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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For PHNL
Terminal Charts For PHNL
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: HONOLULU HI USA
ICAO/IATA: PHNL / HNL
Lat/Long: N21° 19.07', W157° 55.21'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +10:00 = UTC
Magnetic Variation: 11.0° E

Fuel Types: 100 Octane (LL), Jet, Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1639 Z
Sunset: 0353 Z

Runway Information

Runway: 04
Length x Width: 3000 ft x 150 ft
Surface Type: surface:?
TDZ-Elev: 1 ft

Runway: 04L
Length x Width: 6955 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, REIL

Runway: 04R
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Runway: 08
Length x Width: 5090 ft x 300 ft
Surface Type: surface:?
TDZ-Elev: 1 ft

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Runway: 08L
Length x Width: 12312 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS
Stopway: 705 ft

Runway