°53.82′ W159°36.19′

24 TPA-824(800) NOTAM FILE LIH

RWY 09-27: H2450X60 (ASPH) S-18

RWY 09: Thid dsplcd 189'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-2361 TODA-2361 ASDA-2361 LDA-2361 RWY 27: TORA-2450 TODA-2450 ASDA-2450 LDA-2450

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

AIRPORT REMARKS: Unattended. Skydiving on and invof arpt. Daily helicopter activity on and invof arpt. Medium and small bird act invof rwy. 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 KAUAI (H) VORTAC 115.4 SOK Chan 101 N21°54.02′ W159°31.73′ 256° 4.2 NM to fld. 602/11E. COMM/NAV/WEATHER REMARKS: For aviation info 0800-1600Z contact Honolulu FSS on 122.6.

PRINCEVILLE (HIØ1) 3 E UTC-10 N22°12.55′ W159°26.73′

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 Idg authorization and ops requirements. No helicopter operations permitted except for existing operations by resident tour operator. Rwy 05 rising terrain at approximately 5% slope. Acft parking not to exceed 45 minutes due to limited ramp space. Landing fee.

AIRPORT MANAGER: (808) 826-3040

COMMUNICATIONS:

NORTH KAUAI RCO 122.3 (HONOI UI U RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE LIH.

LIHUE (H) VORTAC 113.5 LIH Chan 82 N21°57.92 W159°20.29 327° 15.8 NM to fld. 101/11E.

TACAN AZIMUTH and DME unusable:

180°-240° byd 16 NM 241°-330° byd 18 NM

331°-355° byd 30 NM blo 7,500'

VOR unusable:

180°-240° byd 33 NM blo 11,500'

241°-330° byd 18 NM

331°-355° byd 30 NM blo 7,500′ - - - - - - - - - - - - -

SOUTH KAUAI N21°54.02′ W159°31.73′ NOTAM FILE LIH.

HAWAIIAN-MARIANA

P-2F

(H) VORTAC 115.4 SOK Chan 101 256° 4.2 NM to Port Allen, 602/11E.

VORTAC unusable:

060°-070° byd 30 NM blo 5,000′ 305°-010° byd 15 NM blo 8,500°

RCO 122.1R 115.4T (HONOLULU RADIO)

(H)2450 X 60

PAC. 12 JUN 2025 to 7 AUG 2025

LANAI (LNY)(PHNY) 3 SW UTC-10 N20°47.14′ W156°57.09′ B TPA—See Remarks Class I, ARFF Index A NOTAM FILE LNY PUNN ISI NAIIAWAH

P_2G IAP

RWY 03-21: H5001X150 (ASPH-GRVD) S-75, D-110, 2D-170, C5-517 PCR 317 F/B/X/T MIRL

RWY 03: PAPI(P4R)-GA 3.0° TCH 49'.

RWY 21: PAPI(P4L)—GA 3.76° 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 JETA 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-3P 118.375 (808) 565-6586.

COMMUNICATIONS: CTAF 122.9

LANAI RCO 122.5R, (serves OGG VORTAC 115.1T & LNY VORTAC 117.7T) (HONOLULU RADIO)

RHCF CENTER APP/DEP CON 119.3

CLEARANCE DELIVERY PHONE: For CD if una to ctc on FSS freq, ctc Honolulu Control Facility at 808-840-6262.

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE LNY.

(H) VORTAC 117.7 LNY Chan 124 N20°45.87′ W156°58.13′ 027° 1.6 NM to fld. 1252/11E.

TACAN unusable:

005°-063° byd 20 NM blo 15,000′

VOR unusable:

020°-060° 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)

HAWAIIAN ISI ANDS

HAWAIIAN ISI ANDS P_2G

P-2G

IAP

HANA (HNM)(PHHN) 3 NW UTC-10 N20°47.74′ W156°00.87′

78 B TPA—See Remarks NOTAM FILE HNM

RWY 08-26: H3606X100 (ASPH) S-34, D-48, 2D-80 MIRL

0.7% up W

RWY 08: PAPI(P2L)-GA 3.6° TCH 26'.

RWY 26: Rgt tfc.

SERVICE: LGT ACTIVATE MIRL (only high intensity avbl) Rwy 8-26—CTAF. Rwy 08 PAPI daylight ops only. Rwy 08 PAPI OTS indef.

AIRPORT REMARKS: Attended 1745-0230Z, Wild boars on and invof arpt. Parachute Idg area on east infield btn Twy B and C. Helicopter pilot training maneuvers will be conducted at the approach end of Rwy 26 only. Ultralights on and invof arpt. 24 hrs PPR for Division 1.1, 1.2, 1.3 explosives and 4 hrs PPR for other hazardous cargo in/out of arpt ctc (808) 248-4861 or (808) 872-3880. Rwy 08-26 35' trees along both sides of rwy 200' from centerline. Helicopter parking on grass infield areas between ramp and runway. TPA-Traffic pattern altitudes small acft 800(722) large acft 1500(1422). NOTE: See Area Notices—TRAFFIC ADVISORIES AT NON-TOWER AIRPORTS.

AIRPORT MANAGER: (808) 872-3808

WEATHER DATA SOURCES: AWOS-3PT 118.325 (808) 248-4864.

COMMUNICATIONS: CTAF 122.9

HANA RCO 122.3 (HONOLULU RADIO)

(R) HCF CENTER APP/DEP CON 118.45 278.3

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

RADIO AIDS TO NAVIGATION: NOTAM FILE OGG.

MAUI (H) VORTAC 115.1 OGG Chan 98 N20°54.39' W156°25.26' 095° 23.8 NM to fld. 24/11E.

. ^C C C C C C ପ ପ ପ ପ 3606 X 100 KAHULUI (OGG)(PHOG) 3 E UTC-10 N20°53.92′ W156°25.83′

HAWAIIAN-MARIANA

55 B LRA Class I, ARFF Index D NOTAM FILE OGG

P-2G

RWY 02-20: H6998X150 (ASPH-GRVD) S-130, D-170, 2D-360, 2D/2D2-750 PCR 480 F/D/X/T HIRI 0.6% up SW

IAP, AD

RWY 02: MALSR. PAPI(P4R)-GA 3.0° TCH 77'. Stack. Rgt tfc.

RWY 20: PAPI(P4L)-GA 3.0° TCH 76'. Bldg.

RWY 05-23: H4980X150 (ASPH-GRVD) S-130, D-170, 2D-270 PCR 670 F/A/X/T MIRL

RWY 05: PAPI(P4L)-GA 3.0° TCH 40'. Trees.

RWY 23: Pole. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6995 TODA-6995 ASDA-6995 LDA-6995 RWY 20: TORA-6995 TODA-6995 ASDA-6995 LDA-6995

SERVICE: S2 FUEL 100, JET A LGT When twr clsd ACTIVATE MALSR Rwy 02, PAPI Rwy 20 and Rwy 05, HIRL Rwy 02–20, MIRL Rwy 05–23—CTAF. Rwy 05 PAPI unusable byd 4 NM from thld due to rapidly rising terrain.

NOISE: NOTE: See Area Notices—Landing Rights Airports—Gatehold Procedures—Hazards, Cautions and Warnings—CLASS C Airspace—Arrival/Departure Routes—Noise Sensitive Areas—Informal Runway Use Program.

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index D, however, can accommodate Index E as required, call arpt manager prior to arrival. ARFF available 24 hrs. 24 hrs PPR for Division 1.1, 1.2, 1.3 explosives and 4 hrs PPR for other hazardous cargo in/out of arpt; ctc (808) 872–3830 1745–0230Z other times (808) 872–3888. Lighted tower 570′ MSL approximately 3 miles west of airport. Migratory bird activity blo 1500′ within 5 NM radius of arpt during

August–May. Acft over 30,000 lbs ldg on Rwy 02–20 unable to turn off onto Rwy 05–23 due to pavement condition. Due to nonvisibility twr unable to provide ATC svc between acft and ground vehicles on the commuter air terminal S of Taxiway F and the helicopter air terminal E of apch end Rwy 02. Due to non-visibility twr unable to determine if following area is clear of obstructions and/or tfc: portion of Taxiway F between the commuter air terminal and apch end Rwy 05. Ramp area E side Rwy 02 under state authority. Transient parking located on northeast section of E ramp. FAA not responsible for direction and control gnd tfc in area. Area E of apch end Rwy 02 designated as helicopter operations area. No fixed wing acft may operate on helipad during operational hours SR–SS. PPR for fixed wing acft operations on helipad during nonoperational hours call (808) 872–3880 1515–0800Z. Access to helipad from Twy C only. Mil hel ops with PPR rstrd to the SW corner of Hot Cargo Apron (HAZMAT) N of Rwy 05–23. Commuter terminal ramp restricted to acft 140,000 lbs or less. Jet A fuel avbl 1700–0400Z, other times by prior arrangement with FBO 24 hrs, (808) 871–5572, or (808) 873–6060. 100 octane fuel avbl 24 hrs self–service. Commuter air trml rstrd to Part 121 and Part 135 oprs only. Acft at the trml shall call the twr on 121.9 prior to pushback. Flight Notification Service (ADCUS) available. NOTE: See General Notices—Entry and Departure Requirements.

AIRPORT MANAGER: (808) 872-3808

WEATHER DATA SOURCES: ASOS (808) 877-6282. LAWRS (1600-0900Z).

COMMUNICATIONS: CTAF 118.7 ATIS 128.6 UNICOM 122.95

MAUI RCO 122.5R, (serves OGG VORTAC 115.1T & LNY VORTAC 117.7T) (HONOLULU RADIO)

(B) HONOLULU CONTROL FACILITY APP/DEP CON 120.2 (North) 119.5 (South) (1600–0900Z, effective starting at 0200 local time the second Sunday in March through 0200 local time the first Sunday in November. 1600Z-1000Z, effective starting at __0200 local time the first Sunday in November through 0200 local time the second Sunday in March), OT ctc

RHCF CENTER APP/DEP CON 119.3 307.1

MAUI TOWER 118.7 GND CON 121.9 MAUI CLNC DEL 120.6 (1600–0900Z, effective starting at 0200 local time the second Sunday in March through 0200 local time the first Sunday in November. 1600Z-1000Z, effective starting at 0200 local time the first Sunday in November through 0200 local time the second Sunday in March)

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

AIRSPACE: CLASS C svc (1600–0900Z, effective starting at 0200 local time the second Sunday in March through 0200 local time the first Sunday in November. 1600–1000Z, effective starting at 0200 local time the first Sunday in November through 0200 local time the second Sunday in March) ctc APP CON other times CLASS E..

RADIO AIDS TO NAVIGATION: NOTAM FILE OGG.

MAUI (H) VORTAC 115.1 OGG Chan 98 N20°54.39′ W156°25.26′ at fld. 24/11E.

ILS/DME 110.1 I–OGG Chan 38 Rwy 02. Class IB. Unmonitored when ATCT closed. LOC unusable byd 15° left of course. GS unusable byd 6 deg left of crs.

COMM/NAV/WEATHER REMARKS: IFR tfc on the ground ctc Honolulu Control Facility on 119.3 0900–1600Z, effective starting at 0200 local time the second Sunday in March through 0200 local time the first Sunday in November and 1000–1600Z, effective starting at 0200 local time the first Sunday in November 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.

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HELIPAD H1: H125X125 (ASPH)

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KAPALUA (JHM)(PHJH) 5 NW UTC-10 N20°57.78′ W156°40.38′
                                                                                                HAWAIIAN ISI ANDS
      256 Class I, ARFF Index A NOTAM FILE JHM
                                                                                                         P-2G
      RWY 02-20: H3000X100 (ASPH) D-44 PCR 35 F/B/X/T
        RWY 20: Tree. Rgt tfc.
      RUNWAY DECLARED DISTANCE INFORMATION
        RWY 02: TORA-3000 TODA-3000 ASDA-3000 LDA-3000
        RWY 20: TORA-3000 TODA-3000 ASDA-3000 LDA-3000
      NOISE: Special noise level standards for acft operating at arpt. Restriction on number of daily flts depending on acft capacity
      AIRPORT REMARKS: Attended 1600-0400Z. Private use only. Arpt restricted to Part 121 and Part 135 FAR operators with PPR,
        ctc Kahului arpt ops (808) 872-3880 (24 hrs). ARFF hrs 1600-0400Z. No helicopter ops permitted. No jet powered
        acft allowed. No practice and training flights permitted. Rapidly rising terrain up to 300' MSL along the full length of Rwy
        02-20 approximately 160' E of centerline. Tsnt acft ctc FBO for fuel 808--490--2400.
      AIRPORT MANAGER: (808) 872-3830
      WEATHER DATA SOURCES: AWOS-3PT 118.525 (808) 665-6101.
      COMMUNICATIONS: CTAF 122.7
     R HONOLULU CONTROL FACILITY APP/DEP CON 124.1
      CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.
      AIRSPACE: CLASS E svc 1600-0430Z other times CLASS G.
      RADIO AIDS TO NAVIGATION: NOTAM FILE OGG.
        MAUI (H) VORTAC 115.1 OGG Chan 98 N20°54.39′ W156°25.26′ 272° 14.6 NM to fld. 24/11E.
_____
    MAUI N20°54.23′ W156°25.15′ NOTAM FILE OGG
                                                                                                HAWAIIAN ISLANDS
      (H) VORTAC 115.1 OGG Chan 98 at Kahului fld. 24/11E.
        VOR unusable:
          060°-085° bvd 24 NM blw 9.000′
          095°-163° byd 15 NM
          164°-195° byd 25 NM blw 7,000′
          205°-223° byd 22 NM
          224°-242° byd 14 NM blw 20,000°
          224°-242° byd 15 NM blw 25,000°
          243°-246° byd 16 NM blw 25,000′
          247°-274° byd 15 NM blw 25,000°
          275°-285° byd 22 NM
          300°-315° byd 15 NM
          316°-330° byd 29 NM
        TACAN AZM unusable:
          095°-163° byd 15 NM
          164°-195° byd 25 NM blw 7,000′
          205°-223° byd 22 NM
          224°-242° byd 14 NM blw 20,000′
          224°-242° byd 15 NM blw 25,000′
          243°-246° byd 16 NM blw 25,000
          247°-274° byd 15 NM blw 25,000°
          275°–285° byd 22 NM
        DME unusable:
          095°-163° bvd 15 NM
          164°-195° byd 25 NM blw 7,000′
          205°-223° byd 22 NM
          224°-242° byd 14 NM blw 20,000′
          224°-242° byd 15 NM blw 25,000
          243°-246° byd 16 NM blw 25,000
          247°-274° byd 15 NM blw 25,000′
          275°-285° byd 22 NM
```

IAP

HAWAIIAN ISLANDS P-2G

MOLOKAI

KALAUPAPA (LUP)(PHLU) 2 N UTC-10 N21°12.66′ W156°58.42′ 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 intst 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. PAPI OTS indefly.

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

AIRPORT MANAGER: (808) 872-3830

COMMUNICATIONS: CTAF 122.9

MOLOKAI RCO 122.1R 116.1T (HONOLULU RADIO)

 ${\bf \textcircled{R}}$ HCF CENTER APP/DEP CON 124.1

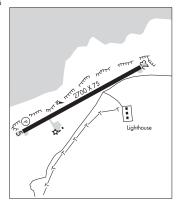
CLEARANCE DELIVERY PHONE: For CD ctc Honolulu Control Facility at 808-840-6262.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKK.

MOLOKAI (H) VORTAC 116.1 MKK Chan 108 N21°08.29' W157°10.05′ 057° 11.7 NM to fld. 1421/11E.

VORTAC unusable:

275°-285° byd 25 NM blo 3,500′



 MOLOKAI
 (MKK)(PHMK)
 6 NW
 UTC-10
 N21°09.17′ W157°05.78′

 454
 B
 TPA—See Remarks
 Class I, ARFF Index A
 NOTAM FILE MKK

 RWY 05-23: H4494X100 (ASPH-GRVD)
 S-30, D-60
 PCR 104 F/A/X/T
 MIRL

HAWAIIAN ISLANDS P-2G IAP, AD

0.4% up NE

RWY 05: REIL. PAPI(P4L)-GA 4.0° TCH 497

RWY 23: Thid dsplcd 593'. Brush.

RWY17–35: H3118X100 (ASPH) S–13 PCR 124 F/B/X/T MIRL

0.6% up N

RWY 17: Thid dsplcd 426'. Fence.

RWY 35: Fence.

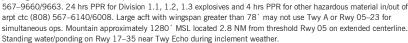
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-4494 TODA-4494 ASDA-4494 LDA-4494 **RWY 17**: TORA-3118 TODA-3118 ASDA-3118 LDA-2692 **RWY 23**: TORA-4494 TODA-4494 ASDA-4494 LDA-3901

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

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

AIRPORT REMARKS: Attended 1500–0615Z. Be alert to egrets and pigeons on and in vicinity of arpt. TPA—small acft 1250(796) large acft 1950(1496). Arpt CLOSED to air carrier operations with more than 10 passenger seats 0530–1600Z except PPR call (808)



AIRPORT MANAGER: (808) 872-3808

WEATHER DATA SOURCES: ASOS (808) 567-6106

COMMUNICATIONS: CTAF 125.7 ATIS 128.2

MOLOKAI RCO 122.1R 116.1T (HONOLULU RADIO)

RHCF 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.

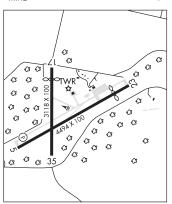
AIRSPACE: CLASS D svc 1600-0430Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MKK.

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

VORTAC unusable:

275°-285° 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.

HAWAIIAN ISLANDS

P-2G - - -P-1C 2G

P-2G

HONOLULU CONTROL FACILITY (ZHN)(PHZH)

HAI FAKAI A RCAG

118.45 121.5

HAMAKUA RCAG

126.6 Primary for area 90 NM E of Denns, Ebber and Fites DME fixes.

KOKFF R

119.9 Primary for area S of Honolulu and area W and NW of Lihue.

MT HALEAKALA RCAG

119.3 Primary for Lanai area. Primary for area NE and E of HNL VORTAC out to approxly 90 NM.

124.1 Primary for area NE and E of HNL VORTAC out to approxly 90 NM.

127.6 Freq used about 90 NM NE and E of Oahu to vicinity of Apack, Bitta, Cluts, and Zigie DME fixes.

MT KAALA RCAG

119.9 Back up for area S of Honolulu and for area W and NW of Lihue.

126.5 Primary for area W and NW of Honolulu and Lihue.

134.0 Secondary Apch/Dep & CD frequencies if unable ctc HCF on 126.5 Apch/P Dep/P

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

KAWAIHAPAI AIRFIELD (HDH)(PHDH) MIL/CIV A 2 W UTC-10 N21°34.77′ W158°11.84′ HAWAIIAN ISLANDS

14 TPA—800(786) NOTAM FILE HNL

RWY 08–26: H9007X75 (ASPH) S–40, D–152, 2D–180

RWY 08: Thid dsplcd 1993'.

RWY 26: Thid dsplcd 1995'. Trees. Rgt tfc.

SERVICE: S4 FUEL 100, JET A LGT Wind inders are not lgtd.

AIRPORT REMARKS: Attended 1700–0130Z. Located within Dillingham Military Reservation. CLOSED to Civil acft 0500–1700Z Apr 1–Sep 30 and 0400–1600Z Oct 1–Mar 31. 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 invof arpt. Simultaneous glider/powered acft opns. 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 trng

 $0800-1700Z. \ \textbf{RSTD} \ \text{PPR} \ \text{for civil acft } 12,\!500 \ \text{and over, ctc arpt Airside} \\ \text{OPS C808-836-6428, Mon-Fri } 1745-0230Z. \ \text{PPR} \ \text{must be made no} \\$

less than 72 hrs for all mil fixed wing acft into arpt. Ctc USA Hawaii Range Ctl C808–787–5126/5103. 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 twy only. Clsd to civ acft SS–SR. No banner towing. Ltd rescue and fire fighting avbl 1700–0130Z. **CAUTION** Extv mil copter and glider opr. Extv PJE wkend and hol. Aerobatics trng 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 acft should keep base leg in close and cross arpt bdry fences at or abv $600^{'}$ to assure safe separation fr sailplanes/towplanes using the first $2000^{'}$ (short of the displ thld). **RWY** Sailplanes using first $2000^{'}$ of full rwy for Idg.

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.

HONOLULU (H) VORTAC 114.8 HNL Chan 95 N21°18.50′ W157°55.82′ 306° 22.0 NM to fld. 10/11E.

COMM/NAV/WEATHER REMARKS: All acft must contact Dillingham UNICOM prior to entering traffic pattern and maintain contact on 123.0 while operating in the Dillingham area. UNICOM oper 1900–0300Z.

HONOI UI U

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

HAWAIIAN ISLANDS P-1C. 2G

UTC-10 N21°19.07′ W157°55.22

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

IAP. AD

RWY 08L-26R: H12360X200 (ASPH-GRVD) S-120, D-250, 2D-550,

2D/2D2-1120 PCR 852 F/A/X/T HIRL RWY 08L: MAI SR. PAPI(P4I)-GA 3.0° TCH 73'.

RWY 26R: REIL, PAPI(P4L)—GA 3.25° TCH 65', Road.

RWY 08R-26L: H12000X200 (ASPH-GRVD) S-120, D-250, 2D-550,

2D/2D2-1120 PCR 852 F/A/X/T HIRL RWY 08R: REIL, PAPI(P4L)—GA 3.0° TCH 75'.

RWY 26L: MALSF. PAPI(P4L)-GA 3.0° TCH 75'.

RWY 04R-22L: H9002X150 (ASPH-GRVD) S-111, D-194, 2D-361, 2D/2D2-762 PCR 430 F/A/X/T HIRL

RWY 04R: MALSR. PAPI(P4L)-GA 3.0° TCH 71'. Tree.

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

RWY 04L-22R: H6955X150 (ASPH) S-120, D-250, 2D-550,

2D/2D2-1100 PCR 740 F/B/X/T MIRL

RWY 04L: REIL. PAPI(P4L)-GA 3.0° TCH 50'. RWY 22R: REIL. Antenna.

LAND AND HOLD-SHORT OPERATIONS

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
RWY 04L	08L-26R	3700
RWY 04R	08L-26R	6250
RWY 08L	04L-22R	9349

RUNWAY DECLARED DISTANCE INFORMATION

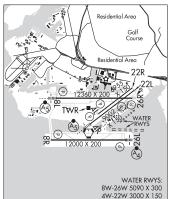
RWY 04L:TORA-6952 TODA-6952 ASDA-6952 LDA-6952 RWY 04R:TORA-9000 TODA-9000 ASDA-8950 LDA-8950 RWY 08L:TORA-12312 TODA-12312 ASDA-12312 LDA-12312 RWY 08R:TORA-12000 TODA-12000 ASDA-12000 LDA-12000 RWY 22L:TORA-9000 TODA-9000 ASDA-8937 LDA-8937 RWY 22R:TORA-6952 TODA-6952 ASDA-6952 LDA-6952 RWY 26L:TORA-12000 TODA-12000 ASDA-12000 LDA-12000 RWY 26R:TORA-12300 TODA-12300 ASDA-12300 LDA-12300 ARRESTING GFAR/SYSTEMS

RWY 04R BAK-14 BAK-12B (1500')

BAK-14 BAK 12B(B) (1500') RWY 26L HOOK MB 100(B) (25 'OVRN) RWY 26R

SERVICE: S4 FUEL 100, JET A, A1+ 0X 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 Rwy 04R-22L and Rwy 08R-26L sfc grvd within 10' of A-G system. Potential for fighter acft tail hook skip exists. TRAN ALERT 15 WG can provide eqpt but crews must provide own pers when needed

CONTINUED ON NEXT PAGE



AIRPORT/FACILITY DIRECTORY

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AIRPORT REMARKS: Attended continuously. 100 octane fuel avbl thru FBO. Bird strike hazard all runways. ASDE–X in use. Operate 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 una to dtrm if the flwg areas are clear of obstns and/or tfc: ptns of Twy J btn Twy B and Rwy 08R; ptns of Inter-Island acft prkg ramp. TPA—Tfc pattern altitude for small acft entering from northwest 800(787). Tfc pattern altitude for small acft entering from south 1500(1487). During periods of repeated precipitation anticipate wet rwy conditions, if current conditions rgr confirmation ctc Honolulu twr on initial ctc. Wide body and 4 engine tbjts ldg on Rwy 04R roll to end of rwy, no left turn at Twy K wo apvl. Twy G ADG V and below power in w/PPR. Tower approval required to use Taxiway Kilo from Runway 4R. Apron Taxilane 6 btn Twy C and south ramp clsd except GA/fixed wing loading/unloading only. Apron Taxilane 2 east end 360′ clsd. Rwy 08L wind cone in nstd lctn. All jet acft ctc ramp control prior to engine start at gate or hard stand. PPR from arpt manager for transportation of Class A and B explosives in and out of HNL. LRA: 2 hrs advance notice rgr 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—Arrival Alert.

MILITARY REMARKS: See FLIP AP/3 Supplementary arpt information, route and area rstd, and Oakland FIR flt haz. All military acft with VIP code 7 or abv ctc 15WG command post or relay thru HF/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. ANG HI ANG afld ops opr 1500-0300Z Mon-Fri and UTA wkends; clsd Sat, Sun and hol. RSTD JBPH-H is PPR to all non-TFWC msn, AMC trng msn and KC-135 8 UN & 8 EN msn call 735th MOC 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, tnst acft and otr msn must ctc 15 OSS/OSA (AMOPS) at DSN (315) 449-0046/0048 for PPR coord. All PPR will be apvd no earlier than 72 hr but no later than 24 hr prior. All tran acft not on an AMC/TWCF msn 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 procd drctly to command post (bldg 2050) and cmplt an oubd setup sheet to facilitate dep rqmnts. Mil acft opr during Bird Watch Condition MODERATE (initial tkof or full stop Idg only, no multiple IFR/VFR approaches) and SEVERE (tkof and ldg prohibited w/o 15 OG/CC approval or 154 OG/CC approval for HIANG acft) ctc HIK ramp, PTD, 15 WG command post, 735 AMC command post, 154 WG command post for current conditions. Twr apvl rgrd to use Twy Kilo from Rwy 04R. Hold line in efct for Twy R7 btn ptn of twy xng apch zone for Rwy 04L/R. Twy P clsd to acft over 12500 lbs. If acft is carrying haz cargo, cargo manifest is also rqrd. avbl times to accept haz cargo are 0400--1600Z; All haz cargo must coordinate with AMOPS 449--0046/48 48 hrs prior to msn. CAUTION No fighter transient support available in accordance with ACC LSET Flash Safety 06-02. Transient fighter units should provide their own maintenance support. Foreign object damage hazard exits on all movement areas east of Twy S. FOD hazard exists on all twys and rwys, but especially on Rwy 04L-22R and twys north of Rwy 08L-26R. Fighter acft exercise extreme caution when taxiing. Hickam ramp taxi instrns not valid wi PHNL Airport Operating Area (AOA) which incls Twys A, B, ptns of Twys V (South of Twy A) and T, and all rwys. Aircrews must ctc HNL twr or HNL gnd as drctd prior to entering or while wi the PHNL AOA. Hickam ramp will instr all acft at the Haz cargo pad adj to Twy B, Twys A1-A4, V2-V5 and PHIK ramp side ptns of Twy T and V (North of Twy A). IFC PAT Overhead tfc pat alt 2000' rstd to 154 WG (HIANG) and 15 Wing Ftr/C17 and Sentry Aloha acft CSTMS/AG/IMG All military acft rgr Customs/Agriculture/Immigration inspection must ctc 15 WG command post or if Air Mobility Command ctc Hickam AMCC, no later than 3 hrs prior to arrival with departure location, estimated block time, number of aircrew, Civilian/Military Passengers/Foreign Nationals/and Distinguished Visitor codes. MISC Afld ops DSN 449-0046/0048 Fax DSN 449-7624. Wx opr H24, DSN 449-2251, C808-658-9961. Remote flt wx briefings ctc 17th Wx Sq H24, DSN (315) 449-7950/8333, FAX DSN (315) 449-8336; 2 hr prior notice rqr for timely brief. Official obsn taken by FAA. Cooperative wx watch procedures do not exist between Wx and ATC. No COMSEC material avbI thru Hickam Airfield Ops. Due to sensitivities of citizens, fighter aircraft dep only authorized from Mon-Sat 1700-0700Z, and Sun and holidays 1800-0700Z. All request for waivers will be sent to the 15/OG/CC or 154 OG/CC for HIANG aircraft at least 5 working days in advance. Waivers will be granted on extreme necessity. If short notice mission essential waivers are necessary, ctc 150G/CC by phone thru 15 WG Comd Post (15 WG/CP) or 154 OG/CC for HI ANG aircraft. 15 WG Comd Post will pass approval to Hickam flight svc and Hickam ramp advisory. All fpl must be filed with PHNL as destn. If mil side of arpt is final destn, place "destination HIK" in rmks of fol. For NOTAM use PHNL ident. COMM Bedtime (All Coronet W tankers use 311.0 for tanker-fighter inter-plane on launch day. After duty hr DSN 448-8888 613AOC/AMD, Fit Management.

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AIRPORT/FACILITY DIRECTORY

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AIRPORT MANAGER: 808-836-6533
 WEATHER DATA SOURCES: ASOS (808) 836-0449 WSP.
 COMMUNICATIONS: D-ATIS 127.9 251.15 PTD 133.6 (HICKAM)
R 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
R HONOLULU CONTROL FACILITY DEP CON 118.3 (West) 124.8 (East)
  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:
    055°-085° byd 15 NM blo 7,000'
     251°-260° bvd 20 NM blo 2,200°
    261°-280° byd 20 NM blo 3,000
     281°-305° byd 20 NM blo 7,500°
     306°-330° bvd 30 NM blo 7.500°
     331°-340° byd 32 NM blo 5,500°
     360°-055° byd 15 NM blo 6,000°
     360°-085° byd 25 NM blo 8,000′
     360°-085° byd 30 NM blo 12,000
   VOR unusable:
    055°-085° byd 15 NM blo 7,000°
     100°-115° byd 30 NM blo 4,000
     120°-140° byd 35 NM blo 5,000
     170°-210° byd 20 NM blo 3,000′
     240°-250° byd 30 NM blo 3,000°
     241°-250° byd 35 NM blo 4,000°
    251°-260° byd 20 NM blo 2,200°
     261°-280° byd 20 NM blo 3,000°
     281°-305° byd 20 NM blo 7,500°
     306°-330° byd 30 NM blo 7,500°
     331°-340° byd 32 NM blo 5,500°
     351°-359° byd 25 NM blo 7,500°
     360°-055° byd 15 NM blo 6,000°
     360°-085° byd 25 NM blo 8,000°
     360°-085° byd 30 NM blo 12,000°
   KOKO HEAD (H) VORTACW 113.9 CKH Chan 86 N21°15.91′ W157°42.18′ 274° 12.6 NM to fld. 640/11E.
  VOR unusable:
    285°-294° byd 27 NM blo 8,000′
     295°-000° byd 21 NM blo 5,500°
     295°-000° byd 32 NM blo 8,000°
  TACAN AZM/DME unusable:
     285°-294° byd 20.5 NM blo 5,000′
     285°-294° byd 27 NM blo 8,000°
     295°-000° bvd 19 NM blo 5,500°
     295°-000° byd 26 NM blo 8,000°
     295°-000° byd 32 NM
  EWABE NDB (MHW/LOM) 242 HN N21°19.48′ W158°02.94′ 082° 7.2 NM to fld. 43/11E.
  ILS/DME 110.5 I-IUM Chan 42 Rwy 04R. Class IE.
  ILS/DME 111.7 I-HNL Chan 54 Rwy 08L. Class IE. LOM EWABE NDB. Excessive oscillation over mnts ne of LOM.
  LDA/DME 109.1 I-EPC Chan 28 Rwy 26L. LOC unusable byd 25 degrees north of centerline due to terrain.
 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.
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WATERWAY 08W-26W: 5090X300 (WATER)

WATERWAY 04W-22W: 3000X150 (WATER)

SEAPLANE REMARKS: Rwy 04W-22W and Rwy 08W-26W recreational boating activities on and invof waterways.

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KALAELOA (JOHN RODGERS FLD) (JRF)(PHJR) P (HANG CG) 2 S UTC-10 N21°18.43′ W158°04.23′ HAWAIIAN ISLANDS
                                                                                                       P-2G
     32 B TPA—See Remarks NOTAM FILE JRF
                                                                                                      IAP, AD
     RWY 11-29: H8365X200 (ASPH) S-74, D-167, 2D-327, 2D/2D2-800 MIRL
       RWY 11: PAPI(P4L)—GA 3.0° TCH 48'. Thid dsplcd 939'. 0.3% down.
       RWY 29: PAPI(P4L)-GA 3.0° TCH 59'. Thid dsplcd 1429'. 0.3% up.
     RWY 04R-22L: H7989X200 (ASPH) 2S-175, 2T-565, 2D-287, 2D/D1-479, 2D/2D2-840 MIRL
       RWY 04R: PAPI(P4R)-GA 3.0° TCH 55'.
       RWY 22L: PAPI(P4L)-GA 3.0° TCH 53'
     RWY 04L-22R: H4505X200 (ASPH)
       RWY 04L: PAPI(P2L)—GA 3.0° TCH 51'.
       RWY 22R: PAPI(P2L)-GA 3.0° TCH 57'.
     SERVICE: FUEL 100LL, JET A, A1 LGT When ATCT clsd ACTVT MIRL Rwy 04R-22L; MIRL Rwy 04L-22R; MIRL Rwy
       11-29; twy lgts-CTAF. PAPI Rwys 04L, 04R, 11, 22L, 22R, and 29 oper consly. Rwy 04L/22R PAPI OTS indefly. Rwy
       04R/22L PAPI OTS indefly. Rwy 11/29 PAPI OTS indefly.
     AIRPORT REMARKS: Attended 1630-0030Z. TPA-Traffic pattern alt small aircraft 830(800), large aircraft 1030(1000). Avoid
       overflight refineries west of airport, gaseous exhaust plumes and flames may rise to 267 'AGL without warning. TFC:
       Large acft requesting Rwy 11 can expect right traffic. Occasional bird hazard approach end Rwy 04L and Rwy 04R.
       Potential hydroplaning all aircraft due to standing water at intersection Rwy 04R and Rwy 11. Military helicopter
       operations on and invof arpt due to U.S. Coast Guard military helipad near Rwy 04R, NAVAIR 0800 R-14 NATOPS US
       Navy Aircraft Firefighters and Rescue Manual, Category II Airfield (ARFF INDEX B equivalent). Tsnt acft ctc FBO for fuel
       808-490-2400.
     AIRPORT MANAGER: (808) 836-6533
     WEATHER DATA SOURCES: ASOS 119.8 (808) 673-7454.
     COMMUNICATIONS: CTAF 132.6 ATIS 119.8
     R 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 D svc 1600-08007 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′ 259° 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 indef.
______
   KANEOHE 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 1730-1000Z, Fri 1730-0600Z, closed Sat, Sun and holidays. Other times
       ctc Honolulu ctl fac. Other times CLASS E.
                                                                                             HAWAIIAN-MARIANA
   KOKO HEAD N21°15.91′ W157°42.18′ NOTAM FILE HNL
     (H) VORTACW 113.9 CKH Chan 86 274° 12.7 NM to Daniel K Inouye Intl. 640/11E.
     VOR portion unusable.
       285°-294° byd 27 NM blo 8,000 (
       295°-000° byd 21 NM blo 5,500°
       295°-000° byd 32 NM blo 8,000
     TACAN AZM/DME unusable:
       285°-294° byd 20.5 NM blo 5,000′
       285°-294° byd 27 NM blo 8,000
       295°-000° byd 19 NM blo 5,500
       295°-000° byd 26 NM blo 8,000
       295°-000° byd 32 NM
   MAUNA KAPU N21°23.83′ W158°06.08′
                                                                                             HAWAIIAN-MARIANA
     RCO 122.2 (HONOLULU RADIO)
      MT KAALA N21°30.50′ W158°08.85′
                                                                                            HAWAIIAN -MARIANA
    RCO 122.6 (HONOLULU RADIO)
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WAIMANALO N21°19.21′ W157°40.90′ **RCO** 122.2 (HONOLULU RADIO)

HAWAIIAN-MARIANA

P-2G

WAHIAWA

WHEELER AAF (HHI)(PHHI) A 1 SW UTC-10 N21°28.89′ W158°02.27′ 84.3 B TPA—See Remarks NOTAM FILE PHHI Not insp.

HAWAIIAN ISLANDS P-2G IAP

RWY 06-24: H5608X100 (ASPH) PCN 34 F/A/W/T MIRL

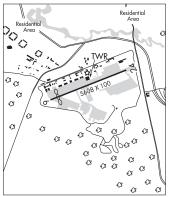
RWY 06: Thid dsplcd 570'. Rgt tfc.

RWY 24: Rgt tfc.

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

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

MILITARY REMARKS: Attended Mon–Fri 1730–0900Z, exc hol and wkend; other times by NOTAM. RSTD PPR for full stop ldg, prk and for non–tenant acft, ctc Wheeler OPS C808–656–1282, DSN 456–1282. No tsnt fixed—wing acft on Twy A thru Twy F, see AP3 for additional restrictions. CAUTION Extensive helicopter tfc invof 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 acft in position and hold on Twy B, C, D, E, F



due to recommended rotor/wingtip clnc avbl. Blue twy edge reflectors instit on Twy A north of rwy and on Twy J adj to south apn. Mult tree obstn hazard penetration Rwy 24 40:1 apch clinc sfc slope out 6000 ft (east side). **TFC PAT** All acft arr from north will cross arpt at or abv 2500 $^{\circ}$ enter tfc 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 wkend, OT by NOTAM. Practice approaches by non–tenant acft restricted and approved only contingent upon tenant acft activity. Auto wx obsn, human backup avbl H24. Human wx obsn view obst 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 D-ATIS 119.675 242.4 (808-656-1789)

R HONOLULU CONTROL FACILITY APP/DEP CON 118.3 269.0

TOWER 126.3 235.625 (Opr 1730-0900Z Mon-Fri exc hol and wkend; 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.

PMSV METRO Wx svs opr H24 125.1 DSN 315-456-1016/1017, C808-656-1016/1017. Alt ctc 17 OWS, DSN 315-449-8333/7950, C808-449-8333/7950. Alt METRO - 346.6 Hickam.

VFR ADZY SVC ctc HONOLULU Apch Ctrl

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

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

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

TERN ISLAND

FRENCH FRIGATE SHOALS (HFS)(PHHF) O N UTC-11 N23°51.84′ W166°17.08′

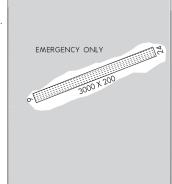
HAWAIIAN ISLANDS

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 N01°59.18′ W157°21.00′ 5 AOF

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'

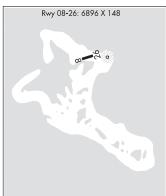
AIRPORT REMARKS: Attended SR–SS with 48 hr prior notice, manned only for scheduled flight. PPR for 600 gal fuel or more. 150' mast 2 NM SW of arpt. 180° turns in turning nodes rqr for acft over 12,566 lbs. All non–sked flights are required to notify civ aviation, Tarawa, not later than 1 week prior to 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:

 $\begin{tabular}{ll} \textbf{CHRISTMAS ISLAND NDB 333} & \textbf{XI} & \textbf{NO1}^\circ 59.28' & \textbf{W157}^\circ 21.20' & \textbf{at fld.} & \textbf{9E.} \\ \textbf{Avbl for all notified movements.} & \textbf{No aux pwr. Opr HO.} \\ \end{tabular}$



CHRISTMAS ISLAND N01°59.28′ W157°21.20′

NDB (MHW) 333 XI at Cassidy Intl. 9E. Avbl for all notified movements. No aux pwr. Opr HO.

PAC, 12 JUN 2025 to 7 AUG 2025

P-1C

P-1C

MARSHALL ISLANDS

ARNO ATOLL

INE (N2Ø) 0 NW UTC+12 N07°01.00′ E171°29.00′

4 NOTAM FILE HNL Not insp. RWY 08–26: 2450X50 (GRVL-CORAL) AIRPORT REMARKS: Attended on call. COMMUNICATIONS: CTAF 122.9

TINAK (N18) ON UTC+12 N07°08.00′ E171°55.00′

INAN (N18) 0 N UTC+12 N07°08.00′ E171°5 4 NOTAM FILE HNL Not insp.

RWY 05-23: 2850X45 (GRVL-CORAL) AIRPORT REMARKS: Attended on call. COMMUNICATIONS: CTAF 122.9

ENEWETAK

ENEWETAK AUX AF (PKMA) (AF) UTC+12 N11°20.45′ E162°19.67′

13 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 Idg 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 clnc fr Hickam.

P-1B

COMM/NAV/WEATHER REMARKS: Trml advisory svc.

JABOR JALUIT ATOLL

JALUIT (N55) 1 SE UTC+12 N05°54.40′ E169°38.50′

4 NOTAM FILE HNL Not insp.

RWY 03-21: 5000X60 (GRVL-CORAL)

SERVICE: FUEL 100

AIRPORT REMARKS: Attended on call. Fuel used for local operations only. For refueling contact Air Marshall Islands (692)

93731

COMMUNICATIONS: CTAF 122.9

KILI ISLAND

KILI (C51) ON UTC+12 N05°39.00′ E169°07.00′

5 NOTAM FILE HNL Not insp. RWY 04–22: 4400X100 (GRVL—CORAL) AIRPORT REMARKS: Attended on call. COMMUNICATIONS: CTAF 122.9

P_1R

KWAJALEIN ATOLL

BUCHOLZ AAF (KWA)(PKWA) A UTC+12 NO8°43.21′ E167°43.90′ 16 B NOTAM FILE PKWA

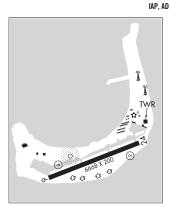
RWY 06-24: H6668X200 (ASPH) S-158, D-205, 2D-308 HIRL RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 50′.

RWY 24: PAPI(P4L)—GA 3.0° TCH 50'.

SERVICE: FUEL J5 0X 1, 2 TRAN ALERT Transit alert contractor assistance available 1930--0730Z.

MILITARY REMARKS: Attended (Base Ops) Mon 1730–0900Z Mon--Sat. Afld open 1900–0800Z Mon--Sat, afld clsd Sun. Tran acft hrs of svc 1900–0800Z. Ops OT rqr USAG-Kwajalein Atoll airfield manager apvl and support pers sked and funded. Unattended afld ops NA exc emerg.. 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 2030–05302. 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 Imtd to C–141 and smaller acft. Electro-magnetic radiation may exist 24 hrs daily within 5 NM, fm sc to 30,000 ft. RST0 PPR with 24 hr ntc and billeting confirmation nr req for all acft, exc reg sked comm and AMC channel msn. Emerg divert acft to Bucholz AAF outside of reg afld opr hr, ctc FAA controller at Oakland cntr to AMG Base Ops/twr pers recall. All acft trnspg xplos cargo rqr a PPR. Ctc Base Ops, Pacific DSN 480-2131, C808-580-2131. Acft avoid over fit E end of island blw 1500 ft AGL. Twy E is wt rstd for following acft B737, B757, B767, C–5, C–17, C–130. Bt and 180 deg turn on rwy will be rqr for either arr or dept. Exceptions may be granted for Twy A, in order to access xplos cargo prkg loc. Tfc PAT All arr and dep make S tfc only to avoid extrm radiation haz. Ovft of the island N of rwy cntrln is proh. MISC Minimize eng run-up dur. CAUTION Men, equip, and vehicles may be in opr in close proximity to the rwy. 250 ft twr 8.5 NM WNW. Vertigo potential exists dur ngt opr especially dur periods of reduced vis due lack of vis cues. Avoid rain catchments on N side of rwy and twy. Portions of Twy E not vis fr twr. No ovrn avbl. Numerous trees and other obst within 300 ft S of rwy. Seawall at ea end of rwy. Electro-magnetic radiation may exist 24 hr dly within 5 NM sfc to 30,000 ft. Ctc Base Ops or twr prior to arr and dep for electro-magnetic radiation haz de-confliction. 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 afld 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.)

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

COMM/NAV/WEATHER REMARKS: Report on initial call up with AWOS wx info avbl on freq 119.675 or call (808) 580--2131.

PAC, 12 JUN 2025 to 7 AUG 2025

DYESS AAF (ROI)(PKRO) UTC+12 N09°23.81′ E167°28.25′

P-1B

14 B

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

RWY 04: PAPI(P4L)-GA 3.0° TCH 38'.

RWY 22: REIL. PAPI(P4L)-GA 3.0° 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 800S, 210 located 0.4 NM NNW. Military rotating beacon atop 137 ft water tower 950 ft SE. Taxiway unlgted. NOTE: See Area Notices—MARSHALL ISLANDS.

COMMUNICATIONS: CTAF 122.9

B NOTAM FILE HNL

SAN FRANCISCO ARINC (HNL) NOTAM FILE HNL.

ROI RADIO 118 1

COMM/NAV/WEATHER REMARKS: All acft within 100 NM main twr ctc. Bucholz Twr—Opr 2200-0600Z Tue-Sat excld fed hol.

MAJURO ATOLL

MAJURO N07°03.92′ E171°16.12′ NOTAM FILE HNL

P-1B

NDB/DME (HW/DME) 316 MAJ Chan 114 at Marshall Islands Intl. 7/10E. 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

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

RWY 07: REIL. PAPI(P4L)-GA 3.0° TCH 55'

RWY 25: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Tree.

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

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

AIRPORT MANAGER: (692) 247-3113

COMMUNICATIONS: CTAF 123.6

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

RADIO AIDS TO NAVIGATION:

MAJURO NDB/DME (HW/DME) 316 MAJ Chan 114 NO7 $^{\circ}$ 03.92 $^{'}$ E171 $^{\circ}$ 16.12 $^{'}$ at fld. 7/10E. DME Channel 114 paired with VHF freq 116.7.

MFIIT ATOLL

MEJIT (C3Ø) 0 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 (3NØ) 0 NE UTC+12 N05°37.90′ E168°07.50′ 15 NOTAM FILE HNL Not insp. RWY07-25: 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 (Ø3N) 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. RWY13-31: 4275X75 (TURF) AIRPORT REMARKS: Attended on call. COMMUNICATIONS: CTAF 122.9

MIDWAY ATOLL

MIDWAY ATOLL

HENDERSON FLD (MDY)(PMDY) P 0 SW UTC-11 N28°12.09′ W177°22.88′ 12 B Class IV, ARFF Index A NOTAM FILE MDY

P-1B IAP

RWY 06-24: H7800X150 (ASPH) S-120, D-230, 2D-430 PCN 56 F/A/W/U MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 80′

RWY 24: REIL. PAPI(P4L)-GA 3.0° 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 opns permitted only during hrs of darkness Nov–Jun due to heavy bird activity. PPR for ldg for approved acft opns 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 011-8816-327-20578, USFWS Refuge Manager 011-8816-327-33725, DBSI Manager 0101-8816-327-33825. 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 acft 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 NDB (HW) 400 MDY at Henderson fld. 16/10E.

P-1B

NORTHERN MARIANA ISLANDS

PAGAN ISLAND

PAGAN AIRSTRIP (TTØ1) 0 S UTC+10 N18°07.47′ E145°46.12′

34 NOTAM FILE HNL Not insp.

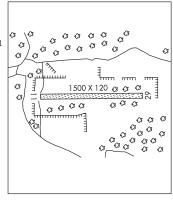
RWY 11-29: 1500X120 (TURF-GRVL) S-4 1.5% up E

RWY 11: Trees.

RWY 29: Brush.

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

COMMUNICATIONS: CTAF 122 9



ROTA ISLAND

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

HAWAIIAN-MARIANA

P-1A IAP

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 PCR 47 F/A/X/T MIRL 0.3% up E

RWY 09: REIL. PAPI(P4L)-GA 3.0° TCH 45 '.

RWY 27: PAPI(P4L)-GA 3.0° TCH 45'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

N14°10.46′ E145°14.47

RWY 09: TORA-7000 TODA-7000 ASDA-7000 LDA-7000 RWY 27: 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

WEATHER DATA SOURCES: SAWRS (2000-0930Z).

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′ E145°14.40′ at fld. 587/2E.

SAIPAN ISLAND

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

HAWAIIAN-MARIANA

N15°12.59′ E145°43.47

16 NOTAM FILE HNL Not insp.

HELIPAD H1: H45X45 (CONC)

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

AIRPORT MANAGER: (670) 234-8950 COMMUNICATIONS: CTAF 125.7

FRANCISCO C ADA/SAIPAN INTL (GSN)(PGSN) 4 SW UTC+10 N15°07.21′ E145°43.80′ HAWAIIAN-MARIANA

214 B TPA—See Remarks LRA Class I, ARFF Index D

P-1A IAP

RWY07-25: H8699X200 (ASPH-GRVD) S-87, D-175, 2D-350, 2D/2D2-690 PCR 715 F/A/X/T HIRL

RWY 07: MALSR. REIL. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 75'

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

RWY 06: Thid dsplcd 396'.

NOTAM FILE GSN

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 28:
 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 REMARKS: Attended continuously. PPR from Executive Director Commonwealth Ports Authority Saipan call (670) 237–6500 Mon–Fri 2130–0630Z other times call 670-237-6535. For Apt Security call (670) 237–6529. Immigration and Customs available during scheduled operations. Other times prior arrangements must be made with CBP port director call (670) 288–0025/26. Rwy 06–24 open for taxiing only (not avbl for lng and tkof). Open for ldg and tkof when Rwy 07–25 clsd. Class I, ARFF Index D. Clsd to unsked acr opns with more than 30 psgr seats exc PPR call or write amgr 670–237–6500/670–287–8881 (cell), P.O. Box 501055 Saipan MP 96950. TPA—Traffic pattern altitude

AIRPORT MANAGER: (670) 237-6500

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

COMMUNICATIONS: ATIS 127.2

R Guam Cerap App/Dep con 118.4

Tower 125.7 GND con 121.8

AIRSPACE: CLASS D SVC RADIO AIDS TO NAVIGATION:

SAIPAN NDB (HW) 312 SN N15°06.68′ E145°42.62′ 066° 1.2 NM to fld. 83/2E.

ILS/DME 109.9 I-GSN Chan 36 Rwy 07. Glideslope unusable byd 9 NM.

for large and turbine powered acft 1699(1485), small aircraft 1199(985).

SAIPAN N15°06.68′ E145°42.62′ NOTAM FILE GSN

HAWAIIAN-MARIANA

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

P-1A

TINIAN ISLAND

FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT) 1 N UTC+10 N14°59.95′ HAWAIIAN-MARIANA F145°37.16′ P-1A

270 B Class I, ARFF Index A NOTAM FILE HNL

P-1A IAP

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

PCR 710 F/A/X/T MIRL 0.4% up E.

RWY 08: REIL. PAPI(P4L)-GA 2.98° TCH 43'. Hill.

RWY 26: REIL. PAPI(P4L)—GA 2.99° 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 lgts 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. Rdo deadzone on W end of Twy Alpha to Rwy 08. 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

R GUAM CERAP APP/DEP CON 118.4

RADIO AIDS TO NAVIGATION

SAIPAN NDB (HW) 312 SN N15°06.68′ E145°42.62′ 216° 8.7 NM to fld. 83/2E.

PALAU

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ANGAUR ISLAND
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ANGAUR AIRSTRIP (ANG) 30 SW UTC+9 N06°54.00′ E134°09.00′

20 NOTAM FILE HNI

RWY 05-23: 7000X150 (GRVL)

RWY 05: Trees.

RWY 23: Trees. AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RABELTHUAP ISLAND

PALAU INTL (ROR)(PTRO) 4 NE UTC+9 N07°22.04′ E134°32.66′

P-1A IAP

177 B NOTAM FILE HNL

RWY 09-27: H7200X150 (ASPH-CONC-PFC) S-75, D-190, 2S-175, 2D-300 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 52'

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

SERVICE: FUEL JET A1 LGT For MIRL Rwy 09-27 and rotating beacon contact KOROR RADIO-123.6.

AIRPORT REMARKS: Attended continuously. Be alert to large number of birds on rwy at night. ARFF avbl 24/7. All unscheduled flts must file a flt plan at least 7 days prior to arr and all flts must ctc Koror Communications on 123.6 at least 20 min prior to arr. Entry permit rgr call 011 (680) 488-2498, fax 011 (680) 488-4385; landing permit rgrd must give 7 days notice. All acft exceeding 100,000 lbs GWT taxi to thId turn around before taxing to apron. Acft 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 NO7°22.13′ E134°33.02′ at fld. 182/1E. DME channel 104 paired with VHF freq 115.7

DME unusable:

006°-030° byd 25 NM blo 4,500′

031°-050° byd 25 NM blo 3,500°

051°-220° byd 25 NM blo 2,200

221°-240° byd 25 NM

241°-290° byd 25 NM blo 3,500°

291°-335° byd 25 NM

336°-005°

COMM/NAV/WEATHER REMARKS: LAA available 2 hrs prior to scheduled acft arrival and until 1hr after departure.

KOROR N07°22.13′ E134°33.02′ NOTAM FILE HNL

P-1A

NDB/DME (HW/DME) 371 ROR Chan 104 At Palau Intl Airport. 182/1E. DME channel 104 paired with VHF freq 115.7

DME unusable:

006°-030° byd 25 NM blo 4,500′

031°-050° byd 25 NM blo 3,500° 051°-220° byd 25 NM blo 2,200°

221°-240° byd 25 NM

241°-290° byd 25 NM blo 3,500° 291°-335° byd 25 NM

336°-005°

PELELIU (C23) 20 SW UTC+9 N07°00.00′ E134°14.00′

NOTAM FILE HNL

RWY 04-22: 6000X40 (GRVL)

RWY 04: Trees. RWY 22: Trees.

AIRPORT REMARKS: Unattended. Rwy 04-22 first 1000' Rwy 04 unusable.

COMMUNICATIONS: CTAF 122.9

P-1B

WAKE ISLAND

WAKE ISLAND AIRFIELD (AWK)(PWAK) AF ON UTC+12 N19°16.95′ E166°38.20′

23 B ARFF Index C NOTAM FILE HNL Not insp. **RWY 10–28**: H9844X150 (ASPH) PCN 101 F/A/W/T HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 76'.

RWY 28: RFIL . PAPI(P41)—GA 3.0° TCH 77'.

ARRESTING GEAR/SYSTEM

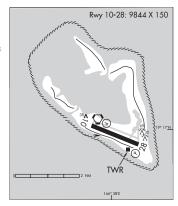
HOOK BAK-12B (4921'), RWY 28

SERVICE: A-GEAR 30 min PN rqr. FUEL Acft refueling at PWAK: Site arr req must be obtained from 907-552-5781 and submitted for apvl prior to arr. Flt crew rqr to assist in refuel. J5 (Mil). LGT Several obst lgt o/s: Controlling obst lgt tower 101 ' AGL aprx 1700' S of Rwy 28 thld. FLUID W, SP, PRESAIR TRAN ALERT Svcg fees rqr Tran Svc hrs 2000–0400Z (0800L–1600L) Tue–Sat. Clsd Sun, Mon, hol. Lav svc unavbl.

 $\label{eq:military remarks: Attended Mon-Sat 2000-0400Z (0800-1600L.} \\$

Tue—Sat), except holidays. **RSTD** PPR for all acft at least 24 hr in advance. Email for PPR reg form:

PRSCDET1.AIRFIELD.MANAGEMENT@US.AF.MIL. After PPR apvl, PWAK ETA/ETD deviations byd 2 hr rgr reapproval. Base Ops fone DSN 315-424-2101, C808-424-2101, FAX DSN 315-424-2165. Very limited opr status, avbl for emergency ldg and minimal priority tfc. Emerg divert acft outside published hrs, ctc FAA controller at



Oakland Center to arrange base ops/ATC specialist personnel recall via Wake fire dispatch at phone (808) 424–2911 primary or (808) 424–2232 secondary. No aircraft maintenance available. Twy line restriction located at intersection of Twy E and Twy D. Restriction continues west onto the warm—up pad, does not provide wingtip clearance to acft with wingspan greater than 60′. CAUTION Rwy markings worn/faded. Rwy is non–precision instrument rwy but is painted to precision instrument standards. Be alert to bird hazard on approach to Rwy 10 and Rwy 28 departure. 4′x 8′ area of gradual pavement rise (hump) of 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 thId Rwy 10. AfId has mixture of regular and LED obstruction Igts. LED obstruction Igts may not be visible to some NVD. TFC PAT—right break Rwy 10 all acft, left break Rwy 28 all acft. DD—175–1 MISC ETOPS divert location. Firefighting 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 remain overnight. Rwy 10–28 900′ coral overrun.

AIRPORT MANAGER: (808) 424-2101/2000

WEATHER DATA SOURCES: AWOS-3P

COMMUNICATIONS:

WAKE OPERATIONS: 128.0 349.4 (2000-0400Z)

RADIO AIDS TO NAVIGATION:

WAKE ISLAND (H) VORTACW 113.5 AWK Chan 82 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: Inbd acft should exp descent and apch clnc fr 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 svcg rqrmts. Make all dep rpt to ARTCC via HF. No ATC avbl to ovft.

PAC, 12 JUN 2025 to 7 AUG 2025

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 relocted, with minimal space of approximately 20 feet between them. Pilots are reminded to hold short of the parallel runway until a clearance is received to cross that runway. ATC is aware that the aircraft tail may not be clear of the exiting runway and is restricting arriving and departing aircraft on that runway.

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

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

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

LASER LIGHT OPERATION

Keck Observatory, Gemini Observatory and Subaru Observatory

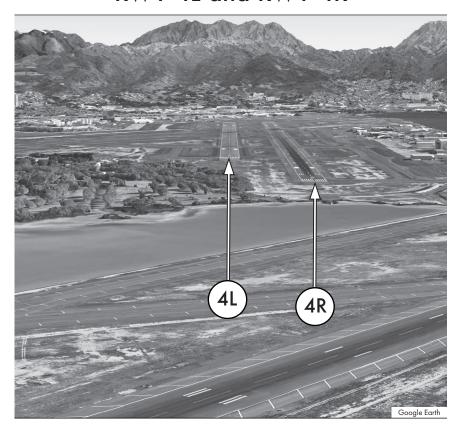
A permanent laser light operation is being conducted nightly between sunset and sunrise at Keck Observatory and Gemini Observatory N19-49-26/W155-28-09, Kamuela VOR (MUE) 122 degree radial at 16 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash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

Maui Space Surveillance Complex

A permanent laser light operation is being conducted nightly between sunset and sunrise at the Maui Space Surveillance Complex (MSSC) 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

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)

- 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:
 - 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

- 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.

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.

AIRSPACE

NAVIGATIONAL AIDS

100 NM seaward of the boundary SOK, LIH, HNL, MKK, LNY,

of the Honolulu Domestic area OGG, ITO, UPP and KOA VORTACS

50 NM of Guam AJA NDB

 130 NM of Wake Island
 AWK VORTAC FL180–450

 40 NM of Wake Island
 AWK VORTAC SFC-FL180

 130 NM of Midway Island
 NQM TACAN FL180–450

40 NM of Midway Island NQM TACAN SFC-FL180

 50 NM of Majuro Island
 MAJ NDB/DME

 50 NM of Weno Island/Chuuk
 TKK NDB/DME

 50 NM of Yap Island
 YP NDB/DME

50 NM of Ponape Island PNI NDB/DME
50 NM of Saipan Island SN NDB
50 NM of Babelthuap Island/Koror ROR NDB/DME

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

MACH NUMBER TECHNIQUE

 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.
- 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:

Difference in Mach number between aircraft between aircraft 0.02 Mach 9 Minutes 0.03 Mach 8 Minutes 0.04 Mach 7 Minutes 0.05 Mach 6 Minutes 0.05 Mach 5 Minutes 0.06 Mach 5 Minutes 0.06 Mach 5 Minutes 5 Minutes 5 Minutes 6 Minutes 6 Minutes 6 Minutes 6 Minutes 6 Minutes 6 Minutes 7 Minutes 7 Minutes 7 Minutes 7 Minutes 8 Minutes 9 Minu

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

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

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

- 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:
- NDB of the highest power (2000 watts or more), which are maintained and flight checked as suitable for navigation, are limited in their usable service and/or reception range to no more than 75 NM from the facility at any flight level.
- 3. Though the operator may be able to receive standard (AM/amplitude modulation) broadcast stations with NDB equipment, primary dependence on the facilities for air navigation is a questionable operating practice. The following are some of the inherent problems associated with reception of these stations:
 - a. Infrequent identification of the station.
 - b. Identification of foreign language stations may be impossible without some knowledge of the language.
 - c. Transmitter sites are not always collocated with studio facilities.
 - d. Termination of service without notice.
 - e. Weather systems causing erratic and unreliable reception of signal.
 - f. Atmospheric disturbances causing erratic and unreliable reception of signal.
 - g. No flight checks conducted to verify the suitability and reliability of the facility and its signal for use in air navigation.
 - h. Fluctuation (bending) of signal due to "shoreline/mountain" effect.
 - i. Standard broadcast stations are not dedicated for air navigation purposes.
- 4. Considering the limitations, the operator should make every effort to navigate the aircraft so as to maintain the "track/course" and the "tolerances" specified in the ATC clearance. An error of 10 degrees at a distance of 2000 miles equates to approximately 350 NM of course deviation; the inadequacies of the NDB as the sole source of navigation for oceanic flight must be evaluated carefully.

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

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 officials.

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

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

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

AIRPORTS FOR ENTRY OR REENTRY. If the operator of a private aircraft returning to or visiting the United States wishes to land at any airport of entry, advance notice of arrival is necessary. This advance notice should be sent also to the immigration and public health officers at or nearest the 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.

HΔWΔII

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

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

RADAR SERVICE – HONOLULU DOMESTIC AREA

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

RADAR SERVICE - KONA DOMESTIC AREA

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

GLIDE SLOPE SIGNALS ON LOCALIZER BACK COURSE

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

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

BEACON REQUIREMENTS

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

HIGH FREQUENCY (HF) RADIO FREQUENCY ASSIGNMENT

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

STRATEGIC LATERAL OFFSET PROCEDURE (SLOP) IN HONOLULU CONTROL FACILITY AIRSPACE TO MITIGATE WAKE TURBULENCE AND TO MITIGATE COLLISION RISK

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

For questions about SLOP in HCF CTA call 808-840-6204

VFR FLIGHT WITHIN HAWAII

NOTE: CAUTION - HIGH DENSITY COMMUTER AND SIGHTSEEING TRAFFIC

VFR Cruising altitude at or below 3,000 feet AGL

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

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

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

NORTH SHORE MOLOKAI-MAUI

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

The following precautions are recommended:

- -Maintain an especially alert watch for other aircraft. Traffic becomes concentrated in the vicinity of Ilio Point, Kalaupapa (airport), Cape Halawa, and Nakalele Point. Altitude changes should be avoided in these areas.
- -Maintain an alert listening watch on 122.9 MHz and announce aircraft position, direction of flight and altitude when passing the VFR checkpoints named above.

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:

- 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 taxiing 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.
- 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 taxiing and listen for broadcasts from any other aircraft. Then broadcast your position on the airport and intentions. Follow this up with an announcement before you taxi onto the runway for takeoff.

2. AT AN AIRPORT LISTED AS HAVING UNICOM

- a. When inbound, tune to 122.8 MHz about 15 miles from the airport (if IFR, when the controller advises: "CHANGE TO ADVISORY FREQUENCY APPROVED") and listen for any other aircraft communicating with the UNICOM operator. Then, about 5 miles from the airport, inform the UNICOM operator of your position, altitude and intentions.
- b. When outbound, contact the UNICOM operator on 122.8 MHz before taxiing 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 taxiing and listen for broadcasts from any other aircraft. Then broadcast your position on the airport and intentions. Follow with an announcement before you taxi onto the runway for takeoff

HONOLULU TERMINAL AREA - VFR CLASS B DEPARTURE ROUTES

RESPONSIBILITIES

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

DEPARTURE PROCEDURES

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

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

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 H201), 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. Turn right and follow Moanalua Freeway eastbound via the H-1 Freeway to Punchbowl. Proceed east of Magic Island, then offshore to remain within ½ mile of the shoreline until south of Diamond Head. After Diamond Head, turn left and resume own navigation remaining within 2 miles of the shoreline 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 recieve 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 Seven 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. Initiate left downwind Runway 4R over the Navy/Marine Golf Course. Downwind must cross over Runway 8L at Taxiways G/L. Aircraft must remain east of Taxiway 3 and 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.

HELICOPTERS: 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.

Fast 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.

HELICOPTERS: 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.
- 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.
- 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 coall will receive the altitude/route. The second aircraft will receive the alternatives. The first aircraft may lose their assigned altitude/route if all the following occurs.

- a. The first aircraft has not pushed from the gate in the specified time in paragraphs 2 or 3.
- b. The second aircraft is/has pushed from the gate.
- c. The second aircraft requests that altitude after push back.
- 7. Enroute clearances are based on accurate "10 minute to taxi" declarations. Those flight that taxi without receiving any enroute clearance will receive no altitude/route priority.
- NOTES: 1. Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.

2. Oceanic departures are sequenced with Hilo, Kona, Kahului and Lihue traffic.

Informal Runway Use Program

Unless runway closures, wind, weather or traffic conditions, aircraft emergencies, actual air defense missions or operational necessities require otherwise, all turbojet aircraft and all aircraft having a maximum passenger capacity of more than 30 seats or a

maximum payload capacity of more than 7,500 pounds, including all models of the Convair 240, 350, and 440; Martin 202 and 404; F–27 and FH227; Hawker Siddeley 748; military fighter interceptor turbojet; and any other aircraft with a minimum zero fuel weight in excess of 35,000 pounds will be assigned runway as follows:

Other turboiet, turbine:

powered and propeller

driven type aircraft. (B727, B737, MD80,

C130, etc).

GROUP I GROUP II

Turbojet aircraft capable of 300,000 pounds gross takeoff weight or more 4 or more engine turbojet, and military fighter interceptor turbojet type aircraft

(DC10, L1011, DC8, B747, B707, KC135, B52, F15, F16, E6, etc).

TRADE (NORTHEAST) WIND CONDITIONS

 Departures:
 8R
 8L

 Arrivals:
 8L
 4R/L or 8L

KONA (SOUTHWEST) WIND CONDITIONS

Departures: 26L or 22R/L 22R/L or 26R

Arrivals: 26L 26L

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.

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

STANDARDIZED TAXI ROUTES FROM RUNWAY 26L

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

North Route Bravo

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

North Route Sierra

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

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

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

- NOTES: 1. Cooperation of all users is expected to preclude disruption or creation of conflicting traffic flows.
 - 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."
- 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/favai, 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.
- 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.

KONA INTL AT KEAHOLE (ELLISON ONIZUKA)

Gatehold Procedures

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

- 1. Advise clearance delivery: "Identification, 10 minutes to taxi, destination, requested flight level."
- The statement "10 minutes to taxi" means that you will depart the block, taxi, tow, or pushback within 10 minutes after receiving enroute ATC clearance.
- 3. When ATC specifies a release (takeoff) time of more than 15 minutes for your requested altitude/route, alternatives with no or less delay will be offered, if available. If your choice involves a release time of more than 15 minutes, advise Clearance Delivery if you desire to wait at the gate.
- 4. Depart the blocks within 10 minutes after receiving enroute clearance when release time is less than 15 minutes. Ready to taxi means ready to immediately depart the blocks/taxi, tow, or pushback. Failure to do so will result in ATC canceling your clearance when other aircraft are requesting the same altitude/route and are ready to taxi.
- 5. Enroute clearances are based on accurate "10 minutes to taxi" declarations. Those flights that taxi without receiving any enroute clearance will receive no altitude/route priority.
- NOTES: 1. Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.
 2. Oceanic departures are sequenced primarily with Lihue, Honolulu, Kahului and Hilo traffic.

LIHUE AIRPORT

Gatehold Procedures

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

- 1. Advise clearance delivery: "Identification, 10 minutes to taxi, destination, requested flight level."
- 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.
- Enroute clearances are based on accurate "10 minutes to taxi" declarations. Those flights that taxi without receiving any enroute clearance will receive no altitude/route priority.
- NOTES: 1. Compliance will ensure an orderly sequence of altitude/route assignments during peak traffic movements.
 - 2. Oceanic departures are sequenced with Honolulu, Maui, Hilo, and Keahole traffic.

Informal Runway Use Program

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

- A. GENERAL Unless runway closures, weather, traffic conditions, aircraft emergencies, actual air defense missions, or operational necessity requires, aircraft will be assigned runways and routings as described in this section. Pilots are requested to adhere to these procedures during all hours, including 2100 to 0700 local.
- **B. ITINERANT DEPARTURES** All jet and multi–engine propeller aircraft should depart on Rwys 03, 17, or 35. Aircraft to initiate turns seaward as soon as possible following takeoff.
- C. ITINERANT ARRIVALS All jet and multi-engine propeller aircraft should land on Rwys 35, 21, or 17. All approaches should occur from a seaward direction.
- D. LOCAL OPERATIONS (Touch-and-Go and Low Approach) Preferred runways for local operations of jet and multi-engine propeller aircraft are Rwys 17-35. Downwind leg for Rwys 17-35 should be at least 1 mile east of the coastline.
- E. TOWER ADVISORY When the runway specified in these procedures is other than the runway most nearly aligned with the wind, controllers shall preface their instructions with the phrase "For Noise Abatement". If in the interest of safety a runway different from that specified is preferred the pilot is expected to advise Lihue Tower accordingly. Lihue Tower will honor such requests and advise the pilot that the runway requested is noise sensitive.

HILO INTERNATIONAL AIRPORT

Gatehold Procedures

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

- 1. Advise clearance delivery: "identification, 10 minutes to taxi, destination, requested flight level."
- 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.
- Enroute clearances are based on accurate "10 minute to taxi" declarations. Those flights that taxi without receiving 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 Honolulu, Maui, and Keahole traffic.

Preferred Departure Routing

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

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

Flight plan format for these routes is as follows:

IT0345039 FITES R578 IT0345055 EBBER R577 IT0345158 CLUTS R465

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

HAZARDS, CAUTIONS, AND WARNINGS

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

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

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

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

KAUAI – NAVIGATIONAL WARNING: Electromagnetic radiation will continuously exist within a 2500 foot radius and 2500 feet above unified S band antenna located at N22°06.81 /W159°39.83 ' near Kokee NASA Telemetry Station, Kauai. Helicopters and slow speed aircraft flying within the airspace will be exposed to direct radiation which may produce harmful effects to personnel and equipment. Radiation cannot be seen and must be presumed by all pilots to continuously exist.

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

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

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

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

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

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

MAUI – KAHULUI AIRPORT RAMP AREA: Yellow segmented and solid lines painted on the apron area fronting the passenger terminal represents the line of demarcation between the authority of the FAA and the State. The FAA is responsible for the control and direction of all ground traffic from the solid yellow line outward toward the field. That area is considered to be an active operating area. Aircraft, vehicles, and/or ground equipment entering this area must have prior clearance from the tower. The area lying between the line and the terminal building falls under the jurisdiction of the State. The acft pilot and ground vehicle operator crossing from the taxiway is responsible for avoiding collisions, accidents, and using safe operating procedures. Ramp area East of RWY 02–20 falls under the jurisdiction of the State. The FAA is not responsible for control or direction of ground traffic in that area. Yellow demarcation lines cross east ramp taxiway entrances. Acft with wingspan between 95´ and 112´ taxi E ramp only between Twy E and 600´ north Twy F; acft with wingspan greater than 112´ may not use E ramp taxilane. 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´.

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 N20°42.42′,W156°15.38′) 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 N20°37 '30"/W156°32 '48", to N20°34 '48"/W156°30 '24", to N20°36 '60"/W156°30 '24", to N20°36 '70"/W156°31 '42", to N20°37 '30"/W156°36 '24", thence to point of beginning. The CFA includes the entire island of Kahoolawe.

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

MAUI - PARASAILING AREA: Parasailing off-shore Lahaina (OGG VORTAC 250R/014 DME) 1000 / below, sunrise to sunset.

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

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

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

MAUI – VFR AIRCRAFT LANDING KAHULUI AIRPORT INBOUND FROM THE NW: VFR aircraft landing Kahului Airport inbound from the NW should contact Honolulu Control Facility ("HCF Approach") on 120.2 at least 5 miles NW of 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 taxiing 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 KALAELOA (JOHN RODGERS FLD): All pilots are reminded of the proximity of Honolulu (Daniel K Inouye Intl) Airport to Kalaeloa (John Rodgers Fld). Exercise caution when approaching Honolulu (Daniel K Inouye Intl) Airport as both fields have parallel Runways 04. Several landings have been made at Kalaeloa (John Rodgers Fld) by pilots mistaking it for Honolulu (Daniel K Inouye Intl) Airport. Minimum IFR altitude for aircraft overflying Kalaeloa (John Rodgers Fld) is 2200 feet.

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

OAHU – KANEOHE BAY MCAS – HIGH PERFORMANCE AIRCRAFT: Kaneohe 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 - KALAELOA (JOHN RODGERS FLD): Tanker vessels with mast height up to 170 feet intermittently operating 2 NM South of approach end Rwy 04.

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

OAHU – GLIDER OPERATIONS: Caution – Gliders operating over central Oahu, 20 NM Radius of the location of the now-decommissioned Wheeler (HHI) NDB (21°28.67'N 158°02.03'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.

AREA DIMENSIONS LOCATION FROM HNL VORTAC NAD Waikele 1.5 NM Radius 353 radial at 5.2 DME NAD Lualualei 2.5 NM Radius 316 radial at 9.7 DME

(2) All pilots are cautioned to avoid Kaena Point land mass within 1¹/₂NM (9,120 feet). Potential personnel and electro–explosive device hazards exist due to high power radio frequency transmitters.

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) (N21°18.81 '/W157°58.84') 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 N21°33.81 /W158°13.83′ and N21°33.81 /W158°15.83′ 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

- 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.
- 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

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

GUAM CTA/MARIANA ISLANDS

GUAM-APRA HARBOR-OROTE POINT

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

RADAR SERVICE PROGRAM GUAM TERMINAL AREA

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

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

FRANCISCO MANGLONA BORJA/TINIAN INTL AIRPORT - COMMUNICATION

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

HAZARDS, CAUTIONS, AND WARNINGS

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

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

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 F1290 through F1410. Non-approved aircraft can expect F1280 and below or F1430 and above, traffic permitting.
- 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 PBN (Performance Based Navigation). 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. RNP 10 approval is required for all PACOTS and for all aircraft operating within the CEP at FL290 through FL410. Non-approved aircraft can expect FL280 and below or FL430 and above, traffic permitting.

RNP-4 SEPARATION

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

GNSS INTERFERENCE

Flights that experience or suspect GNSS interference enroute to the Oakland OCA/FIR must notify Oakland ATC. Notification should be via CPDLC, SFO RADIO, or Satcom, confirming degradation of navigation status and details of ongoing loss/impacts to the aircraft systems and capabilities. Examples of notification: "GNSS interference, RNP10 only," "No datallink," "Degraded navigation, no GNSS," etc. In addition, airline dispatchers can directly inform the Oakland supervisor to make them aware when one of their flights has been impacted by GNSS interference by contacting 510–745–3342 for Pacific North or 510–745–3498 for Pacific South.

RVSM SEPARATION

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

1. Non-RVSM Equipped Civil Aircraft:

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

2. Non-RVSM Equipped State Aircraft:

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

3. Suspension of RVSM:

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

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

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

1. HF Communications Requirement

Prior to entering the Oakland OCA/FIR, contact San Francisco Radio on HF and identify the flight as CPDLC equipped. Provide SELCAL, departure and destination, aircraft registration number and advise whether SATVOICE equipped. Expect to receive primary and secondary HF frequency assignments from San Francisco Radio for the entire route of flight within the Oakland OCA/FIR. Pilots must maintain HF communications capability with San Francisco Radio at all times within the Oakland OCA/FIR. Aircraft without KZAK ADS-C connection must also provide HF position reports.

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. Aircraft without a KZAK ADS-C connection must also include a position report.
- 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.

4. Aircraft Over-Flying Honolulu Control Facility (HCF) Airspace.

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.

6. Aircraft Over-Flying Guam CERAP Airspace.

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
 - 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 ICAO procedures. Rounding off geographical coordinates is prohibited.

(2) PACOTS TRACK DESIGNATOR AND DETAILS TABLE

TRACK NAME	ROUTE	TDM DAILY PUBLICATION TIME	REQUIRED USE OR UPR ALTERNATIVES
А	Hawaii to Japan	Daily at 1100 UTC by KZAK	Track A is optional, operators may flight plan a UPR.
В	Hawaii to Japan	Optional at 1100 UTC by KZAK	Track B is optional, operators may flight plan a UPR.
11	Japan to Hawaii	Daily at 2200 UTC by RJJJ	Track 11 is optional, operators may flight plan a UPR.
12	Japan to Hawaii	Optional at 2200 UTC by RJJJ	Track 12 is optional, operators may flight plan a UPR.
С	North American West Coast to Japan	Daily at 1100 UTC by KZAK	Track C is required for westbound aircraft crossing 160E between 0230 and 0600 UTC. During the Track C required times operators may file a UPR at least 50 NM north or south of Track C.
D	North American West Coast to Japan	Optional at 1100 UTC by KZAK	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.
E	North American West Coast to Japan	Daily at 1100 UTC by KZAK	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.
F	North American West Coast to Japan	Daily at 1100 UTC by KZAK	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.
1	Japan to North American West Coast	Daily at 2200 UTC by RJJJ	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.
2	Japan to North American West Coast	Daily at 2200 UTC by RJJJ	Track 2 is required for eastbound aircraft crossing 160E between 1100 and 1230 UTC. During the Track 2 required times operators may file a UPR at least 50 NM north or south of Track 2.
3	Japan to North American West Coast	Daily at 2200 UTC by RJJJ	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.
4	Japan to North American West Coast	Optional at 2200 UTC by RJJJ	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.
Н	North American West Coast to Asia	Daily at 1100 UTC by KZAK	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.
J	North American West Coast to Asia	Daily at 0000 UTC by KZAK	Track J is required for westbound aircraft crossing 160E between 1500 and 1800 UTC. During the Track J required times operators may file a UPR at least 50 NM north or south of Track J.
14	Asia to North American West Coast	Daily at 2200 UTC by RJJJ	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.
15	Asia to North American West Coast	Optional at 2200 UTC by RJJJ	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.

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
- 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.

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- (c) Volcanic Ash
- (d) Space Launches

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 ControlFacility (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) DANNO
 - (c) CANON
 - (d) LILIA
 - (e) PUPPI
 - (f) SYVAD
 - (g) HOOPA

NOTE: Operators may contact Oakland ARTCC Traffic Management Unit to be added to the daily publication of available Hawaiian Gateway waypoints due to Hawaii Warning Area Activity.

- c. Asia Oceania UPR Procedures. In association with operations between Japan (RJAA, RJTT, RJBB and RJGG) and Oceania (YPPH, 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 filed reporting points on the Control Center boundary crossings.
 - (3) The UPR must be flight planned on or east of KEITH.
 - (4) 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.
 - (5) The UPR must comply with the published procedures for the Fukuoka, Port Moresby, Brisbane and Auckland CTAs.
- d. Asia -- Koror UPR Procedures. In association with operations between Asia and Koror (PTRO) the following procedures must be used when planning UPRs:
 - (1) The UPR must remain in the Fukuoka FIR, Oakland FIR and Guam CTA.
 - (2) Aircraft must flight plan via existing ATS routes within the Guam CTA or remain clear of the Guam CTA by 50 NM or more.
 - (3) The UPR must remain at least 50 NM clear of the Manila FIR.
 - (4) The UPR must comply with the published procedures in the Japan AIP for the Fukuoka FIR.
- e. Central East Pacific (CEP) UPR Procedures. The Central 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 attitudes 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.
 - (b) When W-291W is active, flights exiting ZLA airspace must file on or north of a line WEDES direct AIBBI.
- (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 F390 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 EPRD
 - b. OVER PADKO PAKDO G339 RIDLL FPRD
 - c. OVER MONPI MONPI A597 REEDE FPRD MONPI A216 RIDLL FPRD
 - d. OVER OMLET OMLET B586 WINZR FPRD
 - e. OVER TEGOD TEGOD G205 GUYES FPRD TEGOD A337 SNAPP W21 HIRCH FPRD
- 3. Northbound aircraft originating within Guam CERAP delegated airspace, en route to destinations within the Fukuoka OCA/FIR:
 - a. OVER MIKYY MIKYY R584 KEITH FPRD
 - b. OVER NATSS NATSS G339 PAKDO FPRD
 - c. OVER OATSS OATSS A216 MONPI FPRD
 - d. OVER RICHH RICHH A597 MONPI FPRD
 - e. OVER TOESS TOESS B586 OMLET FPRD
 - f. OVER TERYY TERYY 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 flied routes other than those described above should expect to be re-routed to the preferential route. Requests for alternate routes will be considered on a real-time basis as traffic conditions permit. However, aircraft should flight plan for and be prepared to fly the entire preferential route. Aircraft operating EAST of 150E longitude will not be affected.

Office of Primary Responsibility (OPR): International Airspace and Procedures Contact Information: 510-745-3464; email: AJT-ZOA-IAP@faa.gov Amended: March 2025

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.

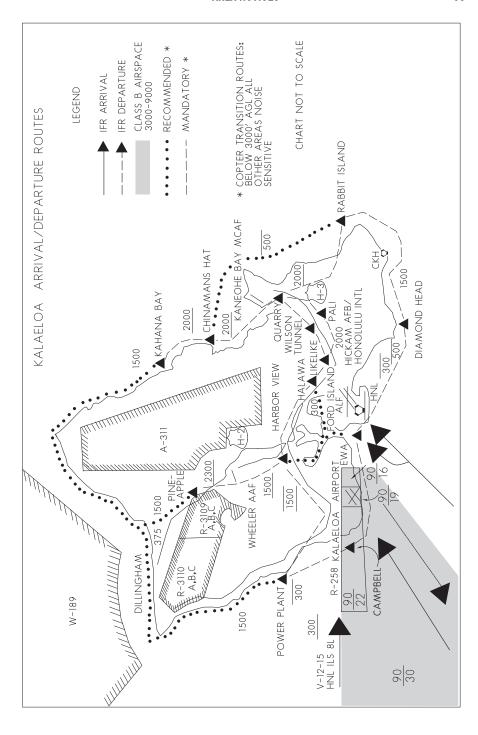
2. Hazards

- 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.

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

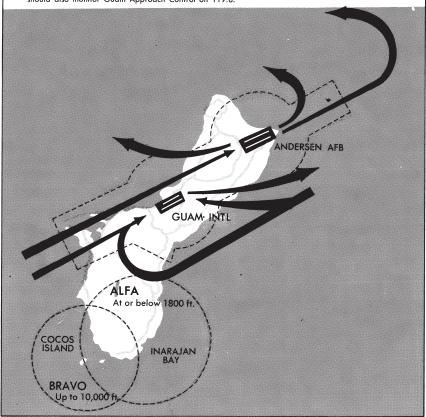


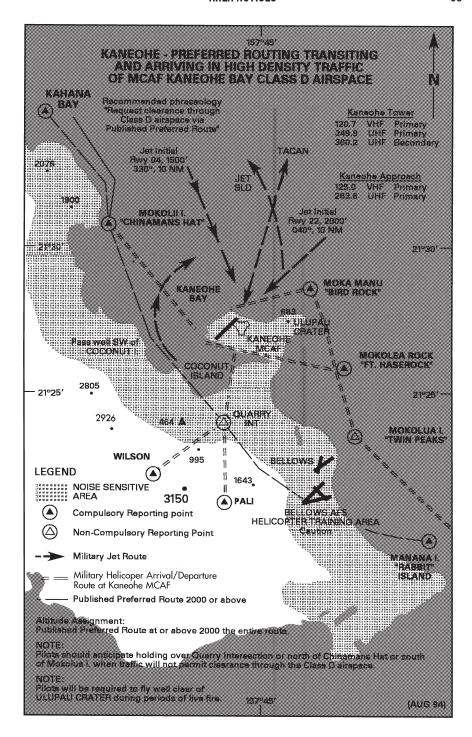
PAC, 12 JUN 2025 to 7 AUG 2025

GUAM TERMINAL AREA

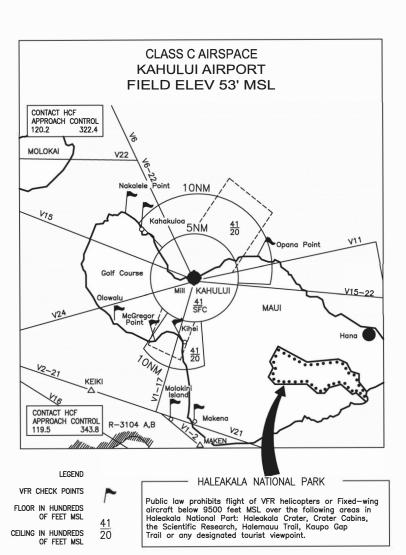
Heavily travelled routes for high performance aircraft arriving and departing Guam Intl and Andersen AFB should be avoided by light aircraft pilots flying VFR. The largest concentration of aircraft occurs within a radius of approximately 15 miles of the airports and at an altitude up to and including 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.





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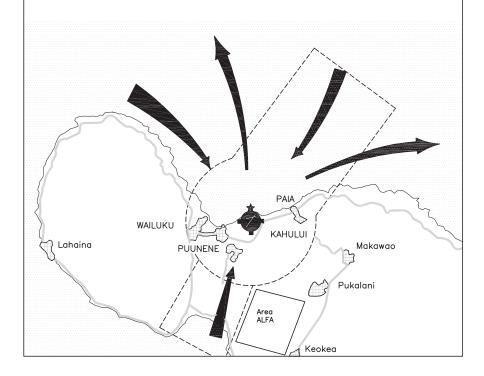
CLASS C AIRSPACE PROCEDURES

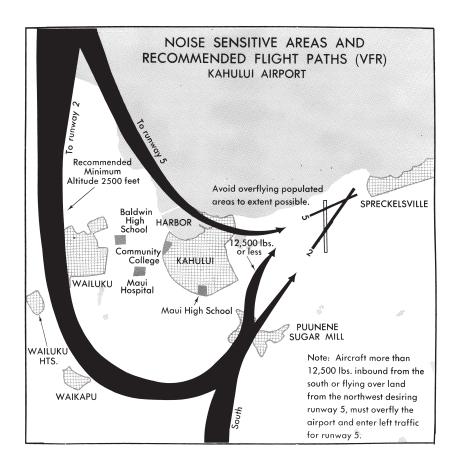
VFR AIRCRAFT PROPOSING TO ENTER KAHULUI AIRPORT CLASS C AIRSPACE ARE REQUIRED TO CONTACT ATC PRIOR TO ENTRY. INITIAL CONTACT: REFER TO CHARTED VFR CHECK POINTS OR 10 DME FROM THE OGG VORTAC. INITIAL CALLS IN CLOSE PROXIMITY TO THE AIRSPACE BOUNDARY MAY RECEIVE INSTRUCTIONS TO "REMAIN CLEAR OF CHARLIE 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

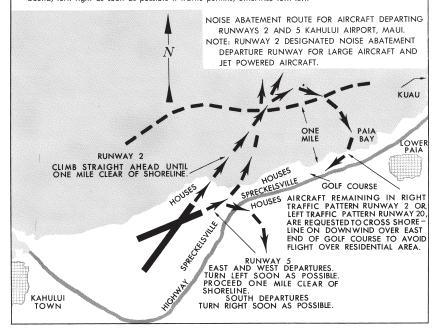
Shown are the most heavily traveled routes for high performance aircraft arriving and departing Kahului Airport, Maui. Light plane pilots flying VFR in these areas should maintain an alert lookout and monitor HCF Approach Control frequency. Aircraft transiting north of the Kahului Airport in VFR conditions 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.

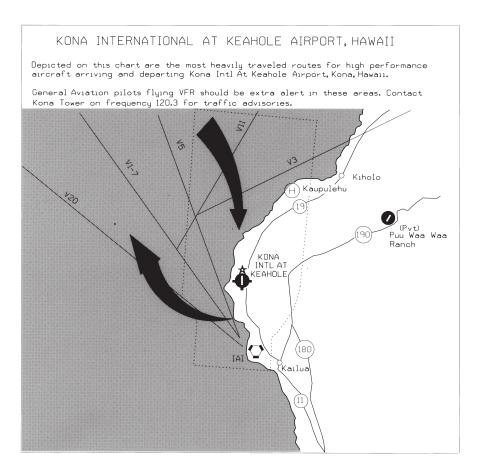


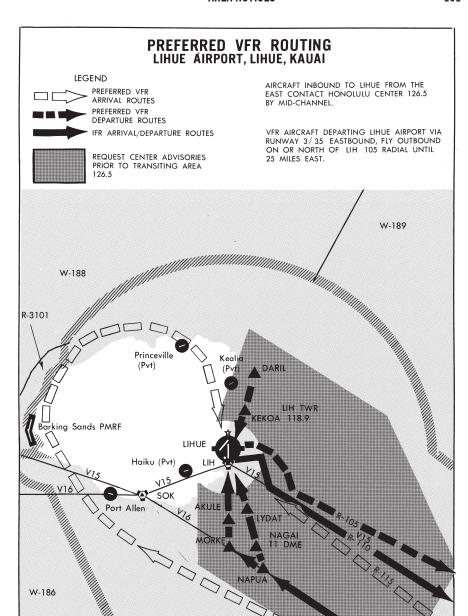


INFORMAL RUNWAY USE PROGRAM—KAHULUI ARPT, MAUI

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 south-bound, turn right as soon as possible if traffic permits, otherwise turn left.

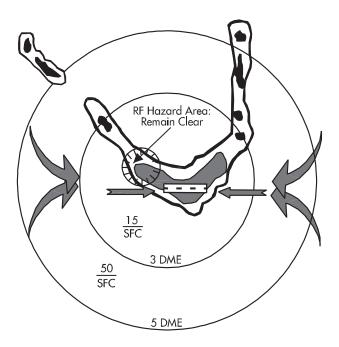






102

Bucholz Army Airfield (Kwajalein Atoll) VFR Arrival/Departure RF Avoidance Routing



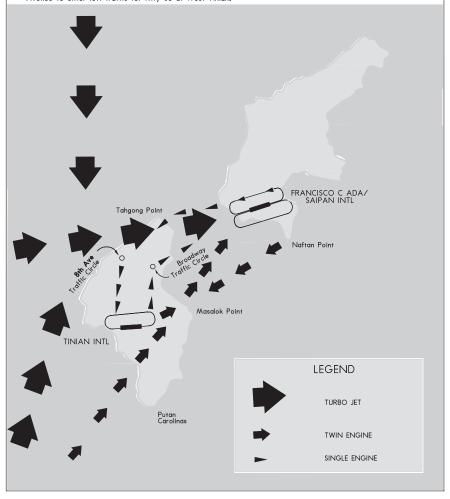
- VFR arriving or departing aircraft must maintain indicated altitudes in vicinity of Bucholz Army Airfield. A high intensity radiated field can exist in vicinity of Bucholz and the possibility of interference exists if procedure is not followed.
- 2. Avoid overflight of indicated area at NW corner of Kwajalein.

PREFERRED VFR ROUTING AT SAIPAN AND WEST TINIAN AIRPORTS

Tradewind Condition

(Northeast Winds, Rwy 07, Rwy 08 In Use)

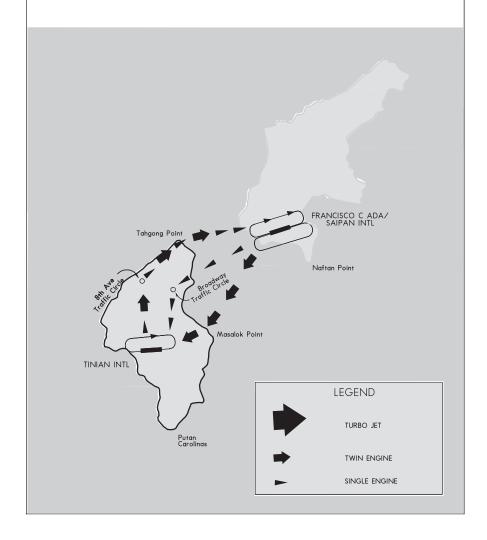
- 1. VFR turbo jet aircraft arriving Saipan from the southwest should proceed northbound along the west coast of Tinian. VFR turbo jets from the north-northwest should proceed southbound about 10 miles west of Saipan. They should intercept the I-GSN localizer at 10 DME and proceed inbound on the localizer 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 Masalok and direct to Puntan Opyan.
- 3. VFR single engine aircraft arriving Saipan from Tinian should turn left after takeoff and proceed northbound via BROADWAY to the traffic circle, then northeast to Asiga Point, then across Saipan channel for straight- in 6 Rwy 07.
- 4. VFR twin engine aircraft from Saipan should make right traffic to Naftan Point, then southwest bound to Puntan Masalok, then enter left traffic for Rwy 08 at West Tinian.
- 5. VFR single engine aircraft from Saipan should make left traffic downwind to Puntan Agingan, across Saipan channel to Puntan Tahgong (north tip of Tinian), direct to 8th Avenue traffic circle, thence via 8th Avenue to enter left traffic for Rwy 08 at West Tinian.



PREFERRED VFR ROUTING AT SAIPAN AND WEST TINIAN AIRPORTS

Southwest Wind Condition (Rwy 25 and Rwy 26 In Use)

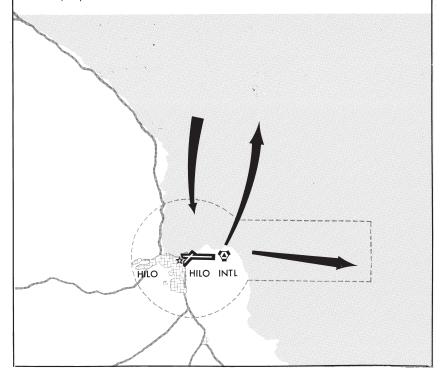
- 1. VFR single engine aircraft from Saipan Rwy 25 to West Tinian, direct ascoss Saipan Channel to Broadway Traffic Circle, via BROADWAY to entr a right base leg for Rwy 26.
- 2. VFR twin engine aircraft from Saipan Rwy 25 left turn direct Unai Masalok, make straight-in to Rwy 26 at West Tinian.
- 3. 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.

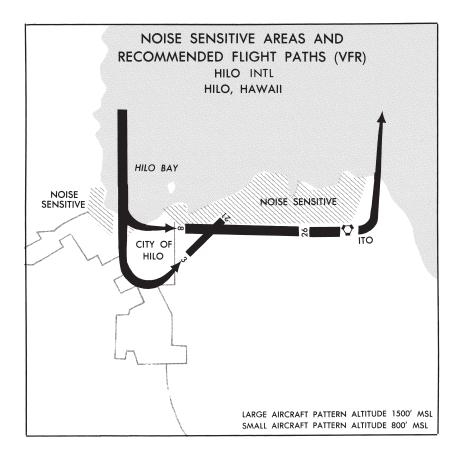


HILO INTL, HILO

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.

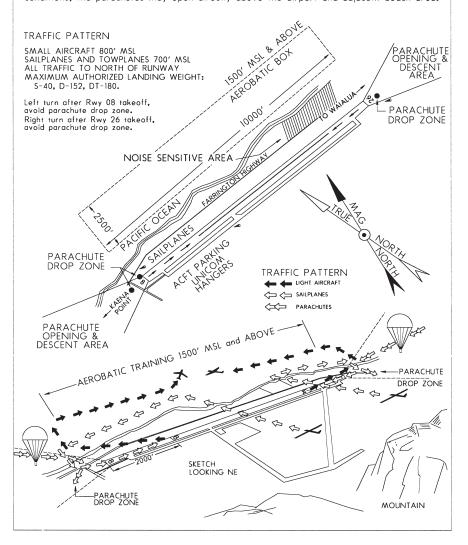




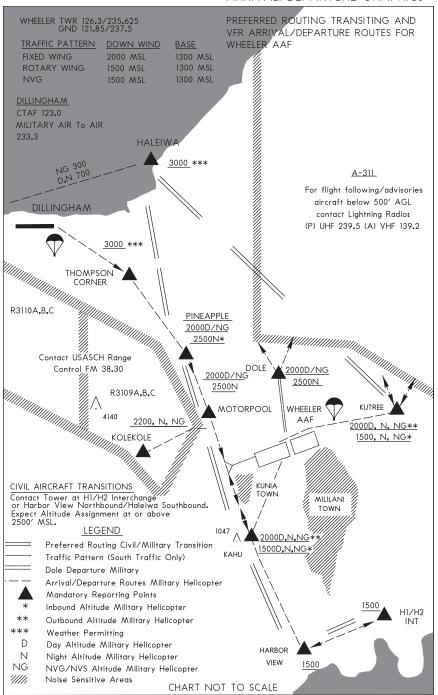
DILLINGHAM AIRFIELD. OAHU

<u>Glider Operations:</u> 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.



ARRIVAL/DEPARTURE GRAPHICS



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110 AREA NOTICES

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RADIO NAVIGATIONAL AIDS BY IDENT

Ident	Name	Ident	Name
AJA	Mt. Macajna (NDB)	OGG	Maui (VORTAC)
AWK	Wake (VORTAC)	PNI POA	Pohnpei (NDB/DME) Pahoa (NDB)
CKH	Koko Head (VORTAC)		
		ROR	Koror (NDB/DME)
GRO	Rota (NDB)		
		SN	Saipan (NDB)
HN	Ewabe (NDB)	SOK	South Kauai (VORTAC)
HNL	Honolulu (VORTAC)		
		TKK	Truk (NDB/DME)
IAI	Kona (VORTAC)	TUT	Pago Pago (NDB)
		TUT	Pago Pago (VORTAC)
ITO	Hilo (VORTAC)		
		UKS	Kosrae (NDB/DME)
LIH	Lihue (VORTAC)	UNZ	NIMITZ (VORTAC)
LNY	Lanai (VORTAC)		
		UPP	Upolu Point (VORTAC)
MAJ	Majuro (NDB/DME)		
MDY	Midway (NDB)	XI	Christmas Island (NDB)
MKK	Molokai (VORTAC)		
MUE	Kamuela (VOR/DME)	YP	Yap (NDB/DME)

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 $\pm 4^{\circ}$ be indicated through use of the ground check, or $\pm 6^{\circ}$ 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 FAC	ILITIES (VOT)
STATION	FREQ.		TYPE VOT FACILITY
Honolulu	111.0		G

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 a NNC 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

 $\label{eq:mwara} \mbox{MWARA} --5628, 6655, 8915, 8951, 10048, 13339, 17946 and 21925 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 6640, 8933, 11342, 13348, 17925 \mbox{ and } 21964 \mbox{ kHz} \\ \mbox{LDOCF (c)} --3494, 8640,$

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 single sideband

mode (upper sideband only).

Phone patch service will be available as a normal part of the service. Communications are limited to aircraft operational control matters. Public correspondence (personal messages) to/from crew or passengers cannot be accepted. Refer questions to San Francisco Radio operations at 1-800-621-0140. Aircraft operating in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC, shall maintain communications with Gander Radio and a listening or SELCAL watch on HF frequencies of the North Atlantic D (NAT D) network (2971 kHz, 4675 kHz, 8891 kHz and 11279 kHz). Additionally, Gander Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM:

San Francisco Radio has operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between San Francisco Radio Communications Centers and enroute oceanic aircraft.

Aircraft desiring to contact the San Francisco Radio Communications Center should use the SATCOM Short Code to call San Francisco Radio:

Oceanic Area Center SATCOM Short code

Pacific SFO 436625

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.

AREA NAME	LOCATION	REMARKS
Agat Bay Drop Zone, GU	244 radial, 11.2 NM, UNZ VORTAC	2 NM radius. Intermittent. Up to 10,000 ft MSL. Military use only.
Anderson Drop Zone, GU	054 radial, 13.5 NM, UNZ VORTAC	2 NM radius. Intermittent. Up to 18,000 ft.
Apra Harbor, GU	265 radial, 4 NM, UNZ VORTAC	2 NM radius. Intermittent. Up to 12,000 ft.
Basilan Drop Zone, HI	326 radial, 16.6 NM, HNL VORTAC	2 NM radius. Intermittent. FSS HNL. Military. Up to 12,500 ft. Honolulu Control Facility ARTCC 126.5.
Dandan Drop Zone, GU	018 radial, 2.4 NM, SN NDB	1 NM radius. Daily. Up to 14,000 ft AGL.
Dillingham, HI	310 radial, 21.5 NM, HNL VORTAC	3 NM radius. Daily. Up to 16,000 ft.
	306 radial, 22.1 NM, HNL VORTAC	3 NM radius. Up to 16,000 ft.
East Range/Taro Drop Zone, HI	332 radial, 11.8 NM, HNL VORTAC	O.5 NM radius. Intermittent. Greatest activity on weekends. Military. Maximum altitude 12,500 ft MSL.
Ferguson Hill Drop Zone, GU	040 radial, 9.5 NM, UNZ VORTAC	2 NM radius. Intermittent. Up to 14,000 ft. MSL. Military use only.
Guam Intl, GU	080 radial, 5.8 NM, UNZ VORTAC	1 NM radius. Daily. Up to 14,000 ft FSS HNL.
Holister Drop Zone, HI	179 radial, 9.1 NM, MUE VOR/DME	1 NM radius. 0700-2200. Up to 35,000 ft. Honolulu Control Facility ARTCC 118.45.
Honolulu, HI Helemano Military Reservation, HI	340 radial, 14.5 NM, HNL VORTAC	0.7 NM radius. Daily. Greatest activity on weekends. Up to 15,000 ft.
Inouye Drop Zone, HI	178 radial, 10.7 NM, MUE VOR/DME	1 NM radius. 0700-2200. Up to 35,000 ft. Honolulu Control Facility ARTCC 118.45.
Kahuku, HI	351 radial, 22.6 NM, HNL VORTAC	Intermittent. Up to 12,500 ft AGL.
Kanes Drop Zone, HI	341 radial, 22.5 NM, HNL VORTAC	2 NM radius. Intermittent. FSS HNL. Military. Maxium Alt 12,500 ft AGL. Honolulu Control Facility ARTCC 126.5.
Mangilao Drop Zone, GU	090 radial, 4.6 NM, UNZ VORTAC	2 NM radius. Daily. Up to 14,000 ft FSS HNL. Guam Intl Twr 118.7.
Northwest Fld Drop Zone, GU	035 radial, 12 NM, UNZ VORTAC	2 NM radius. Intermittent up to 18,000 ft. Military.
Orote Point, GU	254 radial, 5.5 NM, UNZ VORTAC	2 NM radius. Intermittent. Up to 12,000 ft.
Pokai Bay, HI	285 radial, 17.5 NM, HNL VORTAC	3 NM radius. Intermittent. Up to 3,000 ft.
Port Allen, HI	256 radial, 4.2 NM, SOK VORTAC	2 NM radius. Daily. Max altitude 10,000 ft. Honolulu Control Facility Center 126.5.
Puukapu Drop Zone, HI	345 radial, 22.6 NM, HNL VORTAC	Intermittent. Up to 12,000 ft AGL. FSS HNL.
Tigershark-Inland Drop Zone, HI		1 NM radius. M-F 0700-2200, Sat-Sun, Hol 0900-2200. Up to 7,000 ft. Honolulu Cont Fac (ZHN) 142.45.
Uncle Drop Zone, HI	179 radial, 8.7 NM, MUE VOR/DME	1 NM radius. 0700-2200. Up to 35,000 ft. Honolulu Control Facility ARTCC 118.45.
Upolu Point Drop Zone, HI		5 NM radius. Daily, all hours. Up to 13,000 ft MSL. Honolulu Control Facility (ZHN) 126.0

SPECIAL	USF	AIRSPACE
OI LUIAL	OOL	AIIIOI ACE

				Controlling Agency
No.	Name	Altitude	Time	Using Agency
A-311	Wheeler AAF	To 500′ AGL	1730-0900Z	Lightning Control VHF 139.2 UHF 239.5 FM 39.35
				25th Infantry Division, Schofield Barracks, HI
W-11A		To FL300	By NOTAM	FAA, Guam CERAP
				Commander Joint Region Marianas
W-11B		To FL300	By NOTAM	FAA, Guam CERAP
				Commander Joint Region Marianas
W-12		To FL600	By NOTAM	FAA, Guam CERAP
				Commander Joint Region Marianas

ASSOCIATED DATA

W-13A LOW	To FL300	By NOTAM	FAA, Guam CERAP
LOW			Commander Joint Region Marianas
W–13B LOW	To FL300	By NOTAM	FAA, Guam CERAP
			Commander Joint Region Marianas
W-13C LOW	To FL300	By NOTAM	FAA, Guam CERAP
LOW			Commander Joint Region Marianas
W-13A HIGH	To FL300 to FL600	By NOTAM	FAA, Guam CERAP
niun	FL000		Commander Joint Region Marianas
W–13B HIGH	To FL300 to FL600	By NOTAM	FAA, Guam CERAP
	1 2000		Commander Joint Region Marianas
W-13C HIGH	To FL600	By NOTAM	FAA, Guam CERAP
			Commander Joint Region Marianas
W-11A	To FL300	By NOTAM	FAA, Guam CERAP
			Commander Joint Region Marianas
W-186	To 9,000′	Cont	FAA, Honolulu Control Facility
			CO PMRFAC HAWAREA
W-187	To 18,000′	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun	FACSFAC PH, Pearl Harbor, HI
		1800–0200Z other times by NOTAM	
W-188	Unltd	Cont	FAA, Honolulu Control Facility
			CO PMRFAC HAWAREA
W-189	Unltd	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun 1800-0200Z Other times by NOTAM	FACSFAC PH, Pearl Harbor, HI
W-190	Unltd	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun 1800-0200Z Other times by NOTAM	FACSFAC PH, Pearl Harbor, HI
W-191	To 3000′	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun	FACSFAC PH, Pearl Harbor, HI
		1800–0200Z Other times by NOTAM	TAGGIAG ITI, Tealitaisoi, III
W-192	Unltd	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun 1800-0200Z Other times by NOTAM	FACSFAC PH, Pearl Harbor, HI
W-193	Unltd	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun 1800-0200Z Other times by NOTAM	FACSFAC PH, Pearl Harbor, HI
W-194	Unltd	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
		Sat-Sun 1800-0200Z Other times by NOTAM	FACSFAC PH, Pearl Harbor, HI

ASSOCIATED DATA

SPECIAL USE AIRSPACE (Continued from preceding page)

			AGE (Continued)	Controlling Agency
No.	Name	Altitude	Time	Using Agency
W-196		to 2,000′	on–Fri 1700–0800Z	FAA, Honolulu Control Facility
			Sat-Sun 1800-0200Z Other times by NOTAM	FACSFAC PH, Pearl Harbor, HI
W-517	Guam	Unltd	By NOTAM	FAA GUAM CERAP
				Commander Joint Region Marianas
R-3101	PMRF Barking Sands 4	Unltd	Mon–Fri 1600–0400Z	FAA, Honolulu Control Facility
			Other times by NOTAM	CO Pacific Missile Range Fac
R-3103	Humuula	to 30,000′	By NOTAM	FAA, Honolulu Control Facility
				Commanding Gen. US Army Schofield Barracks, HI
R-3107	Kaula Rock	to 18,000′	Mon–Fri 1700–0800Z	FAA, Honolulu Control Facility
			Sat–Sun 1800–0200Z, other times by NOTAM	FACSFAC PH, Pearl Harbor, HI issued at least 24 hours in advance.
R-3109A	Schofield-Makua	to 8,999′	By NOTAM	FAA, Honolulu Control Facility
				US Army Schofield Barracks, HI
R-3109B	Schofield-Makua	9,000´ to	Intermittent	FAA, Honolulu Control Facility
		18,999′		US Army Schofield Barracks, HI
R-3109C	Schofield-Makua	to 8,999'	By NOTAM	FAA, Honolulu Control Facility
				US Army Schofield Barracks, HI
R-3110A	Schofield-Makua	to 8,999'	By NOTAM	FAA, Honolulu Control Facility
				US Army Schofield Barracks, HI
R-3110B	Schofield-Makua	9,000´ to	Intermittent	FAA, Honolulu Control Facility
		18,999′		US Army Schofield Barracks, HI
R-3110C	Schofield-Makua	to 8,999'	By NOTAM	Honolulu Twr
				US Army Schofield Barracks, HI
R-7201	Farallon de	To FL600	By NOTAM	FAA, Guam CERAP
	Medinilla Is.			Commander Joint Region Marianas
R-7201A	Farallon de	To FL600	By NOTAM	FAA, Guam CERAP
	Medinilla Is.			Commander Joint Region Marianas

Altitude given in feet. P—Prohibited R—Restricted A—Alert W—Warning

Unauthorized flight is not permitted within a Prohibited Area, or within a Restricted Area during the time of use and between the altitudes noted in the tabulation. In Warning Areas flights are not restricted, but avoidance is advised during use.

(Authorization may be granted by the controlling agency or by Executive Order of the President).

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

TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 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

Forecast	Explanation	Report
TAF	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	METAR
KPIT	ICAO location indicator	KPIT
091730Z	Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time	091955Z
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. METAR: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on	COR
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiaBle</u>); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>G</u> ust and maximum speed; 00000KT for calm; for METAR , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V</u> 260	22015G25KT
5SM	Prevailing visibility: in U.S., <u>Statute Miles & fractions</u> ; above 6 miles in TAF <u>Plus6SM</u> . (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	3/4SM
	Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; "/"; 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)	R28L/2600FT
HZ	Significant present, forecast and recent weather: see table (on back)	TSRA
FEW020	Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 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 "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, CLeaR for "clear below 12,000 feet"	OVC010CB
	Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06	18/16
	Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013)	A2992

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

Forecast	Explanation	Report
WS010/31022KT	In U.S. TAF , non-convective low-level (≤2,000 ft) <u>Wind Shear;</u> 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>	·
	In METAR , <u>ReMarK</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	RMK SLP045 T01820159
FM1930	<u>FroM</u> and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
TEMPO 2022	TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period	
PROB40 0407	PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period	
BECMG 1315	<u>BECoMinG</u> : change expected during 2-digit hour beginning and 2-digit hour ending time period	

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.

	Oraci notoa boi	· · · · ·	or as needed in TA	' ' '	o olgilillodik <u>w</u> edti	101.	
QUA	LIFIER						
Intens	ity or Proximity	,					
- Li	ight	"no	sign" Moderate	+ 1	leavy		
vc	Vicinity: but not	at a	erodrome; in U.S. MI	ETA	R, between 5 and 10	OSM	of the point(s) of
	observation; in	U.S.	TAF, 5 to 10SM fron	n ce	nter of runway comp	lex (elsewhere within 8000m)
Descr	iptor						
MI	Shallow	BC	Patches	PR	Partial	TS	Thunderstorm
BL	Blowing	SH	Showers	DR	Drifting	FΖ	Freezing
WEA	THER PHENO	OME	NA				
Precip	oitation						
	Drizzle		Rain	SN	Snow	SG	Snow grains
IC	Ice crystals	PL	Ice pellets	GR	Hail	GS	Small hail/snow pellets
UP	Unknown precip	oitatio	on in automated obse	erva	ions		·
Obscu	ıration						
BR	Mist (≥5/8SM)		Fog (<5/8SM)	FU	Smoke	V۸	Volcanic ash
SA	Sand	ΗZ	Haze	PΥ	Spray	DU	Widespread dust
Other							
		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 fcsts 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

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

OTHER FSS TELEPHONE NUMBERS

Location	Frequencies
Honolulu, Oahu	117.7T (LNY) 116.9T (ITO) 116.1T (MKK) 115.7T (IAI) 114.8T (HNL) 114.3T (OGG) 113.5T (LIH) 113.3T (MUE) 112.3T (UPP) 115.4T (SOK) 123.6 122.6 122.2 122.1R 296.7 233.7

Remarks:

FSS-1-800-WX-BRIEF, available 24 hours.

WSO-973-5286, operates 24 hours.

Surface weather reports available on request via air/ground voice communication frequencies.

Best VHF enroute communication coverage due to location of RCO sites:

122.2-Molokai & Lanai routes, 122.6-Lihue routes, 123.6-Maui & Hawaii routes

Routine and selected special reports-Honolulu/Hilo/Kahului/Guam.

Terminal forecast-Honolulu/Hilo/Guam.

Hilo WSO—933-6941, operates 1000-0200Z. Lihue WSO—245-2420, operates 1000-0200Z.

R-Receive only T-Transmit only

Emerg Freq. 121.5 and 243.0 are available at most stations and are not tabulated.

* Outer Islands may be required to dial LD 808-833-8440 for FSS weather briefing and flight planning svc.

KEY AIR TRAFFIC FACILITIES Air Traffic Control System Command Center

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)							
ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #	**CLEARANCE DELIVERY TELEPHONE #			
Albuquerque	817-222-5006	7:30 a.m4:00 p.m.	505-856-4300	505-856-4561			
Anchorage	907-271-5936	7:30 a.m4:00 p.m.	907-269-1137				
Atlanta	404-305-5180	7:30 a.m5:00 p.m.	770-210-7601	770-210-7692			
Boston	404-305-5156	7:30 a.m4:00 p.m.	617-455-3100	603-879-6859			
Chicago	817-222-5006	8:00 a.m4:00 p.m.	630-906-8221	630-906-8921			
Cleveland	817-222-5006	8:00 a.m4:00 p.m.	440-774-0310	440-774-0490			
Denver	206-231-2099	7:30 a.m4:00 p.m.	303-651-4100	303-651-4257			
Ft. Worth	817-222-5006	7:30 a.m4:00 p.m.	817-858-7500	817-858-7584			
Honolulu	310-725-3300	7:30 a.m4:00 p.m.	808-840-6100	808-840-6201			
Houston	817-222-5006	7:30 a.m4:00 p.m.	281-230-5300	281-230-5622			
Indianapolis	817-222-5006	8:00 a.m4:00 p.m.	317-247-2231	317-247-2411			
Jacksonville	404-305-5180	8:00 a.m4:30 p.m.	904-549-1501	904-845-1592			
Kansas City	817-222-5006	7:30 a.m4:00 p.m.	913-254-8500	913-254-8508			
Los Angeles	661-265-8200	7:30 a.m4:00 p.m.	661-265-8200	661-575-2079			
Memphis	404-305-5180	7:30 a.m4:00 p.m.	901-368-8103	901-368-8453			
Miami	404-305-5180	7:00 a.m3:30 p.m.	305-716-1500	305-716-1731			
Minneapolis	817-222-5006	8:00 a.m4:00 p.m.	651-463-5580	651-463-5588			
New York	718-995-5426	8:00 a.m4:40 p.m.	631-468-1001	631-468-1425			
Oakland	310-725-3300	6:30 a.m3:00 p.m.	510-745-3331				
Salt Lake City	206-231-2099	7:30 a.m4:00 p.m.	801-320-2500	801-320-2568			
San Juan	404-305-5180	7:30 a.m4:00 p.m.	787-253-8663	787-253-8664			
Seattle	206-231-2099	7:30 a.m4:00 p.m.	253-351-3500	253-351-3694			
Washington	718-995-5426	8:00 a.m4:30 p.m.	703-771-3401	703-771-3587			

 $[\]hbox{*Facilities can be contacted through the RgnI 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)						
TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #			
Atlanta	404-305-5180	7:00 a.m3:30 p.m.	404-669-1200			
Chicago	817-222-5006	8:00 a.m4:00 p.m.	847-608-5509			
Dallas/Ft. Worth	817-222-5006	7:30 a.m4:00 p.m.	972-615-2500			
Denver	425-227-1389	7:30 a.m4:00 p.m.	303-342-1500			
Houston	817-222-5006	7:30 a.m4:00 p.m.	281-230-8400			
New York	718-995-5426	8:00 a.m4:30 p.m.	516-683-2901			
Northern CA	310-725-3300	7:00 a.m3:30 p.m.	916-366-4001			
Potomac	718-995-5426	8:00 a.m4:30 p.m.	540-349-7500			
Southern CA	310-725-3300	7:30 a.m4:00 p.m.	858-537-5800			

^{*} Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES DAILY NAS REPORTABLE AIRPORTS

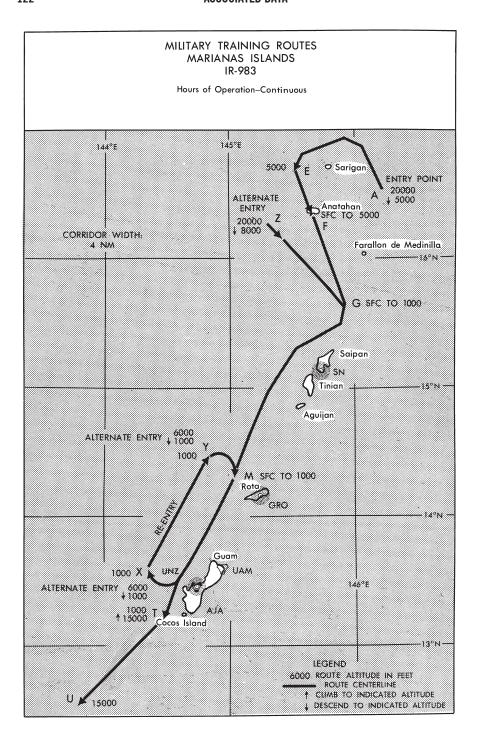
AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m4:30 p.m.	301-735-2380
Baltimore/Washington			
Intl Thurgood Marshall, MD	718–995–5426	8:00 a.m4:30 p.m.	410–962–3555
Boston Logan Intl, MA	404–305–5156	7:30 a.m4:00 p.m.	617–561–5901
Bradley Intl, CT	404–305–5156	7:30 a.m4:00 p.m.	203–627–3428
Burbank/Bob Hope, CA	301–725–3300	7:00 a.m5:30 p.m.	818–567–4806
Charlotte Douglas Intl, NC	404–305–5180	8:00 a.m.–4:30 p.m.	704–344–6487
Chicago Midway, IL	817–222–5006	8:00 a.m4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	817–222–5006	8:00 a.m4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH Covington/Cincinnati, OH	817–222–5006 708–294–7401	8:00 a.m4:00 p.m. 8:00 a.m4:30 p.m.	216–352–2000 606–767–1006
Dallas/Ft. Worth Intl, TX	817–222–5006	8:30 a.m.–5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	817–222–5006	7:30 a.m.–4:00 p.m.	937-454-7300
Denver Intl, CO	425–227–1389	7:30 a.m.–4:00 p.m.	303-342-1600
Detroit Metro, MI	817–222–5006	8:00 a.m.–4:00 p.m.	734–955–5000
Fairbanks Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–474–0050
Fort Lauderdale Intl, FL	404–305–5180	7:00 a.m. –3:30 p.m.	305–356–7932
George Bush	101 000 0100	7.00 a 0.00 p	000 000 7502
Intercontinental/Houston, TX	817-222-5006	7:30 a.m4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m3:30 p.m.	404-669-1200
Honolulu (Daniel K Inouye Intl), HI	310-725-3300	7:30 a.m4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m5:00 p.m.	713-847-1400
Indianapolis Intl, IN	817-222-5006	8:00 a.m4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-725-3300	7:30 a.m4:00 p.m.	808-877-0725
Kansas City Intl, MO	817-222-5006	7:30 a.m4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m4:00 p.m.	901–322–3350
Miami Intl, FL	404-305-5180	7:00 a.m4:00 p.m.	305–869–5400
Minneapolis/St. Paul, MN	817–222–5006	8:00 a.m4:00p.m.	612-713-4000
Nashville Intl, TN	404–305–5180	7:00 a.m3:30 p.m.	615–781–5460
New York Kennedy Intl, NY	718–995–5426	8:00 a.m4:30 p.m.	718–656–0335
New York La Guardia, NY	718–995–5426	8:00 a.m4:30 p.m.	718–335–5461
Newark Liberty Intl, NJ	718–995–5426	7:30 a.m4:00 p.m.	973–565–5000
Norman Y. Mineta San Jose Intl, CA	310-725-3300	7:30 a.m.–4:00 p.m.	408-982-0750
Ontario Intl, CA	310-725-3300	7:30 a.m.–4:00 p.m.	909–983–7518
Orlando Intl, FL	404–305–5180	7:30 a.m.–5:00 p.m.	407–850–7000
Philadelphia Intl, PA	718–995–5426	8:00 a.m4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-725-3300	7:30 a.m.–4:00 p.m.	602–379–4226
Pittsburgh Intl, PA Portland Intl, OR	718–995–5426 425–227–1389	8:00 a.m4:30 p.m. 7:30 a.m4:00 p.m.	412–269–9237 503–493–7500
Raleigh-Durham, NC	404–305–5180	8:00 a.m.–4:30 p.m.	919–380–3125
Ronald Reagan Washington	404-303-3160	6:00 a.m4:50 p.m.	319-300-3123
National, DC	718-995-5426	8:00 a.m4:30 p.m.	703-413-0330
Salt Lake City, UT	425-227-1389	7:30 a.m4:00 p.m.	801-325-9600
San Antonio Intl, TX	817–222–5006	8:00 a.m4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-725-3300	7:00 a.m3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m4:00 p.m.	206-768-2900
St. Louis Lambert, MO	817-222-5006	7:30 a.m4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m4:30 p.m.	571-323-6372
West Palm Beach, FL	404-305-5180	8:00 a.m4:30 p.m.	561–683–1867
Westchester Co, NY	718–995–5426	8:00 a.m4:30 p.m.	914-948-6520

^{*} Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

- 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.
- Non participating aircraft are not prohibited from flying within an MTR, however, extreme vigilance should be exercised when conducting flight through or near these routes. Pilots should contact Guam CERAP or Saipan radio to obtain information on route usage in their vicinity.
- 4. Marianas Islands Military Training Routes are also published in the Mariana Islands Sectional Aeronautical Chart, the DOD Flight Information Publication (enroute). Chart 1, Panel B and the DOD FLIP are planning document AP/3.



DISTANCES

	METERS/FEET						
MTRS	FT/MTR	S FT					
0.305	1	3.281					
0.610	2	6.562					
0.914	3	9.843					
1.219	4	13.123					
1.524	5	16.404					
1.829	6	19.685					
2.134	7	22.966					
2.438	8	26.247					
2.743	9	29.528					
3.048	10	32.808					
6.096	20	65.617					
9.144	9.144 30						
12.192	40	131.233					
15.240	50	164.042					
18.288	60	196.850					
21.336	70	229.658					
24.384	80	262.467					
27.432	90	295.275					
30.480	100	328.083					
60.960	200	656.2					
91.440	300	984.3					
121.920	400	1312.3					
152.400	500	1640.4					
304.800	1000	3280.8					
609.601	2000	6561.7					
914.402	3000	9842.5					
1219.202	4000	13123.3					
1524.003	5000	16404.2					

NAUTICAL MILES TO						
KM	NM	SM				
0.185	0.1	0.115				
0.370	0.2	0.230				
0.556	0.3	0.345				
0.741	0.4	0.460				
0.926	0.5	0.575				
1.111	0.6	0.690				
1.296	0.7	0.806				
1.482	0.8	0.921				
1.667	0.9	1.036				
1.85	1	1.15				
3.70	2	2.30				
5.56	3	3.45				
7.41	4	4.60				
9.26	5	5.75				
11.11	6	6.90				
12.96	7	8.06				
14.82	8	9.21				
16.67	9	10.36				
18.52	10	11.51				

37.04	20	23.02
55.56	30	34.52
74.08	40	46.03
92.60	50	57.54
111.12	60	69.05
129.64	70	80.55
148.16	80	92.06
166.68	90	103.57
185.20	100	115.08
370.40	200	230.16
555.60	300	345.23
740.80	400	460.31
926.00	500	575.39
1111.20	600	690.47
1296.40	700	805.54
1481.60	800	920.62
1666.80	900	1035.70
1852.00	1000	1150.78

NAUTICAL MILES TO

NM

KM

MTRS	NM
100	0.054
500	0.270
1000	0.540
2000	1.080
3000	1.620
4000	2.160

MTRS	NM
5000	2.700
6000	3.240
7000	3.780
8000	4.320
9000	4.860
10 000	5 300

MILLIBARS TO INCHES

	0	1	2	3	4	5	6	7	8	9
mb					INC	HES				
940	27.76	27.79	27.82	27.85	27.88	27.91	27.94	27.96	27.99	28.02
950	28.05	28.08	28.11	28.14	28.17	28.20	28.23	28.26	28.29	28.32
960	28.35	28.38	28.41	28.44	28.47	28.50	28.53	28.56	28.59	28.61
970	28.64	28.67	28.70	28.73	28.76	28.79	28.82	28.85	28.88	28.91
980	28.94	28.97	29.00	29.03	29.06	29.09	29.12	29.15	29.18	29.21
990	29.23	29.26	29.29	29.32	29.35	29.38	29.41	29.44	29.47	29.50
1000	29.53	29.56	29.59	29.62	29.65	29.68	29.71	29.74	29.77	29.80
1010	29.83	29.85	29.88	29.91	29.94	29.97	30.00	30.03	30.06	30.09
1020	30.12	30.15	30.18	30.21	30.24	30.27	30.30	30.33	30.36	30.39
1030	30.42	30.45	30.47	30.50	30.53	30.56	30.59	30.62	30.65	30.68
1040	30.71	30.74	30.77	30.80	30.83	30.86	30.89	30.92	30.95	30.98
1050	31.01	31.04	31.07	31.10	31.12	31.15	31.18	31.21	31.24	31.27

TEMPERATURE SCALES IN DEGREES

°C	۰F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F
-40	-40.0	-28	-18.4	-16	3.2	-4	24.8	8	46.4	20	68.0	32	89.6	44	111.2
-39	-38.2	-27	-16.6	-15	5.0	-3	26.6	9	48,2	21	69.8	33	91.4	45	113.0
-38	-36.4	-26	-14.8	-14	6.8	-2	28.4	10	50.0	22	71.6	34	93.2	46	114.8
-37	-34.6	-25	-13.0	-13	8.6	-1	30.2	11	51.8	23	73.4	35	95.0	47	116.6
-36	-32.8	-24	-11'.2	-12	10.4	0	32.0	12	53.6	24	75.2	36	96.8	48	118.4
-35	-31.0	-23	-9.4	-11	12.2	1	33.8	13	55.4	25	77.0	37	98.6	49	120.2
-34	-29.2	-22	-7.6	-10	14.0	2	35.6	14	57.2	26	78.8	38	100.4	50	122.0
-33	-27.4	-21	-5.8	-9	15.8	3	37.4	15	59.0	27	80.6	39	102.2		
-32	-25.6	-20	-4.0	-8	17.6	4	39.2	16	60.8	28	82.4	40	104.0		
-31	-23.8	-19	-2.2	-7	19.4	5	41.0	17	62.6	29	84.2	41	105.8	1	
-30	-22.0	-18	-0.4	-6	21.2	6	42.8	18	64.4	30	86.0	42	107.6		
-29	-20.2	-17	1.4	-5	23.0	7	44.6	19	66.2	31	87.8	43	109.4		

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.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
	HAWAII	
HONOLULU		
DANIEL K INOUYE INTL (HNL)	HS 1	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.
	HS 2	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.
	HS 3	Twy V, Twy T, Twy A and Twy J in close proximity to Rwy 08L.
	HS 4	Minimal distance between rwy hold short lines between Rwy 04L–22R/Rwy 04R–22L.
KAHULUI		
KAHULUI (OGG)	HS 1	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.
	HS 2	Rwy holding position marking Rwy 02–20 located at the intersection of Twy E and the ramp.
	HS 3	Acft ldg Rwy 02 that are instructed to exit left on Twy A sometimes cross Rwy 05–23 wo clnc.
KAILUA-KONA		
ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA)	HS 1	Extv helicopter OPS on twy A abm ramp K.
	HS 2	Extv helicopter OPS on twy A S of twy A5.
KANEOHE		
KANEOHE BAY MCAS (MARION E CARL FLD) (NGF)	HS 1	Active roadway crossing Rwy 04–22. High risk of rwy incursion due to privately–owned vehicles crossing rwy.
	HS 2	Active roadway crossing Twy Alpha. Many privately-owned vehicles crossing twy.
	HS 3	Twy Alpha from fuel pits to approach end of Rwy 04 does not have sufficient separation from the rwy to facilitate simultaneous use.
KAUNAKAKAI		
MOLOKAI (MKK)	HS 1	Area not visible from ctl twr.

INTENTIONALLY LEFT BLANK

Approved OMB No. 2120-0026 Exp. 7/31/2020 International Flight Plan ADDRESSEE(S) PRIORITY <=FF <= FILING TIME ORIGINATOR SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR 3 MESSAGE TYPE 7 AIRCRAFT IDENTIFICATION TYPE OF FLIGHT 8 FLIGHT RULES <=(FPL WAKE TURBULENCE CAT. 9 NUMBER TYPE OF AIRCRAFT 10 EQUIPMENT <= / 13 DEPARTURE AERODROME TIME <= ______ 1 1 1 15 CRUISING SPEED LEVEL ROUTE TOTAL EET 16 DESTINATION AERODROME ALTN AERODROME 2ND ALTN AERODROME 18 OTHER INFORMATION <= SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) **ENDURANCE EMERGENCY RADIO** HR MIN PERSONS ON BOARD UHF VHF ELT V −E/ | P/ ____ R/ U E SURVIVAL EQUIPMENT **JACKETS** LIGHT FLUORES POLAR DESERT MARITIME JUNGLE / P D M J] **/** L F U ٧ NUMBER CAPACITY COVER COLOR <= AIRCRAFT COLOR AND MARKINGS REMARKS <= N / PILOT-IN-COMMAND)<= FILED BY ACCEPTED BY ADDITIONAL INFORMATION 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.

ALTIMETER SETTING OAKLAND OCEANIC FIR

- 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.
- 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).
- ENSLIING 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 BOUNDARY

 a. Aircraft entering the Oakland OCA/FIR without a KZAK ADS-C connection are required to forward a boundary position report via San Francisco Radio over HF.

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

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PROCEDURES

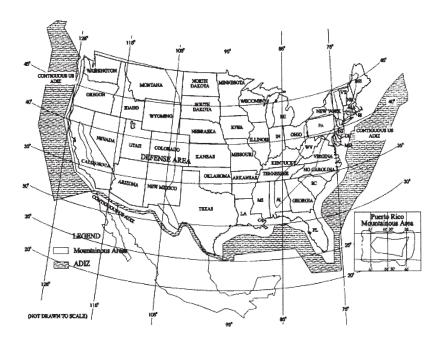
- 1. The ESCAT Plan contains responsibilities of military authorities. Federal Aviation Administration, and Federal Communications Commission in regard to actions to be taken for security control of air traffic and air navigation aids in defense of the United States during defense emergencies. The ESCAT Plan provides that, in the defense of the United States during defense emergencies, the military will direct actions to be taken in regard to landing, grounding, diversion or dispersal of aircraft, and in regard to the control of air navigation aids.
- 2. At the time that ESCAT is implemented, ATC facilities will broadcast instructions received from the military over available ATC frequencies. Depending on instructions received from the military, VFR flights may be directed to land at the nearest available airport; IFR flights will be expected to proceed as directed by ATC. Pilots on the ground may be required to file a flight plan and obtain approval (through FAA) before conducting flight operations.
- 3. In view of the above, all pilots should guard an ATC or Flight Service Station frequency at all times while conducting flight operations.

NATIONAL SECURITY

1. General

- a. National security in the control of air traffic is governed by Title 14 of the U.S. Code of Federal Regulations, Part 99.
- 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.
- 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





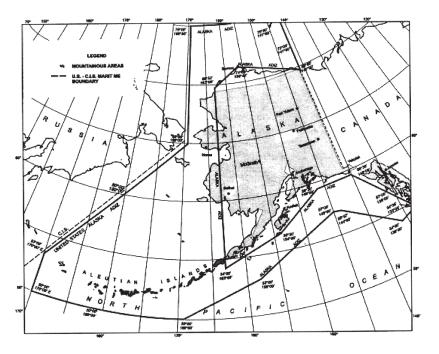
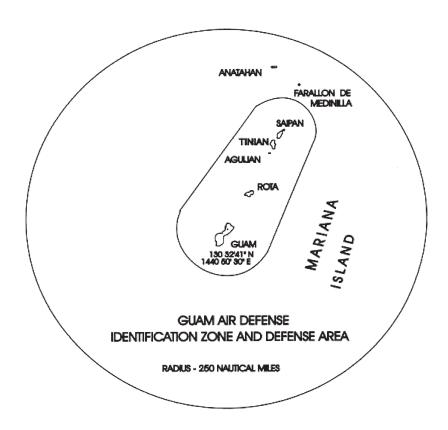
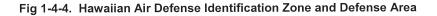
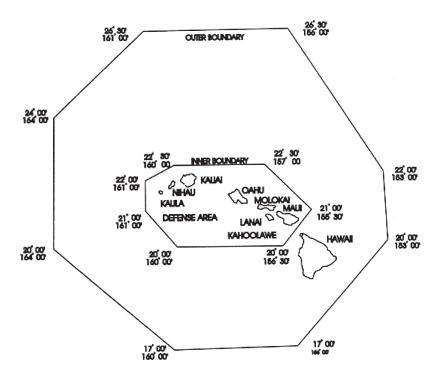


Fig 1-4-3. Guam Air Defense Identification Zone and Defense Area







Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations Contact Information: (202) 267-8783
Amended: August 2023

EMERGENCY PROCEDURES

INTERCEPTION SIGNALS ICAO STANDARD

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	INTERCEPTING AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONSE	MEANING
1	AIRPLANES: 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.	You have been intercepted. Follow me.	AIRPLANES: DAY-Rocking wings and following.	Understood, will comply.
	NIGHT-Same and, in addition, flashing navigational lights at irregular intervals.		Night–Same and, in addition, flashing navigational lights at irregular intervals.	
	NOTE 1.—Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.			
	NOTE 2If 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.		HELICOPTERS: DAY or NIGHT-Rocking aircraft, flashing navigational lights at irregular intervals and following.	
2	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.	You may proceed.	AIRPLANES: DAY or NIGHT–Rocking wings. HELICOPTERS: DAY or NIGHT–Rocking aircraft.	Understood, will comply.
3	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. NIGHT-Same and, in addition, showing steady landing lights.	Land at this aerodrome.	AIRPLANES: DAY-Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.	Understood, will comply.
			NIGHT–Same and, in addition, showing steady landing lights (if carried).	
			HELICOPTERS: DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	

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.

PACIFIC SAR COORDINATOR (PACSARCOORD):

Coast Guard Commander, Pacific Area (PACSARCOORD), has overall responsibility for the administration, management and oversight of aeronautical SAR in the U.S. aeronautical and maritime SAR Regions (SRRs) Pacific and Arctic Oceans. The coordination of SAR operations is provided by JRCC Alameda, JRCC Seattle, JRCC Honolulu, and JRCC Juneau within their respective aeronautical SRRs.

SRR ALAMEDA:

JRCC Alameda is responsible for the coordination and conduct of SAR operations in aeronautical SRR Alameda own SAR area. Aeronautical SRR Alameda is established within following coordinates:

From 42°N, 124°13'W(California-Oregon State Line), to 40°N, 150°W to 07°09'N, 120°W to 30°N, 120°W to 30°45'N, 120°50'W to 32°33'N, 117°05'W thence north along the Pacific coastline back to 42°N, 124°13'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 03°30'N, 120°W to 07°09'N, 120°W to 40°N, 150°W to 40°N, 165°E to 27°N, 165°E to 27°N, 155°E to 21°N, 155°E to 21°N, 130°E to 07°N, 130°E to 3°30'N, 133°E to 3°30'N, 141°E to 00°N, 141°E to 00°N, 160°E to 3°30'N, 160°E to 03°30'N, 180° to 5°S, 180° to 5°S, 155°W to 3°30'N, 145°W to 03°30'N, 120°W. (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 17°N, 130°E to 17°N, 160°E to 09°30′N, 160°E to 07°N, 165°E to 03°30′N, 165°E to 03°30′N, 165°E to 00°N, 160°E to 00°N, 141°E to 03°30′N, 141°E to 3°30′N, 133°E to 07°N, 130°E to 17°N, 130°E. 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 $48^\circ 20^\circ N$, $145^\circ W$ to $40^\circ N$, $150^\circ W$ to $42^\circ N$, $124^\circ 13^\circ W$ thence north along the Pacific coastline to $49^\circ 00^\circ 7^\circ N$, $122^\circ 4905^\circ W$ to $49^\circ 00^\circ 7^\circ N$, $123^\circ 19^\circ 21^\circ W$ to $48^\circ 49^\circ 53^\circ N$, $123^\circ 00^\circ 30^\circ W$ to $48^\circ 41^\circ 35^\circ N$, $123^\circ 16^\circ 27^\circ W$ to $48^\circ 25^\circ 24^\circ N$, $123^\circ 16^\circ 27^\circ W$ to $48^\circ 27^\circ 14^\circ N$, $123^\circ 09^\circ 39^\circ W$ to $48^\circ 25^\circ 24^\circ N$, $123^\circ 06^\circ 51^\circ W$ to $48^\circ 17^\circ 49^\circ N$, $123^\circ 14^\circ 11^\circ W$ to to $48^\circ 13^\circ 30^\circ N$, $123^\circ 32^\circ 25^\circ W$ to $48^\circ 14^\circ 26^\circ N$, $123^\circ 40^\circ 41^\circ W$ to $48^\circ 17^\circ 50^\circ N$, $124^\circ 00^\circ 40^\circ W$ to $48^\circ 30^\circ N$, $124^\circ 45^\circ W$ to $48^\circ 30^\circ N$, $125^\circ W$ to $48^\circ 20^\circ N$, $128^\circ W$ to $48^\circ 20^\circ N$, $145^\circ W$. (Telephone number for RCC Seattle is $206^\circ 220^\circ 7001$)

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 50°05'N, 159°E to 43°N, 165°E to 40°N, 165°E to 40°N, 150°W to 48°20'N, 145°W to 54°40'N, 140°W to 54°40'N, 136°W to 54°N, 136°W to 54°13'N, 134°57'W to 54°39'27'N, 132°41'W to $54^{\circ}42'30''N$, 130°36'30'W thence north along the United States/Canada National border to 69°39'47''N, 141°W to North Pole to 65°N, 168°58'24"W to $64^{\circ}03'N$, 172°12'W to $60^{\circ}N$, 180° to $54^{\circ}49'N$, 170°12'E to $54^{\circ}N$, 169°E to $50^{\circ}05'N$, 159°E. (Telephone number for JRCC Juneau is 907-463-2000)

COAST GUARD RESCUE COORDINATION CENTERS: Coast Guard Rescue Coordination Centers are served by major radio stations which guard 500kHz (CW). 8364 kHz (CW), and 2182 kHz (Voice). In addition to these major radio stations, the 247 Coast Guard units along the sea coasts of the United States and shores to the Great Lakes guard 2182 kHz (Voice). All of these facilities are available for reporting distress or potential distress. THE CALL "NCU" (CW) or "COAST GUARD" (VOICE) ALERTS ALL COAST GUARD RADIO STATIONS WITHIN RANGE.

EMERGENCY PROCEDURES

I. A pilot in any emergency phase (uncertainty, alert, or distress) should do three things to obtain assistance:

Effective Dense in

- 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):

Frequency	Emission	Effective Range in Nautical Miles	Guarded By
121.5 MHz	Voice	Generally limited to Radio line–of–sight	All military twrs, most civil twrs, VHF direction finding stns, radar facilities, ocean station vessels.
243.0 MHz	Voice	Generally limited to radio line–of–sight	All military twrs, most civil twrs, VHF direction finding stns, radar facilities, ocean station vessels.
2182 kHz	Voice	Generally less than 300 miles for average aircraft installations	Some ships and boats at sea, most Coast Guard stations, most commercial coast stations.
500 kHz	CW	Generally less than 100 miles for average aircraft installations.	Most large ships at sea, most Coast Guard radio stations, most commercial coast stations.
8364 kHz	CW	Up to several thousand miles, depending upon propagation conditions. Subject to "skip".	U.S.N. direction finding stations, ocean station vessels and most Coast Guard radio stations

Transmit as much of the following as possible:

- 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.
- 9. Nature of distress.
- 10. Pilot's intentions (bailout, ditch, crash landing, etc.).
- 11. Assistance desired (fix, steer, bearing, escort, etc.).
- 12. Two 10-second dashes with mike (voice) or key (CW) followed by aircraft identification (once) OVER (Voice) or K (CW).
- c. Comply with instructions received.—Accept the "communications control" offered to you by the ground radio station, silence interfering radio stations, and do not shift frequency or shift to another ground station unless absolutely necessary.
- II. Pilots on IFR flights experiencing two-way radio failure are expected to adhere to prescribed procedures.
 - The pilot should remember that he has two means of declaring an emergency.
 - (1) Emergency IFF and/or mode A/3 Code 7700.
 - (2) Sending emergency message.

Ground stations have three electronic means of assisting:

- (1) Receipt of emergency message;
- (2) Radar detection of IFF signal; and
- (3) DF bearings.

THE PILOT SHOULD REMEMBER THE FOUR C'S:

- a. Confess your predicament to any ground radio station. Do not wait too long. Give SAR a chance!
- b. Communicate with your ground link and pass as much of the distress message on first transmission as possible. We need information for best SAR action!
- c. Climb if possible for better radar and DF detection. If flying at low altitude, the chance for establishing radio contact is improved by climbing, also chances of alerting radar systems are sometimes improved by climbing or descending.

NOTE:—Climbing or descending under IFR conditions within controlled air space is not permitted except in EMERGENCY. Air traffic control will operate on the assumption that the provisions of FAR 91.185 are being followed by the pilot.

- d. Comply—especially Comply—with advice and instructions received, if you really want to help. Assist the ground "communications control" station to control communications on the distress frequency on which you are working (as that is the distress frequency for your case). Tell interfering stations to maintain silence until you call. Cooperate!
- III. For bail—out, set radio for continuous emission. For ditching or crash landing, the radio equipment should if it is considered that there is no additional risk of fire and if circumstances permit, be set for continuous transmission.

When a pilot is in doubt of his position, or feels apprehensive for his safety, he should not hesitate to request assistance. Search and Rescue facilities, including Radar, Radio and DF stations, are ready and willing to help. There is no penalty for using them. Delay has caused crashes and cost lives. Take action!

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25107 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

INOP COMPONENTS 25051

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) JLS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800[†]/2000*/2200*

•					
Inoperative Component or Visual Aid	Increase Visibility				
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† 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. For ILS procedures with a 200 foot HAT with a restriction on autopilot usage, RVR 1800 authorized with use of FD or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	1/4 mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, 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)	1/8 mile

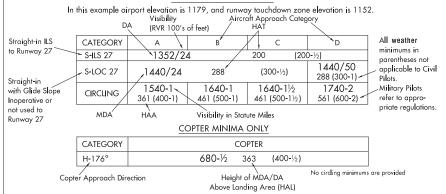
INOP COMPONENTS 25051

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT



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 avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A 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 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_praducts/dtpp/search/

COLD TEMPERATURE ERROR TABLE

	THEOTH ABOVE AIRLOR INVEST														
١		200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
o	+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
₹	0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
旧	-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
	-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
R	-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
0	-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
I E	-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUV	FRING	TARIF

Approach Category	Α	В	С	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

TERMS/LANDING MINIMA DATA 20142

TERMS/LANDING MINIMA DATA 25163

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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)						
Circling MDA In feet MSL	CAT A	CAT B	CAT C	CAT D	CAT E		
1000 or l ess	1.3	1.7	2.7	3.6	4.5		
1001-3000	1.3	1.8	2.8	3.7	4.6		
3001-5000	1.3	1.8	2.9	3.8	4.8		
5001-7000	1.3	1.9	3.0	4.0	5.0		
7001-9000	1.4	2.0	3.2	4.2	5.3		
9001 and above	1.4	2.1	3.3	4.4	5.5		

Users may ignore the presence of 🥃 symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

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.

RVR (feet)	Visibility (SM)						
1600	1/4	2400	1/2	3500	5/8	5500	1
1800	1/2	2600	1/2	4000	3/4	6000	11/4
2000	1/2	3000	5/8	4500	7/8		
2200	1/2	3200	5/8	5000	1		

RADAR MINIMA

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10 2.5°/42/1000	ABCDE	195 /16	100	(100-1/4)			.Visibil	lity
	28 2.5°/48/1068	ABCDE	187 /16	100	(100-1/4)		/	(RVR	100's of feet)
ASR	10	ABC	560 /40	463	(500-¾)	DE	560 /50	463	(500-1)
	28	AB	600 /50	513	(600-1)	CDE	600 /60	513	(600-11/4)
CIR	10	AB	560-11/4	463	(500-11/4)	CDE	560-11/2	463	(500-1½)
	28	AB	600-11/4	503	(600-11/4)	CDE	600-11/2	503	(600-11/2)

Visibility in Statute Miles Radar Minima:

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

- 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 500-19. NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations. A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

▼ Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 25163

GENERAL INFO 24137

GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN), SIAPS with the (FAA) 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 center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-118 (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.

AA Procedure	Orig 31DEC09 +	Procedure Amendment
Amendment Number	- Amdt 2B 12MAR09 -	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.

GENERAL INFO 24137

GENERAL INFO 24137

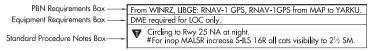
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

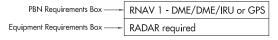
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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



RNAV STAR and DP PBN/Equipment Requirements Notes Box



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 contolled lighting, e.g., 🐧, 🕜

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "
g "symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a **0**

7 times within 5 seconds

5 times within 5 seconds 3 times within 5 seconds

FUNCTION

Highest intensity available

Medium or lower intensity (Lower REIL or REIL-off) Lowest intensity available (Lower REIL or REIL-off)

GENERAL INFO 24137

ABBREVIATIONS 25107

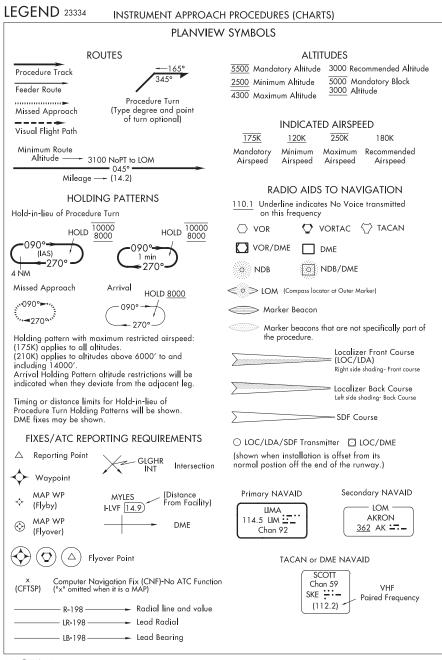
ADDICEVIATION	40 20107		
AAF	Army Air Field	D-ATIS	Digital-Automatic Terminal
AAUP	Attention All Users Page	D-A110	Information Service
ADF	Automatic Direction Finder	DA	Decision Altitude
	Air Defense Identification	DA	
ADIZ		DEP	Departure
.=	Zone	DEP CON	Departure Control
AFAUX	Air Force Auxiliary	DER	Departure End of Runway
AFB	Air Force Base	DH	Decision Height
AFRC	Armed Forces Reserve	DME	Distance Measuring
	Center/Air Force Reserve		Equipment
	Command	DP	Departure Procedure
AGL	Above Ground Level	DTHR	Displaced Runway
AFHP	Air Force Heliport	D1111X	Threshold
AFIS	Automatic Flight Information	D) (A	Diverse Vector Area
AFIS	Service	DVA	
ALID		ELEV	Elevation
AHP	Army Heliport	EMAS	Engineered Material
ALF	Auxiliary Landing Field		Arresting System
ALS	Approach Light System	EXEC	Executive
ALSF	Approach Light System with	FAF	Final Approach Fix
	Sequenced Flashing Lights	FD	Flight Director System
ANGB	Air National Guard Base	FL	Flight Level
ANGS	Air National Guard Station	FLD	Field
Ant	Antenna	FM	Fan Marker
AOB	At or Below		
AP		FMS	Flight Management System
	Autopilot System	GBAS	Ground Based
APCH	Approach		Augmentation System
APP CON	Approach Control	GCA	Ground Control Approach
AR	Authorization Required	GCO	Ground Communication
ARB	Air Reserve Base		Outlet
ARPT	Airport	GLS	Ground Based
ARR	Arrival	020	Augmentation System
AS	Air Station		Landing System
ASOS	Automated Surface	GP	Glidepath
A303	Observing System		
ASR		GPS	Global Positioning System
	Airport Surveillance RADAR	GS	Glide Slope
ASSC	Airport Surface Surveillance	HAA	Height Above Airport
	Systems	HAL	Height Above Landing
ATC	Air Traffic Control	HAT	Height Above Touchdown
ATCT	Airport Traffic Control Tower	HATh	Height Above Threshold
ATIS	Automatic Terminal	HCH	Heliport Crossing Height
	Information Service	hdg	Heading
AUNICOM	Automated UNICOM	HIRL	High Intensity Runway
AWOS	Automated Weather	1111XL	Lights
AVV00	Observing System	LILID	
Baro-VNAV		HUD	Head-up Display
Dai U-VINAV	Barometric Vertical	IAF	Initial Approach Fix
100	Navigation	IAP	Instrument Approach
BC	Back Course		Procedure
brg	Bearing	ICAO	International Civil Aviation
CAPT	Captain		Organization
CAT	Category	IF	Intermediate Fix
CCW	Counterclockwise	IFR	Instrument Flight Rules
CDI	Course Deviation Indicator	ILS	Instrument Landing System
CGAS	Coast Guard Air Station	IM	Inner Marker
Chan	Channel	INC	Incorporated
CIR	Circling		
		Inop	Inoperative
CL	Centerline Lighting System	INT	Intersection
CLNC DEL	Clearance Delivery	INTCNTL	Intercontinental
CNF	Computer Navigation Fix	INTL	International
CPDLC	Controller Pilot Data Link	JNGB	Joint National Guard Base
	Communications	JRB	Joint Reserve Base
CTAF	Common Traffic Advisory	K	Knots
1	Frequency	KIAS	Knots Indicated Airspeed
cw	Clockwise	LAAS	Local Area Augmentation
		L-7-10	
			System

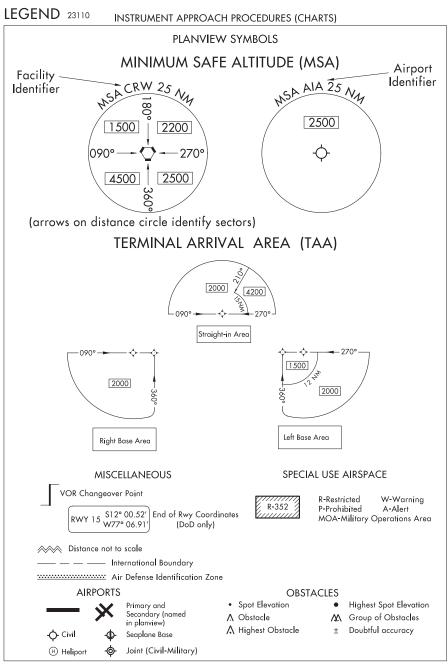
ABBREVIATIONS 25107

ABBREVIATIO	113 25107		
LDA	Localizer Type Directional	OPSPEC	Operations Specification
	Aid	PAR	Precision Approach Radar
Ldg	Landing	PDC	Pre-Departure Clearance
LIRL	Low Intensity Runway Lights	PRM	Precision Runway Monitor
LNAV	Lateral Navigation	Pvt	Private
LOA	Letter of Agreement/	R	Radial
	Authorization	RA	Radio Altimeter setting height
LOC	Localizer	RAIL	Runway Alignment Indicator
LOM	Locator Outer Marker		Lights
LP	Localizer Performance	RCLS	Runway Centerline Light
LPV	Localizer Performance with		System
	Vertical Guidance	REIL	Runway End Identifier Lights
LR	Lead Radial	RF	Radius to Fix
LRRS	Long Range RADAR Station	RGNL	Regional
MAA	Maximum Authorized	RLLS	Runway Lead-in Light System
	Altitude	RNAV	Area Navigation
MALS	Medium Intensity Approach	RNP	Required Navigation
	Lighting System		Performance
MALSF	Medium Approach Lighting	RPI	Runway Point of
	System with Sequenced		Interception)
	Flashers	RVR	Runway Visual Range
MALSR	Medium Intensity Approach	RWY	Runway
	Lighting System with	S	Straight-in
	Runway Alignment Indicator	SALS	Simplified Short Approach
	Lights		Light System
MAP	Missed Approach Point	SALSF	Short Approach Lighting
MCAF	Marine Corps Air Facility		System with Sequenced
MCALF	Marine Corps Auxiliary		Flashing Lights
	Landing Filed	SDF	Simplified Directional Facility
MCAS	Marine Corps Air Station	SFB	Space Force Base
MCB	Marine Corps Base	SID	Standard Instrument
MCOLF	Marine Corps Outlying Field		Departure
MDA	Minimum Descent Altitude	SM	Statute Mile
MEA	Minimum Enroute Altitude	SR-SS	Sunrise-Sunset
MEML	Memorial	SSALF	Short Approach Lighting
METRO	Metropolitan		System with Sequenced
MIRL	Medium Intensity Runway		Flashing Lights
	Lights	SSALR	Simplified Short Approach
MM	Middle Marker		Light System with Runway
MOCA	Minimum Obstruction		Alignment Indicator Lights
l	Clearance Altitude	SSALS	Simplified Short Approach
MRA	Minimum Reception Altitude		Lighting System
MSL	Mean Sea Level	ST	Saint
MSPEC	Management Specification	STE	Sainte
MUNI	Municipal	STAR	Standard Terminal Arrival
N/A	Not Applicable	TAA	Terminal Arrival Area
NA	Not Authorized	TACAN	Tactical Air Navigation
NAAS	Naval Auxiliary Air Station	TCH	Threshold Crossing Height
NAF	Naval Air Facility	TDZ	Touchdown Zone
NALF	Naval Auxiliary Landing Field	TDZE	Touchdown Zone Elevation
NAS	Naval Air Station	TDZ/CL	Touchdown Zone and
NDB	Nondirectional Radio Beacon	TD 71	Runway Centerline Lighting
NM	Nautical Mile	TDZL	Touchdown Zone Lights
NOLF	Naval Outlying Field	THR	Threshold
NoPT	No Procedure Turn	TODA	Takeoff Distance Available
NOTAM	Notice to Airmen	TORA	Takeoff Run Available
NS	Naval Station	tr	Track
NTL	National	TRML	Terminal
ODALS	Omnidirectional Approach	TWR	Tower
ODD	Lighting System	UNICOM	Universal Communications
ODP	Obstacle Departure	1104	Station
OM	Procedure	USA	United States Army
OM	Outer Marker	USAF	United States Air Force
25407			

ABBREVIATIONS 25107

USCG	United States Coast Guard United States Marine Corps United States Navy United States Space Force Visual Approach Slope Indicator Visual Climb Over Airport Vertical Descent Angle Visual Descent Point Visual Flight Rules Visual Glide Slope Indicator Vertical Navigation Very High Frequency Omni-Directional Range Very High Frequency Omni-Directional Range/Tactical Air Navigation Wide Area Augmentation System Wavooint
WP/WPT	Waypoint





LEGEND 24361 INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA". 1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°.

TCH 55

- 2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°. TCH 50
- 3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on.

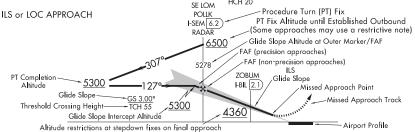
 Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format:

 On Copter procedures this is depicted in the following format:

 FIOM

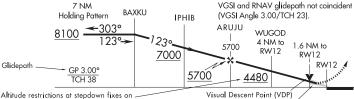
 SELOW

 TCH 20



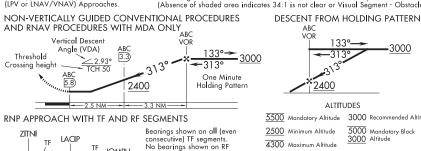
not applicable to Precision (ILS) Approaches

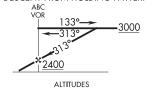
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

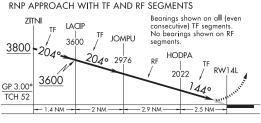


Altitude restrictions at stepdown fixes on final approach not applicable to Precision (LPV or LNAV/VNAV) Approaches.

Visual segment below MDA/DA is clear of obstacles on 34:1 slope. (Absence of shaded area indicates 34:1 is not clear or Visual Segment - Obstacles.)







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

PROFILE SYMBOLS

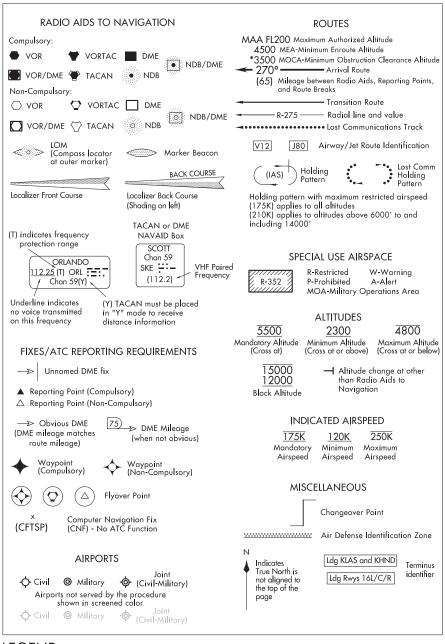
Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures. Visual Descent Point (VDP)

Visual Flight Path

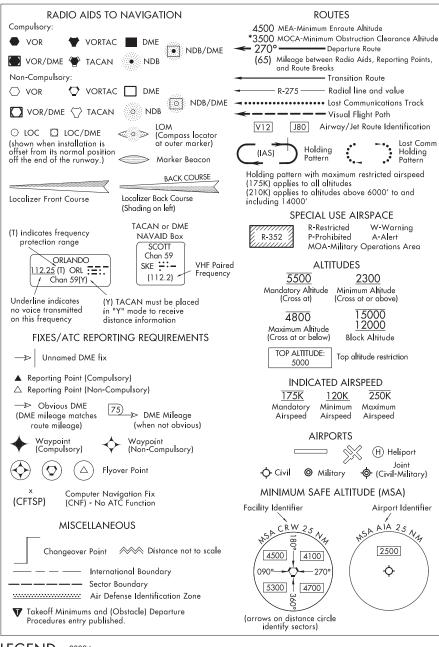
and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line

Note: Facilities

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

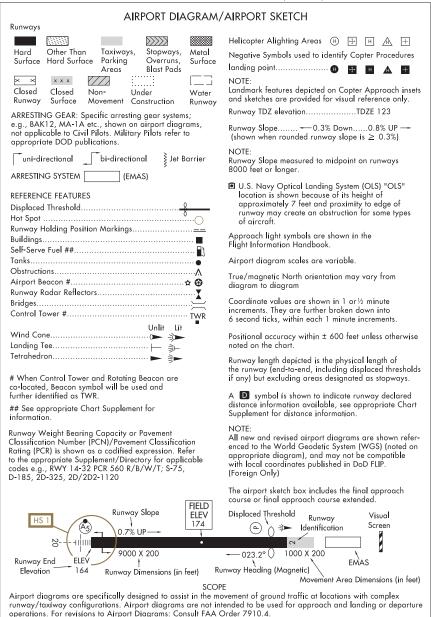


LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS



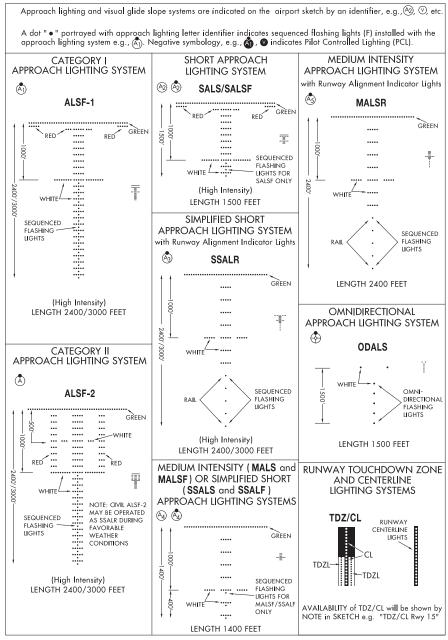
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)



LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS) APPROACH LIGHTING SYSTEM - UNITED STATES



LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS) APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, 🕲 , 😗 etc.

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

P PRECISION APPROACH PATH INDICATOR PAPI Too low Slightly low On correct approach path Slightly high Too high

Legend: □ White ■ Red ✓ VISUAL APPROACH SLOPE INDICATOR

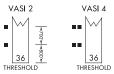
VASI

VISUAL APPROACH SLOPE INDICATOR
WITH STANDARD THRESHOLD CLEARANCE
PROVIDED

ALL LIGHTS WHITE — TOO HIGH

FAR LIGHTS RED ON GLIDE SLOPE

NEAR LIGHTS WHITE ON GLIDE SLOPE



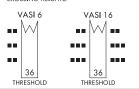
VASI 12



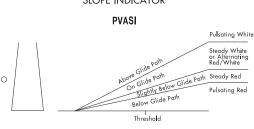
VISUAL APPROACH SLOPE INDICATOR

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.

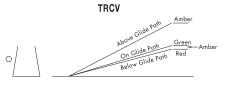


PULSATING VISUAL APPROACH SLOPE INDICATOR



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



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

APAP

(%) ALIGNMENT OF ELEMENTS SYSTEMS



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

SUPPLEMENTAL TABLES 25107

		FREQUENCY	PAIRING TABLE		
TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENC
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

60114	0/	GROUND SPEED (knots)										
ft/NM	%	60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

tions.		GROUND SPEED (knots)										
ANGLE	ft/NM							`				
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

K1

25163	INDEX OF T	FRMINAL C	HARTS AND	MINIMUMS	
	mbex or .		,		
NAME	PROC	SECT PG	NAME	PROC	SECT PG
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YIGO,GU	N AFB(UAM)(PGUA)		CHUUK INT	L IO ISLAND,FM	
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R	LS Z OR LOC/DME Z RWY 24L LS Z OR LOC/DME Z RWY 24R RNAV (GPS) RWY 06L	6	KWAJALEI	AF(ROI)(PKRO) IN USAKA,MH	
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T T	ACAN Y RWY 24L ACAN Y RWY 24R ACAN Z RWY 06L ACAN Z RWY 06R	14 15		O C ADA/SAIPAN INTL AN ISLAND,CQ	
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BABELTH	UAP ISLAND,PW 'L(ROR)(PTRO)		GUAM,GU GUAM INTI	L(GUM)(PGUM)	
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND **DIVERSE VECTOR AREA (RADAR VECTORS)**

INSTRUMENT APPROACH PROCEDURE CHARTS

FIFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less - one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ANDERSEN AFB (UAM) (PGUA)

YIGO, GU

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

(23110) (USAF)

TAKEÓFF 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 (ÓBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31DEC09 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, 300-11/6 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:

AREOFF DBSTACLE NOTES:

Rwy 9, frees 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, 34' AGL/191' MSL.

Rwy 27, trees beginning 23' from DER, 296' right of centerline, up to 17' AGL/180' MSL.

Tree 238' from DER, 382' right of centerline, 184' MSL.

Trees beginning 439' from DER, 372' 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)** PAC

BARKING SANDS PMRF (BKH) (PHBK)

KEKAHA, KAUAII, HI

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12JUN25 (25163) (USN)

DEPARTURE PROCEDURE:

Rwys 16, 34, climb on hdg between 160° CW to 340° from DER.

BRADSHAW AAF (BSF) (PHSF)

CAMP POHAKULÓA, 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.

Ny 9, pylori 260° i lofin Der. 705 i gjiri to Centerline, 55° AGL/6332° MSL. Pylon 2578° from DER, 764° right of centerline, 55° AGL/6332° MSL. Pylon 2382′ from DER, 804° right of centerline, 55° AGL/6326° MSL. Pylon 2005′ from DER, 879° right of centerline, 55° AGL/6304° MSL. Pylon 1785′ from DER, 925° right of centerline, 55° AGL/6304° MSL. Terrain 2000° from DER, 91° ieft of centerline, 6258° 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, 400-13/4 or std w/min climb of 450'/NM to 800.

Rwy 6R, 400-1% 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.

Rwys 6L/R, climb on heading 063* to 1000 before urrning sourcests.
TAKEOFF OBSTACLE NOTES:
Rwy 6L, terrain 11' from DER, 300' left of centerline, 306' MSL.
Vegetation, terrain beginning 159' from DER, 316' left of centerline, up to 312' MSL.
Terrain 321' from DER, 452' left of centerline, 315' MSL.
Terrain 371' from DER, 531' right of centerline, 315' MSL.
Terrain 378' from DER, 531' gift of centerline, 317' MSL.
Terrain 378' from DER, 321' from DER, 321' left of centerline, 317' MSL.

Terrain beginning 426' from DER, 374' right of centerline, up to 326' MSL.

Tress, 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 361' 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 768' 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.
Terrain 853' from DER, 688' 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, poles, 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, poles, 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



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND **DIVERSE VECTOR AREA (RADAR VECTORS)** PAC

GUAM, GU (CON'T)

GUAM INTL (GUM) (PGUM) (CON'T)

Rwy 6L (CON'T), trees, terrain, vegetation beginning 1649 from DER, 79 left of centerline, up to 411 MSL

Trees, terrain, fences, buildings, poles, traverse way 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 beginning 1933' from DER, 110' right of centerline, up to 406' MSL.

Trees, terrain, traverse way, building, fences, pole beginning 1986' from DER, 68' right of centerline, up to 413' MSL.

Trees, buildings, terrain, fences, poles, traverse way beginning 2056' from DER, 78' right of centerline, up to 423' MSL. Trees, building, fence, pole beginning 2271' from DER, 463' right of centerline, up to 427' MSL

Trees, terrain, fences, buildings, traverse ways, poles, vertical structure beginning 2301' from DER, 301' right of centerline,

Trees, terrain beginning 2418' from DER, 294' left of centerline, up to 419' MSL. Trees, terrain beginning 2611' from DER, 297' left of centerline, up to 423' MSL. Trees, terrain beginning 2761' from DER, 302' left of centerline, up to 426' MSL.

Trees beginning 2908' from DER, 504' left of centerline, up to 427' MSL

Trees, building beginning 2918' from DER, 497' right of centerline, up to 437' MSL

Trees, terrain, vegetation, transmission lines, poles beginning 2924' from DER, 15' left of centerline, up to 434' MSL

Transmission lines, trees, fences, terrain, buildings, poles, traverse ways, signs, tanks, walls, vegetation beginning 2933 from DER, 2' right of centerline, up to 67' AGL/469' MSL

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

Trees, buildings, 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 beginning 5048' from DER, 254' right of centerline, up to 480' MSL. Pole, trees, building beginning 5205' from DER, 266' right of centerline, up to 34' AGL/516' MSL.

Pole, trees, building beginning 5205' from DER, 266' right of centerline, up to 34' AGL/516' Trees, pole beginning 5486' from DER, 378' right of centerline, up to 536' MSL. Trees, buildings beginning 5635' from DER, 492' right of centerline, up to 556' MSL. Trees, poles, buildings beginning 5767' from DER, 640' right of centerline, up to 576' MSL. Trees, poles beginning 1.1 NM from DER, 697' right of centerline, up to 622' MSL. Rwy 6R, terrain beginning 0' from DER, 110' left of centerline, up to 302' MSL. Light poles 9' from DER, 159' left of centerline, up to 4' AGL/304' MSL. Signs beginning 58' from DER, 280' 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, pole, 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, 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 3932' from DER, 12' left of centerline, up to 406' MSL.
Trees, fences beginning 3033' from DER, on and left of centerline, up to 409' 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/487' MSL. centerline, up to 76' AGL/482' MSL

Tree 3863' 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'

Trees, transmission lines, pole beginning 4427' from DER, 42' left of centerline, up to 446' MSI

Trees, buildings, pole, traverse way beginning 4681' from DER, 179' right of centerline, up to 522' MSL. Trees, buildings, poles beginning 4792' from DER, 29' 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. Trees, vegetation beginning 5058' from DER, 9' left of centerline, up to 473' MSL.

Trees, buildings, pole beginning 5218' from DER, 16' right of centerline, up to 585' MSL. CON'T



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND **DIVERSE VECTOR AREA (RADAR VECTORS)** PAC

GUAM, GU (CON'T)

GUAM INTL (GUM) (PGUM) (CON'T)

Rwy 6R (CON'T), trees, buildings, pole beginning 5418' from DER, 19' right of centerline, up to 597' MSL.

Trees, pole beginning 5684' from DER, 54' right of centerline, up to 615' MSL. Tree 5814' from DER, 2036' right of centerline, 636' MSL.

Poles, trees beginning 5850' from DER, 113' right of centerline, up to 41' AGL/654' MSL.

Trees, pole beginning 5965' from DER, 529' right of centerline, up to 660' MSL

Buildings, trees, poles, terrain beginning 1 NM from DER, 26' right of centerline, up to 90' AGL/702' MSL.

Tree 1.1 NM from DER, 150' left of centerline, 479' MSL

Rwy 24L, light poles, terrain beginning 10' from DER, 85' right of centerline, up to 2' AGL/233' MSL.

Light poles 11' from DER, 4' left of centerline, 1' AGL/232' MSL Signs beginning 59' from DER, 282' right of centerline, up to 3' AGL/239' MSL.

Tree 1416' from DER, 365' left of centerline, 269' MSL. Tree 1511' from DER, 405' left of centerline, 270' MSL.

Tree 1578' from DER, 333' left of centerline, 273' 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' left of centerline, 102' right of centerline, up to 84' AGL/ 92' MSL. Light on building 669' from DER, 394' left of centerline, 29' AGL/37' MSL. Stack on building 2488' from DER, 219' right of centerline 72' AGL/80' MSL. Multiple trees beginning 1253' from DER, 209' left of centerline, 935' right of centerline, up to 64' AGL/72' MSL. Bush 450' from DER, 234' left of centerline, 14' AGL/ 22' MSL.

Rwy 4R, stack on building, 2442' from DER, 283' left of centerline, 72' AGL/80' MSL.

Multiple trees beginning 1206' from DER, 711' left of centerline, 433' right of centerline, up to 64' AGL/72' MSL.

Multiple lights beginning 1072' from DER, 399' left of centerline, 504' right of centerline, up to 36' AGL/44' MSL.

Pole 2110' from DER, 951' left of centerline, 59' AGL/67' MSL

Rwy 22L, multiple bushes beginning 265' from DER, 396' right of centerline, up to 17' AGL/31' MSL.

Tree 1065' from DER, 499' right of centerline, 30' AGL/38' MSL.

Rwy 22R, rod on OL ASR 1451' from DER, 827' right of centerline, 76' AGL/84' MSL

Tree 853' from DER, 308' right of centerline, 43' AGL/51' MSL.

Rwy 26L, ship 1.1 NM from DER, on centerline, 208' AGL/208' MSL

Rwy 26R, multiple light poles beginning 2120' from DER, 813' right of centerline, up to 105' AGL/111' MSL.

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.

Nawy 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.

Rwy 82 2L/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)** 25163 PAC

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 ONIZUKA 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° and KOA R-327 to MYNAH INT for assigned

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 MINÌMUMS AND (ÓBSTACLE) 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 VELLA INT, then as assigned.

Rwy 22, climb via heading 233° and MUE VOR/DME R-234 to 5000 to JASON INT, then as assigned TAKEOFF OBSTACLE NOTES:

Rwy 4, windsock 158' from DER, 299' right of centerline, 25' AGL/2702' MSL.

Fence 2754' from DER, 323' right of centerline, 12' AGL/2741' MSL. Tree 5200' from DER, 179' right of centerline, 50' AGL/2817' 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/2683' MSL.

Rapidly rising terrain beginning 1.5 NM from DER, 4209' left of centerline, up to 5513' MSL.

25163

$^\prime$ TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND $\,$ $\,$ $\,$ **DIVERSE VECTOR AREA (RADAR VECTORS)**

PAC. 12 JUN 2025 to 7 AUG 2025

KANEOHE BAY MCAS (NGF) (PHNG)

MOKAPU POINT, OAHU I, HI

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31OCT24 (24305) (USN)

TAKEOFF MINIMUMS:

Rwy 4, diverse departures authorized 335° CW 040°

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 (OBSTACLÉ) DEPÁRTURE PROCEDURES

ORIG 22OCT09 (21112) (FAA)

DEPARTURE PROCEDURÉ:

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

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 MÍNIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-1 or std. w/ min. climb of 370' per NM to 2700 or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 033° to 1720 before turning left. Climb heading 300° or 180° to intercept route or airway, then continue as cleared. Maintain maximum 210 kts until turn is completed or for climb in visual conditions cross LNY VORTAC eastbound at or above 3700.

Rwy 21, climb heading 213° to assigned altitude. Eastbound - climb westbound to cross LNY VORTAC eastbound at or above 2700 and climb as cleared. Westbound - climb direct LNY VORTAC then via assigned route.

TAKEOFF OBSTACLE NOTES:

Rwy 3, multiple poles, trees, and terrain beginning 2108' from DER, 1011' left of centerline, up to 200' AGL/2202' MSL.

Rwy 21, lighted windsock 8' from DER, 191' right of centerline, 30' AGL/1323' MSL.



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND **DIVERSE VECTOR AREA (RADAR VECTORS)**

PAC

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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 AGLI95 MSL.
Trees beginning 431 from DER, 38 left of centerline, up to 39 AGLI95 MSL.
Trees beginning 473 from DER, 14 left of centerline, up to 50 AGL/103 MSL.
Trees 541 from DER, 4 right of centerline, 54 AGL/103 MSL.

Trees beginning 548' from DER, 8' right of centerline, up to 56' AGL/104' MSL Tree 972' from DER, 676' left of centerline, 68' AGL/115' MSL

Tree 1563' from DER, 538' left of centerline, 90' AGL/127' MSL. Tree 1750' from DER, 783' left of centerline, 120' AGL/165' MSL

Rwy 17, light poles 4' from DER, 6' left of centerline, 2' AGL/94' MSL.

Tree 135' from DER, 272' right of centerline, 10' AGL/95' MSL.

Trees beginning 857' from DER, 565' right of centerline, up to 45' AGL/131' MSL.

Tree 1289' from DER, 734' right of centerline, 57' AGL/132' MSL.

Rwy 21, light poles 9' from DER, 54' left of centerline, 3' AGL/154' MSL.

Light poles 9' from DER, 55' right of centerline, 3' AGL/155' MSL. Terrain 33' from DER, 457' right of centerline, 156' MSL.

Pole 192' from DER, 546' left of centerline, 44' AGL/183' MSL Pole 366' from DER, 550' left of centerline, 46' AGL/184' MSL

Tree, pole beginning 497' from DER, 563' left of centerline, up to 70' AGL/206' MSL.

Trees beginning 1148' from DER, 231' right of centerline, up to 42' AGL/203' MSL. Tree 1457' from DER, 185' right of centerline, 67' AGL/212' MSL.
Trees beginning 1466' from DER, 53' right of centerline, up to 77' AGL/230' MSL.

Trees beginning 1510' from DER, 62' right of centerline, up to 87' AGL/241' MSL.

Tree 1536' from DER, 3' left of centerline, 70' AGL/208' MSL

Tree, pole beginning 1660' from DER, 9' right of centerline, up to 96' AGL/248' MSL. Trees beginning 1903' from DER, 267' left of centerline, up to 68' AGL/217' MSL.

Tree 2017' from DER, 280' left of centerline, 70' AGL/218' MSL

Trees beginning 2029 from DER, 296' left of centerline, up to 73' AGL/221' MSL. Trees beginning 2212' from DER, 337' left of centerline, up to 82' AGL/227' MSL. Tree 3102' from DER, 442' left of centerline, 107' AGL/231' MSL.

Trees beginning 2.1 NM from DER, 2126' left of centerline, up to 3' AGL/896' MSL.

Tree 2.2 NM from DER, 2973' left of centerline, 25' AGL/947' MSL

Trees beginning 2.2 NM from DER, 2747' left of centerline, up to 212' AGL/1329' MSL

Tree 2.3 NM from DER, 3671' left of centerline, 2' AGL/1474' MSI

Tree 2.4 NM from DER, 4032' left of centerline, 100' AGL/1488' MSL

Trees beginning 2.4 NM from DER, 2595 left of centerline, 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 (ÓBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, antenna on building 215' from DER, 246' left of centerline, 48' AGL/54' MSL. Obstruction light on AMOM 44' from DER, 259' 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/26' 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)**

PAC. 12 JUN 2025 to 7 AUG 2025

PAGO PAGO, AS

PAGO PAGO INTL (PPG) (NSTU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, std. w/ min. climb of 320' per NM to 800, or 2700-3 for climb in visual conditions.

Rwy 26, NA-obstacles

DEPARTURE PROCEDURE:

Rwys 5, 8, climbing right turn southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course.

Rwy 23, climbing left turn heading 150° southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course. For climb in visual conditions: cross Pago Pago Intl airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, bush 1' from DER, 237' right of centerline, 3' AGL/12' MSL

Bush 379' from DER, 362' left of centerline, 14' AGL/23' MSL. Ship 998' from DER, 57' right of centerline, 150' AGL/150' MSL

Rwy 8, bush 689' from DER, 360' left of centerline, 15' AGL/23' MSL.

Ship 1435' from DER, 304' left of centerline, 150' AGL/150' MSL

Rwy 23, multiple trees beginning 352' from DER, 173' left of centerline, up to 20' AGL/132' MSL. Multiple trees beginning 881' from DER, 296' right of centerline, up to 20' AGL/172' MSL.

Multiple trees and poles beginning 1.6 NM from DER, 38' right of centerline, up to 367' AGL/554' MSL.

Tree 2.3 NM from DER, 2126' left of centerline, 20' AGL/387' MSL

POHNPEI ISLAND, FM

POHNPEI INTL (PNI) (PTPN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, 300-11/2 or std w/min climb of 215'/NM to 300, or alternatively, with std 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: 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/363' 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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND **DIVERSE VECTOR AREA (RADAR VECTORS)**

PAC. 12 JUN 2025 to 7 AUG 2025

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

Terrain 48 from DER, 110 fert or centenine, 23 mSz. 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 313' 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 MINÌMUMS AND (ÓBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (10042) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 041° to 1100 before proceeding on course. Rwy 22, climb heading 221° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, bush 205' from DER, 203' right of centerline, 7' AGL/17' MSL.

Rwy 22, bush 5' from DER, 241' right of centerline, 14' AGL/24' MSL. Bush 221' from DER, 85' right of centerline, 7' AGL/17' MSL.

CAUTION: Ships with superstructure to 150' traverse channels west of runway 4/22.

WHEELER AAF (HHI) (PHHI)

WAHIAWA, HI

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS

Rwy 6, 300-1 w/min climb of 357'/NM to 3600 or std w/min climb of 473'/NM to 2900.

Rwy 24, NA-Obstacles DEPARTURE PROCEDURE:

Rwy 6, climbing right turn to hdg 150° to intercept CKH VORTAC R-294 to CKH VORTAC.

TAKÉOFF OBSŤAČLE NOTES: 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.



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND **DIVERSE VECTOR AREA (RADAR VECTORS)**

ALTERNATE MINS

M1



25163

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

ANA 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 ANA 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)

	Precision Approach	Non-Precision Approach	
Standard	600-2	800-2	
▲Non-Standard or restrictions	As indicated below	As indicated below	
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibili		
US Military (USA/USN/USAF)	See Service Regulations		

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).

NAME

ALTERNATE MINIMUMS

BABELTHUAP ISLAND, PW

PALAU INTL (ROR) (PTRO).....NDB Rwy 9¹ RNAV (GPS) Rwv 9 RNAV (GPS) Rwy 27

NA except standard for operators with approved weather reporting service.

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-23/4.

GUAM, GU

GUAM

INTL (GUM) (PGUM).....ILS or LOC Rwy 6L1 ILS or LOC Rwy 6R1 RNAV (GPS) Y Rwy 24L² RNAV (GPS) Y Rwy 24R³

RNAV (RNP) Z Rwy 24L⁴ RNAV (RNP) Z Rwy 24R⁵ VOR or TACAN Rwy 24R⁶

¹LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.

²Categories A, B, 900-2; Category C, 900-2³/₄. ³Categories A, B, 900-2; Category C, 900-2½.

Categories A, B, C, D, 900-3.

⁵Categories A, B, C, D, 800-2½

⁶Categories A. B. 900-2: Categories C. D 900-2½.

HANA, HI

HANA (HNM) (PHHN).....RNAV (GPS) Rwy 26 Category A. 900-2: Category B. 1100-2.

NAME

ALTERNATE MINIMUMS

HILO, HI

HILO INTL (ITO) (PHTO)......ILS or LOC Rwy 2612 RNAV (GPS) Rwv 213 RNAV (GPS) Rwy 263

VOR-B3 VOR/DME or TACAN Rwy 263 VOR/DME or TACAN-A3

¹NA when control tower closed.

²LOC, Category C, 900-21/4; Category D, 1300-3. ³Category C, 900-21/4; Category D, 1300-3.

HONOLULU, HI

DANIEL K INOUYE

INTL (HNL) (PHNL).....LOC Rwy 4R¹ LOC Rwy 8L² RNAV (GPS) Rwy 4L3 RNAV (GPS) Rwy 8R⁴ RNAV (GPS) Y Rwy 4R⁵

RNAV (GPS) Y Rwy 8L2 VOR or TACAN Rwy 4R6 VOR or TACAN-A1 VOR or TACAN-B1

¹Category C, 800-2½; Category D, 1400-3. ²Category C, 900-2½; Category D, 1300-3. ³Category C, 900-2½; Category D, 1400-3;

Category E, 2000-3.

⁴Category C, 900-2¹/₄; Category D, 1400-3; Category E, 2100-3.

⁵Category D, 1300-3. ⁶Category C, 900-2¹/₄; Category D, 1400-3.

ALTERNATE MINS

PAC A

25163 M1



ALTERNATE MINS

M2



25163			
NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
¹ NA when control to ² LOC, Category D, ³ Category D, 1100-3 ⁴ Category D, 1200-3 ⁵ NA when local wea	100-3; Category E, 1700-3. 3. 3. ther not available.	¹ NA when control to ² NA when local wer ³ Categories C, D, 8 ⁴ Category C, 800-2 ⁵ RNP 0.30, Category	ather not available. 00-2½. ½; Category D, 800-2½. ries A, B, C, D, 1000-4. ; Category C, 1000-2¾;
KAILUA/KONA, HI ELLISON ONIZUKA KEAHOLE (KOA) (PH	KONA INTL AT 1KO)ILS or LOC Rwy 17 ¹ 4KO)ILS or LOC Rwy 17 ² 4WOY (GPS) Rwy 35 ² 4WOR OF TACAN Rwy 17 ² 4WOR OF TACAN Rwy 35 ²		
¹ Category C, 800-2½ ² NA when local wea	DDGERSNDB Rwy 4R ¹ RNAV (GPS) Rwy 4R ² 4; Category D, 800-2½.	¹ ILS, Categories A, LOC, Category C,	ILS or LOC Rwy 5 ¹ RNAV (GPS) Rwy 5 ² RNAV (GPS) Rwy 23 ² VOR or TACAN-B ²
³ Categories A, B, 15 KOSRAE, FM	ther not available. category D, 1500-3. 300-2; Categories C, D, 1500-3.	,	II) (PTPN)NDB-A ¹ RNAV (GPS) Rwy 27 ² RNAV (GPS) X Rwy 9 ¹ 000-2; Categories C, D, 1000-3.
¹ NA except standard weather reporting s ² NA except categori	es A,B, standard, Category C, D 800-2½, for operators with	ROTA ISLAND, C	Q
¹ NA when local wea ² Category C, 900-21	RNAV (GPS) Rwy 3 ¹² VOR or TACAN or GPS-A ³ then not available. /2. ther not received except for	weather reporting Categories A, B, 12 1200-3. SAIPAN ISLAND,	d for operators with approved service. 200-2; Categories C, D,
	and the received exception	EDANCISCO C ADA	J



service.



25163 M2

operators with approved weather reporting

FRANCISCO C ADA/ SAIPAN INTL (GSN) (PGSN).....NDB Y Rwy 7 Category D, 800-21/4.

ALTERNATE MINS

М3



25163

NAME ALTERNATE MINIMUMS NAME ALTERNATE MINIMUMS

TINIAN ISLAND, CQ

FRANCISCO MANGLONA BORJA

TINIAN INTL (TNI) (PGWT).....RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26

NA when local weather not available. Category D, 800-21/2.

WENO ISLAND, FM

CHUUK INTL (TKK) (PTKK).....NDB Rwy 41 NDB Rwy 22²³

RNAV (GPS) Rwy 4²⁴ RNAV (GPS) Rwy 22²⁵

¹NA except for operators with approved weather reporting service. Categories A, B, C, D, 800-21/2. ²NA except standard for operators with approved weather reporting service.

*Categories A, B, C, D, 800-3.

*Categories A, B, C, D, 800-3.

*Categories A, B, 900-2; Category C, 900-2½; Category D, 900-23/4.

YAP ISLAND, FM

YAP INTL (T11) (PTYA)......**NDB Rwy 7**1 NDB Rwy 25²

NDB/DME Rwy 25²

¹Category D, 800-21/4;

²Categories A, B, 1000-2; Categories C, D, 1000-3.

PAC A

25163 М3

RADAR MINS

24305

N1

RADAR INSTRUMENT APPROACH MINIMUMS

KANEOHE BAY MCAS (PHNG/NGF), Mokapu Point, Oahu I, HI Amdt 7

31OCT24 (24305) (USN)

ELEV 23

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

	RWY	GS/TCH/RPI	<u>CAT</u>	DH/ MDA-VIS	HAT/ HATh/ <u>HAA</u>	CEIL-VIS
PAR ¹	22	3.0°/54/1108	ABCD E	223- ³ / ₄ 273- ³ / ₄	200 250	(200- ³ / ₄) (300- ³ / ₄)
PAR (W/O GS) ASR	22 22		ABCDE AB* CDE*	460-1 ¹ / ₄ 860-1 ¹ / ₄ 860-2 ¹ / ₂	437 837 837	(500-1½) (900-1½) (900-2½)
CCIR ² (W/O GS	8) 22		AB C D E	480 -1 ¹ / ₄ 960 -2 ³ / ₄ 960 -3 NA	457 937 937	(500-1½) (1000-2¾) (1000-3)
C ASR CIR ²	22		AB C D	860-1 ¹ / ₄ 960-2 ³ / ₄ 960-3 NA	837 937 937	(900-1 ¹ / ₄) (1000-2 ³ / ₄) (1000-3)

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

^{*}Missed Approach Minimum Climb Rate

	Rwy	Knots	60	120	180	240	300	360
PAR CAT D CAT E PAR CAT D to 2400 PAR CAT E to 3200	22 22	V/V(fpm) V/V(fpm)	340 530	680 1060	1020 1590	1360 2120	1700 2650	2040 3180
PAR (W/O GS) CAT E PAR (W/O GS) CAT E to 3000	22	V/V(fpm)	330	660	990	1320	1650	1980
ASR CAT ABCDE to 3000	22	V/V(fpm)	300	600	900	1200	1500	1800

PA(

RADAR INSTRUMENT APPROACH MINIMUMS

N1

RADAR MINS

24305

[&]quot;VGSI (Angle 3.0"/TCH 44) and PAR glidepath (Angle 3.0"/TCH 54) not coincident. "Circling not authorized SE of Rwy 4-22, CAT D remain within 2.8 NM.

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.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
HONOLULU, HI DANIEL K INOUYE INTL (HNL) (PHNL)	04L 04R 08L	08L-26R 08L-26R 04L-22R	3,700 feet 6,250 feet 9,349 feet

25163

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 ellipses 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.

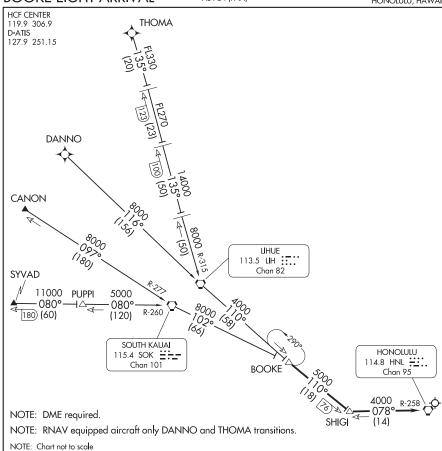
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
HONOLULU, HI DANIEL K INOUYE INTL (HNL) (PHNL)	HS 1 HS 2 HS 3 HS 4	Aircraft ldg Rwy 04R and exiting left onto Twy K, sometimes fail to hold short of Rwy 04L-22R and Rwy 08L-26R. When holding short, ATC is aware the aircraft tail is encroaching the ldg rwy. Aircraft 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. Twy V, Twy T, Twy A and Twy J in close proximity to Rwy 08L. Minimal distance between rwy hold short lines between Rwy 04L-22R/Rwy 04R-22L.
KAHULUI, HI KAHULUI (OGG) (PHOG)	HS 1 HS 2 HS 3	Rwy 05, Twy A, Twy F, and Twy G. Rwy 02-20, Twy E and the ramp. Twy A, Rwy 05-23
KAILUA-KONA, HI ELLISON ONIZUKA KONA INTI AT KEAHOLE (KOA) (PHKO)	HS 1	Extensive helicopter operations on Twy A abeam ramp K. Extensive helicopter operations on Twy A south of Twy A5.
KAUNAKAKAI, HI MOLOKAI (MKK)(PHMK)	HS 1	Area not visible from control tower.
MOKAPU POINT, HI KANEOHE BAY MCAS (NGF) (PHNG)	HS 1 HS 2 HS 3	Active roadway crossing Rwy 04-22. High risk rwy incursion due to privately-owned vehicles crossing rwy. Active roadway crossing Twy Alpha. Many privately-owned vehicles crossing twy. Twy Alpha from fuel pits to approach end of Rwy 04 does not have sufficient separation from the rwy to facilitate simultaneous use.

*See appropriate Chart Supplement HOT SPOT table for additional information.

(BOOKE.BOOKE8) 23334 BOOKE EIGHT ARRIVAL

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII



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. . . .

<u>DANNO TRANSITION (DANNO.BOOKE8):</u> From over DANNO WP via RNAV 116° course to LIH VORTAC. Then via LIH R-110 to BOOKE DME. Thence. . . .

SYVAD TRANSITION (SYVAD.BOOKE8): From over SYVAD INT via SOK R-260 to SOK VORTAC. Then via SOK R-102 to BOOKE DME. Thence. . . .

THOMA TRANSITION (THOMA.BOOKE8): From over THOMA WP via RNAV 135° course to LIH 123 DME, then LIH R-315 to LIH VORTAC. Then via LIH R-110 to BOOKE DME. Thence. . . .

. . . . From over BOOKE DME via LIH R-110 and HNL R-258 to HNL VORTAC. Expect RADAR vectors.

BOOKE EIGHT ARRIVAL (BOOKE.BOOKE8) 27MAY93

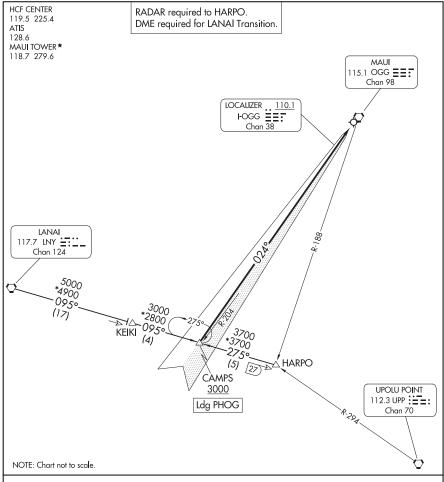
 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

(CAMPS.CAMPS4) 23278

CAMPS FOUR ARRIVAL

AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII



ARRIVAL ROUTE DESCRIPTION

HARPO TRANSITION (HARPO.CAMPS4): From over HARPO on LNY R-095 to CAMPS.

Thence

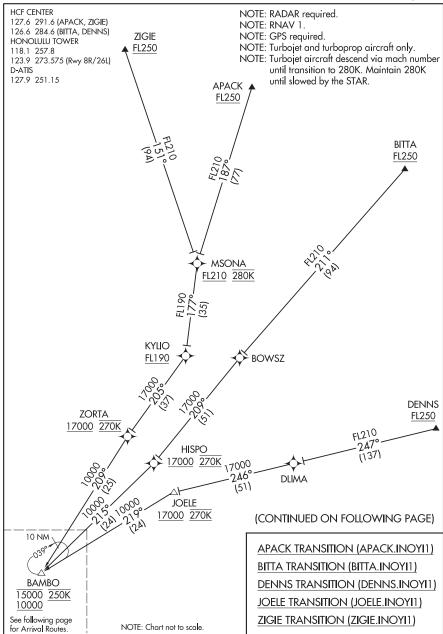
LANAI TRANSITION (LNY.CAMPS4): From over LNY VORTAC on LNY R-095 to CAMPS.

Thence

 \dots cross CAMPS at or above 3000, then on I-OGG localizer course. Expect ILS Y or LOC Y RWY 2 approach.

CAMPS FOUR ARRIVAL (CAMPS.CAMPS4) 050CT23

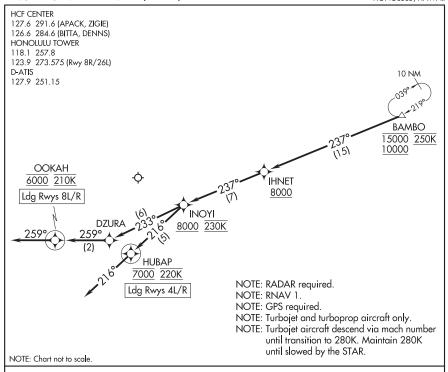
KAHULUI, HAWAII KAHULUI (OGG)(PHOG) (BAMBO.INOYI1) 20030 AL-754 (FAA) DANIEL K INOUYE INTL (HNL) (PHNL) INOYI ONE ARRIVAL (RNAV) Transition Routes HONOLULU, HAWAII



INOYI ONE ARRIVAL (RNAV) Transition Routes HONOLULU, HAWAII (BAMBO.INOYI1) 30JAN20 DANIEL K INOUYE INTL (HNL) (PHNL)

(BAMBO.INOYI1) 20030 AL-754 (FAA)
INOYI ONE ARRIVAL (RNAV) Arrival Routes

DANIEL K INOUYE INTL (HNL) (PHNL) HONOLULU, HAWAII



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.

<u>LANDING RUNWAY 8L:</u> 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.

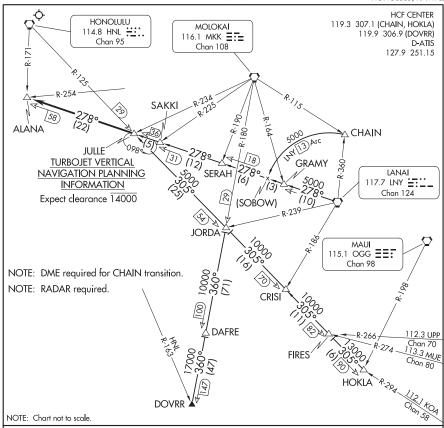
INOYI ONE ARRIVAL (RNAV) Arrival Routes (BAMBO.INOYI1) 30JAN20

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} (HNL) (PHNL) \end{array}$

(JULLE.JULLE5) 23334
JULLE FIVE ARRIVAL

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII



ARRIVAL ROUTE DESCRIPTION

CHAIN TRANSITION (CHAIN.JULLE5): From over CHAIN INT on LNY 13 DME CCW arc to SOBOW then via LNY R-278 to JULLE INT. Thence. . . .

DOVRR TRANSITION (DOVRR.JULLE5): From over DOVRR INT via MKK R-180 to JORDA INT then via HNL R-125 to JULLE INT. Thence. . . .

HOKLA TRANSITION (HOKLA.JULLE5): From over HOKLA INT via HNL R-125 and KOA R-294 on HNL R-125 to JULLE INT. Thence. . . .

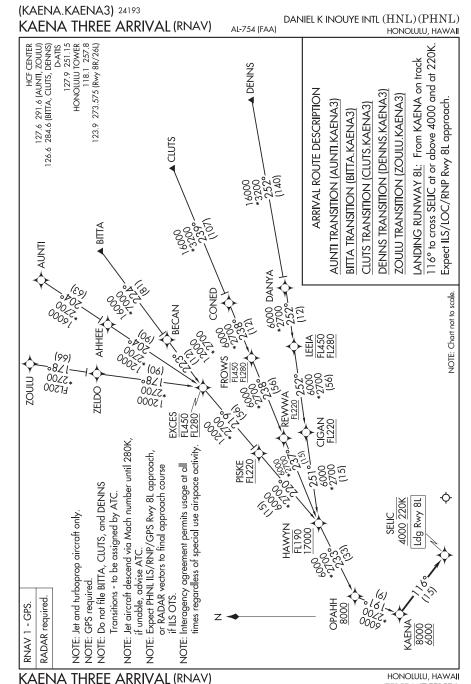
<u>LANAI TRANSITION (LNY.JULLE5)</u>: From over LNY VORTAC via LNY R-278 to JULLE INT. Thence. . . .

. . . From over JULLE INT on LNY R-278 to ALANA INT. Expect vectors to final approach course.

<u>LOST COMMUNICATIONS</u>: At ALANA INT proceed with the VOR or TACAN RWY 4R approach.

JULLE FIVE ARRIVAL (JULLE.JULLE5) 25AUG11

 $\begin{array}{c} \text{HONOLULU, HAWA!!} \\ \text{DANIEL K INOUYE INTL} (HNL) (PHNL) \end{array}$

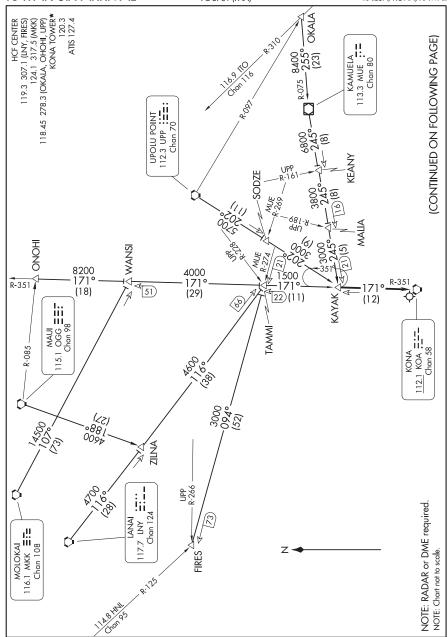


(KAENA.KAENA3) 16MAY24

DANIEL K INOUYE INTL (HNL) (PHNL)

(KAYAK.KAYAK6) 24137 KAYAK SIX ARRIVAL

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO) AL-5761 (FAA) KAILUA/KONA, HAWAII



KAYAK SIX ARRIVAL (KAYAK.KAYAK6) 07DEC17 KAILUA/KONA, HAWAII ELLISON ONIZUKA KONA INTL AT KEAHOLE ($\rm KOA)$ ($\rm PHKO)$

(KAYAK.KAYAK6) 17341 KAYAK SIX ARRIVAL

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO) AL-5761 (FAA) KAILUA-KONA, HAWAII

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. . . .

<u>UPOLU POINT TRANSITION (UPP.KAYAK6):</u> From over UPP VORTAC on UPP R-202 to KAYAK . Thence. . . .

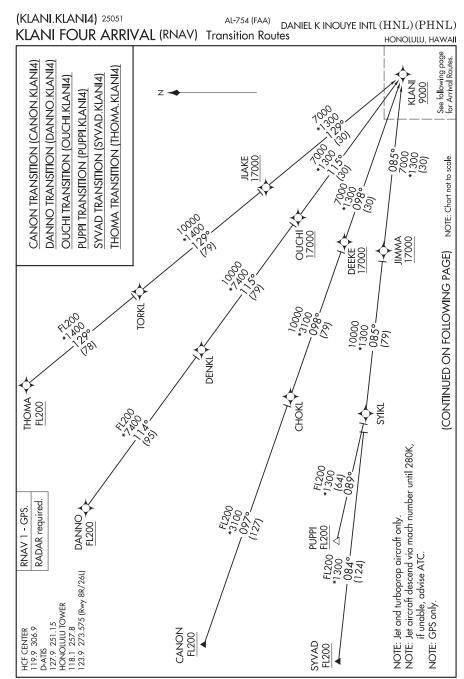
. . . . From over KAYAK on KOA R-351 to KOA VORTAC. Expect RADAR vectors.

LOST COMMUNICATIONS: At KAYAK proceed on VOR/DME or TACAN RWY 17 approach.

KAYAK SIX ARRIVAL (KAYAK.KAYAK6) 07DEC17

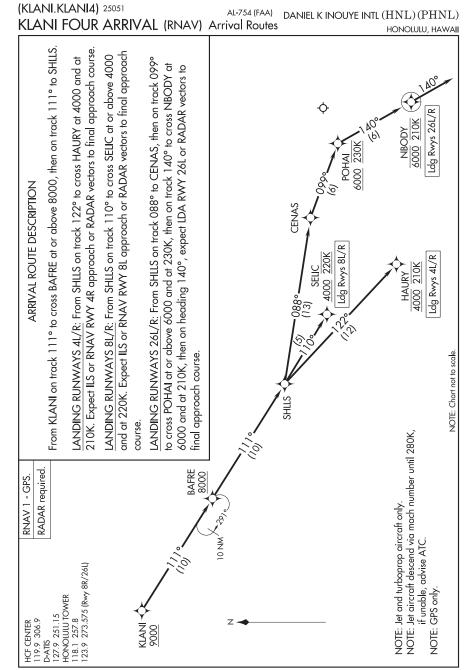
KAILUA-KONA, HAWAII

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



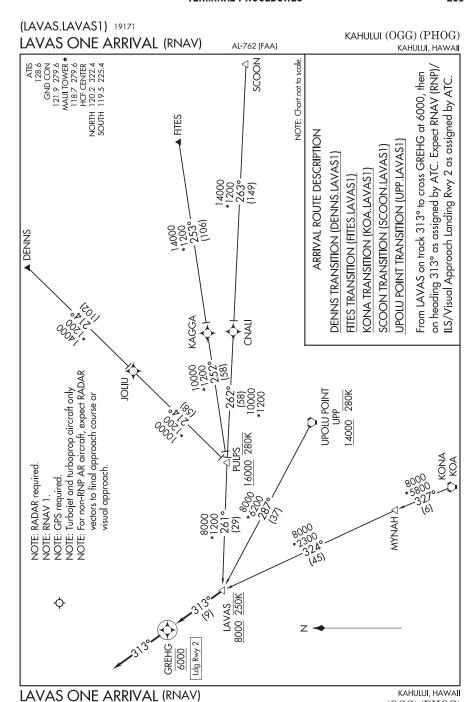
KLANI FOUR ARRIVAL (RNAV) Transition Routes
(KLANI.KLANI4) 20FEB25

HONOLULU, HAWAII
DANIEL K INOUYE INTL (HNL) (PHNL)



KLANI FOUR ARRIVAL (RNAV) Arrival Routes (KLANI.KLANI4) 20FEB25

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$



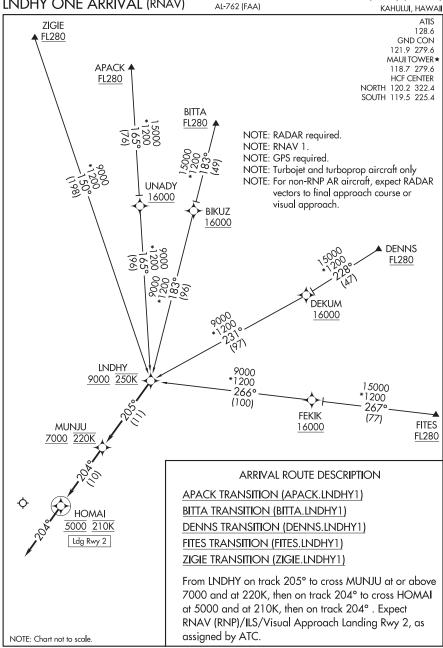
PAC, 12 JUN 2025 to 7 AUG 2025

(LAVAS.LAVAS1) 20JUN19

KAHULUI (OGG) (PHOG)

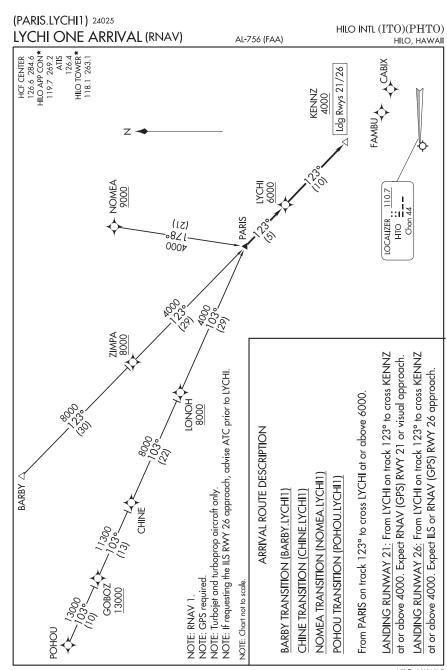
(LNDHY.LNDHY1) 19171 LNDHY ONE ARRIVAL (RNAV)

KAHULUI (OGG) (PHOG) KAHULUI, HAWAII



LNDHY ONE ARRIVAL (RNAV) (LNDHY.LNDHY1) 20JUN19

KAHULUI, HAWAII KAHULUI (OGG) (PHOG)

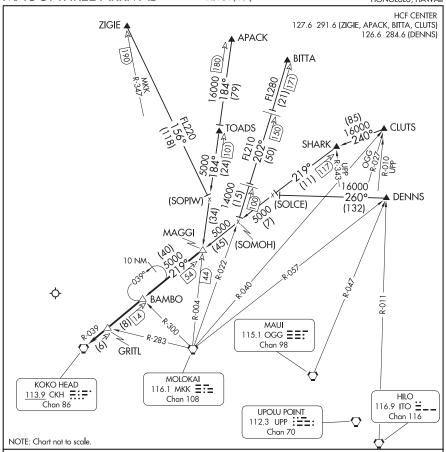


LYCHI ONE ARRIVAL (RNAV) (PARIS.LYCHI1) 25FEB21

HILO, HAWAII HILO INTL (ITO)(PHTO) (MAGGI.MAGGI3) 23334 MAGGI THREE ARRIVAL

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL)HONOLULU, HAWAII



ARRIVAL ROUTE DESCRIPTION

APACK TRANSITION (APACK.MAGGI3): From over APACK DME via MKK R-004 to MAGGI INT. Thence. . . .

<u>BITTA TRANSITION (BITTA.MAGGI3):</u> 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. . . .

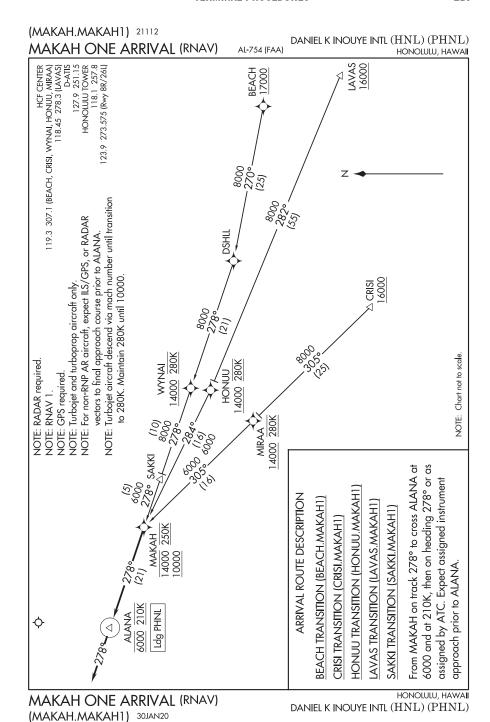
<u>DENNS TRANSITION (DENNS.MAGGI3):</u> From over DENNS INT via heading 260° to intercept CKH R-039 to MAGGI INT. Thence. . . .

ZIGIE TRANSITION (ZIGIE.MAGGI3): From over ZIGIE DME via heading 156° to intercept MKK R-004 to MAGGI INT. Thence. . . .

 \ldots . From over MAGGI INT via CKH R-039 to CKH VORTAC then RADAR vectors for approach to airport.

MAGGI THREE ARRIVAL (MAGGI.MAGGI3) 09SEP99

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

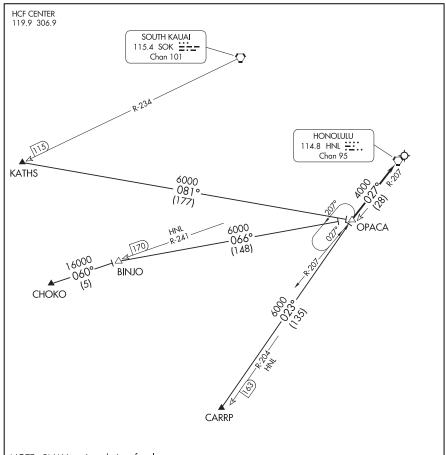


PAC, 12 JUN 2025 to 7 AUG 2025

(OPACA.OPACA4) 23334 OPACA FOUR ARRIVAL

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL) (PHNL) HONOLULU, HAWAII



NOTE: RNAV equipped aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

<u>CARRP TRANSITION (CARRP.OPACA4):</u> 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.

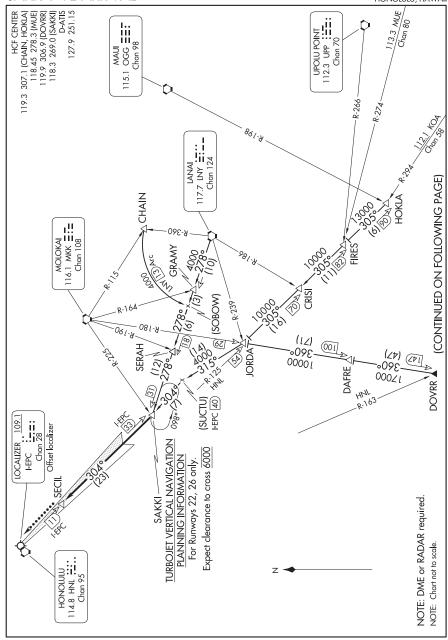
OPACA FOUR ARRIVAL (OPACA.OPACA4) 06JAN94

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} (HNL) (PHNL) \end{array}$

(SAKKI.SAKKI5) 23334 SAKKI FIVE ARRIVAL

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII



SAKKI FIVE ARRIVAL (SAKKI.SAKKI.5) 25AUG11

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} (HNL) (PHNL) \end{array}$

TERMINAL PROCEDURES

(SAKKI.SAKKI5) 17117 SAKKI FIVE ARRIVAL

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL) (PHNL) HONOLULU, HAWAII

ARRIVAL ROUTE DESCRIPTION

<u>CHAIN TRANSITION (CHAIN.SAKKI5):</u> From over CHAIN INT on LNY 13 DME CCW arc to SOBOW and LNY R-278 to SAKKI INT. Thence. . . .

<u>DOVRR TRANSITION (DOVRR.SAKKI5):</u> 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.

SAKKI FIVE ARRIVAL (SAKKI.SAKKI.5) 25AUG11

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

HONOLULU, HAWAII

DANIEL K INOUYE INTL (HNL) (PHNL)

(DYLLI.SHLAE1) 21112 DANIEL K INOUYE INTL (HNL) (PHNL) SHLAE ONE ARRIVAL (RNAV) AL-754 (FAA) HONOLULU, HAWAİ D-ATIS 127.9 251.15 118.1 257.8 123.9 273.575 (Rwy 8R/26L) LAVAS HCF CENTER 119.3 307.1 (CHAIN, BEACH, CRISI, HONUU, MIRAA, DYLLI) HONOLULU TOWER 18.45 278.3 (LAVAS) NOTE: Chart not to scale. BEACH 8000 270°, (25) Turbojet aircraft descend via mach number until transition to 280K CHAIN 2000 ¥×Z RNP aircraft expect direct SECIL landing runway 261 △ CRISI 24000 2000 273°, VOTE: Turbojet and turboprop aircraft only. Maintain 280K until 10000 MSL HOND NOTE: RADAR required. NOTE: GPS required. \$% \$% VOTE: RNAV 1. 4000 MIRAA NOTE: 1 NOTE or as assigned by ATC. Expect RADAR vectors at 4000 and at 210K, then on heading 304° DYLLI 4000 From DYLLI on track 304° to cross SHLAE ANAI CITY TRANSITION (LNY.SHLAET BEACH TRANSITION (BEACH, SHLAET ARRIVAL ROUTE DESCRIPTION CHAIN TRANSITION (CHAIN.SHLAET AVAS TRANSITION (LAVAS SHLAET CRISI TRANSITION (CRISI.SHLAET) 4000 210K Ldg PHNL SHIAE to final approach course. ф

PAC, 12 JUN 2025 to 7 AUG 2025

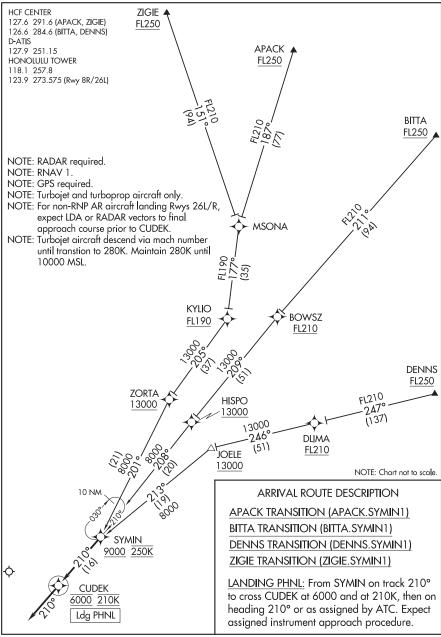
SHLAE ONE ARRIVAL (RNAV)

(DYLLI.SHLAE1) 30JAN20

(SYMIN.SYMIN1) 20030

SYMIN ONE ARRIVAL (RNAV) AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII

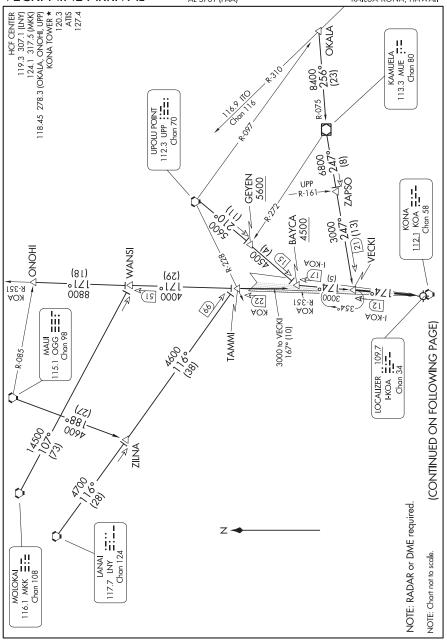


SYMIN ONE ARRIVAL (RNAV) (SYMIN.SYMIN1) 30JAN20

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

(VECKI.VECKI9) 24025 VECKI NINE ARRIVAL

ELLISON ONIZUKA KONA INTL AT KEAHOLE $(\mathrm{KOA})(\mathrm{PHKO})$ AL-5761 (FAA) KAILUA-KONA, HAWAII



VECKI NINE ARRIVAL (VECKI.VECKI9) 07DEC17

KAILUA-KONA, HAWAII ELLISON ONIZUKA KONA INTL AT KEAHOLE(KOA)(PHKO)

TERMINAL PROCEDURES

(VECKI, VECKI9) 17341 VECKI NINE ARRIVAL

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA)(PHKO)AL-5761 (FAA) KAILUA-KONA, HAWAII

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

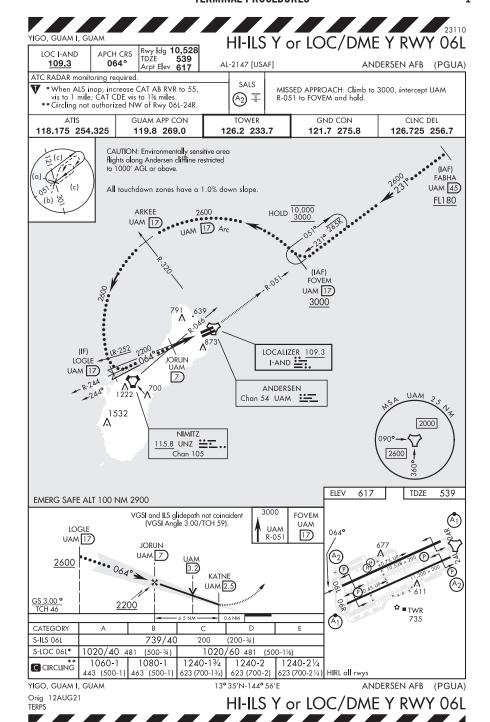
UPOLU POINT TRANSITION (UPP. VECKI9): From over UPP VORTAC on UPP R-210 to BAYCA, then on I-KOA 174° course to VECKI. Thence....

. . . . from over VECKI INT on I-KOA localizer course to Ellison Onizuka Kona Intl at Keahole.

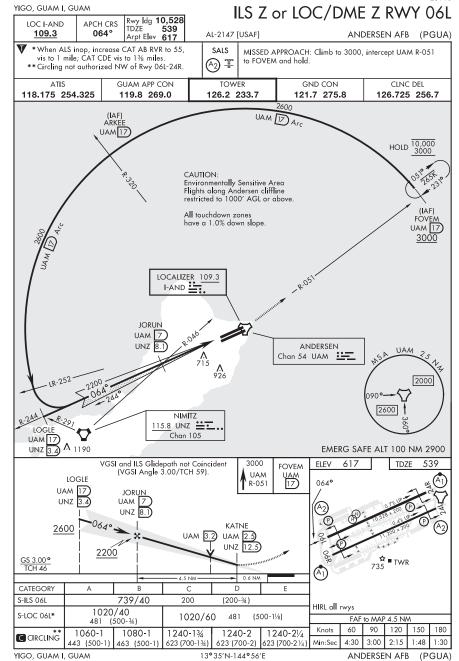
LOST COMMUNICATIONS: At VECKI INT proceed with ILS or LOC/DME RWY 17 approach.

VECKI NINE ARRIVAL (VECKI.VECKI9) 07DEC17

KAILUA-KONA, HAWAII



23110



Amdt 1 08SEP22 TERPS

ILS Z or LOC/DME Z RWY 06L

YIGO, GUAM I, GUAM ILS Z or LOC/DME Z RWY 06R Rwy Idg 11,200 APCH CRS LOC I-UAM TDŹE 557 110.1 064° AL-2147 [USAF] ANDERSEN AFB (PGUA) Arpt Elev 617 *When ALS inop, increase RVR to 40, vis to ¾ mile.

**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,
CAT CDE vis to 1¾ miles. ALSF-1 MISSED APPROACH: Climb to 3000, intercept (ÃI) UAM R-051 to FOVEM and hold. CAT CDE vis to 1% miles.

*** Circling not authorized NW of Rwy 06L-24R TOWER ATIS GUAM APP CON GND CON CLNC DEL 118.175 254.325 119.8 269.0 126.2 233.7 121.7 275.8 126.725 256.7 UAM IT Arc (IAF) ARKEE HOLD 10,000 CAUTION: Environmentally Sensitive Area Flights along Andersen cliffline restricted to 1000' AGL or above. UAM 17 2654 All touchdown zones have a 1.0% down slope. Wheel crossing height (WCH) for group 4 FÖVEM aircraft is below required 20 ft. UAM 17 3000 R-051 LOCALIZER 110.1 I-UAM **ANIKA** UAM 6.7 **ANDERSEN** UNZ 8. Chan 54 UAM := **^**. 926 2000 NIMITZ 2600 115.8 UNZ == R-243 HILRI Chan 105 UAM [7] **Λ**₁₁₉₀ EMERG SAFE ALT 100 NM 2900 UNZ 3.2 **ELEV** 617 TDZE **FOVEM** HILRI UAM UAM **UAM** 17 R-051 $\overline{17}$ UNZ ANIKA UAM 6. UNZ 8 SULUE 2600 UAM 2.5) UNZ 12.4 2100 GS 3.00° TCH 43 735 4.2 N/ CATEGORY S-ILS 06R * 757/24 200 (200-1/2) 064° HIRL all rwys

YIGO, GUAM I, GUAM

1040/24 483 (500-1/2)

1080-1

463 (500-1)

1060-1

443 (500-1)

13°35′N-144°56′E

1240-13/4

1040/50 483 (500-1)

1240-2

623 (700-1¾) 623 (700-2) 623 (700-2¼) Min:Sec

ANDERSEN AFB (PGUA)

180

1:24

120

FAF to MAP 4.2 NM

4:12 2:48 2:06 1:41

Amdt 1 08SEP22 TERPS

S-LOC 06R**

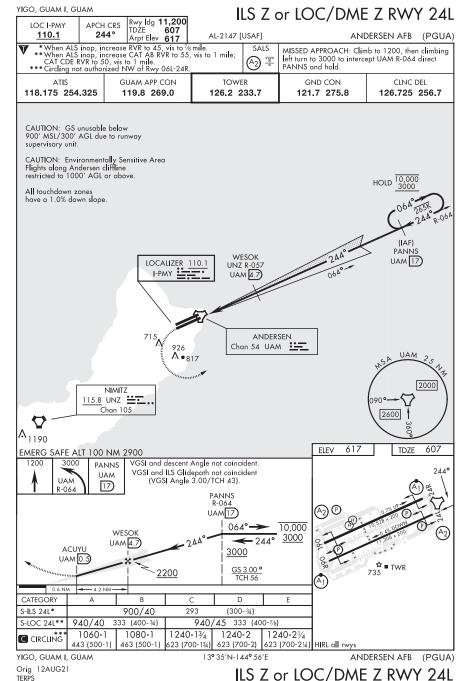
C CIRCLING

ILS Z or LOC/DME Z RWY 06R

Knots

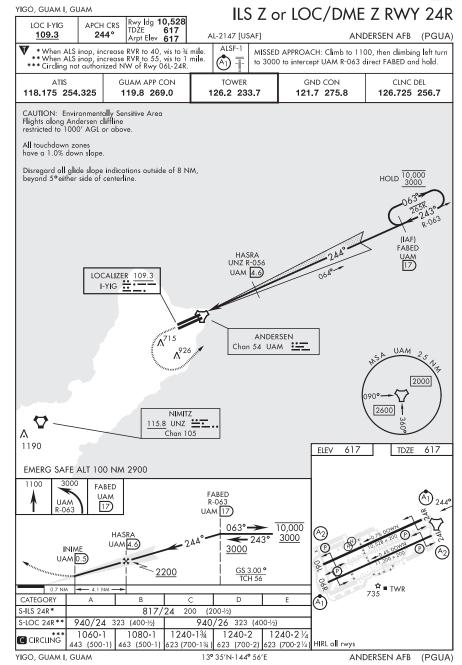
1240-21/4

TERPS



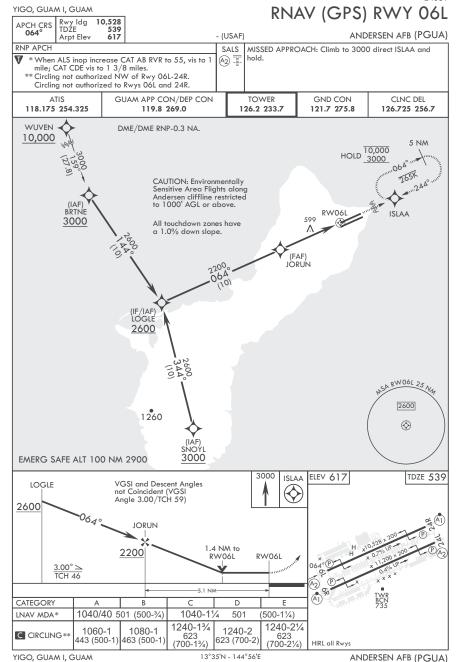
PAC. 12 JUN 2025 to 7 AUG 2025

23110



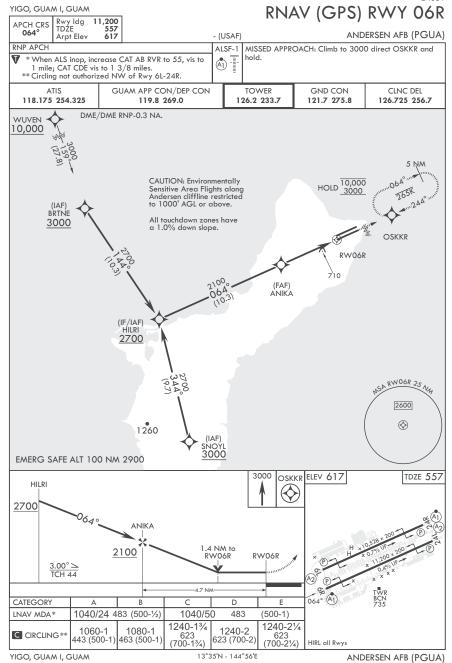
Orig 12AUG21 TERPS ILS Z or LOC/DME Z RWY 24R

Amdt 1 17JUN21 TERPS 24081



RNAV (GPS) RWY 06L

24081

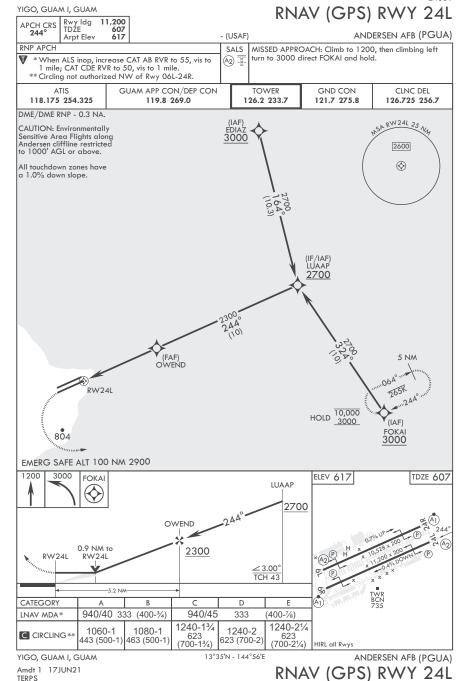


RNAV (GPS) RWY 06R

Amdt 1 17JUN21

TERPS

TERPS

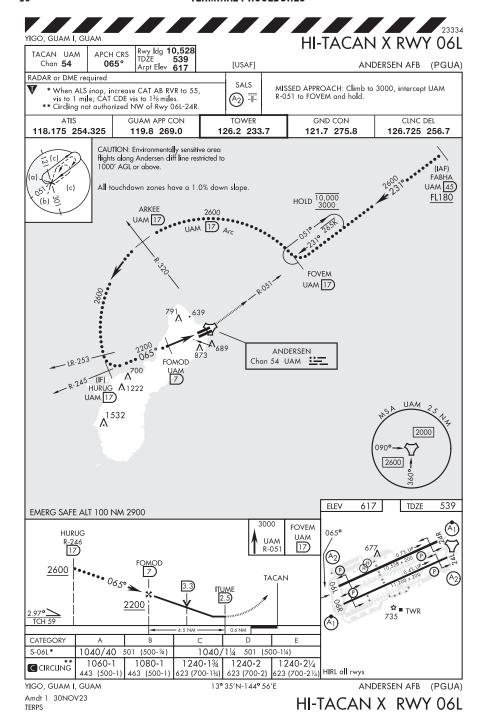


PAC. 12 JUN 2025 to 7 AUG 2025

RNAV (GPS) RWY 24R YIGO, GUAM I, GUAM Rwy Idg TDZE 10 528 APCH CRS 244° 617 - (USAF) ANDERSEN AFB (PGUA) Arpt Elev 617 RNP APCH ALSF-1 MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct FOKAI and hold. * When ALS inop, increase RVR to 55, vis to 1 mile. (Å1) ** Circling not authorized NW of Rwy 06L-24R. 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 RW24R 25 Ny DME/DME RNP - 0.3 NA. (IAF) EDIAZ 3000 2600 CAUTION: Environmentally Sensitive Area Flights along Andersen cliffline restricted to 1000' AGL or above. \Diamond All touchdown zones have a 1.0% down slope. (IF/IAF) 2700 (FAF) JWILL RW24R HOLD 10,000 3000 804 (IAF) FOKAI 3000 EMERG SAFE ALT 100 NM 2900 1200 3000 **ELEV 617 TDZE 617** FOKAI ROUDY 2700 JWILL 1 NM to 2200 RW24R RW24R ∠ 3.00° TCH 59 -4.8 NM CATEGORY D (400-5/8) 960/24 343 (400-1/2) 960/30 343 LNAV MDA* 1240-13/4 1240-21/4 1060-1 1080-1 1240-2 C CIRCLING ** 623 623 443 (500-1) 463 (500-1 623 (700-2) (700-21/4) 700-13/4 HIRL all Rwys 13°35'N - 144°56'E YIGO, GUAM I, GUAM ANDERSEN AFB (PGUA)

PAC. 12 JUN 2025 to 7 AUG 2025

Amdt 1 17JUN21 TERPS RNAV (GPS) RWY 24R



PAC, 12 JUN 2025 to 7 AUG 2025

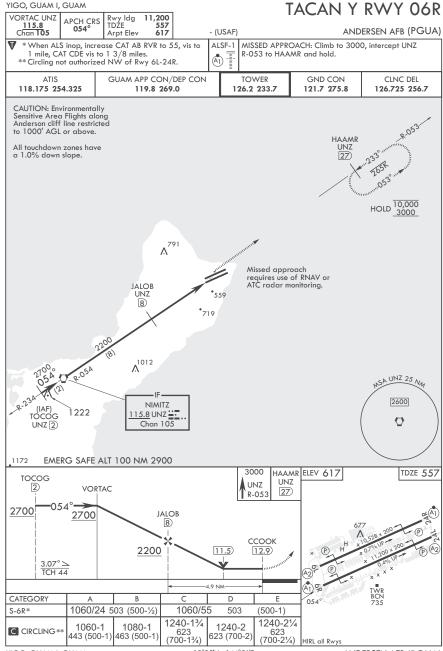
24081 YIGO, GUAM I, GUAM TACAN Y RWY 06L VORTAC UNZ Rwy Idg TDZE 10,528 APCH CRS 053° 115.8 Chan 105 539 ANDERSEN AFB (PGUA) Arpt Elev 617 - (USAF) RADAR or DME required SALS MISSED APPROACH: Climb to 3000, intercept UNZ R-053 to HAAMR and hold. * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to $1\ 1/2$ miles. (A2) ** Circling not authorized NW of Rwy 06L-24R. 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 CAUTION: Environmentally R-053 Sensitive Area Flights along Anderson cliff line restricted to 1000' AGL or above. HAAMR ,233° UNZ All touchdown zones have 265K 27 a 1.0% down slope. ,053 HOLD 10,000 3000 **1**791 Missed approach requires use of RNAV or BANNI ATC radar monitoring. 559 UNZ 8 719 2200 (8) UNZ 25 Ny **∆**1012 2600 NIMITZ (IAF) <u>115.8</u> UNZ **∺** 0 VÈAĞA 1222 Chan 105 UNZ 2 975 EMERG SAFE ALT 100 NM 2900 3000 HAAMR ELEV 617 **TDZE 539** VFAGA UNZ UNZ 2 VORTAC 27) R-053 -053°**-**2700 BANNI 2700 8 FAYZR 2200 11.6 12.8 2.99° TCH 59 4.8 NM CATEGORY 1060/40 521 (500-3/4) 1060-11/4 (500-11/4) S-6L* 521 1240-13/4 1240-21/4 1060-1 1080-1 1240-2 623 (700-1³/₄) C CIRCLING ** 623 (700-21/4) 443 (500-1) 463 (500-1) 623 (700-2)

YIGO, GUAM I, GUAM

Amdt 3 10AUG23 TERPS 13°35'N - 144°56'E

ANDERSEN AFB (PGUA)

TACAN Y RWY 06L



YIGO, GUAM I, GUAM

Amdt 2 17JUN21 TERPS 13°35'N - 144°56'E

ANDERSEN AFB (PGUA)

TACAN Y RWY 06R

24081 TACAN Y RWY 24L YIGO, GUAM I, GUAM VORTAC UNZ 115.8 11 200 Rwy Idg TDZE APCH CRS 236° 607 ANDERSEN AFB (PGUA) Chan 105 - (USAF) Arpt Elev 617 * When ALS inop increase CAT AB RVR to 55, vis to 1 SALS MISSED APPROACH: Climb to 3000 direct CCOOK, then mile; CAT CDE RVR to 50, vis to 1 mile. A2 = climbing left turn to intercept UNZ R-056 to DWAFF and ** Circling not authorized NW of Rwy 06L-24R. ATIS GUAM APP CON/DEP CON TOWER GND CON CLNC DEL 118.175 254.325 126.2 233.7 121.7 275.8 119.8 269.0 126.725 256.7 CAUTION: Environmentally Sensitive Area Flights along (IAF) DWAFF R-056 Andersen cliff line restricted to 1000' AGL or above. UNZ 30 3000 ,236° All touchdown zones have (IF) 265K a 1.0% down slope. TIMÁE 2500 UNZ 26) HOLD 10,000 3000 HIPRI 2200 UNZ 19.7 791 **/**\ 685 ссоок UNZ 12.9 Missed Approach requires use of RNAV or ATC RADAR monitoring. NIMITZ 115.8 UNZ == Chan 105 UNZ 25 NA 1074 2600 0 EMERG SAFE ALT 100 NM 2900 3000 **ELEV 617 TDZE 607** ссоок DWAFF 30 UNZ UNZ UNZ 12.9) R-056 30 TIMAF 26) 3000 236 HIPRI VORTAC 19.7) 2600 WEVUS 14.8 15.6 2200 ∠2.94° TCH 43 -4 9 NM CATEGORY D (400-7/₈) S-24L* 940/40 333 (400-3/4) 940/45 333

YIGO, GUAM I, GUAM

3 13/4) 623 (700-2) 13°35'N - 144°56'E

1240-2

1240-21/4

623 (700-21/4)

HIRL all Rwys

1240-13/4

623

700-13/4

1080-1

1060-1

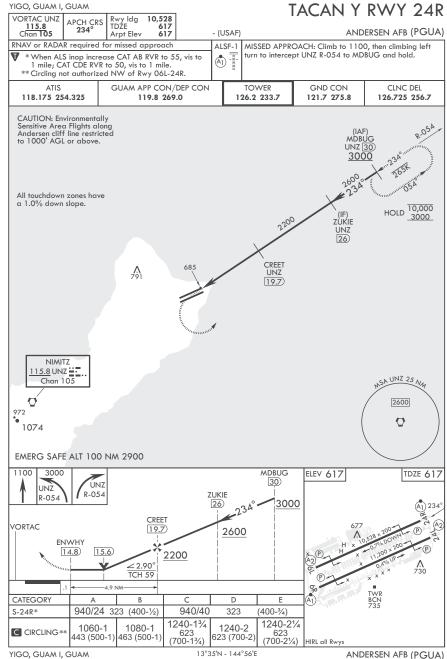
443 (500-1) 463 (500-1)

ANDERSEN AFB (PGUA)

Amdt 2 17JUN21 TERPS

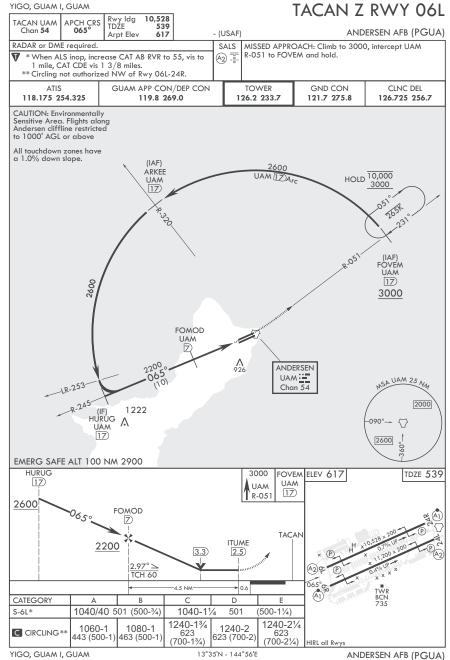
C CIRCLING*

TACAN Y RWY 24L



Amdt 3 10AUG23 **TERPS**

TACAN Y RWY 24R



TACAN Z RWY 06L

Amdt 3 30NOV23

TERPS

24081 TACAN Z RWY 06R YIGO, GUAM I, GUAM Rwy Idg TDZE 11,200 TACAN IIAM APCH CRS 557 Chan 54 - (USAF) ANDERSEN AFB (PGUA) Arpt Elev 617 RADAR or DME required. MISSED APPROACH: Climb to 3000, intercept UAM ALSF-1 R-051 to FOVEM and hold. * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles. (A_1) ** Circling not authorized NW of Rwy 06L-24R. GUAM APP CON/DEP CON ATIS 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 CAUTION: Environmentally sensitive area flights along Andersen cliff line restricted to 1000' AGL or above. All touchdown zones have a 1.0% down slope. UAM IZArc 10,000 HOLD 3000 ARKEE 17 051° 2654 231° (IAF) FOVEM R-051 UAM 17) 3000 620 NAM 25 MA ANDERSEN 2200 UAM: Chan 54 060 COLMA UAM 6.6 R-240 (IF) 2600 •1011 ADTIN **UAM** [7) EMERG SAFE ALT 100 NM 2900 ADTIN 3000 FOVEM ELEV 617 TDZE 557 VGSI and descent angles not coincident (VGSI angle 3.00/TCH 44). 17 UAM UAM 17 R-051 2600 COLMA 0_{60°} 6.6 TACAN FAXEL 2200 3.4) 2.5) 3.28° ≥ TCH 43 4.1 NM .5 CATEGORY D 060 S-6R* 1040/24 483 (500-1/2) 1040/50 483 (500-1)

YIGO, GUAM I, GUAM

Amdt 2 17JUN21

1060-1

443 (500-1) 463 (500-1)

TERPS

C CIRCLING**

3/4) 623 (700-2) 13°35'N - 144°56'E

1240-2

1240-21/4

623

 $(700-2\frac{1}{4})$

HIRL all Rwys

1240-13/4

623

700-13/4)

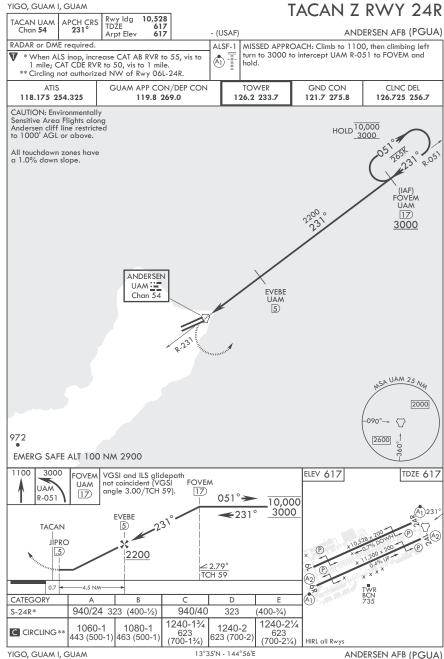
1080-1

TACAN Z RWY 06R

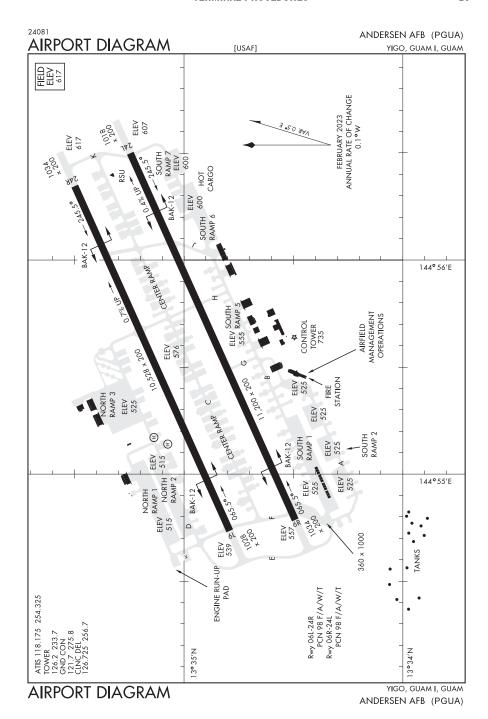
YIGO, GUAM I, GUAM TACAN Z RWY 24L Rwy Idg TDZE 11,200 TACAN UAM APCH CRS Chan 54 256° 607 Chan 54 - (USAF) ANDERSEN AFB (PGUA) Arpt Elev 617 RADAR or DME required. SALS MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 to intercept UAM R-076 to WELKU and * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile. (A2) ==-** Circling not authorized NW of Rwy 6L-24R. ATIS GUAM APP CON/DEP CON TOWER GND CON CLNC DEL 121.7 275.8 118.175 254.325 119.8 269.0 126.2 233.7 126.725 256.7 CAUTION: Environmentally Sensitive Area Flights along Andersen cliff line restricted to 1000' AGL or above. All touchdown zones have a 1.0% down slope. 10,000 HOLD 3000 .076°= 265K -R-076-€256 ANDERSEN 2200 256 (IAF) WELKU UAM :-(12) UAM 17) 620 3000 OKIBE UAM 5 804 NSA UAM 25 M 2000 -090° EMERG SAFE ALT 100 NM 2900 ELEV 617 TDZE 607 1100 3000 WELKU WELKU UAM 17) LIAM 17) 076°**∍** R-076 10,000 3000 256° 256 OKIBE 5 **TACAN** BAVAC .5) 2200 <2.85° TCH 43 CATEGORY D Α C Е 940/40 333 (400-3/4) S-24L* 940/45 333 $(400-\frac{7}{8})$ 1240-21/4 1240-13/4 1080-1 1240-2 1060-1 C CIRCLING ** 623 623 443 (500-1) 463 (500-1) 623 (700-2) (700-21/4) 00-13/4)

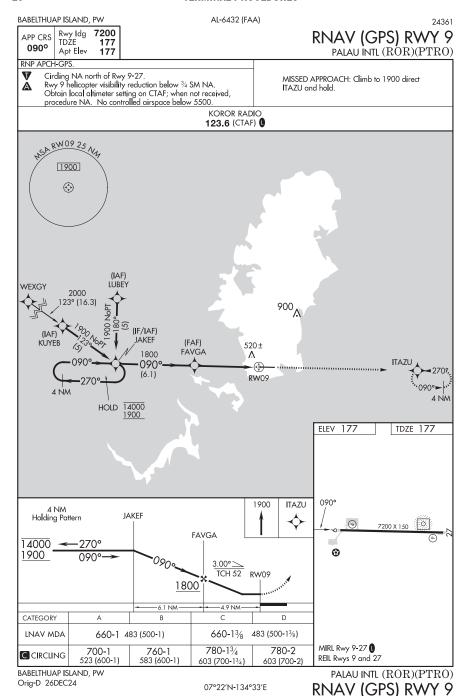
YIGO, GUAM I, GUAM Amdt 2 17JUN21 TERPS 13°35'N - 144°56'E

ANDERSEN AFB (PGUA)
TACAN Z RWY 24L



TACAN Z RWY 24R





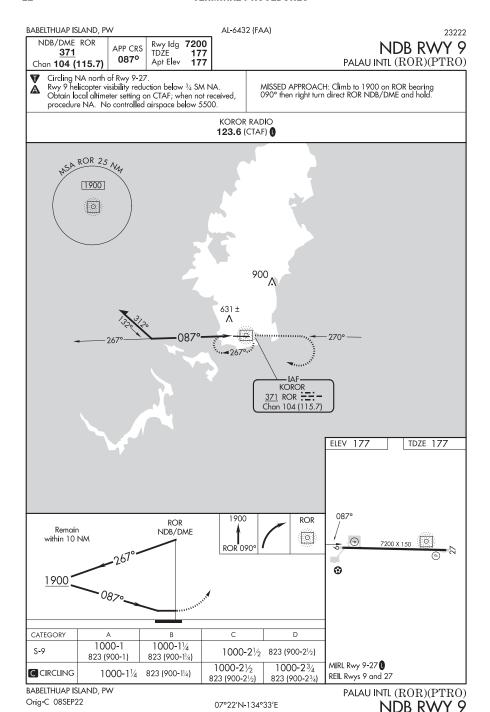
PAC, 12 JUN 2025 to 7 AUG 2025

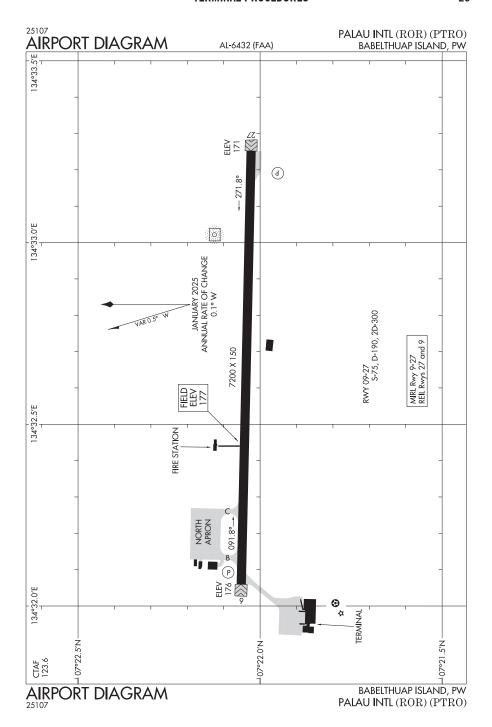
23222 BABELTHUAP ISLAND, PW AL-6432 (FAA) Rwy Idg 7200 RNAV (GPS) RWY 27 APP CRS TDŹE 176 270° PALAU INTL (ROR)(PTRO) Apt Elev 177 RNP APCH-GPS Circling NA north of Rwy 9-27. Rwy 27 helicopter visibility reduction below ¾ SM NA V MISSED APPROACH: Climb to 1900 direct JAKEF and hold. A Obtain local altimeter setting on CTAF; when not received, procedure NA. No controlled airspace below 5500. KOROR RADIO 123.6 (CTAF) (SA RW 27 25 N 1900 (A) WEXGY 2000 to EBFIT 099 EFUYE (40.6) 900_A (IF/IAF) ITAZL JAKEF 1800 270° ∧ 425± RW27 (6) (FAF) 4 NM OHUDA 4 NM HOLD 14000 177 TDZE 176 1900 **JAKEF** 270° ITAZU 4 NM (7) Holding Pattern OHUDA 14000 0 1900 3.00° 270° TCH 49 1800 5 NM 6 NM CATEGORY Α LNAV MDA 680-1 504 (600-1) 680-13/8 504 (600-13/8) 700-1 760-1 780-13/4 780-2 MIRL Rwy 9-27 () **C** CIRCLING REIL Rwys 9 and 27 523 (600-1) 583 (600-1) 603 (700-13/4) 603 (700-2) PALAU INTL (ROR)(PTRO) BABELTHUAP ISLAND, PW

07°22′N-134°33′E

RNAV (GPS) RWY 27

Orig-C 08SEP22





RNAV (GPS) RWY 16 KEKAHA, KAUAI I, HAWAII Rwy Idg TDZE 6002 APCH CRS 23 160 BARKING SANDS PMRF (PHBK) Arpt Elev - (USN) RNP APCH MISSED APPROACH: Climb to 550 then climbing right turn to *Circling not authorized E of Rwy 16-34. 3000 direct DIKNY and hold. GND CON* ATIS* HCF CENTER TOWER* UNICOM 128.0 126.5 269.4 126.2 360.2 124.2 340.2 122.8 (IAF) KIRBB HOLD 3000 SOUTH KAUAI SOK RW16 25 Ny DIKNY HOLD 8000 3000 \Diamond EMERG SAFE ALT 100 NM 7500 DIKNY ELEV 23 TDZE 23 KIRBB 160 **≪**312° 6000 3000 132°**∋** HUNPU 1.2 NM to 1500 1600 RW16 3.06° ≥ TCH 40 4.4 NM CATEGORY В (500-1) 460-11/4 (500-11/4) LNAV MDA 460-1 437 480-1 460-1 480-11/2 580-2

KEKAHA, KAUAI I, HAWAII

437 (500-1)

C CIRCLING*

Amdt 6 12JUN25

22°01'N - 159°47'W

457 (500-1)

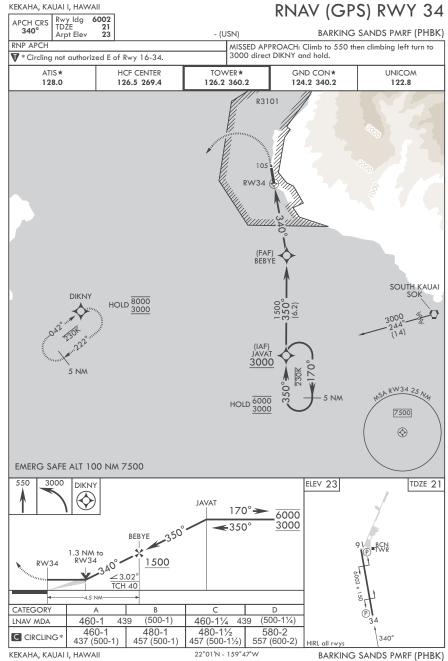
BARKING SANDS PMRF (PHBK)

RNAV (GPS) RWY 16

HIRL all rwys

457 (500-11/2)

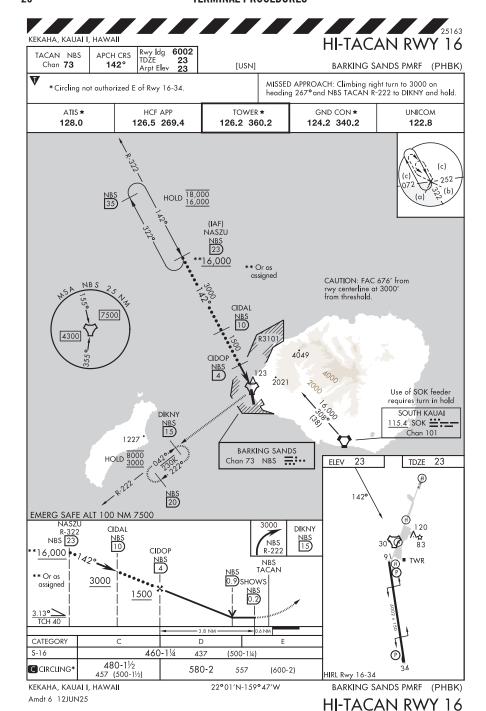
557 (600-2)

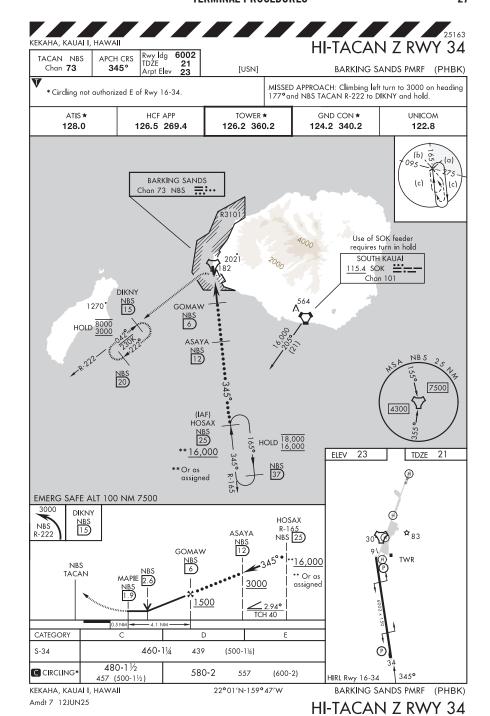


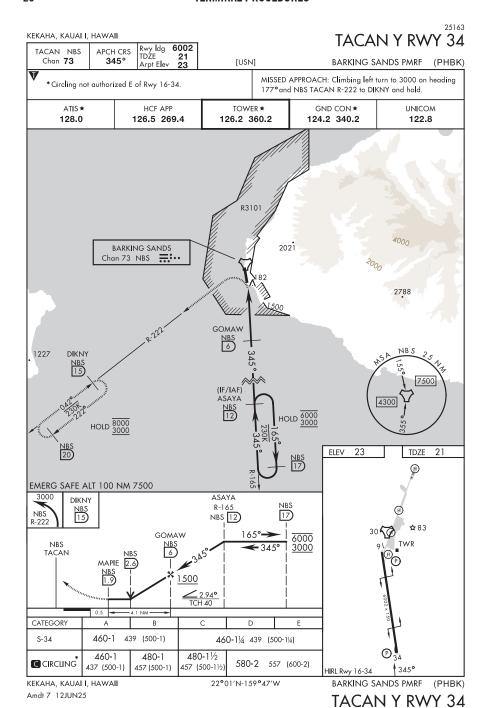
PAC, 12 JUN 2025 to 7 AUG 2025

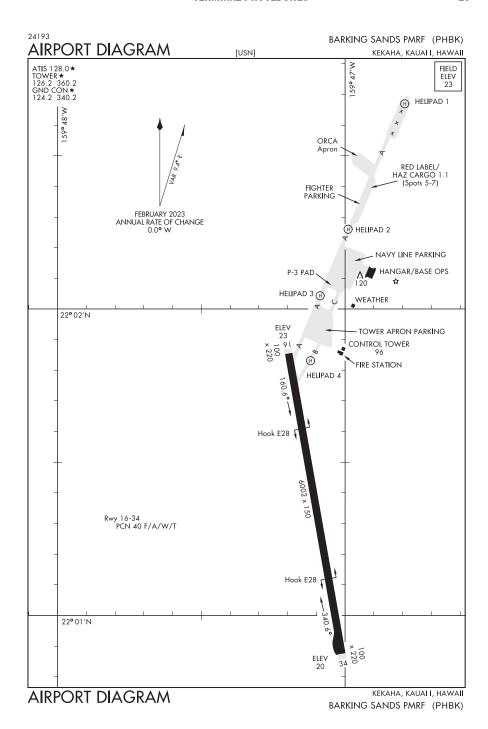
RNAV (GPS) RWY 34

Amdt 6 12JUN25









BARKING SANDS PMRF (PHBK)

RNAV1-GPS

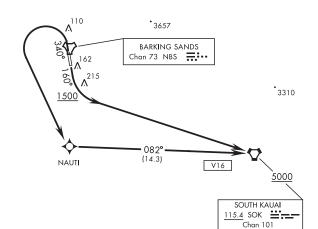
KEKAHA, KAUAI I, HAWAII

KEKAHA SIX DEPARTURE (RNAV) (KEKAH6.SOK)

[USN]

BARKING SANDS TOWER ★
126.2 360.2
HCF APP
126.5 269.4

4284





V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on heading 160° to 1500, then climbing left turn direct SOK VORTAC maintain 5000 or higher as assigned.

TAKEOFF RWY 34: Climbing left turn direct NAUTI, then track 082° to SOK VORTAC, maintain 5000 or higher as assigned.

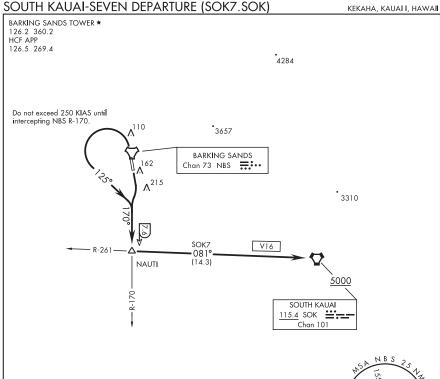
KEKAHA SIX DEPARTURE (RNAV) (KEKAH6.SOK)

KEKAHA, KAUAI I, HAWAII BARKING SANDS PMRF (PHBK)

Orig 12JUN25

25163 [USN]

BARKING SANDS PMRF (PHBK)



V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on heading 160°, then right turn to intercept NBS TACAN R-170 to NAUTI, then turn left to intercept SOK VORTAC R-261 to SOK. Maintain 5000 or higher as assigned.

TAKEOFF RWY 34: Climb on heading 340°, then left turn to intercept NBS TACAN R-170 to NAUTI, then turn left to intercept SOK VORTAC R-261 to SOK. Maintain 5000 or higher as assigned.

SOUTH KAUAI-SEVEN DEPARTURE (SOK7.SOK)

KEKAHA, KAUAI I, HAWAII BARKING SANDS PMRF (PHBK)

7500

4300

Orig 12JUN25

Amdt 1 13JUL23

CAMP POHAKULOA, HAWAII RNAV (GPS) RWY 9 Rwy Idg TDZE 3696 APCH CRS 6168 109° AL-17449 [USA] BRADSHAW AAF (PHSF) Arpt Elev 6190 RNP APCH - GPS * Circling not authorzized at night.
* Circling not authorized N of Rwy 09-27.

ANA Helicopter visibility reduction below %SM not authorized MISSED APPROACH: Climbing right turn to 8700 direct ZIDNO and on track 316° to JASON and hold. GND CON★ ATIS * HONOLULU CENTER★ TOWER * 119.275 (CTAF) 236.6 121.7 0 226.675 124.7 293.225 118.45 278.3 (IAF) Procedure not authorized for arrivals at FLITT FULT on V11 northeast bound. 5 NM 8000 (IAF) 105 FNA course offset 18.2°, crosses rwy (IF) JÁSON 1>.8) extended centerline 5167' from thid HINUN Procedure not authorized via V3 southwest bound without holding at JASON. ATC Clearance required. و0/ (FAF) 13,822 YIPUP ZIDNO JUDUG UDUG 15,000 رني R3103 **(** 6190 6168 **ELEV TDZE** 8700 VGSI and descent angles not coincident ZIDNO IASON (VGSI Angle 3.00/TCH 30). 316° Δ HINUN 2.9 NM to 8000 JUDUG 8000 109° JUDUG 3.00° _____ CATEGORY 7300-11/4 7300-11/2 7300-3 NOT LNAV MDA **AUTHORIZED** 1132 (1200-11/4) 1132 (1200-11/2 1132 (1200-3) 7300-11/4 7700-11/2 **C** CIRCLING NOT AUTHORIZED 1110 (1200-11/4) 1510 (1600-11/2 MIRL Rwy 09-27 (PHSF) CAMP POHAKULOA, HAWAII 19° 46′N - 155° 33′W **BRADSHAW AAF**

RNAV (GPS) RWY 9

23334 RNAV (GPS) RWY 6 KWAJALEIN USAKA, MARSHALLI Rwy Idg TDZE 6668 APCH CRS 16 064° BUCHOLZ AAF (PKWA) Arpt Elev [USA] 16 When control tower closed, obtain local altimeter setting MISSED APPROACH: Climbing right turn to 1500 direct HOBLO and hold from Base Ops on 118.8. DME/DME RNP-0.3 NA **AWOS** TOWER ★ GND CON 119.675 126.2 360.2 121.9 ZAPUM Visibility reduction by helicopters not authorzied. 1500 185 260 ΔÎ (IAF) CETMO RW6 (IF/IAF) 1500 HOBLO 1500 064 (FAF) MAVTE 5500 (6.5) RW 6 25 071° (168.6) .064° \Diamond (IAF) 2500 282 FASRU 5500 283° STEFF итосо (175.3) OREEO TA 5500 1500 HOBLO **ELEV** 16 TDZE 16 5 NM Holding Pattern HOBLO 145 MAVTE ΔΛ 1500 1.3 to 142 RW6 \oplus RW6 M 3.04 ° ____ TCH 50 064° CATEGORY 480-1 480-11/4 480-11/2 LNAV MDA 464 (500-1) 464 (500-11/4) 464 (500-11/2) 500-11/2 580-2 HIRL Rwy 6-24 500-1 CIRCLING 484 (500-1) 484 (500-11/2) 564 (600-2) REIL Rwy 6 KWAJALEIN USAKA, MARSHALL I 08°43′N-167°44′E BUCHOLZ AAF (PKWA)

PAC, 12 JUN 2025 to 7 AUG 2025

RNAV (GPS) RWY 6

Amdt 2 02DEC21

APCH CRS

244

V

KWAJALEIN, MARSHALL I, MARSHALL ISLANDS Rwy Idg TDZE

Arpt Elev

AWOS

119.675

BUCHOLZ NDJ

6668

16 16

RNAV (GPS) RWY 24 BUCHOLZ AAF (PKWA) - (USA) MISSED APPROACH: Climbing left turn to 1500 direct TONBE and hold. TOWER * GND CON 126.2 360.2 121.9 DME/DME RNP- 0.3 NA. When control tower closed obtain local altimeter setting from Base Ops on 118.8 Visibility reduction by helicopters not authorized. SA RW24 25 Ny (IAF) OBSÓE 1300 \Diamond A NDJ to TONBE 1500 244 (6.5) 5 NM (FAF) WADRU 2500 SOO JELNU OREEO ELEV 16 TDZE 16 5 NM Holding ∧¹⁶³ Pattern TONBE 064°→ 1500 244 €244° ∠3.03°

1500 VGSI and RNAV TONBE TA 5500 glidepath not coincident. WADRU TCH 52 4.5 NM-CATEGORY В D 460-1 (500-1) 460-1% (500-1%) LNAV MDA 444 500-1½ 484 (500-1½) 580-2 564 (600-2) HIRL all Rwys 500-1 484 CIRCLING (500-1)REIL Rwy 6 08°43'N - 167°44'E BUCHOLZ AAF (PKWA) KWAJALEIN, MARSHALL I, MARSHALL ISLANDS

064

(8.7

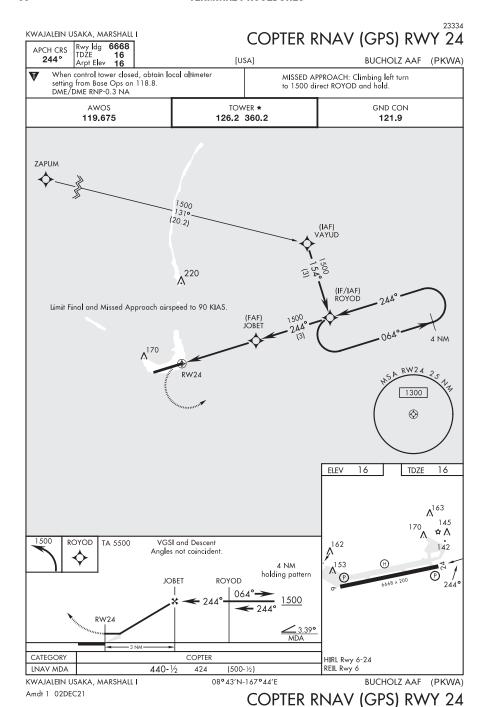
Amdt 2A 02DEC21

RNAV (GPS) RWY 24

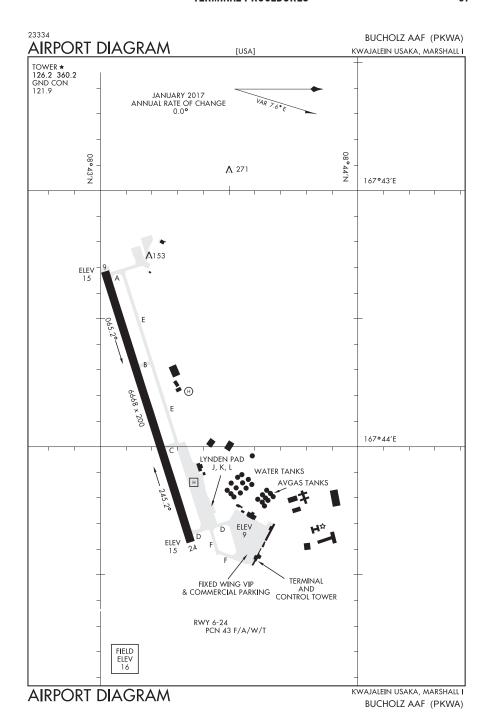
KWAJALEIN USAKA, MARSHALL I COPTER RNAV (GPS) RWY 6 Rwy **I**dg TDZE 6668 APCH CRS 064° [USA] BUCHOLZ AAF (PKWA) Arpt Elev 16 When control tower closed, obtain local altimeter setting from Base Ops on 118.8. DME/DME RNP-0.3 NA MISSED APPROACH: Climbing right turn to 1500 direct JORAM and hold. AWOS TOWER * GND CON 119.675 126.2 360.2 121.9 ZAPUM Limit Final and Missed Approach airspeed to 90 KIAS. A 260 1500 A²²⁰ (IAF) **∧**¹⁷⁰ WAVUR (FAF) SAYOC RW6 1300 1500 (IF/IAF) 064 **(** JORAM (3) 16 ELEV 16 **TDZE** 4 NM V₁₉₃ 145 \$ ∧ VGSI and Descent Angles TA 5500 JORAM 142 not coincident. ۸¹⁶² Λ 60 Λ \oplus 4 NM holding pattern JORAM SAYOC Λ 064° RW6 3.20° - 3 NM COPTER CATEGORY REIL Rwy 6 LNAV MDA 480-1/2 464 (500-1/2) HIRL Rwy 6-24 KWAJALEIN USAKA, MARSHALL I 08°43′N-167°44′E **BUCHOLZ AAF**

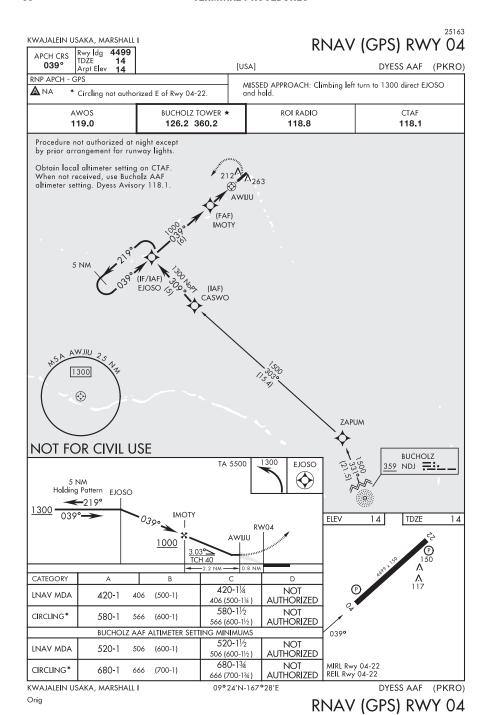
COPTER RNAV (GPS) RWY 6

Amdt 1 05JAN17



PAC, 12 JUN 2025 to 7 AUG 2025



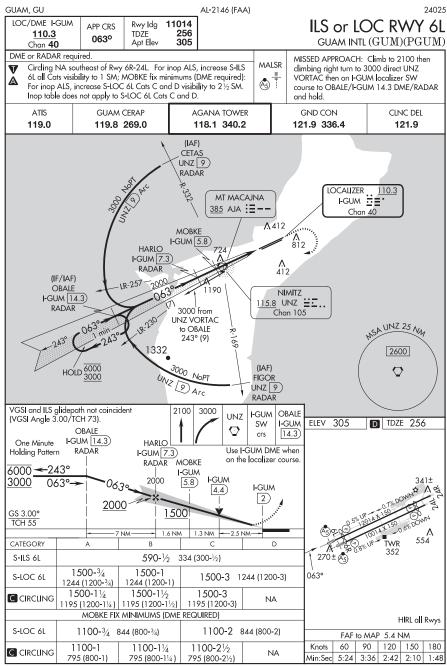


RNAV (GPS) RWY 22 KWAJALEIN USAKA, MARSHALL I Rwy **I**dg TDZE 4499 APCH CRS 219° [USA] DYESS AAF (PKRO) Arpt Elev RNP APCH - GPS MISSED APPROACH: Climbing right turn to 1300 direct AGOLY 🛕 na * Circling not authorized E of Rwy 04-22 and hold. **AWOS** BUCHOLZ TOWER * **ROI RDO** CTAF 119.0 126.2 360.2 118.8 118.1 Procedure not authorized at night except by prior arrangement for runway lights. Obtain local altimeter setting on CTAF. When not received, use Bucholz AAF altimeter setting. Dyess Avisory 118.1 (IAF) **BOQHU** GOLPE P MOFHU 25 1300 \bigcirc ZAPUM NOT FOR CIVIL USE BUCHOLZ AGOLY TA 5500 5 NM Holding Pattern AGOLY 0.7 NM GOLPE ELEV 14 TDZE to MOFHU 1000 CATEGORY 580-1% 150 NOT LNAV MDA 580-1 566 (600-1) 566 (600-1%) AUTHORIZED 580-1% NOT CIRCLING * 580-1 566 (600-1) AUTHORIZED 566 (600-1%) BUCHOLZ AAF ALTIMETER SETTING MINIMUMS 680-1⁷/₈ NOT LNAV MDA 680-1 666 (700-1) 666 (700-1%) **AUTHORIZED** 680-1% NOT MIRL Rwy 04-22 CIRCLING* 680-1 666 (700-1) 666 (870-1%) AUTHORIZED REIL Rwy 04, 22 KWAJALEIN USAKA, MARSHALL I 09°24′N-167°28′E DYESS AAF

PAC, 12 JUN 2025 to 7 AUG 2025

RNAV (GPS) RWY 22

Amdt 1 02DEC21

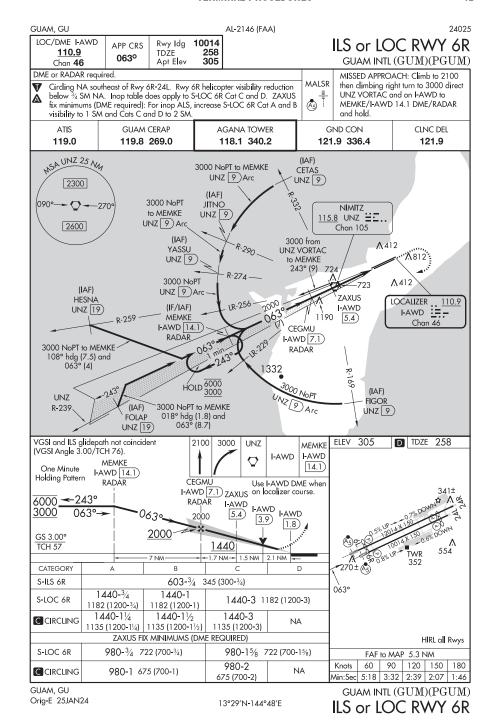


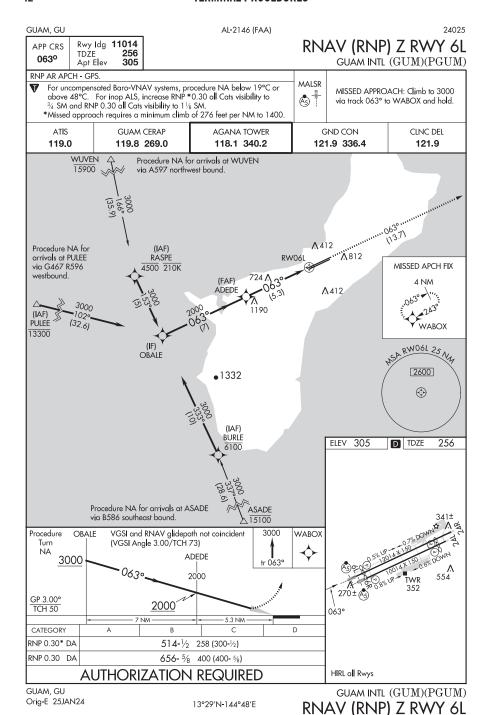
GUAM, GU Amdt 4C 25JAN24

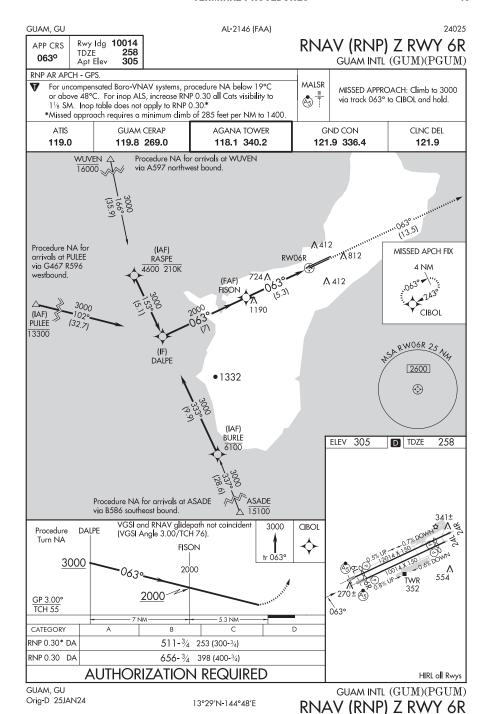
13°29′N-144°48′E

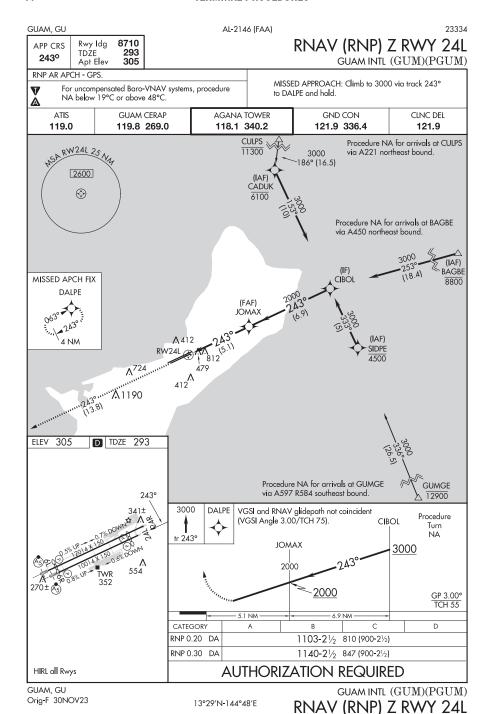
GUAM INTL (GUM)(PGUM)

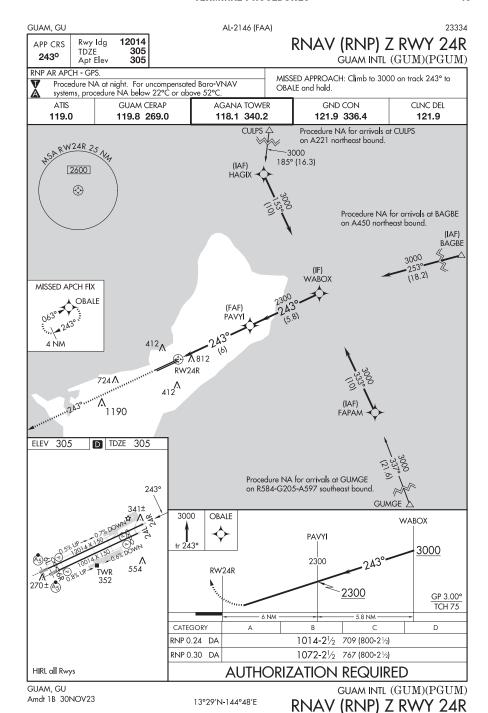
ILS or LOC RWY 6L



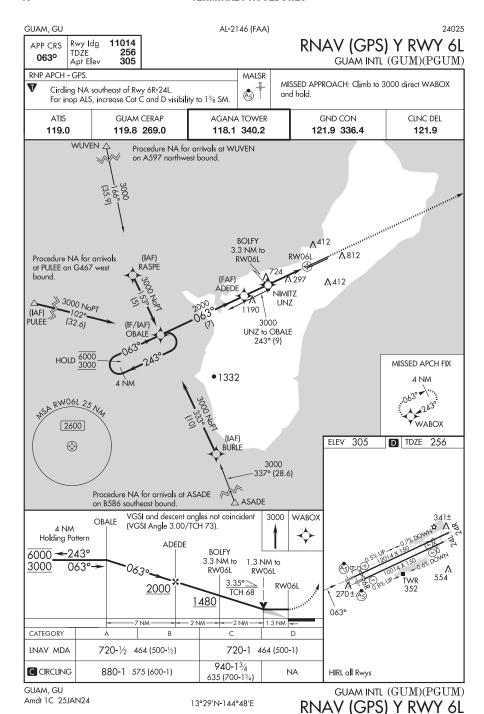


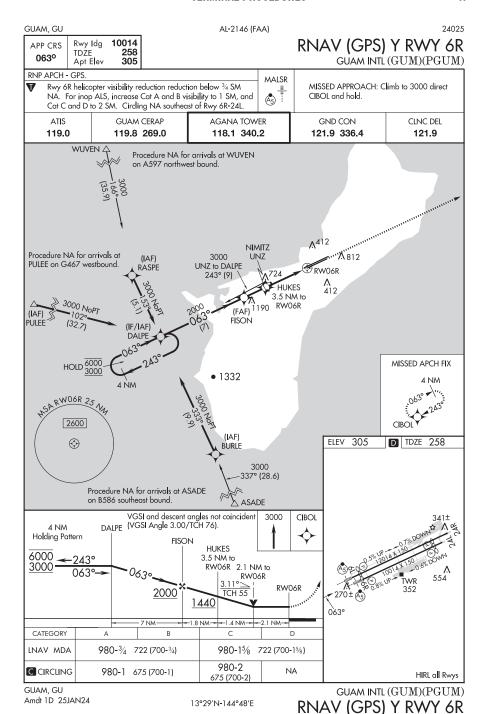


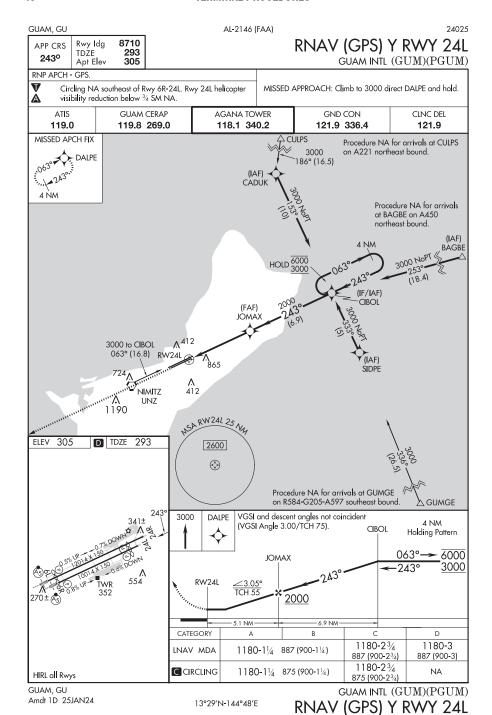


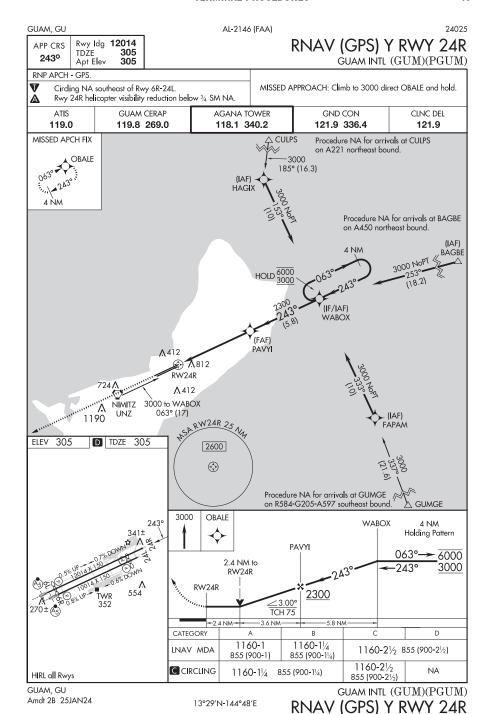


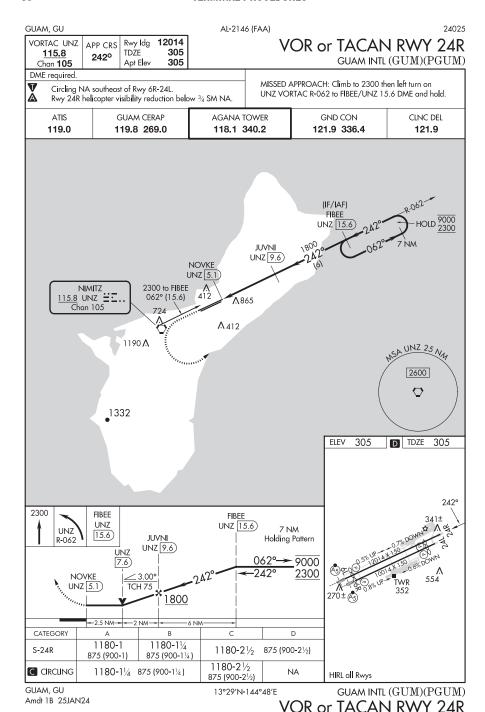
PAC, 12 JUN 2025 to 7 AUG 2025

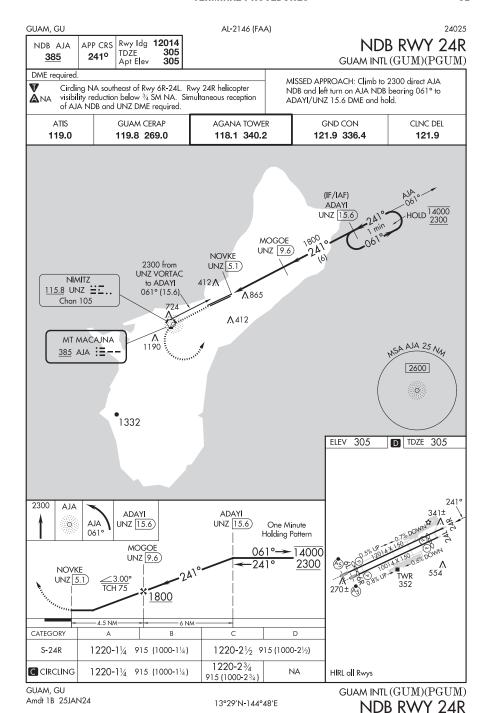


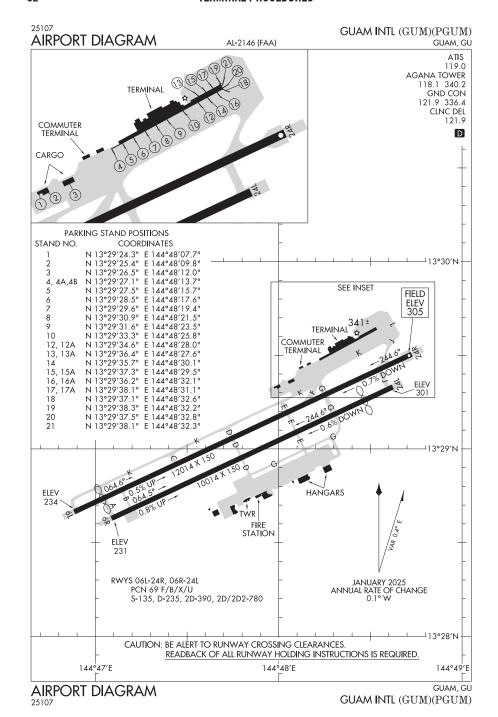










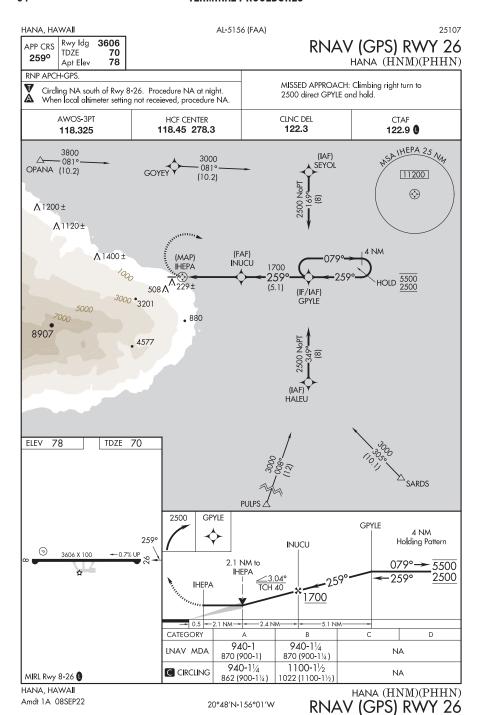


HANA, HAWAII AL-5156 (FAA) RNAV (GPS) RWY 8 Rwy Idg 3606 APP CRS 78 109° HANA (HNM)(PHHN) 78 Apt Elev RNP APCH Circling NA south of Rwy 8-26. Procedure NA at night. V MISSED APPROACH: Climb to 2500 direct GPYLE and hold. Rwy 8 helicopter visibility reduction below 1 SM NA. **A** NA When local altimeter setting not received, procedure NA AWOS-3PT HCF CENTER CLNC DEL CTAF 122.3 118.325 118.45 278.3 122.9 0 UREAS 25 NA 11200 \bigcirc (IAF) OPANA MAÚI 4800 069 OGG (13) 90, 1200 ± A (FAF) . 2260 1120± A ZOMPU Final approach course offset 29.86° 4 NM 1400±Λ (MAP) . UREAS \bigcirc 1,508 **GPYLE** 6670 1 3000 • 3201 5000 . 880 8907 ∆10117± . 4577 ELEV 78 TDZE 78 2500 **GPYLE OPANA** ZOMPU 4800 **UREAS** 2500 1090 109° CATEGORY 1500-11/2 1500-11/4 LNAV MDA 1422 (1500-11/4) 1422 (1500-11/2) 1500-11/4 1500-11/2 **C** CIRCLING NA MIRL Rwy 8-26 () 1422 (1500-11/4) 1422 (1500-11/2) HANA, HAWAII HANA (HNM)(PHHN)

20°48′N-156°01′W

RNAV (GPS) RWY 8

Orig 30JAN20



PAC, 12 JUN 2025 to 7 AUG 2025

(LNBRG2.LNBRG) 20254 LINDBERG TWO DEPARTURE (OBSTACLE) (RNAV) AL-5156 (FAA) HANA, HAWAII HCF CENTER 118.45 278.3 CINC DEL 122.3 CTAF 122.9

578

-079°

SIPAE

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

LNBRG

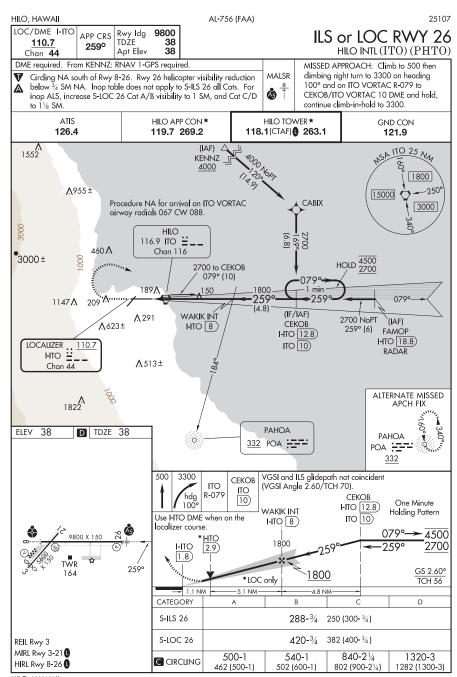
4 NM

<u>TAKEOFF RUNWAY 8:</u> Climb heading 079° to 578 then direct SIPAE, then on track 161° to LNBRG, thence. . . .

 \dots climb in holding (if required) to cross LNBRG at or above 5400 before proceeding on assigned route.

LINDBERG TWO DEPARTURE (OBSTACLE) (RNAV) (LNBRG2.LNBRG) 25AUG11

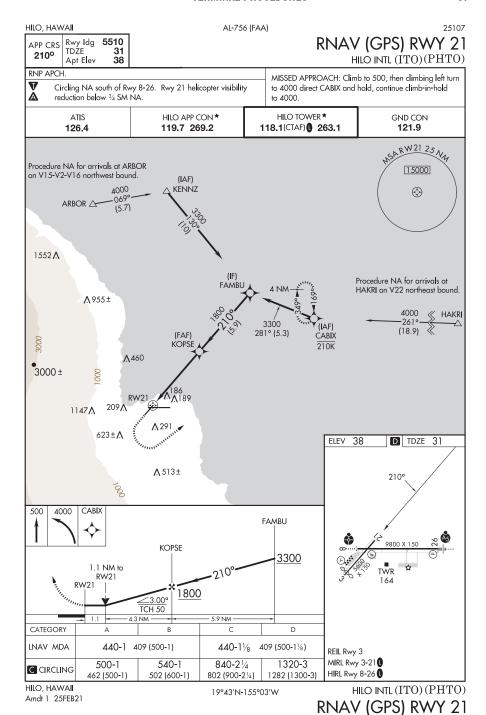
HANA, HAWAII HANA (HNM)(PHHN)

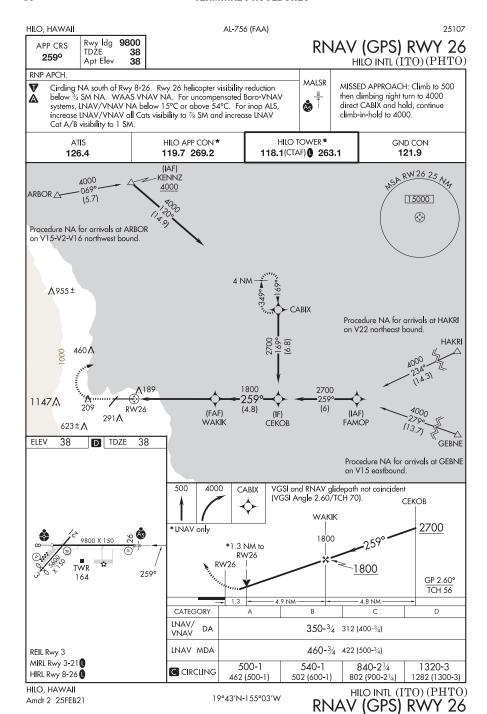


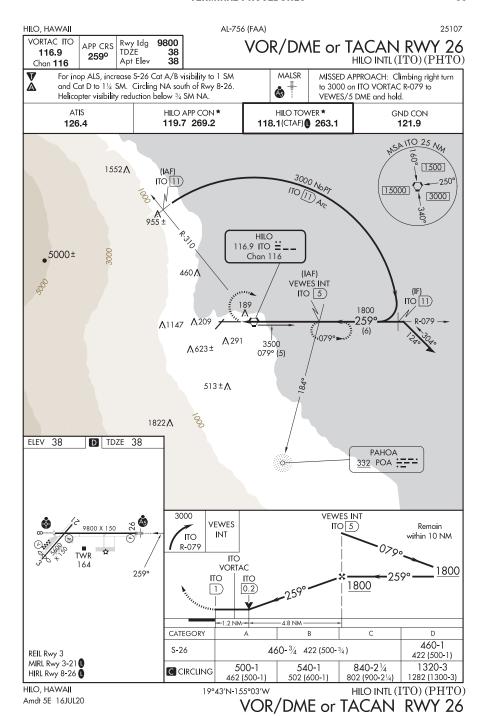
HILO, HAWAII Amdt 14A 17JUN21

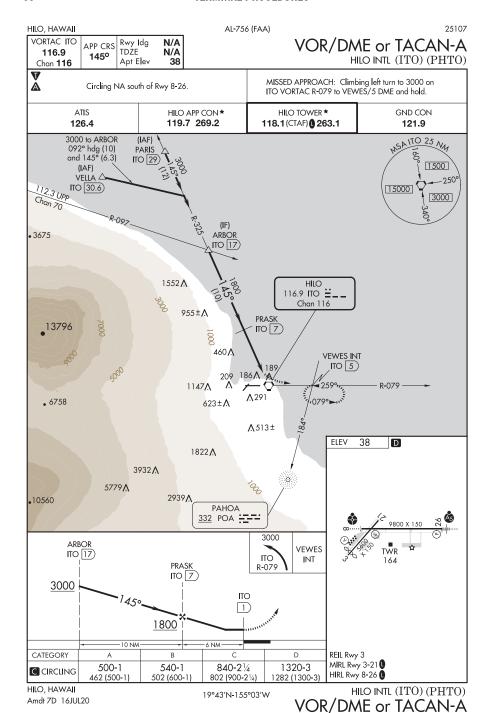
19°43′N-155°03′W

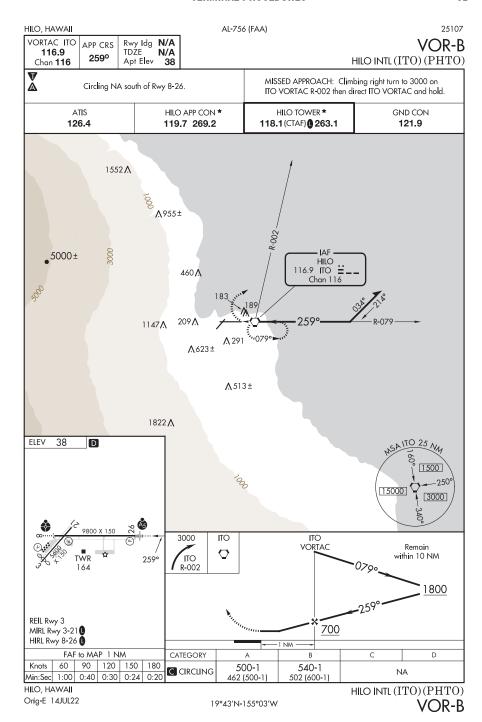
ILS or LOC RWY 26

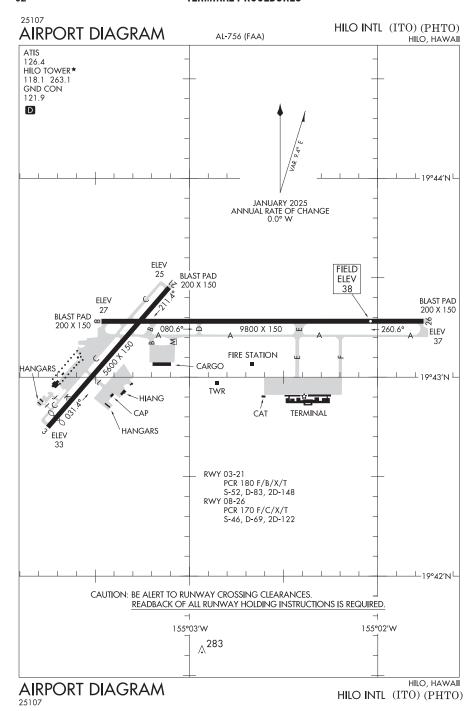












(PARIS4.PARIS) 24025 HILO INTL (ITO)(PHTO) PARIS FOUR DEPARTURE (OBSTACLE) AL-756 (FAA) HILO, HAWAII ATIS 1264 GND CON **PARIS** 121 9 SAPDE R-082 HILO TOWER★ 35) 262° 118.1 (CTAF) 263.1 (15)HILO DEP CON★ 50) UPOLU POINT 119.7 269.2 112.3 UPP :==: Chan 70 HILO 116.9 ITO **∷**. Chan 116 TAKEOFF MINIMUMS Rwys 3, 8: Standard. Rwy 21: Standard with minimum climb of 310' per NM to 1100 or 1300-2 $\frac{1}{2}$ for climb in visual conditions.

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 (OBSTACLE)

Rwy 26: Standard with minimum climb of 385' per NM

(CONTINUED ON FOLLOWING PAGE)

to 2900 or 1300-21/2 for climb in visual conditions.

(PARIS4.PARIS) 11FEB10

HILO, HAWAII HILO INTL (ITO)(PHTO)

PAHOA

332 POA :-

NOTE: Chart not to scale.

(PARIS4.PARIS) 24025

PARIS FOUR DEPARTURE (OBSTACLE)

AL-756 (FAA)

 $\begin{array}{c} \text{HILO INTL (ITO)(PHTO)} \\ \text{HILO, HAWAII} \end{array}$

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.

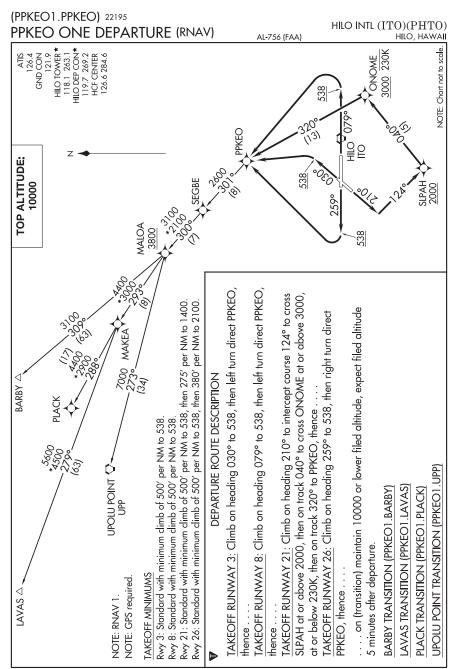
Numerous trees beginning 1645' from DER, 266' right of centerline, up to 93' AGL/119' MSL.

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.

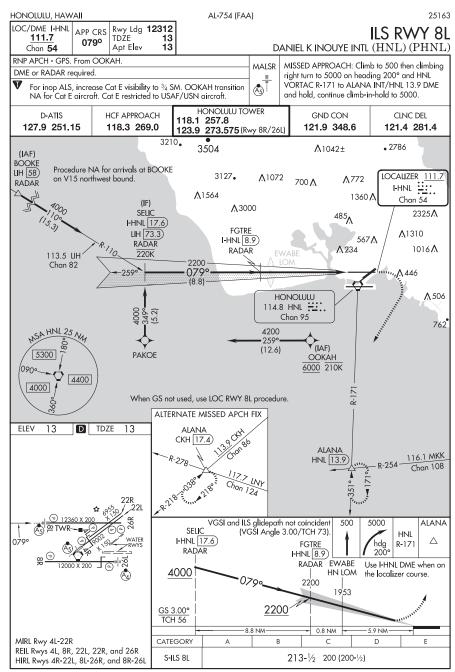
PARIS FOUR DEPARTURE (OBSTACLE) (PARIS4.PARIS) 11FEB10

 $\begin{array}{c} \text{HILO, HAWAII} \\ \text{HILO INTL } (ITO) (PHTO) \end{array}$



PPKEO ONE DEPARTURE (RNAV) (PPKEO1.PPKEO) 25FEB21

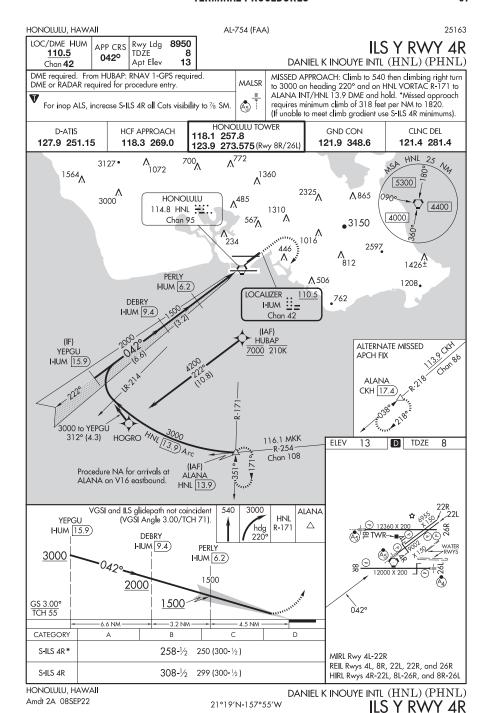
HILO, HAWAII HILO INTL (ITO)(PHTO)

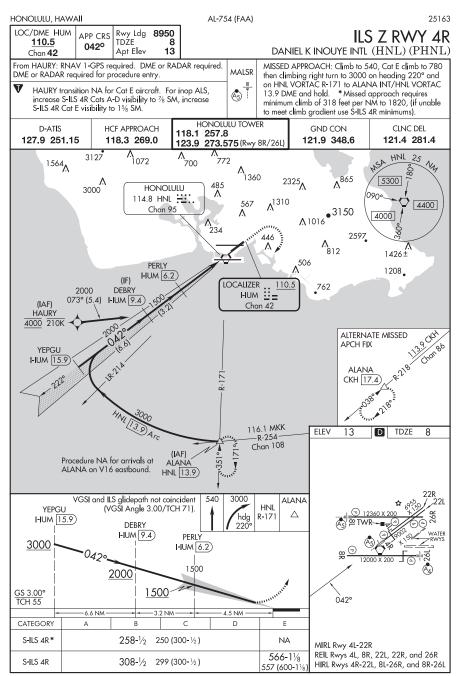


HONOLULU, HAWAII Amdt 25A 05SEP24 DANIEL K INOUYE INTL (HNL) (PHNL)

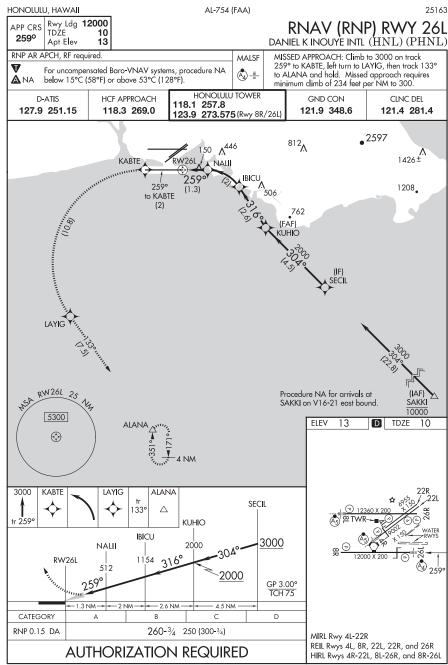
ILS RWY 8L

21°19′N-157°55′W

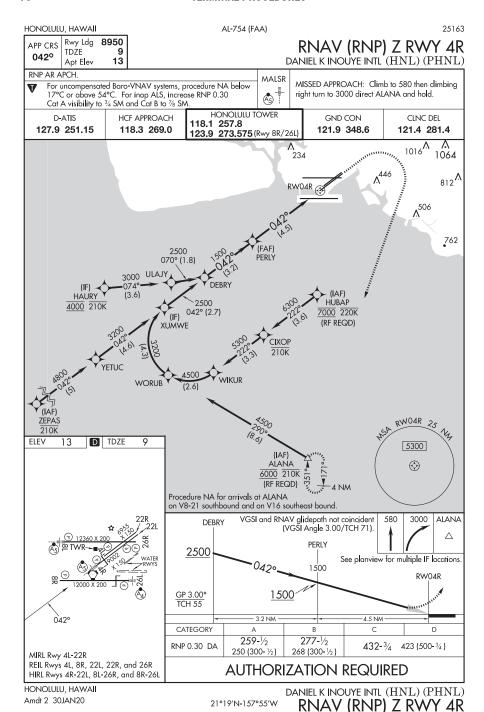




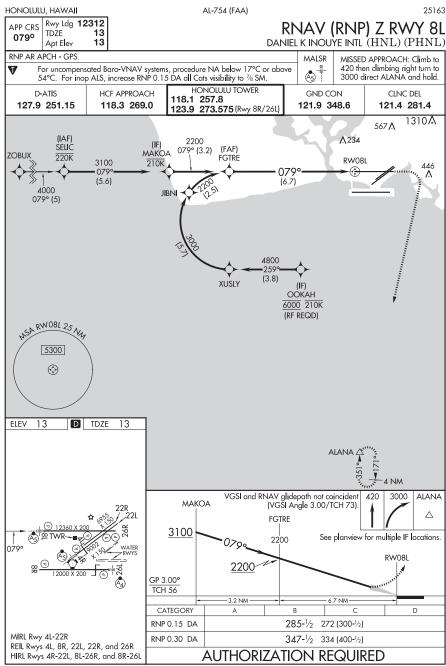
HONOLULU, HAWAII Amdt 2A 08SEP22 DANIEL K INOUYE INTL (HNL) (PHNL) 21°19′N-157°55′W ILS Z RWY 4R



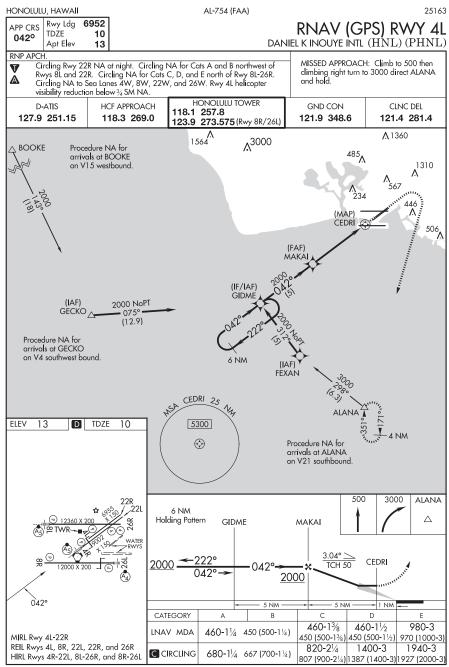
HONOLULU, HAWAII Orig-E 28FEB19 $\begin{array}{c} \text{DANIEL K INOUYE INTL (HNL) (PHNL)} \\ \text{RNAV (RNP) RWY 26L} \end{array}$



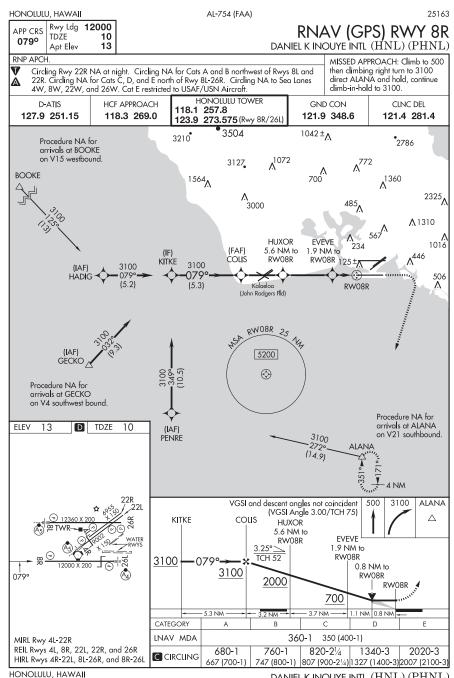
PAC, 12 JUN 2025 to 7 AUG 2025



HONOLULU, HAWAII Amdt 4 16MAY24 DANIEL K INOUYE INTL (HNL) (PHNL) 21°19′N-157°55′W RNAV (RNP) Z RWY 8L

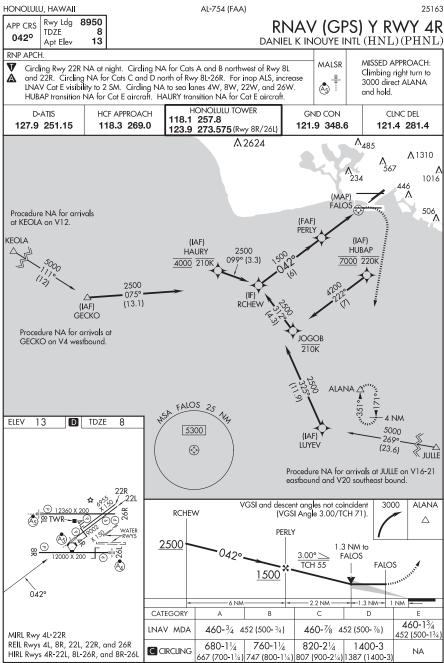


HONOLULU, HAWAII Orig-C 08SEP22 DANIEL K INOUYE INTL (HNL) (PHNL) 21°19′N-157°55′W RNAV (GPS) RWY 4L



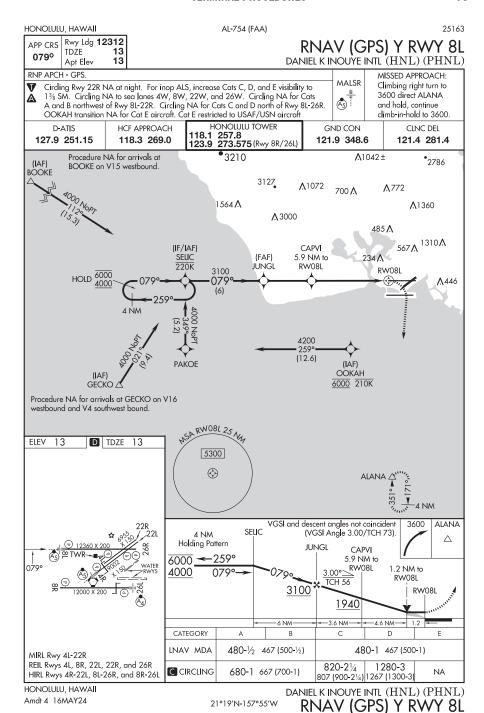
Amdt 1 17JUN21

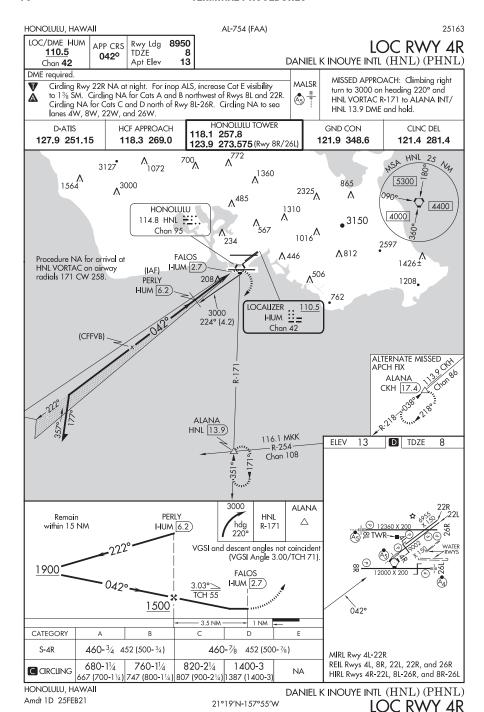
DANIEL K INOUYE INTL (HNL) (PHNL) 21°19′N-157°55′W RNAV (GPS) RWY 8R

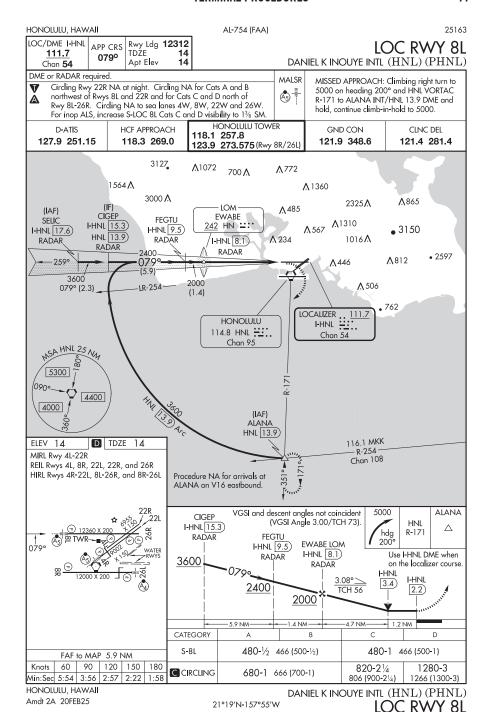


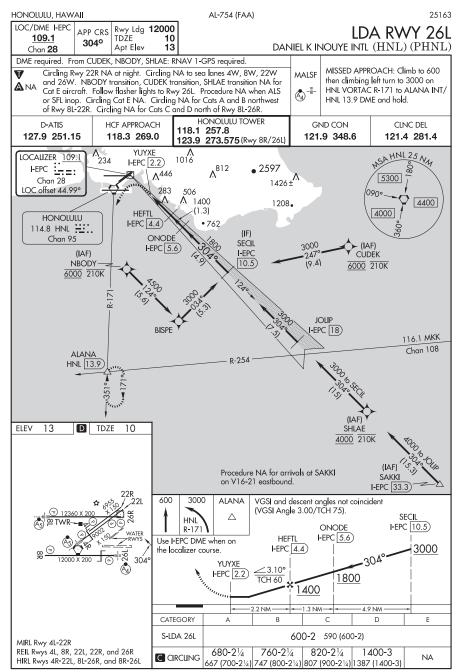
HONOLULU, HAWAII Amdt 3A 25FEB21 DANIEL K INOUYE INTL (HNL) (PHNL)
21°19′N-157°55′W

RNAV (GPS) Y RWY 4R

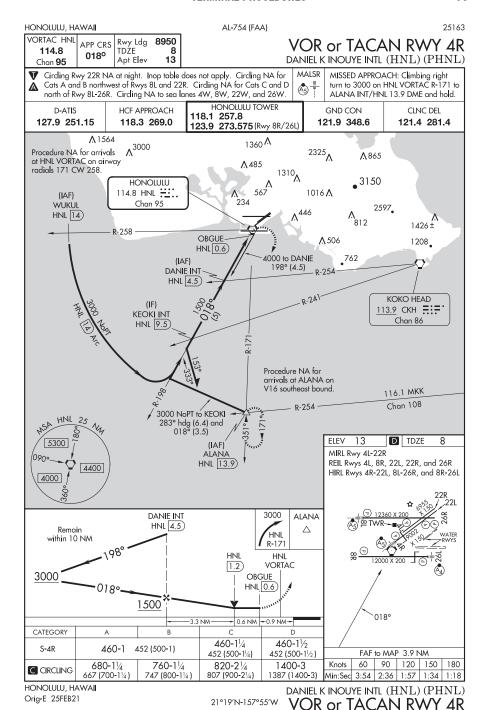


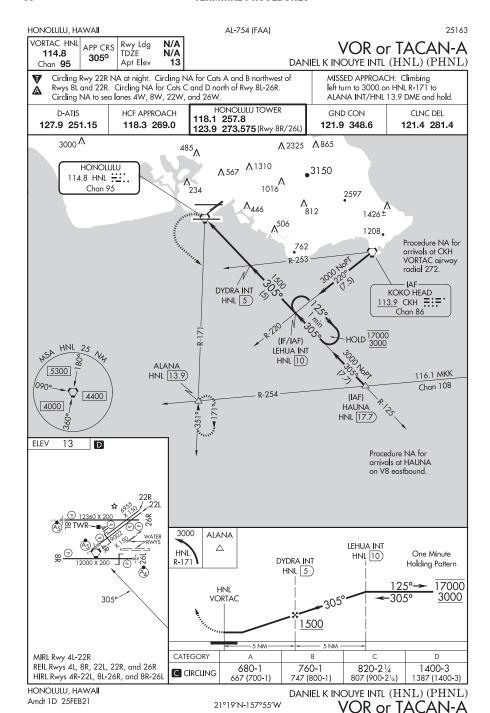


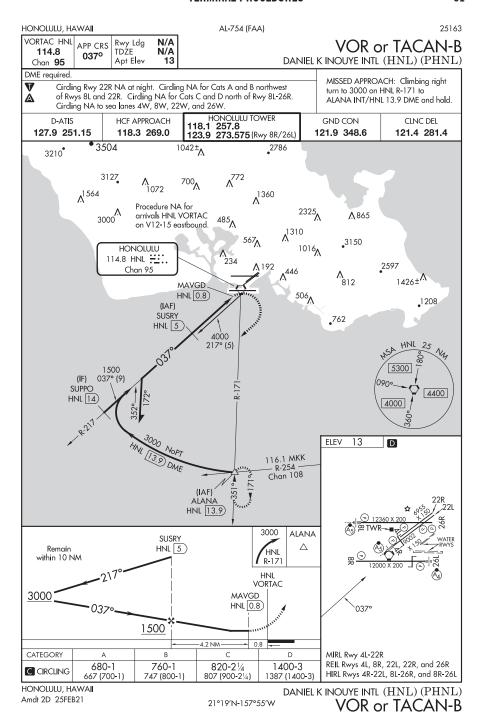




HONOLULU, HAWAII Amdt 6A 25FEB21 DANIEL K INOUYE INTL (HNL) (PHNL) 21°19′N-157°55′W LDA RWY 26L



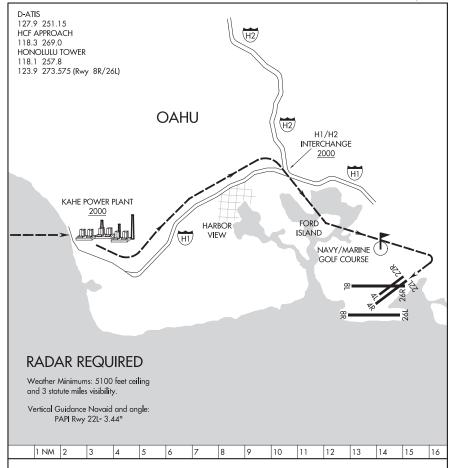




24193 AL-754 (FAA) DANIEL K INOUYE INTL (HNL) (PHNL)

KAHE POWER PLANT VISUAL RWY 22L

HONOLULU, HAWAII



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

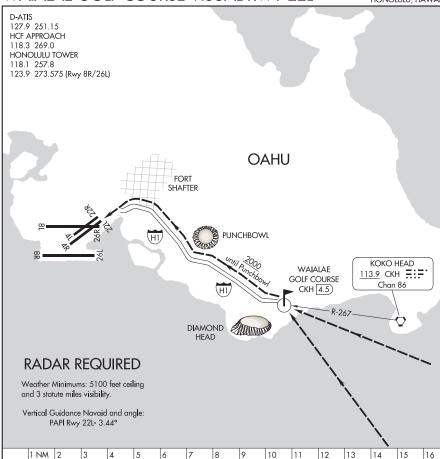
HONOLULU, HAWAII

Amdt 1 27APR17

21°19′N-157°55′W DANIEL K INOUYE INTL (HNL) (PHNL)

24193 AL-754 (FAA) DANIEL K INOUYE INTL (HNL) (PHNL)

WAIALAE GOLF COURSE VISUAL RWY 22L HONOLULU, HAWAII



WAIALAE GOLF COURSE VISUAL APPROACH RWY 22L

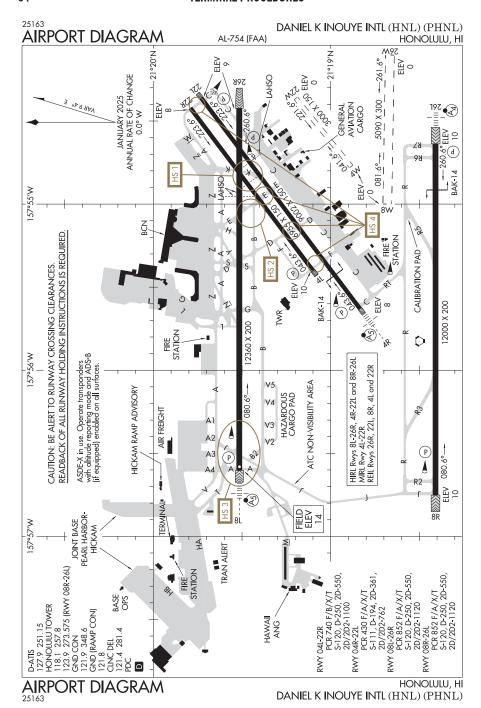
PROCEDURE NOT AUTHORIZED AT NIGHT RESTRICTED TO CAT I AND CAT II AIRCRAFT ONLY Pilots may expect landing Runway 22R.

WAIALAE GOLF COURSE VISUAL RWY 22L

HONOLULU, HAWAII

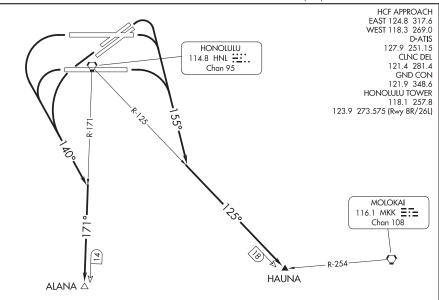
Amdt 1 27APR17

21°19′N-157°55′W DANIEL K INOUYE INTL (HNL) (PHNL)



(HNL2.HNL) 23334

HONOLULU TWO DEPARTURE (OBSTACLE) DANIEL K INOUYE INTL (HNL) (PHNL) AL-754 (FAA) HONOLULU, HAWAII



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 $1700-2\frac{1}{2}$ for VCOA. Rwy 8R: Standard with minimum climb of 270' per NM to 1000, or $1700-2\frac{1}{2}$ for VCOA.

Rwy 26L: Standard with minimum climb of 237' per NM to 300, or 1700-21/2 for VCOA.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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. 12 JUN 2025 to 7 AUG 2025

HONOLULU TWO DEPARTURE (OBSTACLE)
(HNL2.HNL) 08NOV18

HONOLULU, HAWAII

DANIEL K INOUYE INTL (HNL) (PHNL)

(HNL2.HNL) 18312 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.

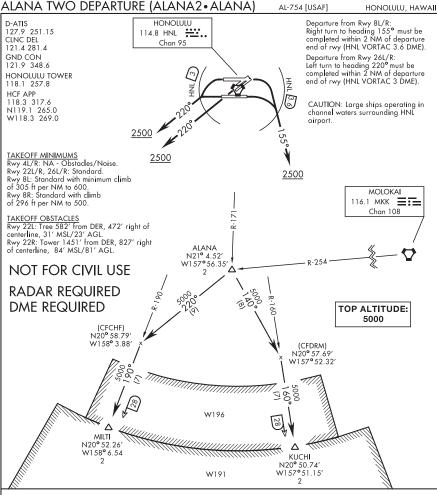
Rwy 26R: Multiple light poles beginning 2120' from DER, 813' right of centerline, up to 105' AGL/111' MSL.

HONOLULU TWO DEPARTURE (OBSTACLE) (HNL2.HNL) 08NOV18

HONOLULU, HAWAII FL (HNL) (PHNL)

DANIEL K INOUYE INTL (HNL)(PHNL)

DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR HICKAM) (HNL)(PHNL)(PHIK)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8 L/R: Climbing right turn heading 155° to 2500. Thence... TAKE-OFF RWY 22 L/R: Climb heading 220° to 2500. Thence... TAKE-OFF RWY 26 L/R: Climbing left turn heading 220° to 2500. Thence...

... expect RADAR vectors to ALANA, then on assigned transition. Maintain 5000, expect clearance to enroute altitude at ALANA.

KUCHI TRANSITION (ALANA2 • KUCHI): From over ALANA on heading 140° and HNL R-160 to KUCHI.

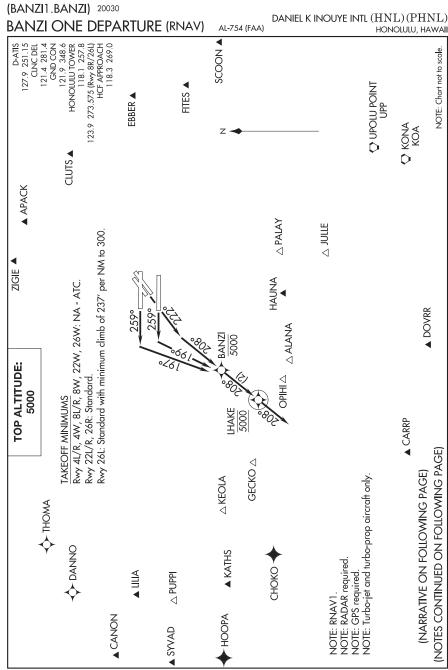
MILTI TRANSITION (ALANA2 • MILTI): From over ALANA on heading 220° and HNL R-190 to MILTI.

ALANA TWO DEPARTURE (ALANA2 • ALANA)

HONOLULU, HAWAII

Amdtt 1 22APR21

DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR HICKAM) (HNL)(PHNL)(PHIK)



BANZI ONE DEPARTURE (RNAV) (BANZI1.BANZI) 30JAN20 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL}(HNL)(PHNL) \end{array}$

(BANZI1.BANZI) 20030

BANZI ONE DEPARTURE (RNAV) AL-754 (FAA)

DANIEL K INOUYE INTL (HNL) (PHNL) HONOLULU, HAWAII



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 22L/R: Climb on heading 222° to intercept course 208°

to cross BANZI at or below 5000, thence

TAKEOFF RUNWAY 26L: Climb on heading 259° to intercept course 199°

to cross BANZI at or below 5000, thence

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 197°

to cross BANZI at or below 5000, thence

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

NOTE: ALANA departures expect direct/vectors to ALANA/V8/V16/V20/V21.

NOTE: APACK departures expect direct/vectors to APACK/R463.

NOTE: CANON departures expect direct/vectors to CANON/V15.

NOTE: CARRP departures expect direct/vectors to CARRP/A579.

NOTE: CHOKO departures expect direct/vectors to CHOKO/R584/B326.

NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.

NOTE: DANNO departures expect direct/vectors to DANNO.

NOTE: DOVRR departures expect direct/vectors to DOVRR/B596.

NOTE: EBBER departures expect direct/vectors to EBBER/R577.

NOTE: FITES departures expect direct/vectors to FITES/R578. NOTE: GECKO departures expect direct/vectors to GECKO/V4/V12/V16.

NOTE: HAUNA departures expect direct/vectors to HAUNA/V8/V16/V20/V21/LNY.

NOTE: HOOPA departures expect direct/vectors to HOOPA/A450.

NOTE: JULLE departures expect direct/vectors to JULLE/V16/V20/V21.

NOTE: KATHS departures expect direct/vectors to KATHS/A450.

NOTE: KEOLA departures expect direct/vectors to KEOLA/V16.

NOTE: KOA departures expect direct/vectors to KOA.

NOTE: LILIA departures expect direct/vectors to LILIA/V15.

NOTE: OPIHI departures expect direct/vectors to OPIHI/V8/V16/V20/V21.

NOTE: PALAY departures expect direct/vectors to PALAY/V2/V8/LNY.

NOTE: PUPPI departures expect direct/vectors to PUPPI/V16.

NOTE: SCOON departures expect direct/vectors to SCOON.

NOTE: SYVAD departures expect direct/vectors to SYVAD/V16.

NOTE: THOMA departures expect direct/vectors to THOMA.

NOTE: UPP departures expect direct/vectors to UPP.

NOTE: ZIGIE departures expect direct/vectors to ZIGIE/A331.

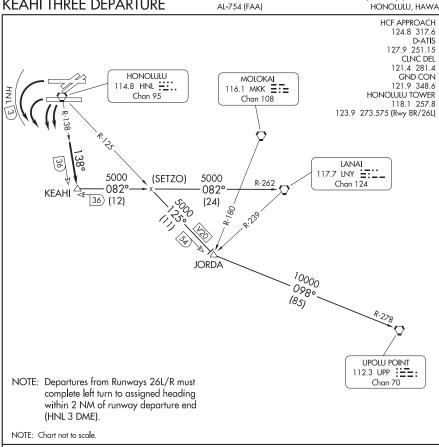
BANZI ONE DEPARTURE (RNAV) (BANZI1.BANZI) 30JAN20

HONOLULU, HAWAII DANIEL K INOUYE INTL (HNL) (PHNL)

(KEAHI3.KEAHI) 23334

KEAHI THREE DEPARTURE

DANIEL K INOUYE INTL (HNL) (PHNL) HONOLULU, HAWAII



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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.

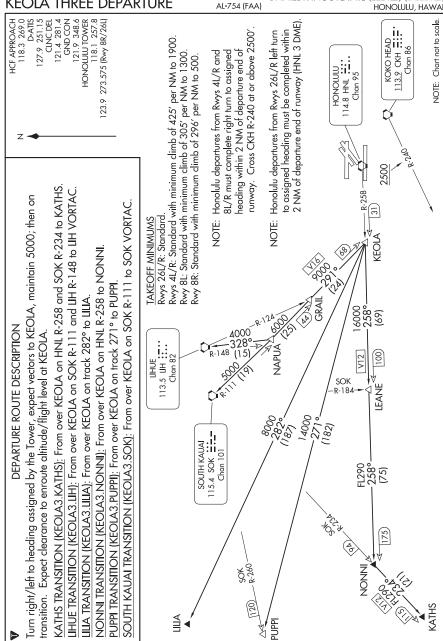
UPOLU TRANSITION (KEAHI3.UPP): From over KEAHI INT via LNY R-262 and HNL R-125 to JORDA INT, thence via UPP R-278 to UPP VORTAC.

KEAHI THREE DEPARTURE (KEAHI3.KEAHI) 06JAN94

HONOLULU, HAWAII DANIEL K INOUYE INTL (HNL) (PHNL)

(KEOLA3.KEOLA) 23334 KEOLA THREE DEPARTURE

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII



KEOLA THREE DEPARTURE (KEOLA3.KEOLA) 25FEB21

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} (HNL) (PHNL) \end{array}$

(MKK5.MKK) 23334 DANIEL K INOUYE INTL (HNL) (PHNL) MOLOKAI FIVE DEPARTURE AL-754 (FAA) HONOLULU, HAWAII RADAR and DME required HCF APPROACH ZIGIE 124.8 317.6 D-ATIS ▲ APACK 127.9 251.15 TOP ALTITUDE: CLNC DEL **ASSIGNED BY ATC** 121.4 281.4 GND CON 121.9 348.6 HONOLULU TOWER 118.1 257.8 REXIE ∧ 123.9 273.575 (Rwy 8R/26L) TAKEOFF MINIMUMS **TOADS** Rwys 26L/R: Standard. Rwys 4L/R: Standard with minimum climb of 425' per NM to CLUTS A 1900, do not exceed 180K until established on assigned heading. SERYU Rwy 8L: Standard with minimum climb of 313' per NM to 1400. **KOLEA** Rwy 8R: Standard with minimum climb of 296' per NM to 500. OAO° MAGG HONOLULU 114.8 HNL <u>∺</u> SFPGF Chan 95 FBBFR A CODDY FL240 075° 500 (86)**BLUSH** R-075 KOKO HEAD MAU 113.9 CKH **Ξ**:**Ξ** 115.1 OGG ==: Chan 86 Chan 98 MOLOKAI FITES A 116.1 MKK =:= Chan 108 **PULPS** 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 UPOLU POINT assigned route. 112.3 UPP :==: NOTE: KOLEA Transition: Expect clearance to CLUTS then on Chan 70 assigned route. NOTE: CODDY Transition: Expect clearance to EBBER or FITES HIIO 116.9 ITO \. then on assigned route. (CONTINUED ON FOLLOWING PAGE) Chan 116 NOTE: Chart not to scale.

MOLOKAI FIVE DEPARTURE

HONOLULU, HAWAII
DANIEL K INOUYE INTL (HNL) (PHNL)

(MKK5.MKK) 03NOV22

(MKK5.MKK) 22307 MOLOKAI FIVE DEPARTURE

DANIEL K INOUYE INTL (HNL)(PHNL) AL-754 (FAA) HONOLULU, HAWAII



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.

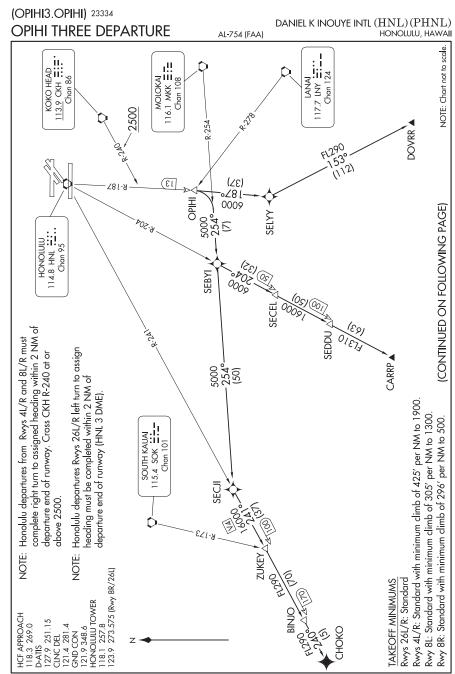
KOLEA TRANSITION (MKK5.KOLEA): From over MKK VORTAC on MKK R-040 to KOLEA.

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.

MOLOKAI FIVE DEPARTURE (MKK5.MKK) 03NOV22

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL}(HNL)(PHNL) \end{array}$



OPIHI THREE DEPARTURE (OPIHI3.OPIHI) 25FEB21

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

(OPIHI3.OPIHI) 21056
OPIHI THREE DEPARTURE

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII



DEPARTURE ROUTE DESCRIPTION

Turn right/left to heading assigned by Tower, expect vectors to OPIHI, maintain 5000; then on (transition). Expect clearance to enroute altitude/flight level at OPIHI.

CARRP TRANSITION (OPIHI3.CARRP): From over OPIHI right turn to intercept MKK R-254 to SEBYI, then on HNL R-204 to CARRP.

CHOKO TRANSITION (OPIHI3.CHOKO): From over OPIHI right turn to intercept MKK R-254 to SECJI, then on HNL R-241 to BINJO, then on track 240° to CHOKO.

DOVRR TRANSITION (OPIHI3.DOVRR): From over OPIHI on HNL R-187 to SELYY, then on track 153° to DOVRR.

OPIHI THREE DEPARTURE (OPIHI3.OPIHI) 25FEB21

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

(PALAY3.PALAY) 23334

PALAY THREE DEPARTURE

DANIEL K INOUYE INTL (HNL) (PHNL)

HONOLULU, HAWAII

AL-754 (FAA) NOTE: Departures from Runways 4L/R and 8L/R must complete right turn to HCF APPROACH 124.8 317.6 assigned heading within 2 NM of runway departure end. Cross CKH R-240 D-ATIS at or above 2500. 127.9 251.15 NOTE: Departures Runways 26L/R must complete left turn to assign heading CLNC DEL 121.4 281.4 within 2 NM of runway departure end (HNL 3 DME). GND CON 121.9 348.6 HONOLULU HONOLULU TOWER 114.8 HNL <u>∺</u>:.. 118.1 257.8 Chan 95 123.9 273.575 (Rwy 8R/26L) KOKO HEAD 113.9 CKH **Ξ∷Ξ** Chan 86 MOLOKAI 2500 116.1 MKK =:= Chan 108 V8 LOKIE 4000 R-254 4000 074° (10)(13)ROSHE TAKEOFF MINIMUMS 1100 Rwys 26L/R: Standard. Rwys 4L/R: Standard with minimum climb of 425' per NM to 1900. Rwy 8L: Standard with minimum climb of 305' per NM to 1300. P. 200 Rwy 8R: Standard with minimum climb of 296' per NM to 500. LANA 117.7 LNY =: Chan 124

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.

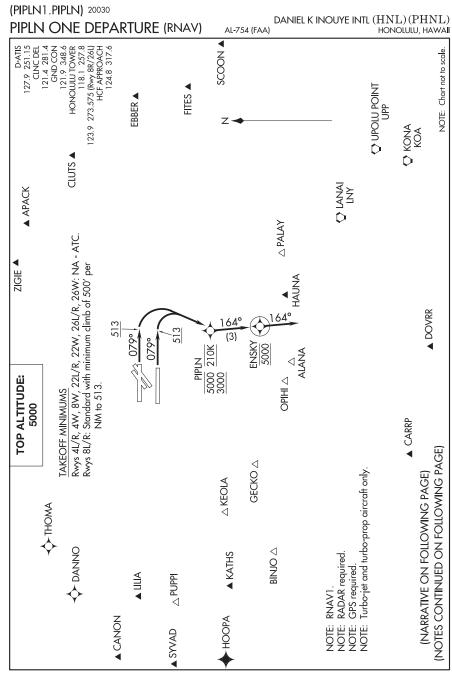
LANAI TRANSITION (PALAY3.LNY): From over PALAY INT on HNL R-110 and LNY R-290 to LNY VORTAC. MOLOKAI TRANSITION (PALAY3.MKK): From over PALAY INT on MKK R-254

PALAY THREE DEPARTURE

HONOLULU, HAWAII DANIEL K INOUYE INTL (HNL) (PHNL)

(PALAY3.PALAY) 25FEB21

to MKK VORTAC.



PIPLN ONE DEPARTURE (RNAV) (PIPLN1.PIPLN) 30JAN20

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

(PIPLN1.PIPLN) 20030

PIPLN ONE DEPARTURE (RNAV)

AL-754 (FAA)

DANIEL K INOUYE INTL (HNL)(PHNL) HONOLULU, HAWAII



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 clearnace to filed altitude/flight level within 10 minutes after departure.

NOTE: ALANA departures expect direct/vectors to ALANA/V8/V16/V20/V21.

NOTE: APACK departures expect direct/vectors to APACK/R463.

NOTE: BINJO departures expect direct/vectors to BINJO/R584/B326.

NOTE: CANON departures expect direct/vectors to CANON/V15.

NOTE: CARRP departures expect direct/vectors to CARRP/A579.

NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.

NOTE: DANNO departures expect direct/vectors to DANNO.

NOTE: DOVRR departures expect direct/vectors to DOVRR/B596. NOTE: EBBER departures expect direct/vectors to EBBER/R577. NOTE: FITES departures expect direct/vectors to FITES/R578.

NOTE: 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: KEOLA departures expect direct/vectors to KEOLA/A16. NOTE: KOA departures expect direct/vectors to KOA.

NOTE: LILIA departures expect direct/vectors to LUA/V15.

NOTE: LINY departures expect direct/vectors to LINY.

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.

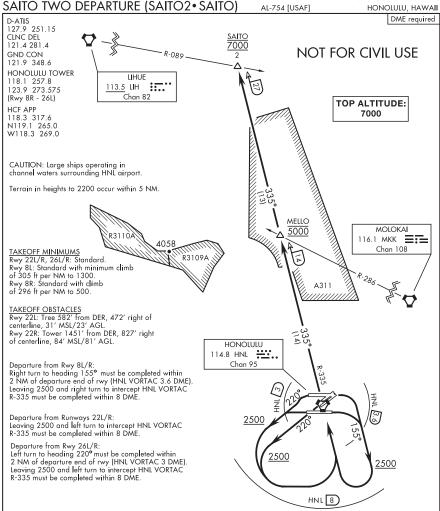
NOTE: ZIGIE departures expect direct/vectors to ZIGIE/A331.

PIPLN ONE DEPARTURE (RNAV) (PIPLN1.PIPLN) 30JAN20

 $\begin{array}{c} \text{HONOLULU, HAWAII} \\ \text{DANIEL K INOUYE INTL} \left(HNL\right) \left(PHNL\right) \end{array}$

23054

DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR HICKAM) (HNL)(PHNL)(PHIK)



V

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....

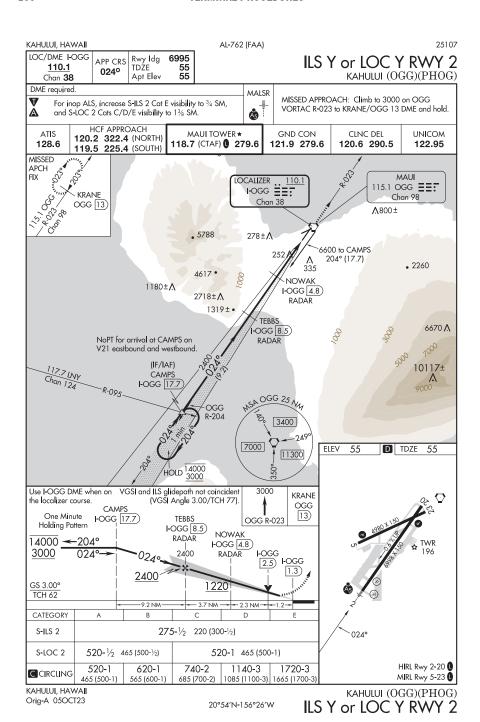
TAKEOFF RUNWAYS 26L/R: Climbing left turn heading 220° to 2500, then climbing left turn to HNL VORTAC and on HNL R-335 to cross MELLO at 5000. Thence....

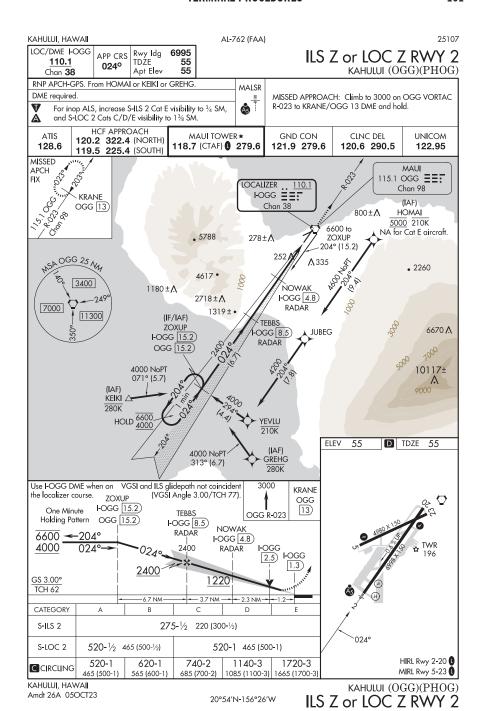
... continue on HNL R-335 to cross SAITO at 7000, expect clearance to enroute altitude at SAITO.

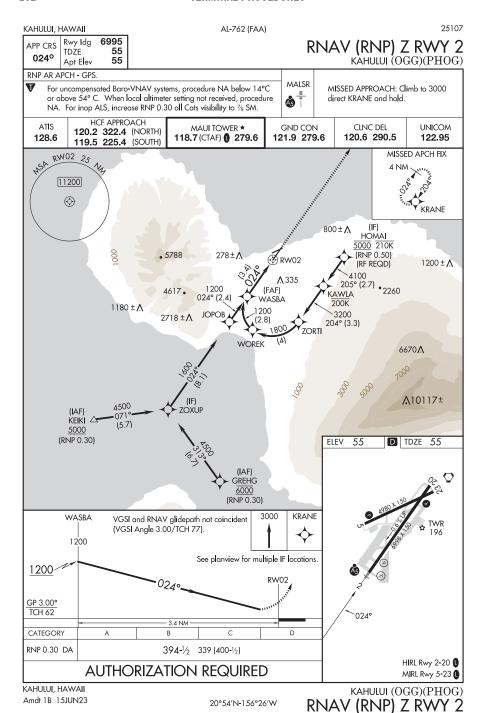
SAITO TWO DEPARTURE (SAITO2 • SAITO)

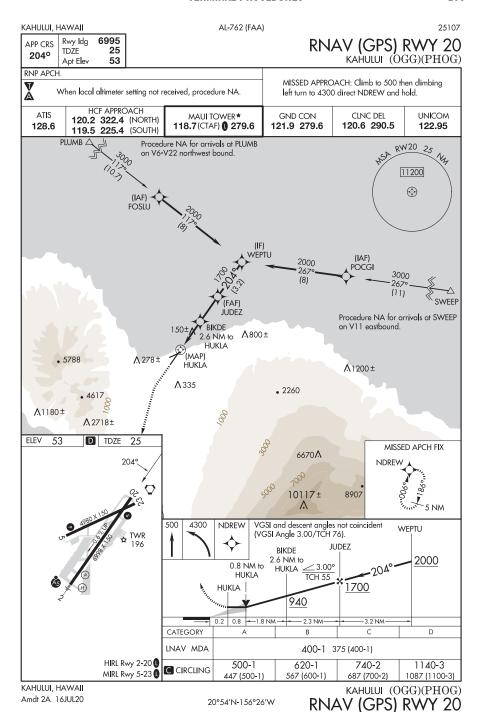
HONOLULU, HAWA**II**

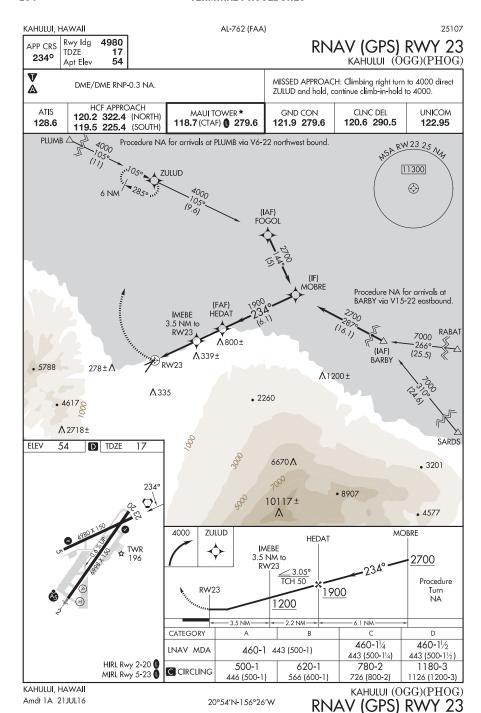
Amdt 1 22APR21 DANIEL K INOUYE INTL (JOINT BASE PEARL HARBOR HICKAM) (HNL)(PHNL)(PHIK)



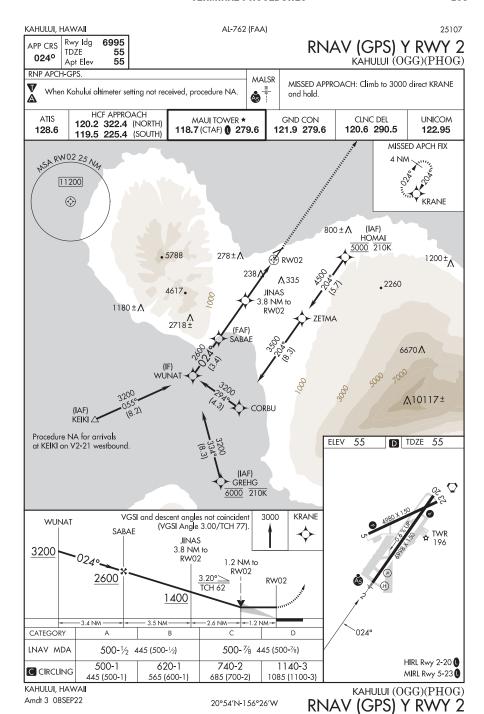


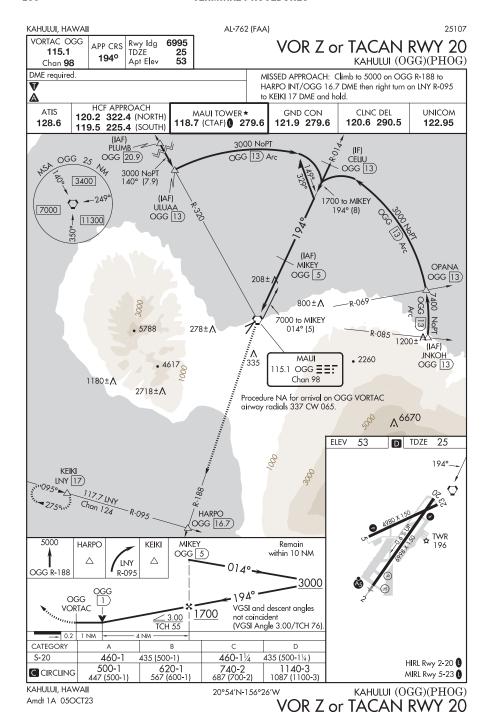






PAC, 12 JUN 2025 to 7 AUG 2025

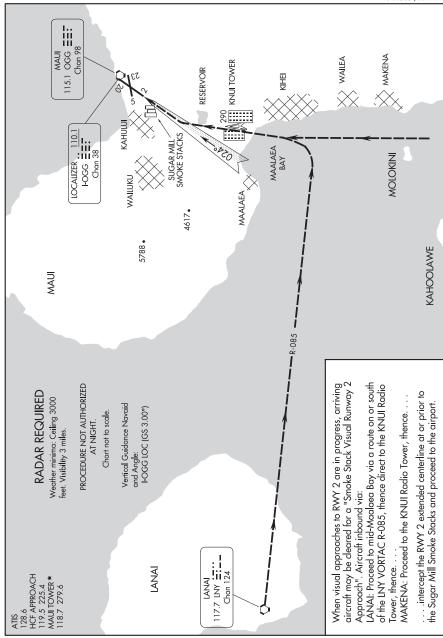




23334 AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII

SMOKE STACK VISUAL RWY 2

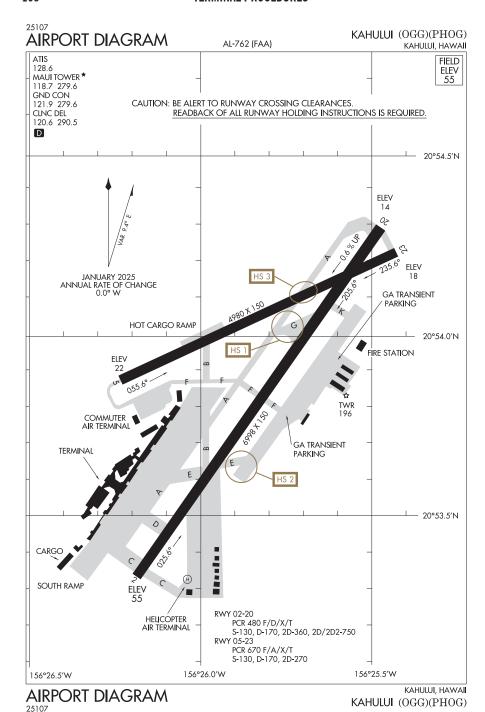


SMOKE STACK VISUAL RWY 2

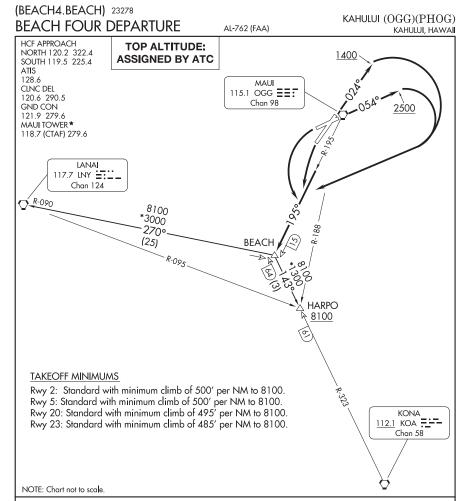
20° 54′N-156° 26′W

KAHULUI, HAWAII KAHULUI (OGG)(PHOG)

Amdt 1A 30NOV23



PAC, 12 JUN 2025 to 7 AUG 2025



V

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.

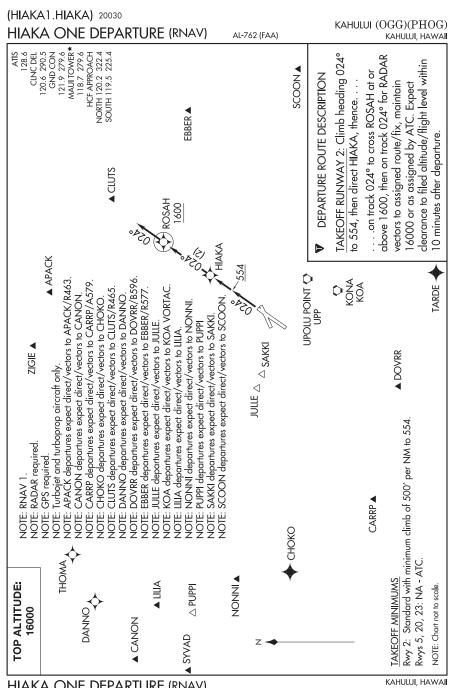
TAKEOFF RUNWAYS 20, 23: Climbing left turn via OGG R-195 to BEACH INT.

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.

BEACH FOUR DEPARTURE (BEACH4.BEACH) 20AUG15

KAHULUI, HAWAII KAHULUI (OGG)(PHOG)



HIAKA ONE DEPARTURE (RNAV)

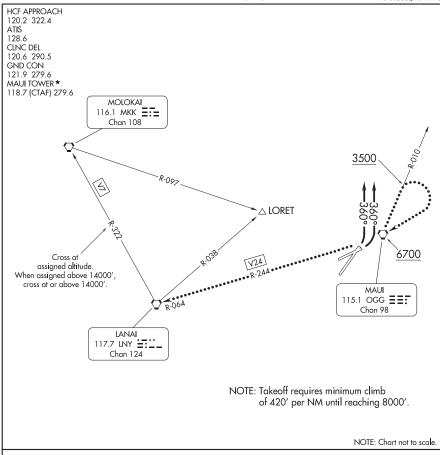
KAHULUI (OGG)(PHOG)

(MAUI5.OGG) 23278

MAUI FIVE DEPARTURE

AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII



V

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'.

MAUI FIVE DEPARTURE (MAUI5.OGG) 095EP99

KAHULUI, HAWAII KAHULUI (OGG)(PHOG) (NPLII2.SAKKI) 18032

SOUTH 119.5 225.4

NPLII TWO DEPARTURE (RNAV)

AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII

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

TOP ALTITUDE: ASSIGNED BY ATC

AARES 14000 249° (21) (10) (3) WMAUI 3200 SAKKI

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.

V

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.

NPLII TWO DEPARTURE (RNAV) (NPLII2.SAKKI) 20AUG15 $\begin{array}{c} \text{KAHULUI, HAWAII} \\ \text{KAHULUI} \ (OGG)(PHOG) \end{array}$

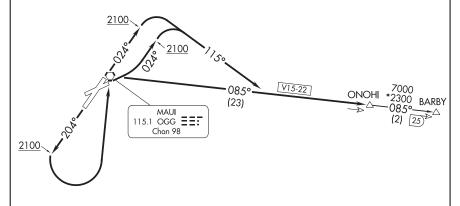
(ONOHI2.ONOHI) 23278 ONOHI TWO DEPARTURE

AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII

HCF APPROACH
NORTH 120.2 322.4
SOUTH 119.5 225.4
ATIS

SOUTH 119.5 225. ATIS 128.6 CLINC DEL 120.6 290.5 GND CON 121.9 279.6 MAUI TOWER * 118.7 (CTAF) 279.6



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.

V

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.

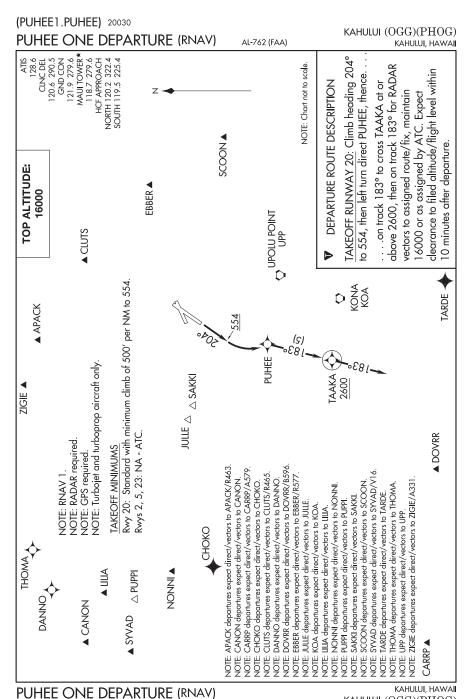
TAKEOFF RUNWAY 5: Climbing left turn on heading 024° to 2100 then climbing right turn to 7000 to ONOHI/OGG 23 DME via heading 115° and OGG R-085.

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.

ONOHI TWO DEPARTURE (ONOHI2.ONOHI) 20AUG15

KAHULUI, HAWAII KAHULUI (OGG)(PHOG)



(PUHEE1.PUHEE) 20JUN19

KAHULUI (OGG)(PHOG)

(STACY2.OGG) 23278 STACEY TWO DEPARTURE

AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII

HCF APPROACH (NORTH) 120.2 322.4 (SOUTH) 119.5 225.4 ATIS 128.6 CLNC DEL KOKO HEAD 120.6 290.5 113.9 CKH =:= GND CON 121.9 279.6 Chan 86 MAUI TOWER★ 118.7 (CTAF) 279.6 MOLOKAI 116.1 MKK =:= Chan 108 HONOLULU 114.8 HNL :::: Chan 95 MAUI 115.1 OGG ==: Chan 98 IANAI 117.7 LNY

UPOLU POINT
112.3 UPP :==:
Chan 70

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 2: Standard with minimum climb of 500' per NM to 8100.

Chan 124

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.

NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 024° (or ATC assigned heading 310° CW 053°);

TAKEOFF RUNWAY 5: Climbing heading 054° (or ATC assigned heading 307° CW 054°);

TAKEOFF RUNWAY 20: Climb heading 204° (or ATC assigned heading 169° CW 204°); thence. . . .

TAKEOFF RUNWAY 23: NA - Obstacles.

. . . . expect RADAR vectors to join assigned route. Maintain assigned altitude; expect filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after departure, climb southbound to join V2 to LNY VORTAC, then on assigned route.

STACEY TWO DEPARTURE

(STACY2.OGG) 03APR14

KAHULUI, HAWAII KAHULUI (OGG)(PHOG)

(SWEEP2.SWEEP) 23278

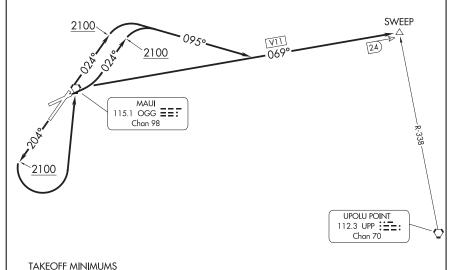
SWEEP TWO DEPARTURE

AL-762 (FAA)

KAHULUI (OGG)(PHOG) KAHULUI, HAWAII TOP ALTITUDE:

6000

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



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.

NOTE: Chart not to scale.

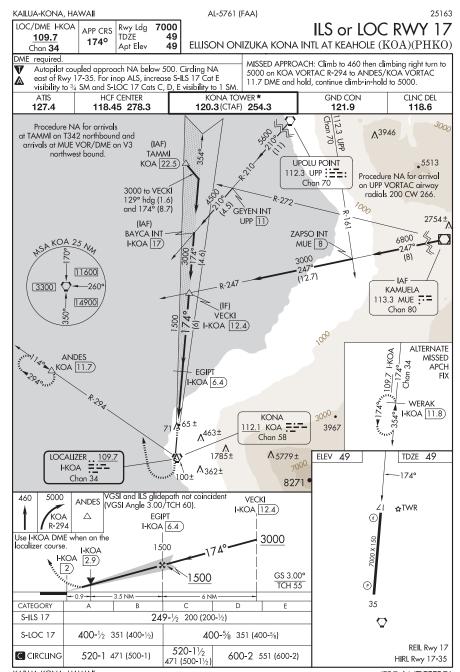
V

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)



KAILUA-KONA, HAWAII Amdt 2D 20FEB25

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA)(PHKO)
19°44'N-156°03'W

ILS or LOC RWY 17

KAILUA-KONA, HAWAII 25163 Rwy Ldg 7000 RNAV (RNP) Z RWY 17 APP CRS TDŻE 47 174° ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO) Apt Elev 47 For uncompensated Baro-VNAV systems, procedure NA below MISSED APPROACH: Climb to 5000 on track 6°C (43°F) or above 48°C (119°F). RF required. GPS required. 174° to WOPNA and right turn to NANLE, For inop ALS, increase RNP 0.30 all Cats visibility to 11/2 mile. and on track 358° to ANDES and hold. KONA TOWER * ATIS HCF CENTER GND CON CLNC DEL 127.4 118.45 278.3 120.3 (CTAF) 254.3 121.9 118.6 (IAF) (IAF) Procedure NA for arrival on UPP UPOLU POINT TAMMI VORTAC airway radials 200 CW 287 UPP 5700 14200 6800 202° (11) **SODZE** \bigcirc 3000 (8) (IAF) 247° KAMUELA ZAPSO (12.7) MUE (IF) 3000 202° (8.4) VĚĆKI Procedure NA for arrivals at MUE VORTAC on V3 northeast bound 500 43 EGIPT . 3967 3000 358° (8.9) A463± ∧1785± ∆5779± **Å**100± ∧³⁶²± (5.6) NANLE 8271 WOPNA ELEV 47 TDZE 47 -174° 5000 WOPNA **ANDES** tr **VFCKI** 174° 358° **☆**TWR (1) 3000 **EGIPT** 1500 GP 3.00° 1500 TCH 55 4.4 NM -6 NM 35 CATEGORY D 297-3/4 250 (300-3/4) RNP 0.17 DA

KAILUA-KONA, HAWAII Orig-B 24MAY18

RNP 0.30 DA

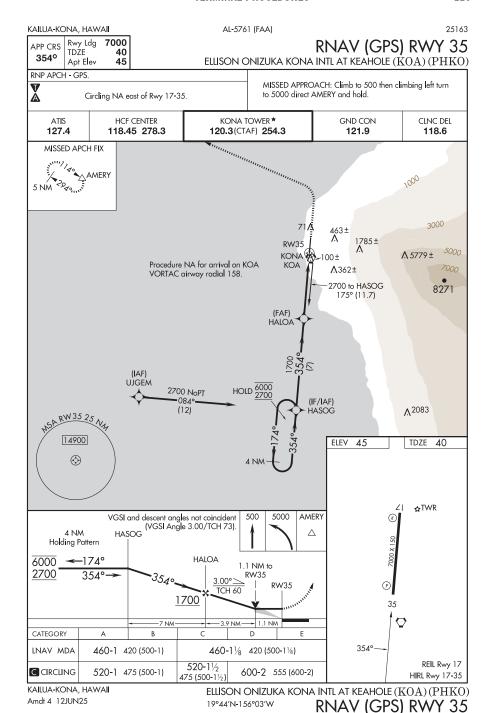
ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)
19°44'N-156°03'W RNAV (RNP) Z RWY 17

REIL Rwy 17

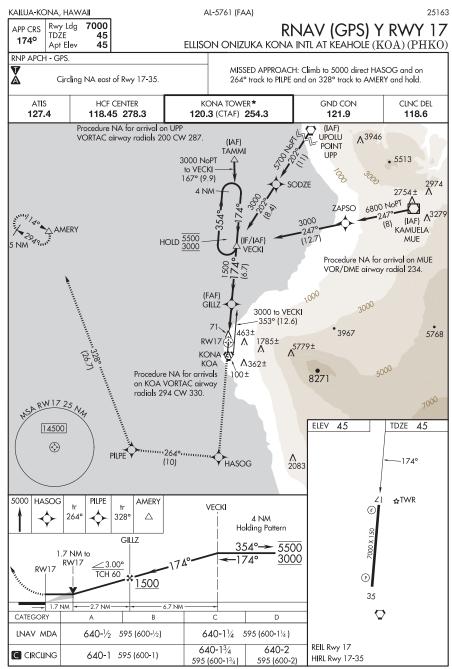
HIRL Rwy 17-35

484-1 437 (500-1)

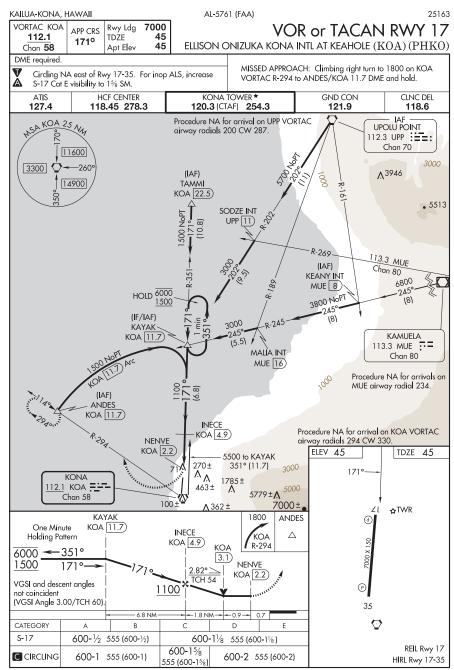
AUTHORIZATION REQUIRED



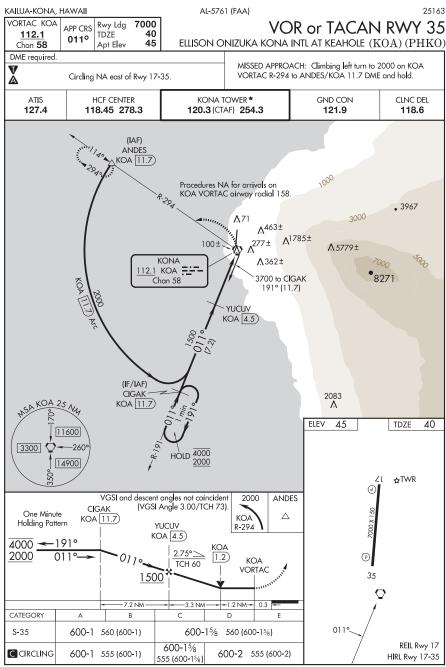
PAC, 12 JUN 2025 to 7 AUG 2025



KAILUA-KONA, HAWAII Amdt 3 12JUN25 ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO) 19°44'N-156°03'W RNAV (GPS) Y RWY 17

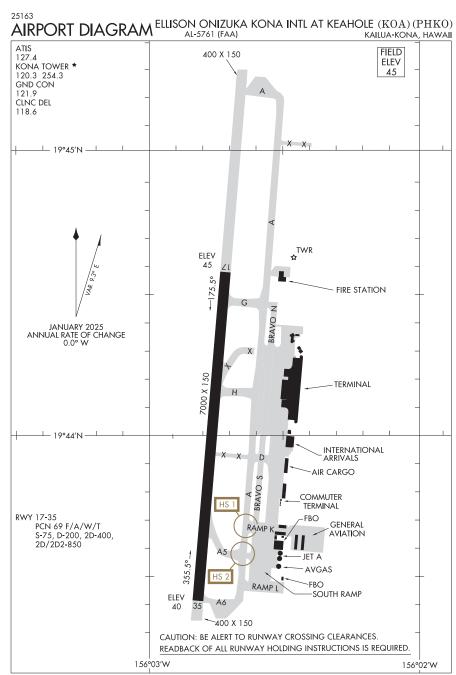


KAILUA-KONA, HAWAII Amdt 2 12JUN25 ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)
19°44'N-156°03'W VOR or TACAN RWY 17



KAILUA-KONA, HAWAII Amdt 2 12JUN25 ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)
19°44'N-156°03'W

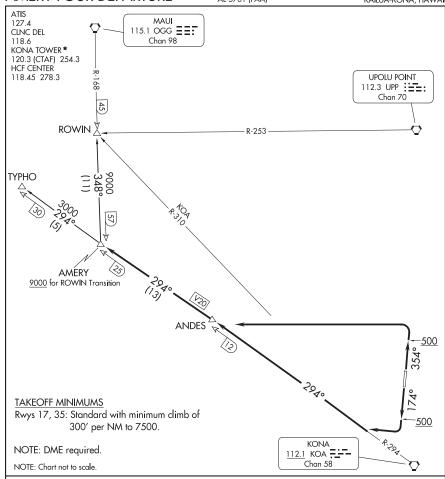
VOR or TACAN RWY 35



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

(AMERY4.AMERY) 24025 AMERY FOUR DEPARTURE

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA)(PHKO)Al-5761 (FAA) KAILUA-KONA, HAWAII



V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 174° to 500, then climbing right turn to intercept KOA R-294 to AMERY INT, Thence. . . .

TAKEOFF RUNWAY 35: Climb heading 354° to 500, then climbing left turn to intercept KOA R-294 to AMERY INT, Thence. . . .

. . . .via transition.

ROWIN TRANSITION (AMERY4.ROWIN): From AMERY INT on OGG R-168 to ROWIN INT. TYPHO TRANSITION (AMERY4.TYPHO): From AMERY INT on KOA R-294 to TYPHO INT.

AMERY FOUR DEPARTURE (AMERY4.AMERY) 07DEC17

KAILUA-KONA, HAWAII

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

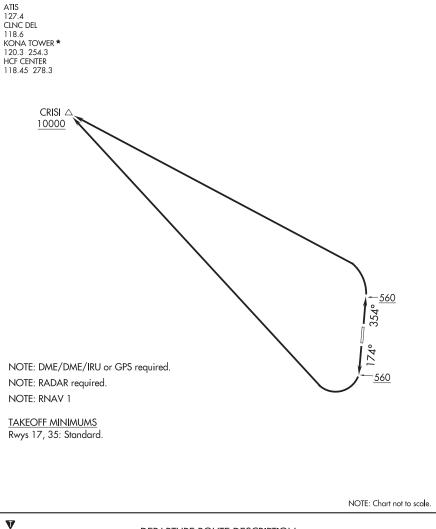
(CRISI2.CRISI) 20254

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

CRISI TWO DEPARTURE (RNAV)

AL-5761 (FAA)

KAILUA-KONA, HAWAII



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.

CRISI TWO DEPARTURE (RNAV)

KAJLUA-KONA, HAWAJI

(CRISI2.CRISI) 07DEC17

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

(ONIZU1.ONIZU) 21056 ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO) ONIZU ONE DEPARTURE (RNAV) AL-5761 (FAA) KAILUA-KONA, HAWAII **TOP ALTITUDE:** 127.4 △ BARBY 5000 CLNC DEL 118.6 GND CON 121.9 KONA TOWER * 120.3 254.3 HCF CENTER 118.45 278.3 MAKEN A JULLE LAVAS 🕹 NOWRA 8100 **UPOLU POINT** UPP 🔿 **FIRES** PUANA NOTE: GPS required. 548 NOTE: RNAV 1. NOTE: Turbojet and turboprop aircraft only. ONIZU 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.

ONIZU ONE DEPARTURE (RNAV)

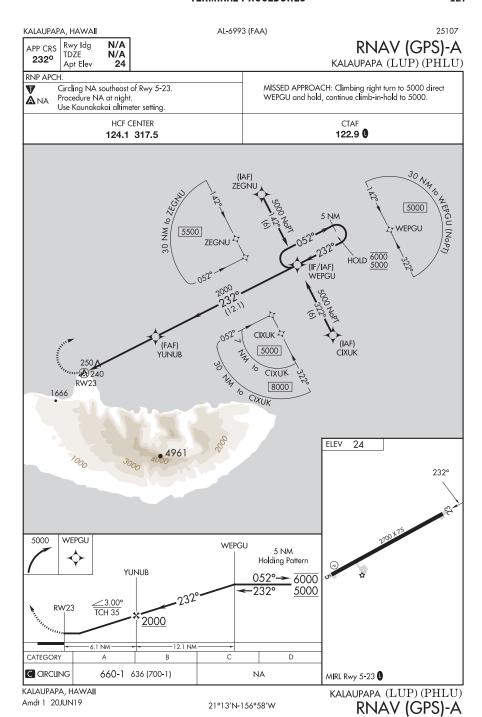
BARBY TRANSITION (ONIZU1.BARBY)
JULLE TRANSITION (ONIZU1.JULLE)
MAKEN TRANSITION (ONIZU1.MAKEN)
UPOLU POINT TRANSITION (ONIZU1.UPP)

NOTE: Chart not to scale.

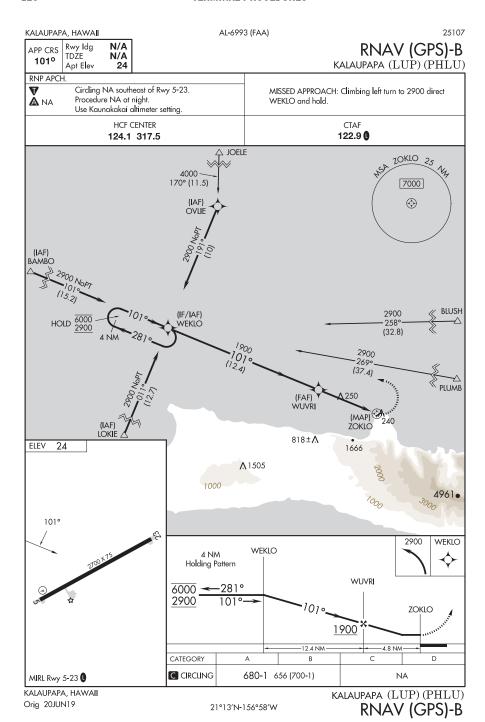
KAILUA-KONA, HAWAII

(ONIZU1.ONIZU) 25FEB21

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



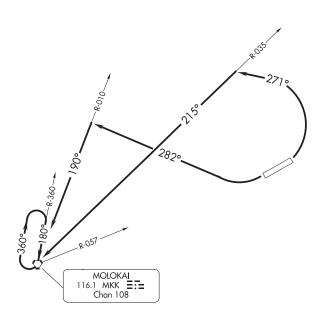
PAC, 12 JUN 2025 to 7 AUG 2025



(LUP1.LUP) 23334

KALAUPAPA ONE DEPARTURE (OBSTACLE) KALAUPAPA (LUP) (PHLU) KALAUPAPA, HAWAII KALAUPAPA, HAWAII

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. . . .

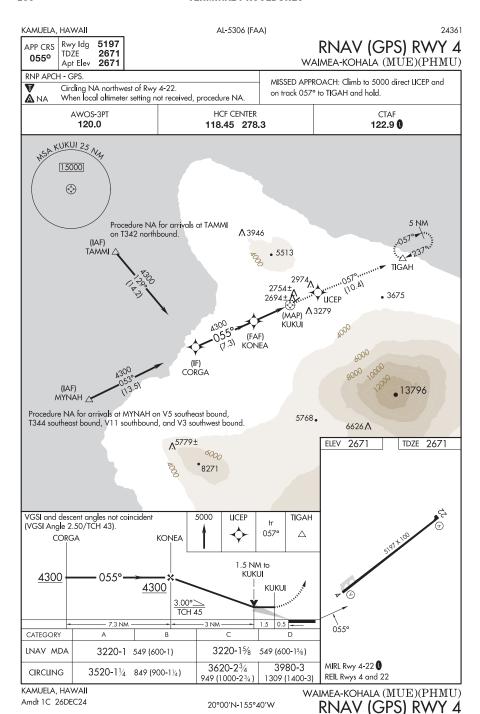
TAKEOFF RUNWAY 23: Climbing right turn to 4000 heading 282° to intercept MKK R-010 to MKK VORTAC, Thence. . . . or for climb in visual conditions, cross Kalaupapa Airport southwest bound at or above 3100 MSL then proceed on MKK R-057 to MKK VORTAC.

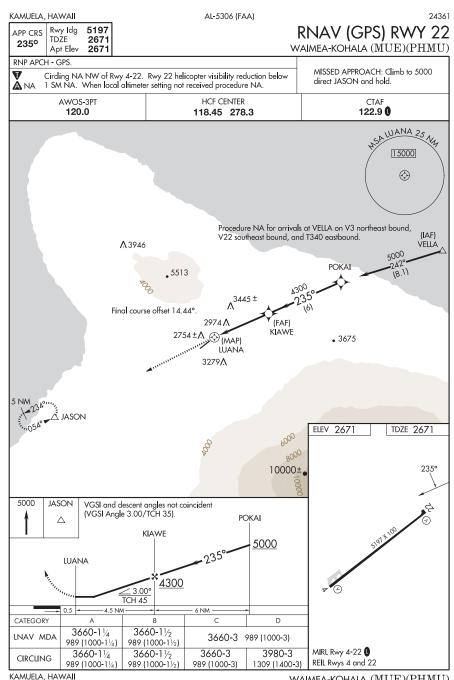
. . . . Climb in MKK VORTAC holding pattern to cross MKK VORTAC at or above MEA before proceeding enroute.

KALAUPAPA ONE DEPARTURE (OBSTACLE)

KALAUPAPA (LUP) (PHLU)

(LUP1.LUP) 10MAR11

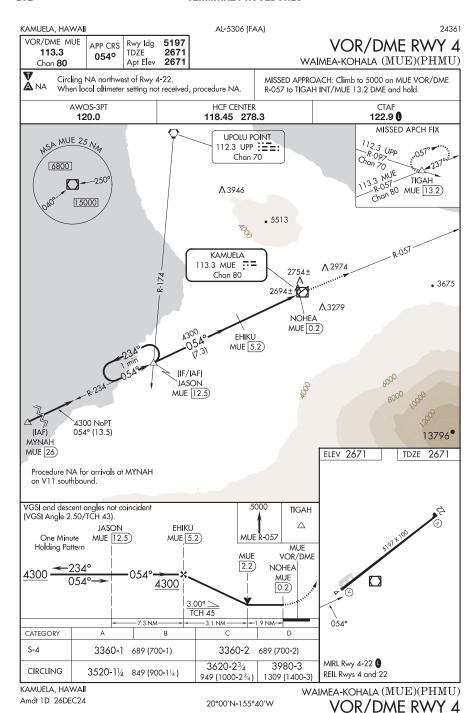


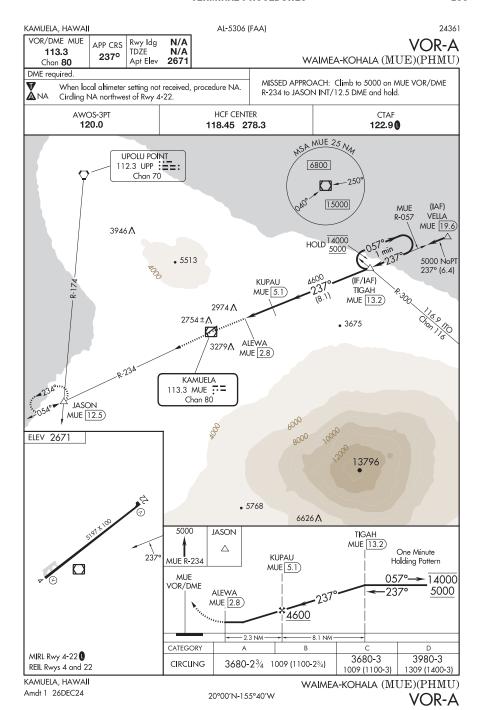


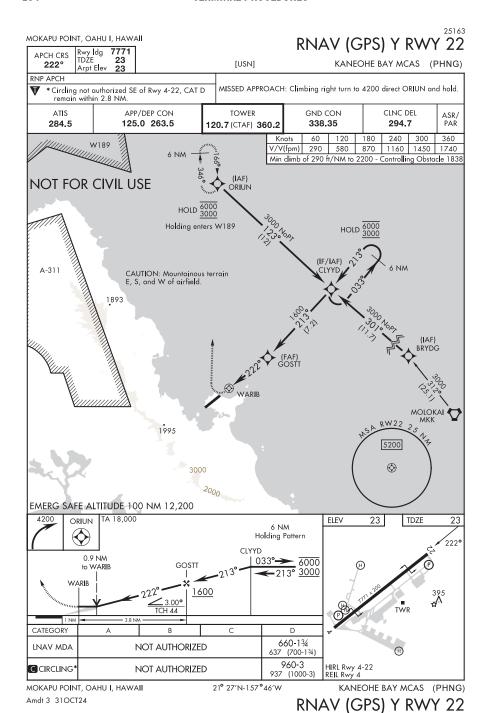
20°00′N-155°40′W

Orig-E 26DEC24

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







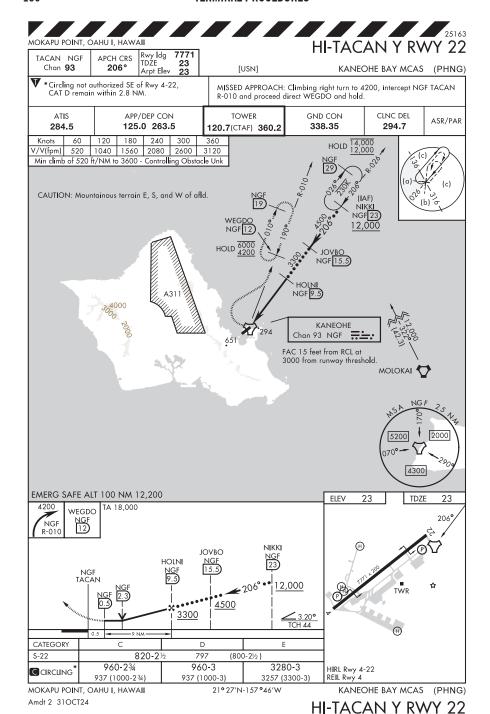
MOKAPU POINT, OAHU I, HAWAII RNAV (GPS) Z RWY 22 Rwy **I**dg TDZE APCH CRS [USN] KANEOHE BAY MCAS (PHNG) 222° Arpt Elev RNP APCH MISSED APPROACH: Climbing right turn to 4100 direct *Circling not authorized SE of Rwy 4-22 ORIUN and hold. GND CON ATIS APP/DEP CON TOWER CLNC DEL ASR/ 284.5 125.0 263.5 338,35 294.7 PAR 120.7 (CTAF) 360.2 240 360 V/V(fpm) 270 540 810 1080 1350 1620 6 NM Min climb of 270 ft/NM to 2100 - Controlling Obstacle 1625 NOT FOR CIVIL USE (IAF) ORIUN HOLD 6000 HOLD $\frac{6000}{3000}$ Holding enters W189 (IF/IAF) CAUTION: Mountainous terrain E, S, and W of airfield. (IAF) 1624 165 702 \bigcirc 192 MOLOKAI MKK 23 23 **ELEV** TDZE EMERG SAFE ALTITUDE 100 NM 12,200 4100 ORIUN TA 18,000 222° 6 NM Holding Pattern CLYYD 0.9 NM 6000 GOSTT to WARIR 213° 3000 395 WARIR 3000 1600 <u> 3.00°</u>

 TCH 44 CATEGORY 660-134 NOT LNAV MDA 660-11/4 637 (700-11/4) 637 (700-134) **AUTHORIZED** 960-23/4 NOT HIRL Rwy 4-22 C CIRCLING 660-11/4 (700-11/4) 937 (1000-2¾) **AUTHORIZED** REIL Rwy 4

MOKAPU POINT, OAHU I, HAWAII Amdt 3 310CT24 21° 27′N-157°46′W

KANEOHE BAY MCAS (PHNG)

RNAV (GPS) Z RWY 22



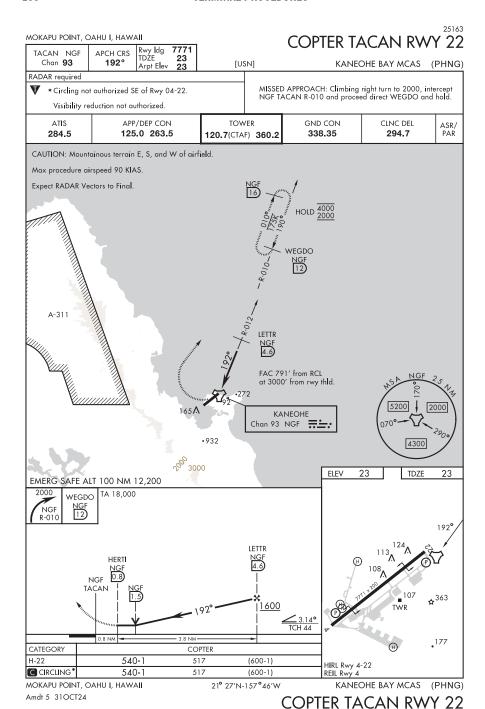
MOKAPU POINT, OAHU I, HAWAII **TACAN Z RWY 22** Rwy Idg TDZE 7771 APCH CRS TACAN NGF 23 Chan 93 206° [USN] KANEOHE BAY MCAS (PHNG) Arpt Elev * Circling not authorized SE of Rwy 4-22, CAT D remain within 2.8 NM. MISSED APPROACH: Climbing right turn to 4100, intercept NGF TACAN R-010 and proceed direct WEGDO. Continue climb-in-hold to 4100. CLNC DEL ATIS APP/DEP CON **TOWER** GND CON ASR / PAR 338.35 294.7 284.5 125.0 263.5 120.7(CTAF) 360.2 HOLD 6000 (IAF) NUDSE WEGDO NGF 15) NGF 12 CAUTION: Mountainous terrain E, S and W of afld. HOLD $\frac{6000}{3000}$ A311 FAC 15' from RCL at 3000' from rwy thld DREGO NGF 4.8 KANEOHE Chan 93 NGF MOLOKA NGF 2000 EMERG SAFE ALT 100 NM 12,200 4100 TA 18,000 ELEV 23 23 TDZE WEGDO NGF 12 NGF NUDSE R-010 R-026 NGF VABUY DREGO 6000 3000 NGF TACAN 206° 3000 1600 **_** 2.999 TCH 44 CATEGORY 780-2 780-1 780-11/4 S-22 757 (800-1) 757 (800-11/4) 757 (800-2) 780-1 780-11/4 960-23/4 960-3 HIRL Rwy 4-22 **C**CIRCLING 757 (800-1) 757 (800-11/4) 937 (1000-234) 937 (1000-3)

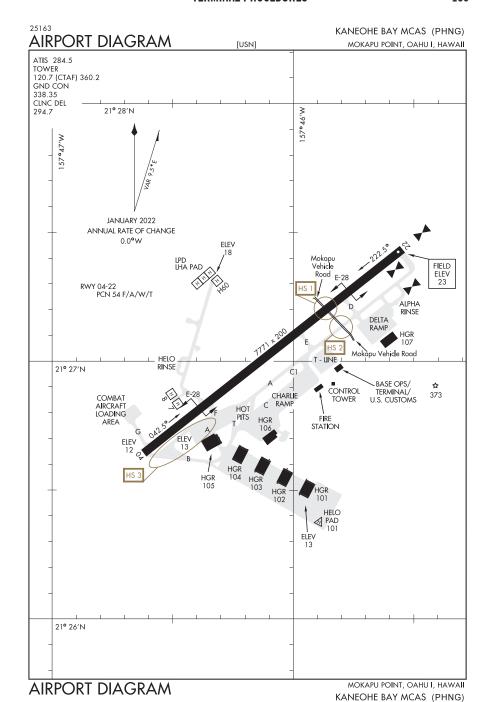
MOKAPU POINT, OAHU I, HAWAII

Amdt 4 31OCT24

KANEOHE BAY MCAS (PHNG) **TACAN Z RWY 22**

21° 27′N-157° 46′W





[USN] KANEOHE BAY MCAS (PHNG) 25163 HELUX SIX DEPARTURE (OBSTACLE) (HELUX6 • MKK) MOKAPU POINT, OAHU I, HAWAII ATIS 284.5 CLNC DEL 294.7 1950 2925 3900 4875 5850 V/V(fpm) Minimum Climb Rate to 3900 GND CON 338.35 KANEOHE TOWER 120.7 (CTAF) 360.2 KANEOHE APP/DEP CON 125.0 263.5 HELUX N21°41.08 W157°42.82 HARPE N21° 36.14 W157°37.86′ MOLOKA 116.1 MKK =:= _____ Chan 108 N21°08.29′ W157°10.05 2152 **∧** ∧ 597 2215 CAUTION: Mountainous terrain KANEOHE E, S and W of airfield. Chan 93 NGF == NGF N21°27.37' W157°45.41 2000 5200 4300 TA 18,000 V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Turn left to intercept NGF TACAN R-360 to HELUX, then intercept MKK VORTAC R-306 to MKK.

TAKEOFF RWY 22: Turn right as soon as practicable to intercept NGF TACAN R-360 to HELUX, then intercept MKK VORTAC R-306 to MKK.

HELUX SIX DEPARTURE (OBSTACLE) (HELUX6 • MKK)
Orig 310CT24

MOKAPU POINT, OAHU I, HAWAII KANEOHE BAY MCAS (PHNG)

04†

22*

25163 [USN]

ATIS 284.5 CLNC DEL

GND CON 338.35

KANEOHE TOWER

294.7

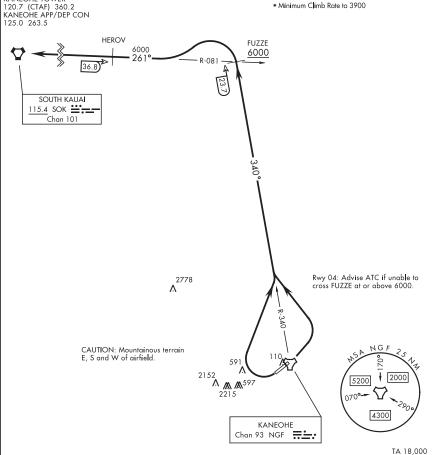
V

KANEOHE BAY MCAS (PHNG)

KANEOHE SIX DEPARTURE (OBSTACLE) (NGF6 • SOK) MOKAPU POINT, OAHU I, HAWAII Knots 60 120 180 240 300 360 V/V(fpm) 250 500 7.50 1000 1250 1500 V/V(fpm) 975 1950 2925 3900 4875 5850

† ATC Climb Rate to 6000

* Minimum Climb Rate to 3900



DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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.

TAKEOFF RWY 22: Turn right as soon as practicable to intercept NGF TACAN R-340 to FUZZE, then intercept SOK VORTAC R-081 to SOK.

KANEOHE SIX DEPARTURE (OBSTACLE) (NGF6 • SOK) Orig 31OCT24

MOKAPU POINT, OAHU I, HAWAII KANEOHE BAY MCAS (PHNG)

25163 [USN]

KANEOHE BAY MCAS (PHNG)

MOKAPU POINT, OAHU I, HAWAII

MUGGE ONE DEPARTURE (OBSTACLE) (MUGGE1 • HNL) 180 240 300 360 Knots 120 60 ATIS 284.5 CLNC DEL V/V(fpm) 975 1950 2925 4900 4875 5850 294.7 Minimum Climb Rate to 4500

GND CON 338.35 KANEOHE TOWER 120.7 (CTAF) 360.2

KANEOHE APP/DEP CON 125.0 263.5 6000 MUGGE N21° 39.37 W157°47.67 0:-2802 CAUTION: Mountainous terrain E, S and W of airfield. Rwy 4: Advise ATC if unable to cross MUGGE at or above 6000 8000 All rwys: Do not exceed 250 KIAS OMINE N21° 26.04′ until HNL W157°52.88′ 59 2152 **⋒ 5**97 [∞] 2215 HONOLULU KANEOHE 114.8 HNL :::.. Chan 93 NGF Chan 95 N21° 18.50′ W157° 55.82′ N21° 27.37′ W157°45.41 070°-4300

V

DEPARTURE ROUTE DESCRIPTION

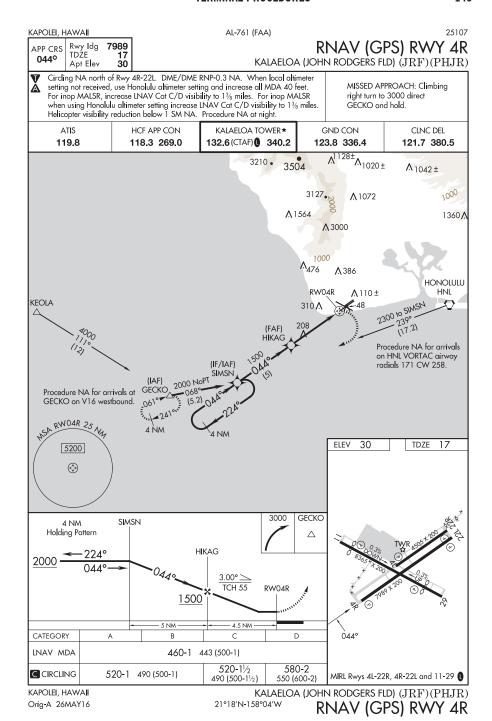
TAKEOFF RWY 4: Turn left to intercept NGF TACAN R-340 to MUGGE, then intercept HNL VORTAC R-009 to HNL. Cross MUGGE at or above 6000.

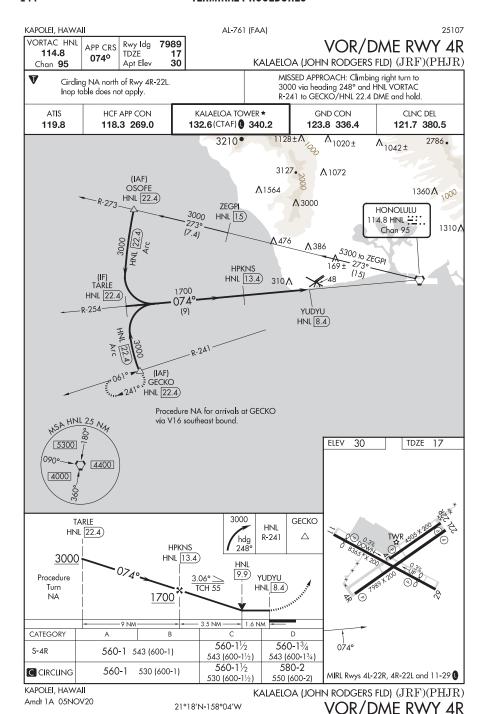
TAKEOFF RWY 22: Turn right as soon as practicable to intercept NGF TACAN R-340 to MUGGE, then intercept HNL VORTAC R-009 to HNL.

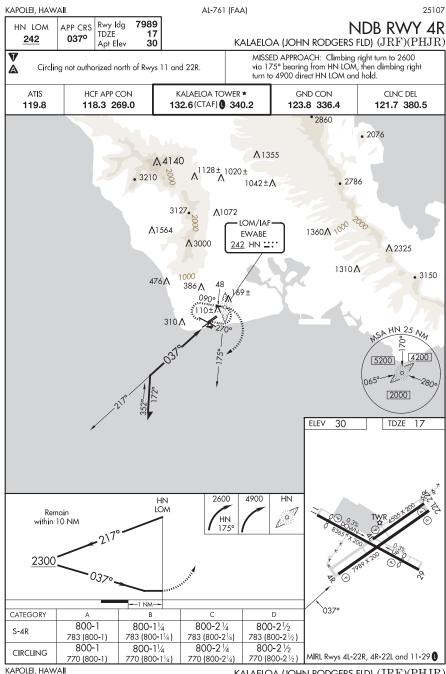
MUGGE ONE DEPARTURE (OBSTACLE) (MUGGE1 • HNL) Orig 31OCT24

MOKAPU POINT, OAHU I, HAWAII KANEOHE BAY MCAS (PHNG)

TA 18,000

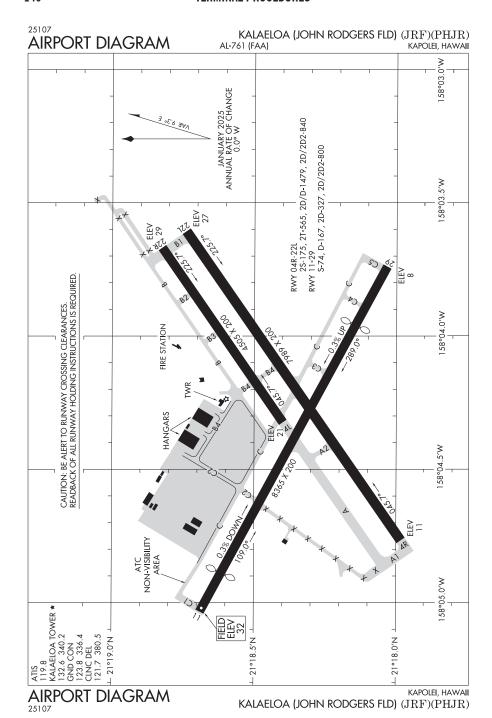


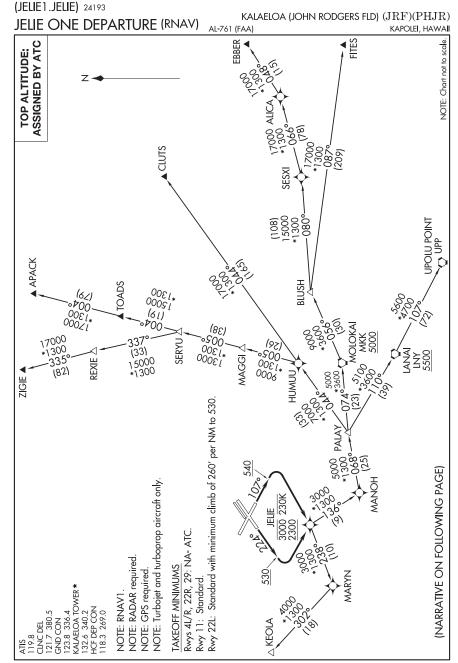




Orig 15JUL99

KALAELOA (JOHN RODGERS FLD) (JRF)(PHJR) 21°18'N-158°04'W NDB RWY 4R





JELIE ONE DEPARTURE (RNAV)

KAPOLEI, HAWAII KALAELOA (JOHN RODGERS FLD) (JRF)(PHJR)

(JELIE1.JELIE) 25FEB21

(JELIE1.JELIE) 21112
JELIE ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 107° to 540, then climbing right turn direct JELIE. Cross JELIE between 2300 and 3000, at or below 230K, thence. . . . TAKEOFF RUNWAY 22L: Climb on heading 224° to 530, then climbing left turn direct JELIE. Cross JELIE between 2300 and 3000, at or below 230K, thence. . . .

. . . . (transition), maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

APACK TRANSITION (JELIE1.APACK)

CLUTS TRANSITION (JELIE1.CLUTS)

EBBER TRANSITION (JELIE1.EBBER)

FITES TRANSITION (JELIE1.FITES)

KEOLA TRANSITION (JELIE1.KEOLA)

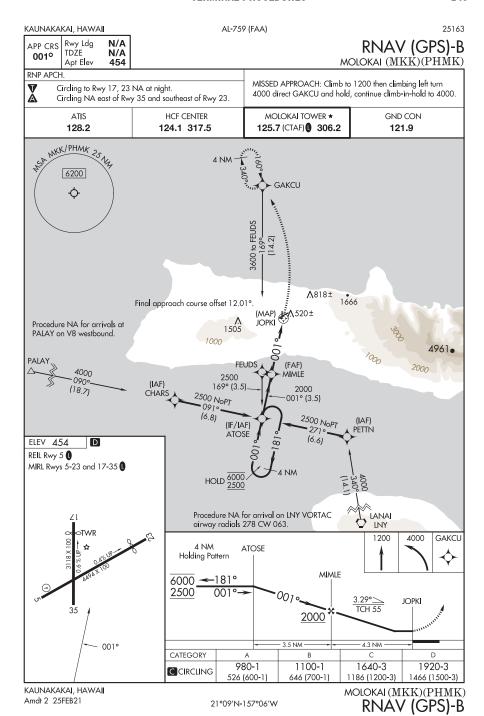
MOLOKAI TRANSITION (JELIE1.MKK)

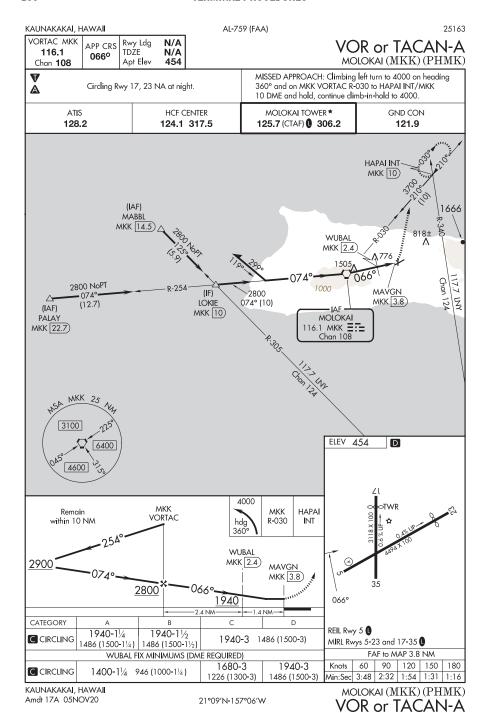
UPOLU POINT TRANSITION (JELIE1.UPP)

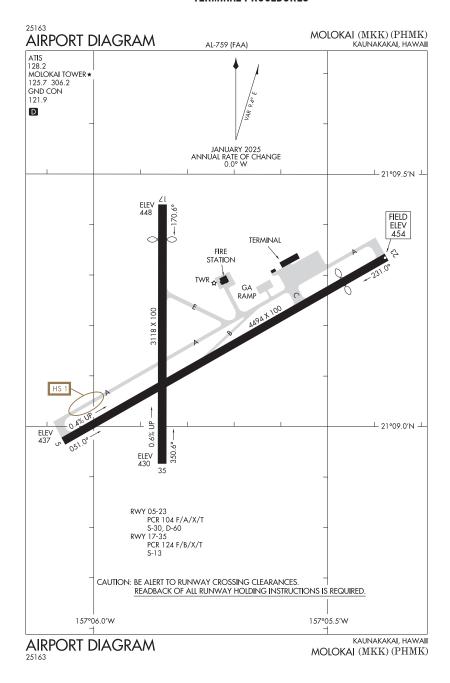
ZIGIE TRANSITION (JELIE1.ZIGIE)

JELIE ONE DEPARTURE (RNAV) (JELIE1 JELIE) 25FEB21 KAPOLEI, HAWAII

KALAELOA (JOHN RODGERS FLD) (JRF)(PHJR)





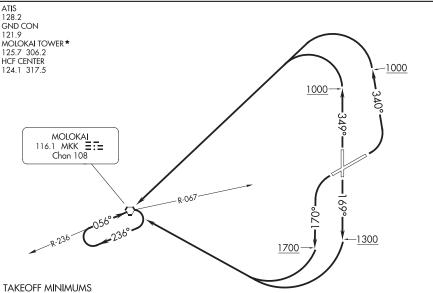


(HMK1.MKK) 23334

MOLOKAI (MKK) (PHMK)

KAUNAKAKAI ONE DEPARTURE (OBSTACLE) AL-759 (FAA)

KAUNAKAKAI, HAWAII



- 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 1500-21/2 for climb in visual conditions.
- Rwy 35: 300-1 or standard with minimum climb of 535' per NM to 800.
- Rwy 23: Standard with minimum climb of 435' per NM to 1500 or $1500-2\frac{1}{2}$ for climb in visual conditions.

(CONTINUED ON FOLLOWING PAGE)

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: Climb 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: Climb 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

KAUNAKAKAI, HAWAII MOLOKAI (MKK) (PHMK)

(HMK1.MKK) 23334 KAUNAKAKAI ONE DEPARTURE (OBSTACLE)

 $\begin{array}{ll} \text{MOLOKAI}\left(\underline{MKK}\right)(PHMK) \\ \text{AL-759 (FAA)} & \text{KAUNAKAKAI, HAWAII} \end{array}$

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.

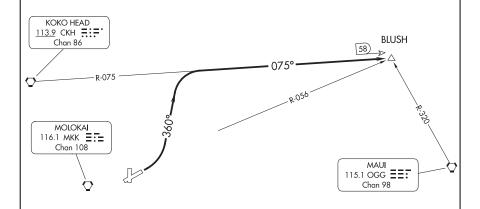
(BLUSH2.BLUSH) 23334

BLUSH TWO DEPARTURE

AL-759 (FAA)

MOLOKAI (MKK) (PHMK) KAUNAKAKAI, HAWAII

A115 128.2 GND CON 121.9 MOLOKAI TOWER * 125.7 306.2 HCF CENTER 124.1 317.5



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.

NOTE: Chart not to scale.



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.

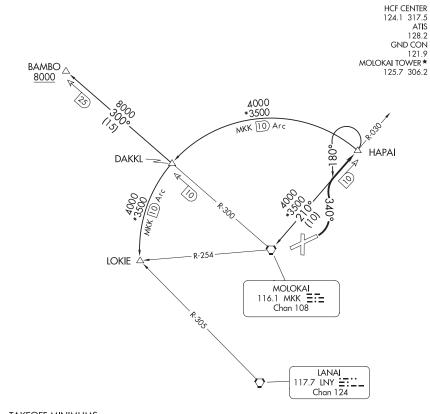
BLUSH TWO DEPARTURE (BLUSH2.BLUSH) 29MAY14

KAUNAKAKAI, HAWAII MOLOKAI (MKK)(PHMK)

(HAPAI3.HAPAI) 24025 HAPAI THREE DEPARTURE

AL-759 (FAA)

MOLOKAI (MKK) (PHMK) KAUNAKAKAI, HAWAII



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

V

DEPARTURE ROUTE DESCRIPTION

<u>TAKEOFF RUNWAY 5:</u> Climbing left turn heading 340° and MKK VORTAC R-030 to HAPAI/MKK 10 DME, thence. . . .

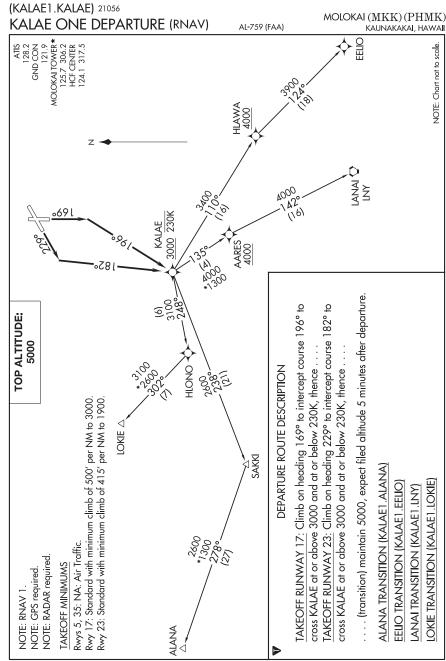
. . . . on assigned transition.

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.

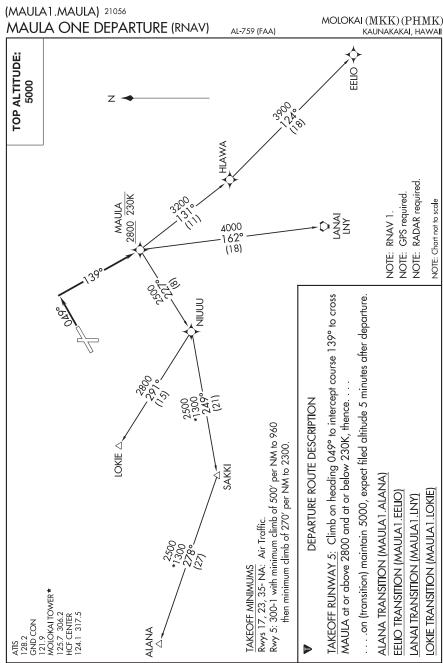
HAPAI THREE DEPARTURE (HAPAI3.HAPAI) 29MAY14

KAUNAKAKAI, HAWAII MOLOKAI (MKK) (PHMK)



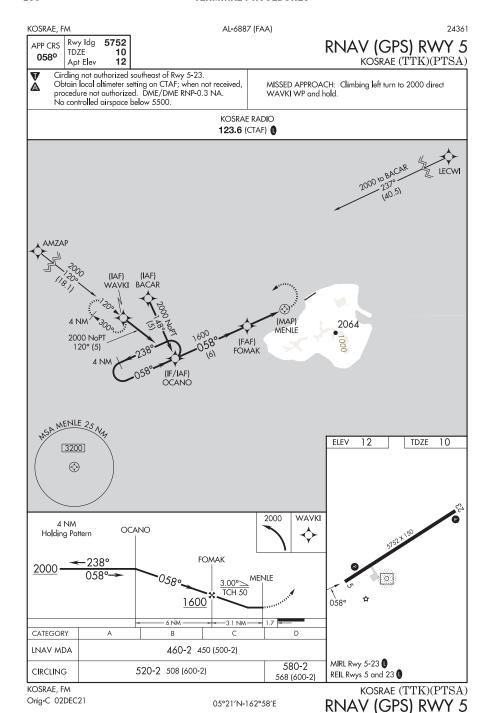
KALAE ONE DEPARTURE (RNAV) (KALAE1, KALAE) 25FEB21

KAUNAKAKAI, HAWAII MOLOKAI (MKK) (PHMK)



MAULA ONE DEPARTURE (RNAV) (MAULA 1. MAULA) 25FEB21

KAUNAKAKAI, HAWAII MOLOKAI (MKK) (PHMK)

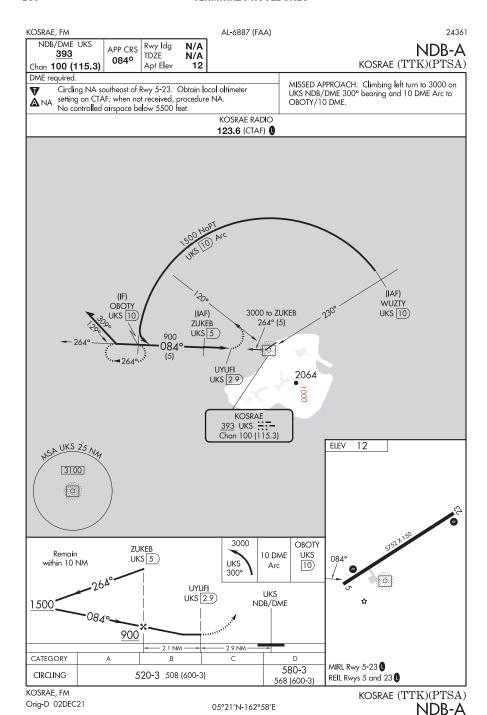


KOSRAE, FM AL-6887 (FAA) 24361 Rwy Idg TDZE 5752 RNAV (GPS) RWY 23 KOSRAE (TTK)(PTSA) APP CRS 11 213° Apt Elev 12 Circling not authorized southeast of Rwy 5-23. Obtain local altimeter setting on CTAF; MISSED APPROACH: Climbing right À turn to 1700 direct CANAY WP when not received, procedure not authorized. DME/DME RNP-0.3 NA. No controlled airspace below 5500. and hold. **KOSRAE RADIO** 123.6 (CTAF) 0 **LECWI** 2000 (IAF) **AMZAP** 2000 (IAF) 078° **JODEP** (32.2)700 NoPT 235° (5) (IF/IAF) CANAY A FIBTO 25 Ny (FAF) 3200 KOZRY \bigcirc Fly visual to airport, (MAP) 213° 1.9 NM. **ELEV** 12 **TDZE** 11 2064 213° 1700 CANAY CANAY 4 NM Holding Pattern **KOZRY** Fly visual to airport, 213°-1.9 NM. 1700 213° FIBTO <u>≥3.00°</u> TCH 50 1600 1.9 NM -3 NM - 6 NM CATEGORY В 800-21/4 800-21/2 LNAV MDA 800-2 789 (800-2) 7<u>89 (800-2¾)</u> 789 (800-21/2) MIRL Rwy 5-23 (800-21/4 800-21/2 CIRCLING 800-2 788 (800-2) REIL Rwys 5 and 23 0 788 (800-21/4) 788 (800-21/2) KOSRAE, FM KOSRAE (TTK)(PTSA)

05°21′N-162°58′E

RNAV (GPS) RWY 23

Orig-C 02DEC21

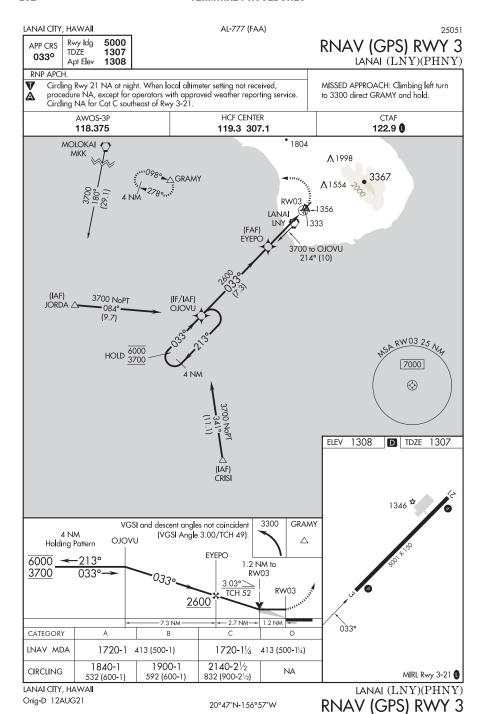


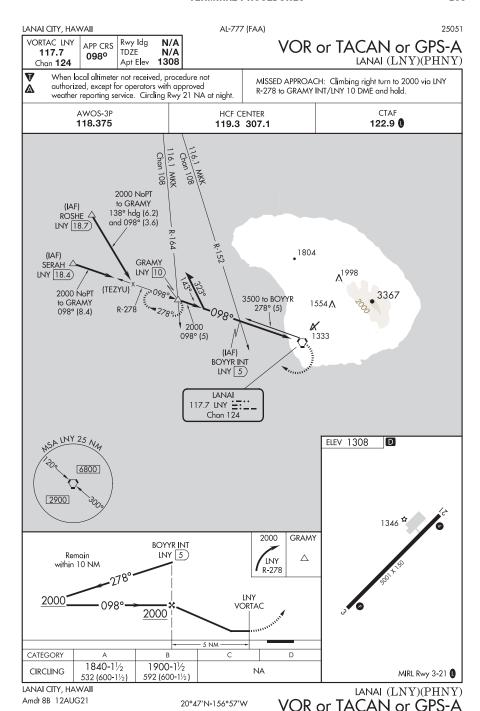
LANAI CITY, HAWAII AL-777 (FAA) 25051 LOC/DME I-LNY Rwy Idg 5000 ILS or LOC RWY 3 APP CRS 1307 111.1 TDŹE 0330 LANAI (LNY)(PHNY) Chan 48 Apt Elev 1308 DME required. MISSED APPROACH: Climb to 1800 then climbing Circling Rwy 21 NA at night. Autopilot coupled approach NA left turn to 3500 on heading 224° and LNY VORTAC below 1505. When local altimeter setting not received, procedure R-278 to GRAMY INT/LNY VORTAC 10 DME and hold. NA, except for operators with approved weather reporting service. Circling NA for Cat C southeast of Rwy 3-21. CTAF AWOS-3P HCF CENTER 118.375 119.3 307.1 122.9 0 ALTERNATE MOLOKAI MISSED 116.1 MKK =:= APCH Chan 108 FIX 108 LOCALIZER OJOVU INT I-LNY I-LNY 12.2 Chan 48 (IAF) (IAF) **HAVBI** 1804 • GRAMY LNY [10) 2600 NoPT LNY [10] to OJOVU **1**998 LNY 10) Arc 1554 R-290 3367 R-278 ZULBI 1333 🔏 LANAI I-LNY 2 (IAF) 117.7 LNY **EYEPO** Chan 124 (IAF) I-LNY 4.9 R-095 6 **DUDVE** LNY [10) 3000 to EYEPC 2600 NoPT 217° (2.7) to OJOVU LNY 10) Arc (IAF) (IAF) NIYIT SALNY 25 NA FAVLU LNY [10) LNY 10 078° 00 NoPT **ELEV 1308** D TDZE 1307 \Diamond T/I UVOLO 10) Arc I-LNY 12.2 1800 VGSI and ILS glidepath not coincident EYEPO 3500 GRAMY LNY (VGSI Angle 3.00/TCH 49). I-LNY 4.9) 1346 R-278 Δ hdg Remain 224° within 10 NM Use I-LNY DME when on the localizer course 2600 3000 ZULBI 033°• I-LNY 2 GS 3.00° TCH 52 2600 2.9 NM 1 NM CATEGORY S-ILS 3 1588-1 281 (300-1) 033° S-LOC 3 1580-11/4 273 (300-11/4) 1900-11/4 1940-11/4 2140-21/2 NA CIRCLING MIRL Rwy 3-21 (592 (600-11/4) 632 (700-11/4) 832 (900-21/2) LANAI CITY, HAWAII LANAI (LNY)(PHNY)

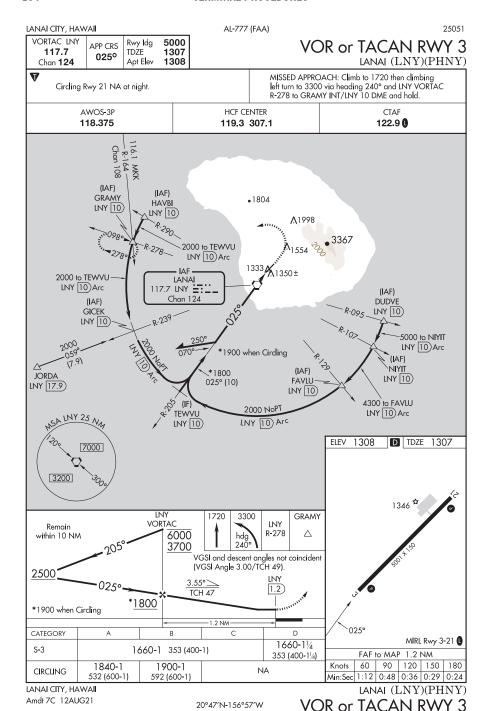
ILS or LOC RWY 3

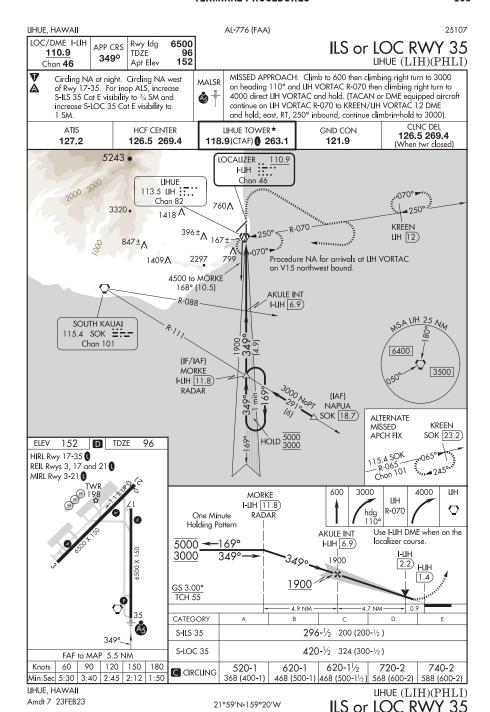
20°47′N-156°57′W

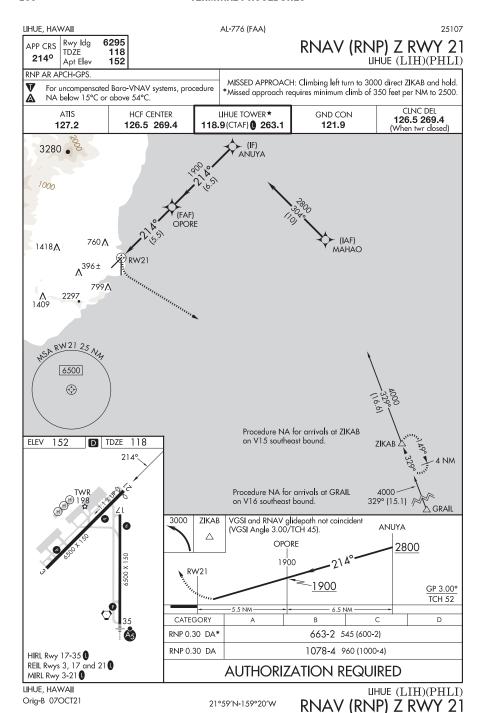
Amdt 1C 12AUG21

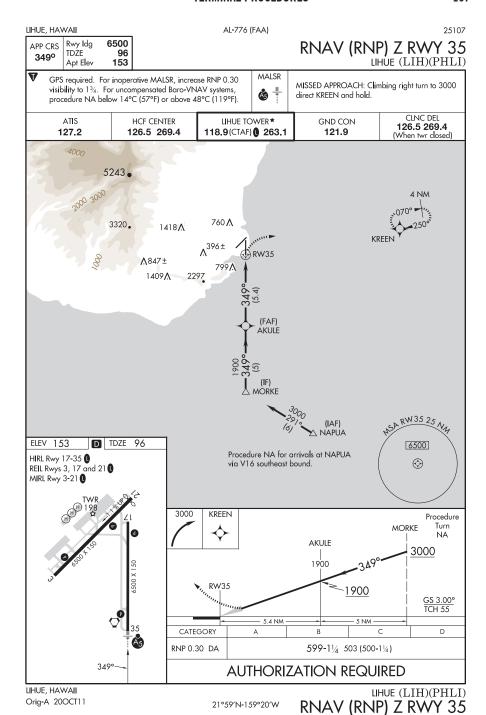


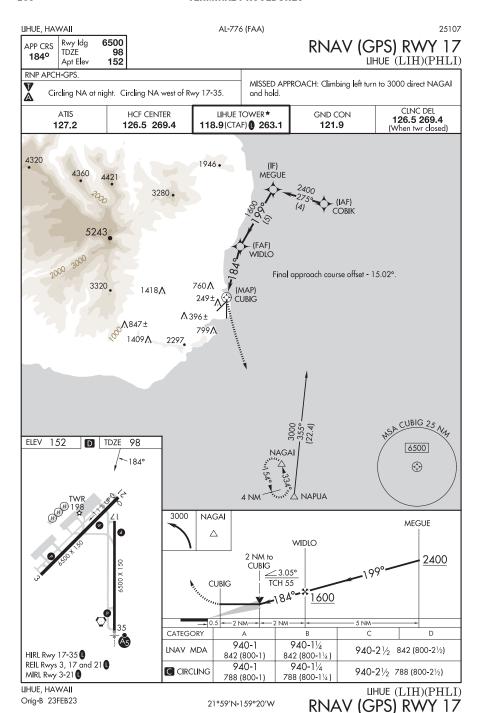


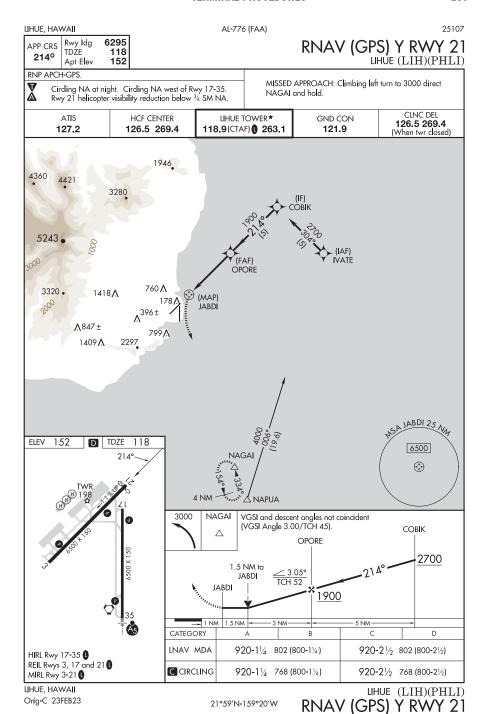


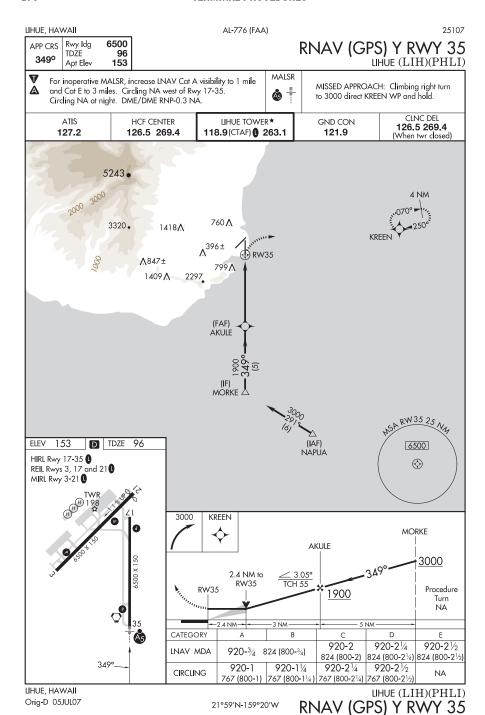


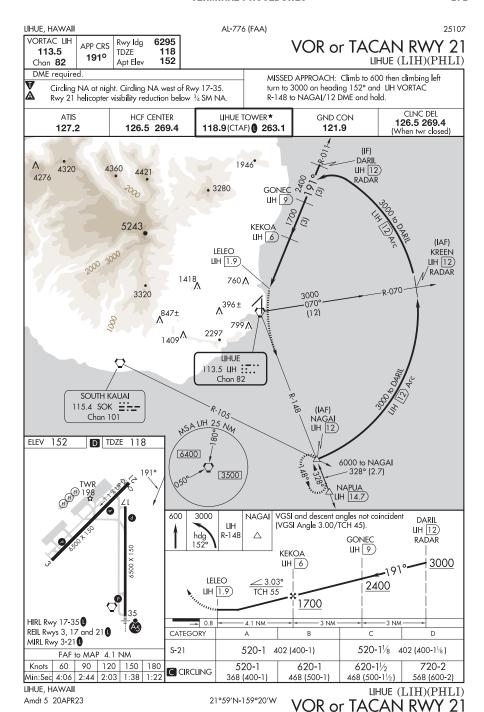


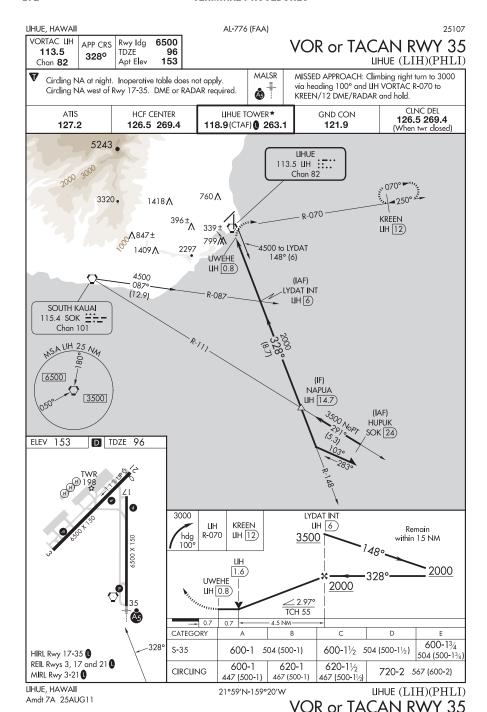


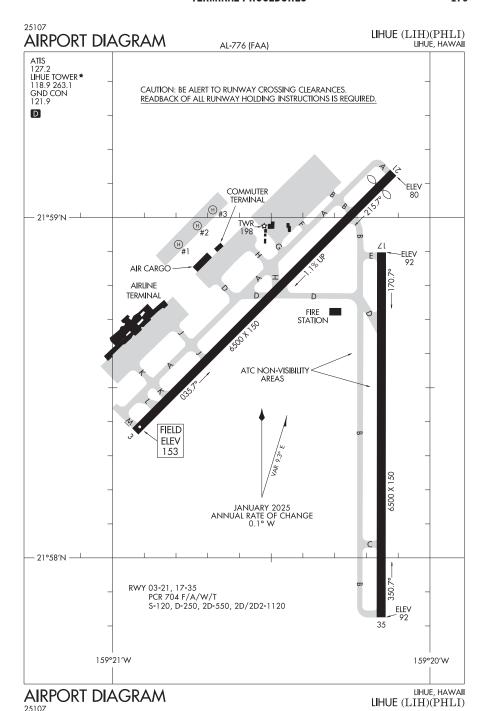










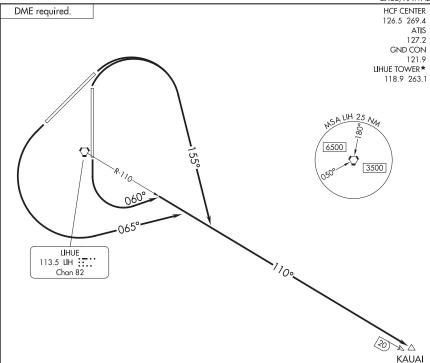


AL-776 (FAA)

(KAUAI2.KAUAI) 24137

KAUAI TWO DEPARTURE (OBSTACLE)

LIHUE (LIH)(PHLI)



TAKEOFF MINIMUMS

Rwys 3, 17, 35: Standard

Rwy 21: Standard with minimum climb of 720'/NM to 2100 or 4900-3 for VCOA.

NOTE: Rwy 21: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lihue Airport at or above 4900 before proceeding on course.

NOTE: Chart not to scale.

(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) (KAUAI2.KAUAI) 16MAY24

 $\begin{array}{c} \text{LIHUE, HAWAII} \\ \text{LIHUE } (LIH)(PHLI) \end{array}$

(KAUAI2.KAUAI) 24137

KAUAI TWO DEPARTURE (OBSTACLE) AL-776 (FAA)

 $\begin{array}{c} \text{LIHUE} \, (LIH)(PHLI) \\ \text{LIHUE, HAWAII} \end{array}$

TAKEOFF 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, 18' right of centerline, up to 33' AGL/95' MSL.
Trees beginning 250' from DER, 8' left of centerline, up to 34' AGL/93' MSL.
Trees beginning 395' from DER, 8' left of centerline, up to 33' AGL/94' MSL.
Trees beginning 415' from DER, 38' 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.

KAUAI TWO DEPARTURE (OBSTACLE) (KAUAI2.KAUAI) 16MAY24

LIHUE, HAWAII LIHUE $({\rm LIH})({\rm PHLI})$

HCF CENTER

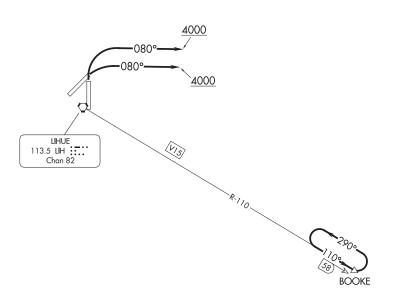
126.5 269.4

(LIHUE6.BOOKE) 24025 LIHUE SIX DEPARTURE

AL-776 (FAA)

LIHUE (LIH)(PHLI)LIHUE, HAWAII

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 BOOKE/LIH 58 DME fix, maintain ATC assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

<u>LOST COMMUNICATIONS:</u> If not in contact with HCF 1 minute after departure, maintain SID heading until 10 NM east of LIH VORTAC, then intercept LIH R-110 to BOOKE DME fix.

LIHUE SIX DEPARTURE (LIHUE6.BOOKE) 23FEB23

 $\begin{array}{c} \text{LIHUE, HAWAII} \\ \text{LIHUE } (LIH)(PHLI) \end{array}$

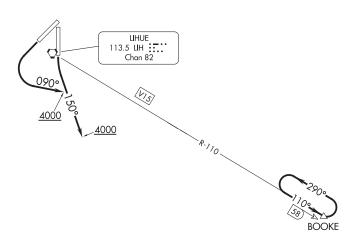
(RICHE3.BOOKE) 24025 RICHE THREE DEPARTURE

AL-776 (FAA)

LIHUE (LIH)(PHLI)LIHUE, HAWAII

TOP ALTITUDE: ASSIGNED BY ATC

HCF CENTER 126.5 269.4



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.

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climbing left turn heading 150° to 4000, thence

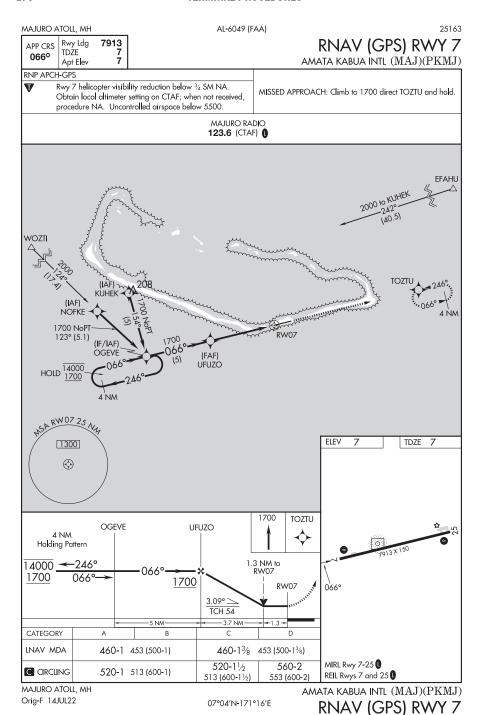
TAKEOFF RUNWAY 21: Climbing left turn heading 090° to 4000, thence

....Expect RADAR vectors to intercept UH VORTAC R-110 eastbound to BOOKE/UH 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.

RICHE THREE DEPARTURE (RICHE3.BOOKE) 23FEB23

UHUE, HAWAII LIHUE $({
m LIH})({
m PHLI})$



MAJURO ATOLL, MH AL-6049 (FAA) 25163 RNAV (GPS) RWY 25 Rwy Ldg 7913 APP CRS TDŻE 246° AMATA KABUA INTL (MAJ)(PKMJ) Apt Elev RNP APCH-GPS Rwy 25 helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climb to 1700 direct OGEVE and hold. Obtain local altimeter setting on CTAF; when not received, procedure NA. Uncontrolled airspace below 5500. MAJURO RADIO 123.6 (CTAF) (2000 to ZIVZU 0890 **EFAHU** (36.3) (IAF) ZIVZU NÚGWO (IF/IAF) HOLD 1700 1700 (FAF) minimportininini **IMUFO** 208 OGEVE 4 NM PRW 25 25 Ny ELEV 7 **TDZE** 7 \bigcirc VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45). 4 NM **I**MUFO **TOZTU** Holding Pattern 066° -> 14000 1.3 NM to 246 1700 1700 RW25 ≤ 3.00° TCH 54 3 9 NM 4.9 NM CATEGORY LNAV MDA 460-1 453 (500-1) 460-13/8 453 (500-13/8) MIRL Rwy 7-25 0 520-11/2 560-2 **C** CIRCLING 520-1 513 (600-1) REIL Rwys 7 and 25 0 513 (600-11/2) 553 (600-2) MAJURO ATOLL, MH AMATA KABUA INTL (MAJ)(PKMJ)

07°04′N-171°16′E

RNAV (GPS) RWY 25

Orig-F 14JUL22

MAJURO ATOLL, MH

Amdt 1B 31DEC20

MAJURO ATOLL, MH AL-6049 (FAA) 25163 NDB/DME MAJ Rwy Ldg 7913 NDB RWY 7 APP CRS 316 TDZE 062° AMATA KABUA INTL (MAJ)(PKMJ) Chan 114 (116.7) Apt Elev Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Obtain MISSED APPROACH: Climb to 1000 on MAJ NDB/DME bearing 062° then climbing right turn to 1300 direct MAJ NDB/DME and hold. **A**NA local altimeter setting on CTAF; when not received, procedure NA. Uncontrolled airspace below 5500. MAJURO RADIO 123.6 (CTAF) (MAJÜRO 316 MAJ : Chan 114 (116.7 208 ZAĎES MAJ (2.2) A MAJ 25 Ny ELEV 7 **TDZE** 7 MAJ 1000 1300 MAJ NDB/DME Remain within 10 NM .242° MAJ 062 ZADES 1300 MAJ 2.2 0620 2.91°_ TCH 55 600 2.2 NM CATEGORY С D 062° S-7 600-1 593 (600-1) 600-13/4 593 (600-13/4) 600-13/4 600-2 **C** CIRCLING 600-1 593 (600-1) 593 (600-13/4) 593 (600-2) ZADES FIX MINIMUMS (DME REQUIRED) S-7 520-1 513 (600-1) 513 (600-1%) 520-1% MIRL Rwy 7-25 (520-11/2 560-2 **C** CIRCLING 520-1 513 (600-1) REIL Rwys 7 and 25 🗓 513 (600-11/2) 553 (600-2)

PAC, 12 JUN 2025 to 7 AUG 2025

07°04′N-171°16′E

AMATA KABUA INTL (MAJ)(PKMJ)

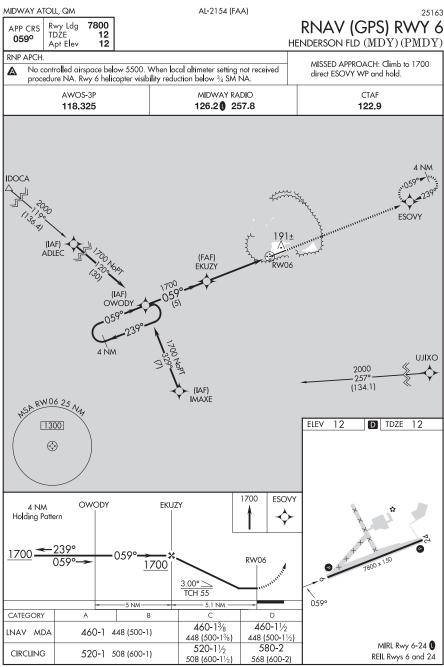
NDB RWY 7

MAJURO ATOLL, MH AL-6049 (FAA) 25163 NDB/DME MAJ 7913 Rwy Ldg NDB RWY 25 APP CRS 316 TDZE 249° AMATA KABUA INTL (MAJ)(PKMJ) 7 Chan 114 (116.7) Apt Elev Rwy 25 helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climb to 1000 on MAJ NDB/DME ANA Obtain local altimeter setting on CTAF; when not received, bearing 249° then climbing right turn to 1300 direct procedure NA. Uncontrolled airspace below 5500. MAJ NDB/DME and hold. MAJURO RADIO 123.6 (CTAF) (TIVIF MAJ (2.6) MAJURO 316 MAJ := MAJ 25 NA Chan 114 (116.7) 1300 ELEV 7 **TDZE** 7 1000 1300 MAJ MAJ NDB/DME Remain within 10 NM MAJ 249 0690 TIVIE MAJ (2.6) 1300 2.95° TCH 46 600 -2.6 NM CATEGORY С D S-25 600-1 593 (600-1) 600-13/4 593 (600-134) 600-13/4 600-2 **C** CIRCLING 600-1 593 (600-1) 593 (600-13/4) 593 (600-2) TIVIE FIX MINIMUMS (DME REQUIRED) S-25 520-1 513 (600-1) 520-1% 513 (600-1%) MIRL Rwy 7-25 0 520-11/2 560-2 **C** CIRCLING 520-1 513 (600-1) REIL Rwys 7 and 25 0 513 (600-11/2) 553 (600-2) MAJURO ATOLL, MH AMATA KABUA INTL (MAJ)(PKMJ)

07°04′N-171°16′E

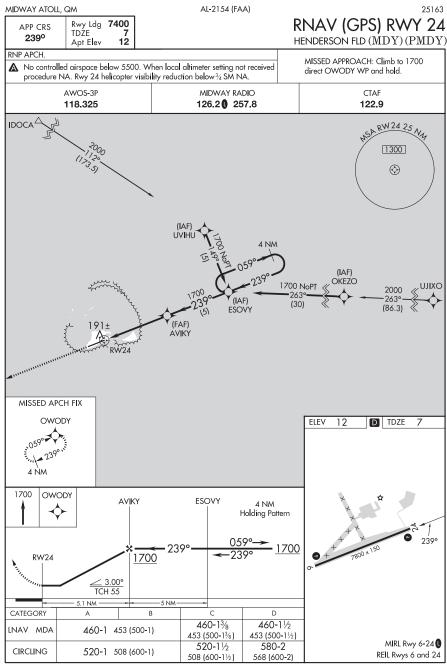
NDB RWY 25

Amdt 1B 31DEC20



MIDWAY ATOLL, QM Orig-E 12AUG21 HENDERSON FLD (MDY) (PMDY)
28°12′N-177°23′W

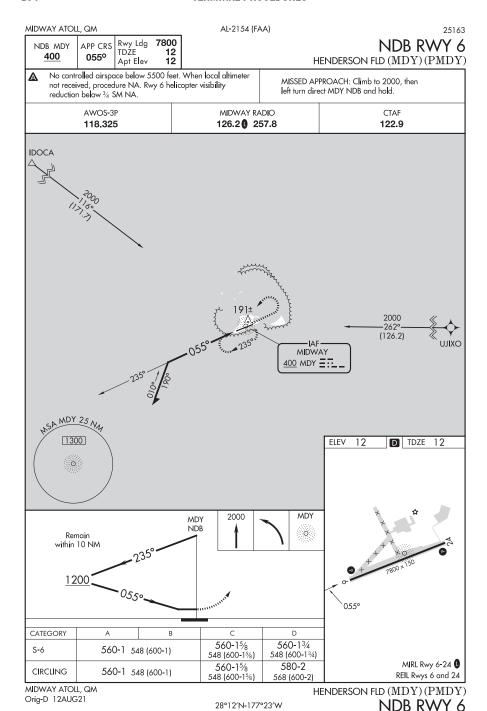
RNAV (GPS) RWY 6

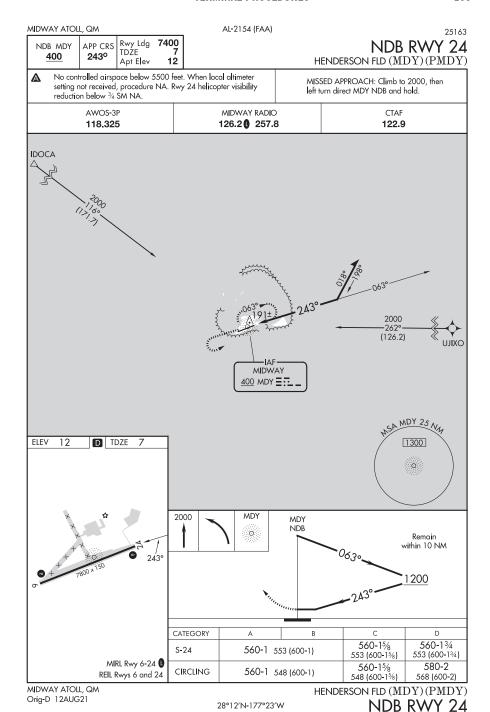


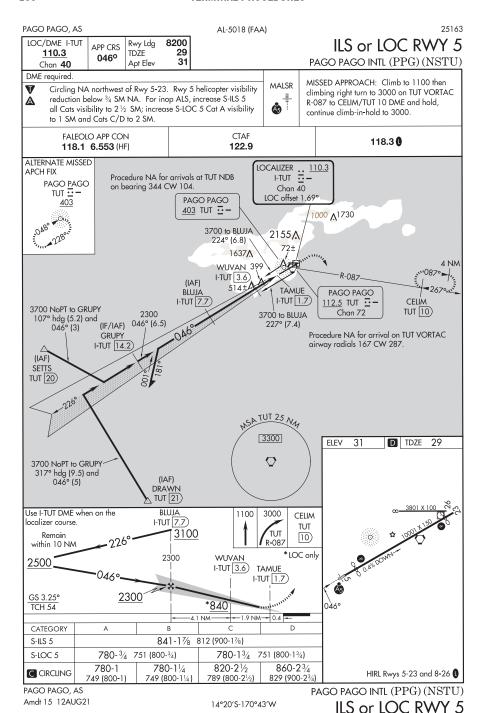
MIDWAY ATOLL, QM Orig-E 12AUG21

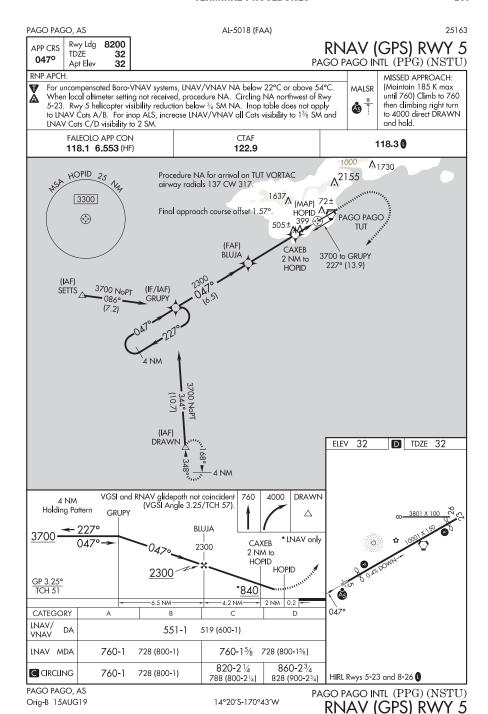
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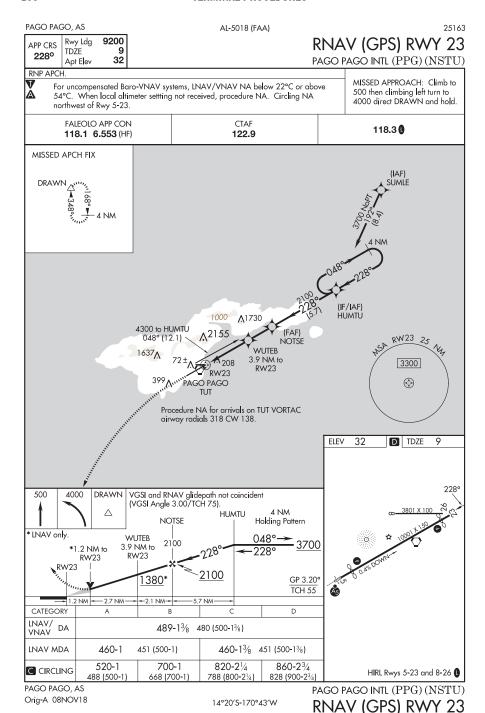
HENDERSON FLD (MDY) (PMDY) RNAV (GPS) RWY 24

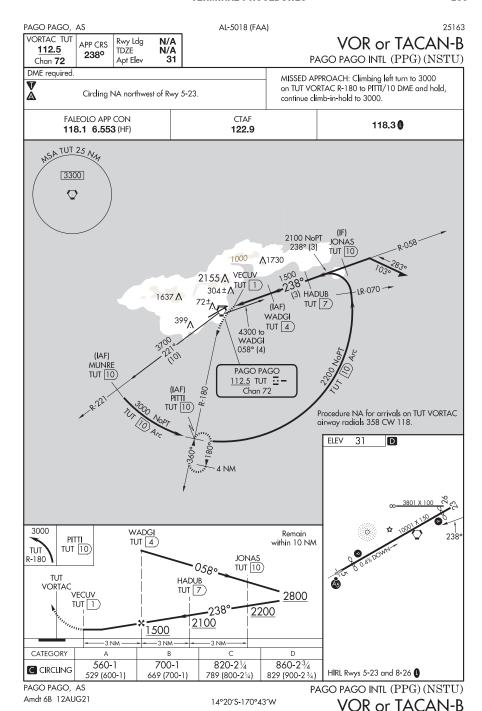




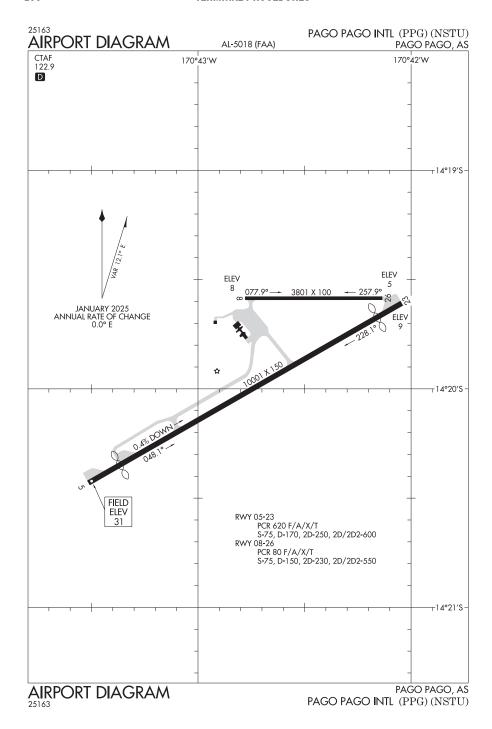








PAC, 12 JUN 2025 to 7 AUG 2025



POHNPEI ISLAND, FM AL-6167 (FAA-O) 25107 Rwy Idg 6600 RNAV (RNP) Z RWY 9 APP CRS TDŻE 9 083° POHNPEI INTL (PNI)(PTPN) 9 Obtain local altimeter setting on CTAF; when not received, procedure NA MISSED APPROACH: (Do not exceed For uncompensated Baro-VNAV systems, procedure NA below 20°C (68°F) 230K until WRENS) Climb to 2300 on the or above 54°C (130°F). Missed approach requires RNP less than 1.0. RNAV missed approach route to WRENS RF required. GPS required. No controlled airspace below 5500 feet. and hold. POHNPEI RADIO 123.6 (CTAF) (TEGUA 230K 2300 7000 263° 2690 (12.1)(IAF (25.3)WRENS 083° 083° to SAKAE 083° (IAF) to RIPIE to ZULTO YOGAS **BIRUQ** (FAF) (1.3)(1.7)2300 NAIRA VIZOR (1.3)0899 RW09 083° (22.2)**Y**ZULTO (5.8)902 SAKAE 1900 669 083° (2) 475 **^** RW09 25 Ny **1**700 2067 3800 2000 • 2565 ELEV 9 TDZE 9 SAKAE RIPIE WRENS **ZULTO** YOGAS 083° 083° 083° tr 083° See planview for multiple IF locations. VIZOR (1) 6600 X 150 Procedure Turn 1900 <u>@</u> NΑ 0 1900 08ვ。 GP 3.00° TCH 50 5.8 NM CATEGORY В С D RNP 0.15 DA 259-1 250 (300-1) MIRL Rwy 9-27 🕕 AUTHORIZATION REQUIRED REIL Rwys 9 and 27 POHNPEI ISLAND, FM POHNPEI INTL (PNI)(PTPN)

06°59'N-158°13'E

RNAV (RNP) Z RWY 9

Amdt 2 27APR17

Amdt 2 27APR17

AL-6167 (FAA) 25107 POHNPEI ISLAND, FM 6600 Rwy Idg RNAV (GPS) RWY 27 POHNPEI INTL (PNI)(PTPN) APP CRS TDZE 9 258° 9 Apt Elev 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 MISSED APPROACH: Climb to 3000 direct WULON and hold. may traverse Pohnpei Channel 400 feet off approach end of runway 9, closing airport at times. POHNPEI RADIO 123.6 (CTAF) (**ADUFO** 3000 to OHAFU Final approach course offset 5.14°. (IAF) HAVNU 3000 NOPT & 4 NM 248° **CUSOS BIRUQ** 078° (17.3) 3000 to OHAFU 1.4 NM to 085° 1700 258° 258° (42.7)(6.7)(IF/IAF) 902. (MAP (FAF) OHAFÚ UKOŚY ^ 475 **^**700 °2067 (IAF) 2565 AXTEN MISSED APCH FIX EVUTY 25 Ny WULON ۰۰083° 3800 4 NM \Diamond ELEV TDZE 9 AFOYU 3000 WULON 4 NM **OHAFU** Holding Pattern **UKOSY CUSOS** 1.4 NM to 078° **EVUTY** 3000 (- 6600 X 150 ≤3.00° TCH 50 258 0 1700 1040 1 7 NM 1 4 NM CATEGORY D 720-2 711 (800-2) LNAV MDA MIRL Rwy 9-27 () 720-21/4 REIL Rwys 9 and 27 **C** CIRCLING 720-2 711 (800-2) 711 (800-21/4) POHNPEI ISLAND, FM POHNPEI INTL (PNI)(PTPN)

PAC. 12 JUN 2025 to 7 AUG 2025

06°59'N-158°13'E

RNAV (GPS) RWY 27

25107 AL-6167 (FAA) POHNPEI ISLAND, FM 6600 Rwy Idg RNAV (GPS) X RWY 9
POHNPEI INTL (PNI)(PTPN) APP CRS TDZE 083° Apt Elev 9 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.

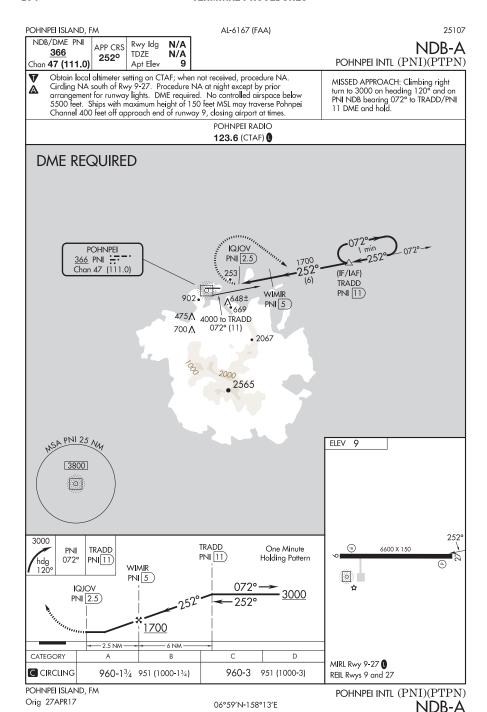
DME/DME RNP-0.3 NA. No controlled airspace below 5500. Ships with maximum height MISSED APPROACH: Δ Climb to 3000 direct of 150 feet MSL may traverse Pohnpei Channel 400 feet off approach end of runway, OHAFU and hold. closing airport at times. POHNPEI RADIO 123.6 (CTAF) 0 MISSED APCH FIX (IAF) ADUFO 4 NM **OHAFU** ≪ HAVNU 3000 to WULON (IAF) 255° -BIRUQ » (IF/IAF) (FAF) 3000 NoPT (41.7)WULON VIZOR 253 090 1900 RW09 (18.2)697±Λ 0839 (6)°902 669 263° A475 4 NM 4000 to WULON **∧**700 - 2770 2067 (41.5) 2000 **AXTEN** 2565 RW09 25 4000 to WATON 9 9 3800 **ELEV TDZE** \bigcirc AFOYU 083° 3000 **OHAFU** WUION Holding Pattern 6600 X 150 -263° **VIZOR** 3000 2.8 NM to 0გვ. 0 RW09 RW09 1900 3.00 TCH 51 6 NM 3 NM 2.8 NM CATEGORY В С 960-11/4 960-11/2 LNAV MDA 960-3 951 (1000-3) 951 (1000-11/4) 951 (1000-11/2) MIRL Rwy 9-27 (960-11/4 960-11/2 **C** CIRCLING 960-3 951 (1000-3) REIL Rwys 9 and 27 951 (1000-11/4) 951 (1000-11/2) POHNPEI ISLAND, FM

06°59′N-158°13′E

Amdt 1 27APR17

POHNPEI INTL (PNI)(PTPN)

RNAV (GPS) X RWY 9



ROTA ISLAND, CQ AL-6596 (FAA) 24025 7000 RNAV (GPS) RWY 9 BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO) Rwy Idg APP CRS 594 TDZE 093° Apt Elev 607 Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA. When local altimeter MISSED APPROACH: Climb to 3000 setting not received, use Andersen AFB altimeter setting and increase all MDA direct CEPOS and on track 088° to 320 feet, increase LNAV Cat C, D visibility 7/8 mile, Circling Cat C, D visibility TOXPA and hold. 3/4 mile. VDP NA when using Andersen AFB altimeter setting. **GUAM CERAP** CTAF 123.6 0 120.5 263.0 MSA RW09 25 Ny MONIE 2900 (IAF) \Diamond ZOVIK Final approach course offset 2.98° (FAF) 4 NM ONSUW 2000 (IF) 093 RW09 AX 705 (6) .088° (8.4)**CEPOS** TOXPA Λ_{1805} **ELEV 607** D TDZE 594 (IAF) CULPS 3000 JIRGI **CEPOS** TOXPA 088° 093° 3000 **ONSUW** 27 7000 X 150 1.2 NM to RW09 0 3.00° RW09 TCH 45 2000 6 NM 3.1 NM CATEGORY LNAV MDA 1000-1 406 (400-1) 1000-11/8 406 (400-11/8) REIL Rwy 9 🗓 1000-1 1060-1 1060-11/2 1160-2 **C** CIRCLING MIRL Rwy 9-27 (393 (400-1) 453 (500-1) 453 (500-11/2) 553 (600-2) BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO)

14°10′N-145°14′E

RNAV (GPS) RWY 9

ROTA ISLAND, CQ Amdt 1A 29MAY14

Amdt 1A 02MAR17

24025 ROTA ISLAND, CQ AL-6596 (FAA) 7000 Rwy Idg RNAV (GPS) RWY 27 APP CRS TDŹE 607 270° BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO) Apt Elev 607 Circling NA south of Rwy 9-27. When local altimeter setting not received, use MISSED APPROACH: Climb to 1200 Andersen AFB altimeter setting and increase all MDA 320 feet, increase LNAV then climbing right turn to 3000 Cat B visibility 1/4 mile, Cat C visibility 11/8 mile, Cat D visibility 1 mile, Circling direct EPCAX and hold. Cat C visibility 1 mile Cat D visibility 3/4 mile. DME/DME RNP -0.3 NA. **GUAM CERAP** CTAF 123.6 0 120.5 263.0 (IAF) NUJCO **EPCAX** (FAF) 4 NM **OPBUL** 661± 2200 270 **RW27** (6.5)1805 (IF/IAF) RW 27 25 Ny TOXPA 2900 \bigcirc ELEV 607 D TDZE 607 (IAF) REWJU 132.81 KAQTU 1200 3000 **EPCAX** 270° 4 NM TOXPA Holding Pattern 7000 X 150 OPBUL 3000 23.00° TCH 45 2200 4.9 NM 6.5 NM CATEGORY В D 1020-1 1140-11/2 1040-1 1100-13/8 LNAV MDA 413 (500-1) 433 (500-1) 493 (500-1%) 533 (600-11/2) REIL Rwy 9 1 1020-1 1060-1 1100-11/2 1160-2 **C** CIRCLING MIRL Rwy 9-27 () 453 (500-1) 493 (500-11/2) 413 (500-1) 553 (600-2) ROTA ISLAND, CQ

14°10′N-145°14′E

BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO)

RNAV (GPS) RWY 27

ROTA ISLAND, CQ AL-6596 (FAA) 24025 7000 Rwy Idg NDB RWY 9 NDB GRO APP CRS 594 **TDZE** 332 104° BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO) Apt Elev 607 V When local altimeter setting not received, use Andersen MISSED APPROACH: Climb to 2200 then climbing left turn AFB altimeter setting and increase all MDA 320 feet. Circling NA south of Rwy 9-27. A to 3100 direct GRO NDB and hold. **GUAM CERAP** CTAF 123.6 0 120.5 263.0 SA GRO 25 My 2900 О 2840, ERTTS UNZ 46 3100 705 AOT. 0879 1604 ± (12.3)۸ 1805 IAF **ROTA** 332 GRO **ELEV 607** D TDZE 594 KAQTU UNZ 23 2200 3100 **GRO** GRO 104° Remain NDB 0 within 10 NM 7000 X 150 0.3% LIP 2900 CATEGORY 1800-11/4 1800-11/2 S-9 1800-3 1206 (1200-3) 1206 (1200-11/4) 1206 (1200-11/2) REIL Rwy 9 🕕 1800-11/4 1800-11/2 **C** CIRCLING 1800-3 1193 (1200-3) MIRL Rwy 9-27 () 1193 (1200-11/4) 1193 (1200-11/2)

ROTA ISLAND, CQ Amdt 4A 22JUN17 BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO)
14°10'N-145°14'E

NDB RWY 9

ROTA ISLAND, CQ

Amdt 4A 02MAR17

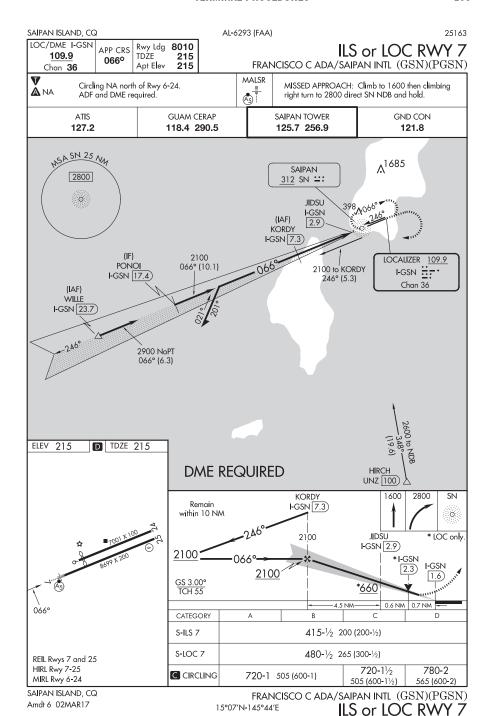
AL-6596 (FAA) 24025 ROTA ISLAND, CQ 7000 Rwy Idg NDB RWY 27 NDB GRO APP CRS TDZE 607 260° 332 BENJAMIN TAISACAN MANGLONA INTL (GRO)(PGRO) Apt Elev 607 MISSED APPROACH: Climbing right turn V When local altimeter setting not received, use Andersen AFB altimeter setting and increase all MDA 320 feet, increase S-27 Cat B visibility $\frac{1}{4}$ to 2000 on heading 360° then continue mile, Cat C, D visibility 11/8 mile, Circling Cat A, B visibility 1/4 mile, climbing right turn to 3100 direct GRO Cat C 1 mile, Cat D 3/4 mile. Circling NA south of Rwy 9-27. NDB and hold. **GUAM CERAP CTAF** 123.6 0 120.5 263.0 NSA GRO 25 NA 2900 0 **ERTTS** UNZ 46 260° 3100 -087° 661± (12.3)705 A₁₈₀₅ **I**AF **ROTA** 332 GRO ---D TDZE 607 **ELEV 607** KAQTU UNZ 23 2000 3100 GRO **GRO** 260° NDB Remain 7000 X 150 0 3100 within 10 NM hdg 3609 080° 0 2000 **CATEGORY** S-27 1120-1 513 (600-1) 1120-13/8 513 (600-13/8) REIL Rwy 9 (1120-11/2 1160-2 **C** CIRCLING 1120-1 513 (600-1) MIRL Rwy 9-27 0 553 (600-2)

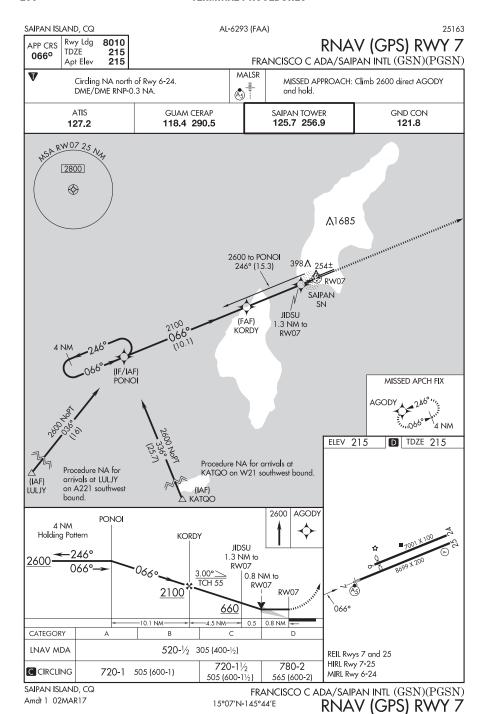
PAC, 12 JUN 2025 to 7 AUG 2025

14°10′N-145°14′E

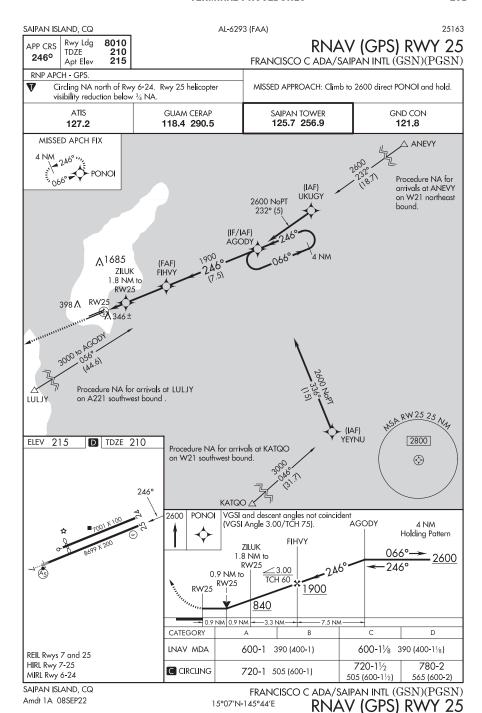
BENJAMIN TAISACAN MANGLONA INTL(GRO)(PGRO)

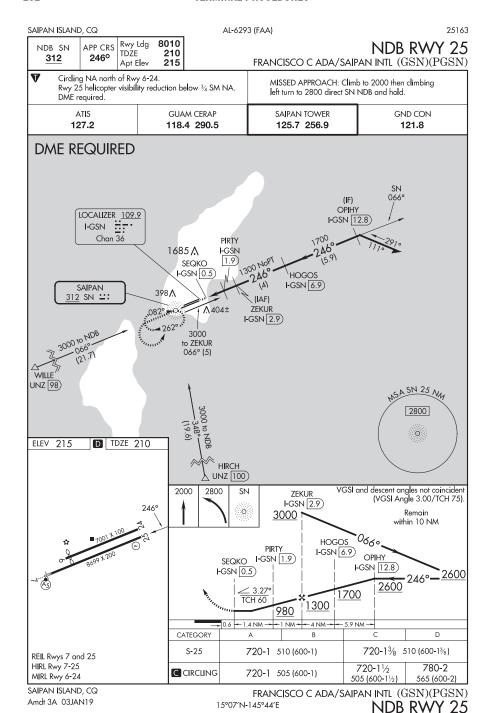
NDB RWY 27



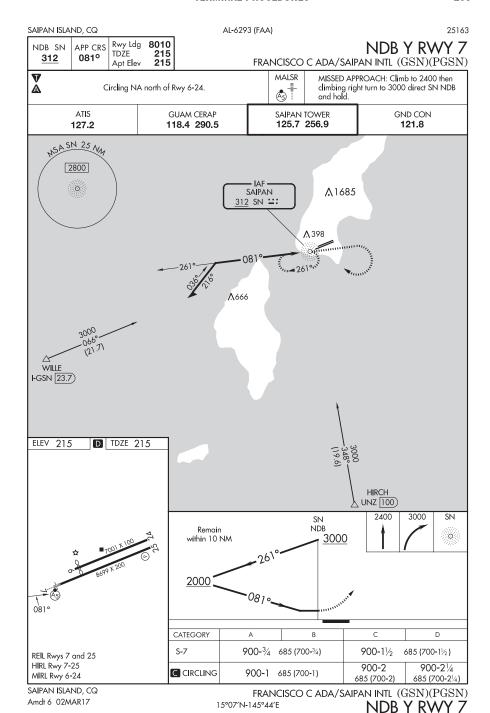


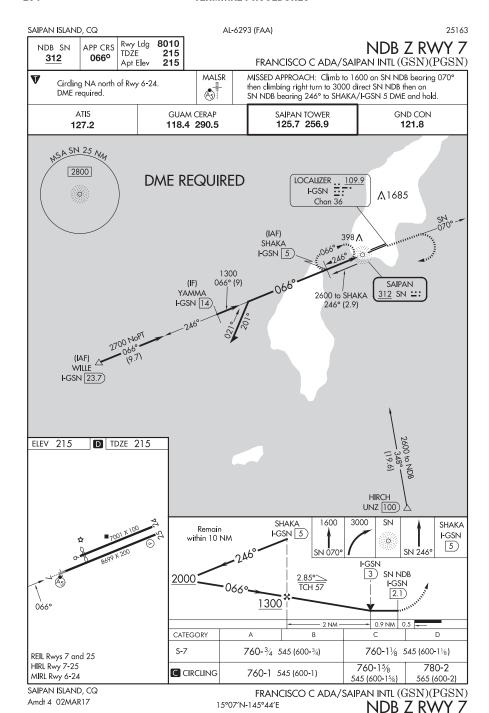
PAC, 12 JUN 2025 to 7 AUG 2025

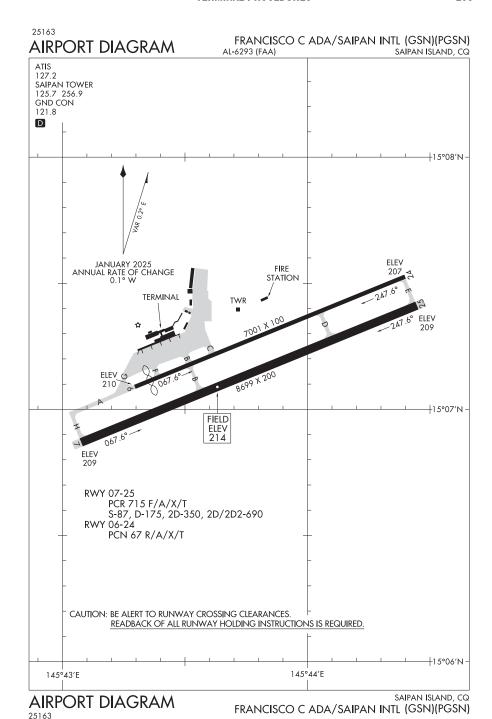




PAC, 12 JUN 2025 to 7 AUG 2025







TINIAN ISLAND, CQ AL-6848 (FAA) 24025 8600 Rwy Idg RNAV (GPS) RWY 8 APP CRS 243 TDZE 078° FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT) Apt Elev 270 RNP APCH MISSED APPROACH: Climb to 2800 direct DUCFI Obtain local altimeter setting on CTAF; when not and via 360° track to SN NDB and hold, A received, use Saipan altimeter setting. continue climb-in-hold to 2800. VDP NA when using Saipan altimeter setting. **GUAM CERAP** SAIPAN RADIO 118.4 290.5 123.6 (CTAF) (MSA RW08 25 N2 4 NM 2800 2600 259 SAIPAN (18) SN (IAF) CENOR ∆666 68 395± (FAF) DUCF ELOXE 1800 **RW08** 8 (IF) (6.1)584 DAMQY Procedure NA for arrivals at HIRCH (IAF) COVHI via W21 northeast bound. (IAF) HEXUG / Procedure NA for arrivals at 2600 HEXUG via A221 northbound 28.50 (19.8) HIRCH **ELEV 270** D TDZE 243 2800 DUCF SN 360° DAMQY О **ELOXE** 2600 1.2 NM to 078° **RW08** Procedure RW08 Turn 1800 NA 3.04° TCH 45 6.1 NM 3.5 NM CATEGORY Α В LNAV MDA 660-1 417 (400-1) 660-11/4 417 (400-11/4) 760-1 860-1 1000-2 1060-21/2 **C** CIRCLING 490 (500-1) 730 (800-2) 790 (800-21/2) 590 (600-1) SAIPAN ALTIMETER SETTING MINIMUMS 680-11/4 680-11/2 LNAV MDA 680-1 437 (500-1) 437 (500-11/4) 437 (500-11/2) MIRL Rwy 8-26 🗓 800-1 900-1 1040-21/4 1100-23/4 **C** CIRCLING REIL Rwys 8 and 26 (530 (600-1) 630 (700-1) 770 (800-21/4) 830 (900-23/4)

TINIAN ISLAND, CQ Amdt 1A 26MAR20 FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT) 15°00'N-145°37'E RNAV (GPS) RWY 8

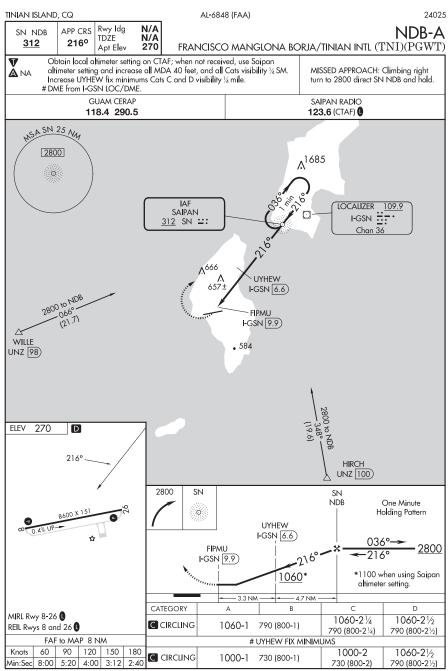
TINIAN ISLAND, CQ AL-6848 (FAA) 24025 RNAV (GPS) RWY 26 8600 Rwy Idg APP CRS 270 TDŻE 258° FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT) 270 Apt Elev RNP APCH MISSED APPROACH: Climbing right turn to 2800 V Obtain local altimeter setting on CTAF; when not received, use Saipan direct SN NDB and hold, continue climb-in-hold ▲ altimeter setting. VDP NA when using Saipan altimeter setting to 2800. GUAM CERAP SAIPAN RADIO 118.4 290.5 123.6 (CTAF) (1685 △ SNAPP (IAF) SHODA SAIPAN SN ∆⁶⁶⁶ 1800 258 ^493± (6.4) SADVE (FAF) RW26 DUCFI 584 RW 26 25 NA 2800 \bigcirc 7000 (IAF) 078°-(4.3) ELEV 270 D **TDZE** 270 GAFWY 2800 SN **SADVE** 0 DUCFI 2600 258° 1.4 NM to RW26 Procedure 8600 X 15 RW26 1800 Turn NA 3.04° TCH 45 3.2 NM 6.4 NM CATEGORY В D 760-11/4 760-11/2 LNAV MDA 760-1 490 (500-1) 490 (500-11/4) 490 (500-11/2) 760-1 860-1 1000-2 1060-21/2 **C** CIRCLING 490 (500-1) 590 (600-1) 730 (800-2) 790 (800-21/2) SAIPAN ALTIMETER SETTING MINIMUMS LNAV MDA 780-1 510 (600-1) 780-11/2 510 (600-11/2) MIRL Rwy 8-26 (800-1 900-1 1040-21/4 1100-23/4 **C** CIRCLING REIL Rwys 8 and 26 0 530 (600-1) 630 (700-1) 770 (800-21/4) 830 (900-2%) TINIAN ISLAND, CQ

Amdt 1A 26MAR20

FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT)

15° 00'N-145° 37"E

RNAV (GPS) RWY 26



TINIAN ISLAND, CQ Amdt 3A 20JUN19 FRANCISCO MANGLONA BORJA/TINIAN INTL (TNI)(PGWT)
15°00'N-145°37'E

NDB-A

24109

WAKE ISLAND, WAKE ISLAND

RNAV (GPS) RWY 10

Rwy Idg TDZE APCH CRS WAKE ISLAND AFLD (PWAK) - (USAF) Arpt Elev 23 RNP APCH-GPS MISSED APPROACH: Climbing to 4000 direct NONEY and hold. Continue climb-in-hold to 4000. ▼ * Circling not authorized N of Rwy 10-28. WAKE OPS 128.0 349.4 Contact Wake Island Operations CAUTION: Procedure in for advisory services. 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. 2900 096 (IAF) (8)HOLD 6000 2000 ESPAD 4000 4 NM 5800 (6)096°... RW10 DUPUF (FAF) ENCIN NONEY 140 280 RW10 25 Ny 1200 \bigcirc EMERG SAFE ALT 100 NM 1200 TA 5500 4000 NONEY ELEV 23 TDZE 23 VGSI and descent angles DUPUF not coincident (VGSI angle 3.00/TCH 76). 2900 09_{6°} **FNCIN** BCN 65 1.1 NM to RW10 2000 RW10 3.01° ≥ TCH 60 280 (P) -6 N/ CATEGORY D (500-1)460-1 437 460-11/4 437 $(500-1\frac{1}{4})$ LNAV MDA 480-11/2 460-1 480-1 C CIRCLING* 457 580-2 557 (600-2) 437 (500-1) 457 (500-1) 500-11/2)

WAKE ISLAND, WAKE ISLAND

19°17'N - 166°38'E

WAKE ISLAND AFLD (PWAK)

RNAV (GPS) RWY 10

WAKE ISLAND, WAKE ISLAND RNAV (GPS) RWY 28 Rwy Idg TDZE 9844 APCH CRS 276° 20 WAKE ISLAND AFLD (PWAK) Arpt Elev 23 RNP APCH-GPS MISSED APPROACH: Climbing to 4000 direct DUPUF and hold. Continue climb-in-hold to 4000. T * Circling not authorized N of Rwy 10-28. WAKE OPS 128.0 349.4 Contact Wake Island Operations CAUTION: Procedure in for advisory services. uncontrolled airspace. Uncontrolled airspace below 5500' AGL. CAUTION: When Rwy 10 RWY 28 helicopter VGSI inop, circling to Rwy 10 not authorized at night. visibility reduction below 1 SM not authorized. Straight-in Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold USAF Only: When VGSI Inop, Straight-in Rwy 28 authorized at night with aircrew command approval. DUPUF Unlit terrain 23' MSL, 200' from threshold, 200' right of course. 140 RW28 4 NM 280 HOLD 6000 2000 2900 (6) (FAF) 276 CONOP (IF) (8) NONEY (IAF) CÀNKU 5800 A RW 28 25 My **(** EMERG SAFE ALT 100 NM 1200 4000 TA 5500 ELEV 23 TDZE 20 DUPUE VGSI and descent angles NONEY not coincident (VGSI angle 3.00/TCH 77). 2900 276 CONOP BCN 65 38 2000 AP) RW28 %√30 √30 < 3.01 TCH 60 -6 NM

WAKE ISLAND, WAKE ISLAND

460-1 440

437 (500-1) 457 (500-1)

460-1

(500-1)

480-1

19°17'N - 166°38'E

460-11/4

480-11/2

457

(500-11/2)

D

440

 $(500-1\frac{1}{4})$

580-2 557 (600-2)

WAKE ISLAND AFLD (PWAK)

276

RNAV (GPS) RWY 28

HIRL all Rwys

REIL all Rwys

Amdt 3 18APR24 TERPS

CATEGORY

LNAV MDA

C CIRCLING*

WAKE ISLAND, WAKE ISLAND VOR/DME or TACAN RWY 10 VORTAC AWK 9844 Rwy Idg APCH CRS TDŹE 23 23 113.5 086° WAKE ISLAND AFLD (PWAK) Arpt Elev Chan **82** RNAV or RADAR required MISSED APPROACH: Climb to 4000 on AWK VORTAC R-100 * Circling not authorized N of Rwy 10-28.
 Visibility reduction by helicopters not authorized. direct BRYSA and hold. Continue climb-in-hold to 4000. CONTACT WAKE ISLAND OPERATIONS FOR ADVISORY SERVICES 128.0 349.4 WAKE 113.5 AWK := (IAF) Chan 82 **TERAA** (IF) ΔWK WARDA MILZY 17 AWK AWK 5800 12 6 43 3900 2000 -R-266-086 HOLD $\frac{6000}{4000}$ (5) (6) 2800 BRYSA AWK 17 When VGSI inop, procedure not authorized at night. AWK USAF only: when VGSI inop, straight-in Rwy 10 authorized at night with MAJCOM A3 approval. CAUTION: When circling to Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. CAUTION: Procedure in uncontrolled airspace. Uncontrolled airspace below 5500' AGL. 23 23 ELEV TDZE EMERG SAFE ALT 100 NM 1200 4000 VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76) BRYSA TFRAA <u>AW</u>K AWK $\overline{17}$ 17 R-100 WARDA 12) 5800 086° TA 5500 VORTAC 6 140 1.4) 3900 J<u>OBE</u>N .8) 086° 2000 3.15° TCH 60 P CATEGORY В D Е 154 S-10 460-1 437 (500-1)460-11/4 437 (500-11/4) 460-1 480-1 480-11/2 580-2 HIRL Rwy 10-28 CIRCLING * REIL Rwy 10-28 437 (500-1) 457 (500-1) 457 (500-11/2) 557 (600-2) WAKE ISLAND AFLD (PWAK) WAKE ISLAND, WAKE ISLAND 19°17′N-166°38′E

PAC. 12 JUN 2025 to 7 AUG 2025

VOR/DME or TACAN RWY 10

Orig 13JUN24

TERPS

Orig 18APR24

TERPS

WAKE ISLAND, WAKE ISLAND VOR/DME or TACAN RWY 28 VORTAC AWK Rwy **I**dg TDZE 9844 APCH CRS 113.5 20 280° WAKE ISLAND AFLD (PWAK) [USAF] Chan 82 Arpt Elev RNAV or RADAR required Circling not authorized N of Rwy 10-28.
 Rwy 28 helicopter visibility reduction below
 1 SM not authorized. MISSED APPROACH: Climbing to 4000 on AWK VORTAC R-266 direct TERAA and hold. CONTACT WAKE ISLAND OPERATIONS FOR ADVISORY SERVICES 128.0 349.4 TFRAA 17 Unlit terrain 0'AGL/23' MSL, 200' from threshold, 38' right of course. R-266 0869 ... 266° 154 HOLD $\frac{6000}{4000}$ 1900 DYLON 3800 <u>AW</u>K 2800 WAKE $\overline{7}$ 13.5 AWK **:=** (IF) -R-100-Chan 82 BRWNS (IAF) AWK BRYSA 13) <u>AW</u>K 17) AWK Straight-in Rwy 28 at night, operational VGSI required, 5800 remain on or above VGSI glidepath until threshold. 1200 USAF Only: When VGIS inop, straight-in Rwy 28 authorized at night with aircrew command approval. CAUTION: When Rwy 10 VGSI inop, circling to Rwy 10 not authorized at night. CAUTION: Procedure in uncontrolled airspace. Uncontrolled airspace below 5500' AGL. 20 23 **ELEV TDZE** EMERG SAFE ALT 100 NM 1200 4000 VGSI and descent angles not coincident **BRYSA** TERAA 280° (VGSI angle 3.00/TCH 77) AWK **BRWNS** <u>AW</u>K 17 R-266 17 AWK DYLON .280°-TA 5500 AWK 5800 **HEGVI** VORTAC AWK [7] 1.9 (P) 3800 1900 3.05° TCH 60 (P) **.**154 1 NM CATEGORY В 114 S-28 460-1 440 (500-1) 460-11/4 440 (500-11/4) 480-1 480-11/2 580-2 460-1 HIRL Rwy 10-28 REIL Rwy 10-28 CIRCLING 437 (500-1) 457 (500-1) 457 (500-11/2) 557 (600-2) 19° 17′N-166° 38′E WAKE ISLAND, WAKE ISLAND WAKE ISLAND AFLD (PWAK)

VOR/DME or TACAN RWY 28

WENO ISLAND, FM AL-2655 (FAA) 25107 Rwy Idg RNAV (GPS) RWY 4 CHUUK INTL (TKK) (PTKK) 6013 APP CRS TDŻE 10 041° Apt Elev 10 RNP APCH MISSED APPROACH: Climbing left V Obtain local altimeter setting on CTAF; when not received, procedure NA. turn to 2500 direct DAMAY and hold. Circling NA southeast of Rwy 4-22. * Missed approach requires minimum Δ No controlled airspace below 5500. climb of 375 feet per NM to 960. TRUK RADIO 123.6 (CTAF) WUMVE DAMAY (MAP) HAMAX (IAF) 1235± COSLO (FAF) FASPC • 845 . 810 • 1168 • 995 1463 MICNO FIGBI 3000 XAMAH 246° (33.8) 2300 \bigcirc 10 **ELEV** 10 **TDZE** (IAF) CAVRI 2500 DAMAY FIGBI Δ **FASPO** 2500 0410 3.00° TCH 51 1700 5 NM 2.2 NM CATEGORY LNAV MDA* 420-3 410 (500-3) 041° LNAV MDA 620-3 610 (700-3) MIRL Rwy 4-22 0 **C** CIRCLING 620-3 610 (700-3) REIL Rwys 4 and 22 0 CHUUK INTL (TKK) (PTKK) RNAV (GPS) RWY 4 WENO ISLAND, FM

07°28'N-151°51'E

Amdt 1A 28FEB19

Orig-A 28FEB19

WENO ISLAND, FM AL-2655 (FAA) 25107 RNAV (GPS) RWY 22 CHUUK INTL (TKK) (PTKK) Rwy Idg 6013 APP CRS TDŻE 10 221° Apt Elev 10 RNP APCH Circling NA southeast of Rwy 4-22. MISSED APPROACH: Climbing right turn to 3000 direct DAMAY and hold. Obtain local altimeter setting on CTAF; when not received, procedure NA. Δ No controlled airspace below 5500. TRUK RADIO 123.6 ((CTAF) WUMVE \triangle 2300 1020 (26.6) (IAF) **CEYJE** (IF) UCOLE DAMAY (FAF) SARW 22 25 NA UDEXE (IAF **HOMQY** 2300 RW22 \bigcirc MICNO • 922 (18.7)1235± .791 . 810 •1168 ELEV 10 TDZE 10 • 995 1463. 221° 3000 DAMAY **UCOLE** Δ UDEXE 2.5 NM to 2300 RW22 221 RW22 1500 23.00° TCH 50 CATEGORY 860-1 860-11/4 860-21/2 LNAV MDA 850 (900-21/2) 850 (900-1) 850 (900-11/4) MIRL Rwy 4-22 0 860-21/2 860-23/4 **C** CIRCLING 860-11/4 850 (900-11/4) REIL Rwys 4 and 22 0 850 (900-23/4) 850 (900-21/2 WENO ISLAND, FM CHUUK INTL (TKK) (PTKK)

PAC, 12 JUN 2025 to 7 AUG 2025

07°28N-151°51′E

RNAV (GPS) RWY 22

NDB RWY 4

25107 WENO ISLAND, FM AL-2655 (FAA) NDB/DME TKK Rwy Idg 6013 NDB RWY 4 APP CRS 375 TDZE 10 054° Apt Elev 10 CHUUK INTL (TKK) (PTKK) Chan 111 (116.4) **V** Obtain local altimeter setting on CTAF; when not received, procedure NA. MISSED APPROACH: Climbing left turn to 2000 on TKK NDB/DME bearing 306° to DAMAY/TKK A Circling NA southeast of Rwy 4-22. DME required. No controlled airspace below 5500. 10 DME and hold. TRUK RADIO 123.6 (CTAF) DME REQUIRED (IAF) DAMAY TKK [10] TRUK 375 TKK **Ξ:Ξ** WIMUG A 275± Chan 111 (116.4) TKK 2.5 409± AM 1235± 845 • ELKUC (4) TKK 4 . 810 HIRUP TKK 8 •1168 • 995 (IF) 1500 1463 ZIVOR 054° (2) TKK [10) NSA TKK 25 NZ ELEV 10 TDZE 10 2300 2000 **ZIVOR** DAMAY TKK [10) TKK [10] TKK HIRUP **ELKUC** 306° TKK 8 TKK 4 2000 WIMUG TKK 2.5 NDB/DME 0540 3.18° \(\) 1500 TCH 51 1300 2 NM 1.5 NM→ 2.2 NM CATEGORY D Α В С 054° S-4 720-21/2 710 (800-21/2) MIRL Rwy 4-22 (**C** CIRCLING 720-21/2 710 (800-21/2) REIL Rwys 4 and 22 (WENO ISLAND, FM CHUUK INTL (TKK) (PTKK)

07°28′N-151°51′E

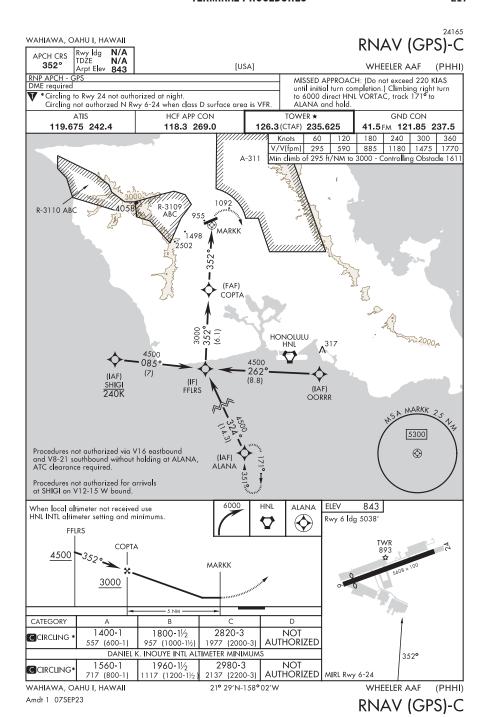
Amdt 1A 28FEB19

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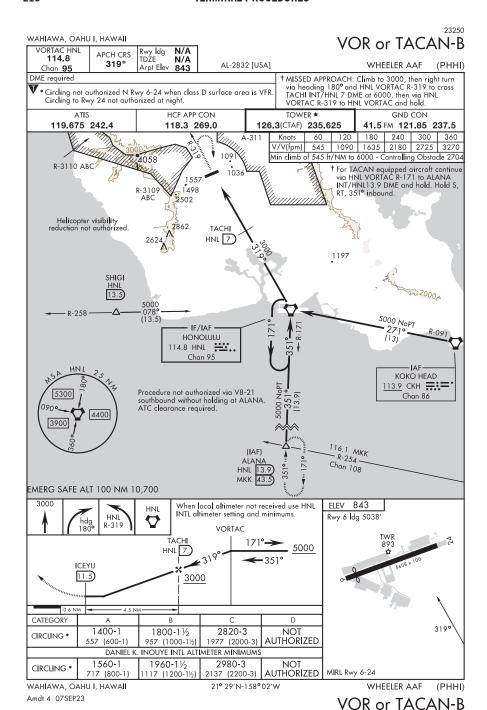
WENO ISLAND, FM AL-2655 (FAA) 25107 NDB/DME TKK 6013 Rwy Idg NDB RWY 22 APP CRS TDŹE 375 10 221° CHUUK INTL (TKK) (PTKK) Apt Elev 10 Chan 111 (116.4) V Obtain local altimeter setting on CTAF; when not received, procedure NA. Circling NA southeast of Rwy 4-22. DME Required. MISSED APPROACH: Climbing right turn to 2000 on BRG-306 from TKK NDB/DME to Δ No controlled airspace below 5500. DAMAY/TKK 10 DME and hold. TRUK RADIO 123.6 (CTAF) DME REQUIRED DAMAY TKK 10) (IAF) ZELIB TKK 6.5 WIROS TKK 2.2 -2300 to ZELIB 275± 041° (6.5) NSA TKK 25 NA 1 497 ± Λ_{1235±} TRUK 2300 375 TKK **Ξ:**Ξ Chan 111 (116.4) . 810 • 1168 • 995 1463 **ELEV** 10 **TDZE** 10 221° 2000 ZELIB Remain DAMAY TKK 6.5 within 10 NM TKK TKK 10 306° 0470 TKK NDB/DME 2300 WIROS TKK 2.2 ≤3.00° TCH 50 1900 1.5 NM 4.3 NM -CATEGORY С S-22 800-13/4 790 (800-13/4) 800-21/2 790 (800-21/2) MIRL Rwy 4-22 (**C** CIRCLING 800-13/4 790 (800-13/4) 800-21/2 790 (800-21/2) REIL Rwys 4 and 22 (WENO ISLAND, FM CHUUK INTL (TKK) (PTKK)

07°28′N-151°51′E

NDB RWY 22



PAC, 12 JUN 2025 to 7 AUG 2025



PAC, 12 JUN 2025 to 7 AUG 2025

23250 WHEELER AAF (PHHI)

GECKO TWO DEPARTURE (GECKO2 • GECKO) AL-2832 [USA] WAHIAWA, OAHU I, HAWAII DME required 60 180 240 300 HCF APP *06 @ V/V(fpm) 365 730 1460 1825 2190 1095 124.8 317.6 (E) 118.3 269.0 (W) †06 (V/V(fpm) 252 504 756 1008 1260 1512 † ATC Climb Rate * Minimum (a) to 3600 (b) to HNL to 4000 1039 1747 4058 ° ° 2786 1047**^** Do not exceed 300 KIAS until intercepting HNL R-319 115.450x °2820 4000 . R. 777 Chan 101 0004 HONOLULU 241 114.8 HNL ::: (22.4) ° 3150 Chan 95 117.7 LNY R-241 **GECKO** R-278. Chan 124 5200 4400

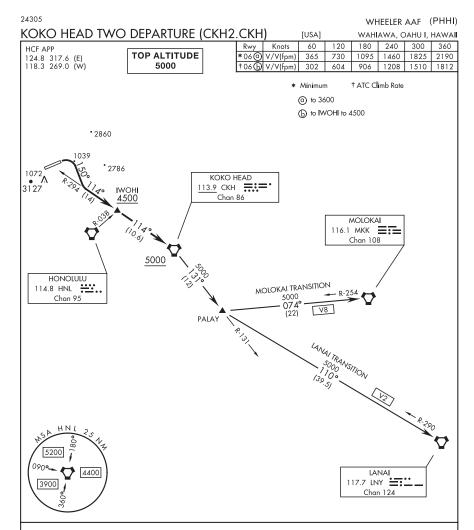
▼ DEPARTURE ROUTE DESCRIPTION

<u>TAKEOFF RWY 6:</u> 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).

GECKO TWO DEPARTURE (GECKO2 • GECKO)

WAHIAWA, OAHU I, HAWAII WHEELER AAF (PHHI)



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.

KOKO HEAD TWO DEPARTURE (CKH2.CKH)

WAHIAWA, OAHU I, HAWAII WHEELER AAF (PHHI) YAP ISLAND, FM AL-6048 (FAA) 25163 Rwy Ldg 6000 RNAV (GPS) RWY 7
YAP INTL (T11)(PTYA) APP CRS 91 TDZE 071° Apt Elev 91 Obtain local altimeter setting on CTAF; when not received, procedure not authorized. V MISSED APPROACH: Climb to 1700 direct Circling NA North of Rwy 7-25. DME/DME RNP-0.3 NA. OMOCO WP and hold. No controlled airspace below 5500'. YAP RADIO 123.6 (CTAF) 2000 [40.1] (IAF) 1700 (IF/IAF) ITIFO 1700 NoPT KULVY 051° (5) RW07 25 Ny 1700 (IAF) IYADY \bigcirc USODY ELEV 91 TDZE 91 1700 ОМОСО 4 NM Holding Pattern ITIFO KULVY 1700 1700 RW07 071° 3.00° TCH 50 4 9 NM 5.1 NM -CATEGORY С LNAV MDA 600-1 509 (600-1) 600-11/2 509 (600-11/2) MIRL Rwy 7-25 (600-11/2 660-2 CIRCLING 600-1 509 (600-1) REIL Rwys 7 and 25 509 (600-11/2) 569 (600-2) YAP ISLAND, FM YAP INTL (T11)(PTYA)

09°30′N-138°05′E

RNAV (GPS) RWY 7

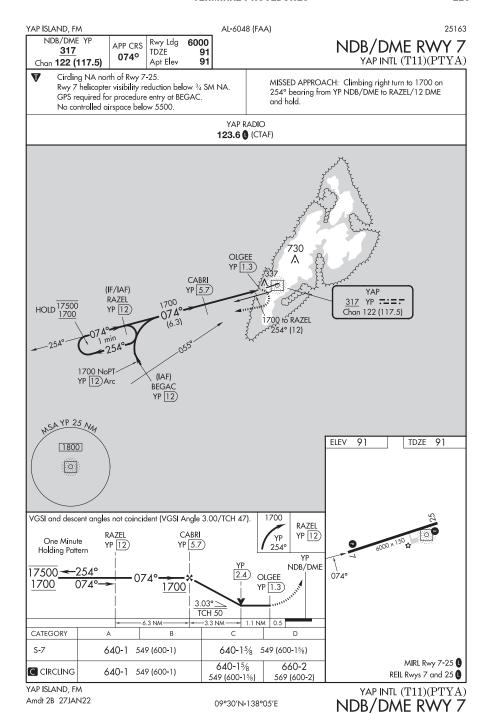
Orig-A 11MAY06

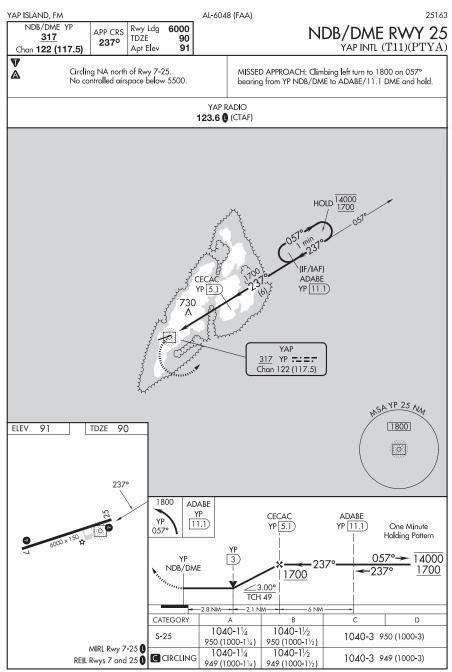
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YAP ISLAND, FM AL-6048 (FAA) 25163 6000 Rwy Ldg RNAV (GPS) RWY 25 YAP INTL (T11)(PTYA) APP CRS 89 TDŻE 251° Apt Elev 91 Obtain local altimeter setting on CTAF; when not V received, procedure not authorized. MISSED APPROACH: Climb to 1700 direct ITIFO Circling NA North of Rwy 7-25. DME/DME RNP-0.3 NA. No controlled airspace below 5500'. WP and hold. YAP RADIO 123.6 (CTAF) 1700 NoPT 232° (5) (IAF) **UGEVY** (IF/IAF) OMOCO (FAF) KEENG (IAF) ITIFO **ZOFZO** RW 25 25 Nz 1700 2000 to ZOFZO \bigcirc **ELEV** 91 TDZE 89 USODY ITIFO 1700 4 NM Holding Pattern KEENG ОМОСО 1700 251° RW25 <u>1700</u> 3.00° TCH 50 -4.9 NM -5.1 NM CATEGORY 700-13/4 700-2 LNAV MDA 700-1 611 (700-1) 611 (700-13/4) 611 (700-2) MIRL Rwy 7-25 0 700-13/4 700-2 **CIRCLING** 700-1 609 (700-1) REIL Rwys 7 and 25 🗓 609 (700-13/4) 609 (700-2) YAP ISLAND, FM

09°30′N-138°05′E

RNAV (GPS) RWY 25

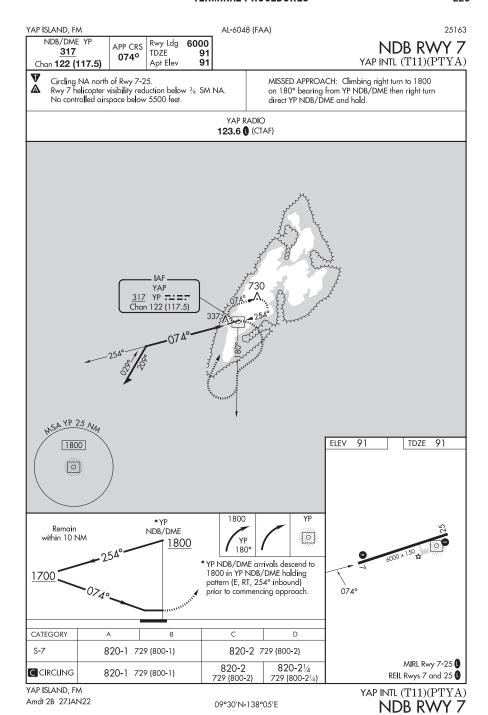


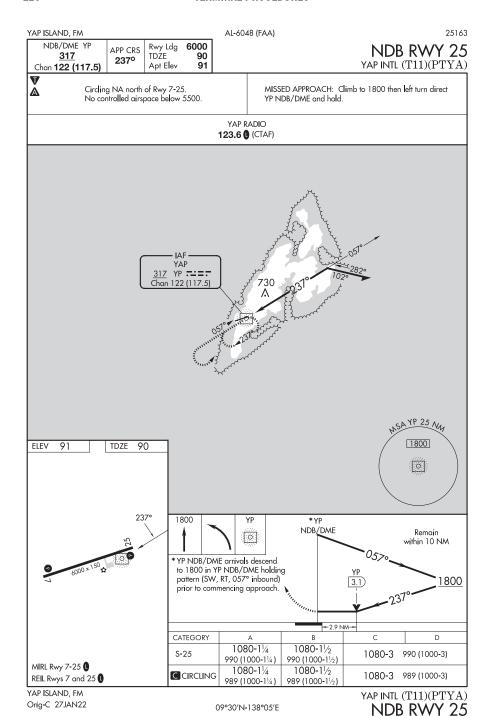


YAP ISLAND, FM Orig-C 27JAN22

09°30'N-138°05'E

NDB/DME RWY 25





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Submitting Pilot Weather Reports (PIREPs)

- 1. UA Routine PIREP / UUA Urgent PIREP
- 2. /OV Location: Use Airport or NAVAID identifiers only.
 - Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)
 Examples: /OV LAX, /OV LAX-SLI120005, /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

Description of the Total Control of the Control of

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, HZ, FG, -, +

Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing

2 digits, unless below zero, then prefix digits with M.

Examples:/TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.

Examples: /WV 270045KT, /WV 080110KT

- 10. /TB Turbulence:
- Report intensity using LGT, MOD, SEV, or EXTRM
- Report duration using INTMT, OCNL or CONS when reported by pilot.
- Report type using CAT or CHOP when reported by pilot.
- Include altitude only if different from /FL.
- Use ABV or BLO when limits are not defined.
- Use NEG if turbulence is not encountered.

Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, / TB NEG

- 11. /IC Icing:
- Report intensity using TRACE, LGT, MOD or SEV
- Report type using RIME,CLR, or MX
- Include altitude only if different 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 MTN WAVE, /RM DURC, /RM DURD, /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 NFG

 $UUA \ /OV \ PDZ010018 \ /TM \ 1520 \ /FL125 \ /TP \ C172 \ /WV \ 270048 KT \ TB \ SEV \ 055-085 \ /RM \ CAJON \ PASS$

PIREP FORM

3 or 4 letter Identifier

		1. UAUUA
2.	/OV	Routine Urgent Location
3.	/TM	Time
4.	/FL	Altitude/Flight Level
	/TP	Aircraft Type
Items 1 through 5 are mandatory for all PIREPs		
6.	/SK	Sky Condition
7.	/WX	Flight Visibility & Weather
8.	/TA	Temperature (Celsius)
9.	/WV	Wind
10	/ TB	Turbulence
11	/IC	Icing
12	/RM	Remarks

FAA Form 7110-2 (9/19) Supersedes Previous Edition

I. POSITION REPORTS

A. INSTRUMENT FLIGHT RULES (IFR) POSITION REPORT

- 1. Identification
- 2. Position
- Time
- 4. Altitude/FL (Include actual altitude/FL when operating on a "VFR Conditions on Top" clearance).
- 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

- 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

- Type of Flight Plan
- Aircraft Identification
- Type of Aircraft/TD Code
- Estimated True Airspeed
- Original Destination (if applicable)
- Departure Point
- Position and Time
- 8. New Route and Altitude/FL
- New Destination (if applicable)
- 10. ETE or ETA
- 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)"
- "New ETA and hours of fuel remaining"

III. FILING FLIGHT PLANS

- Aircraft Identification
- Flight Rules
- Type of Flight
- Number of Aircraft
- Type of Aircraft
- 6. Wake Turbulence Category
- Aircraft Surveillance Code
- Departure Aerodrome
- Proposed Departure Time
- Estimated True Airspeed(ETE)
- Cruising Altitude/FL
- 12. Route of Flight
- Destination Aerodrome
- 14. Estimated Time Enroute (ETE)
- 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.



VSN 7641015059601

JK-10-2862

PAC 12 JUN 2025 TO 7 AUG 2021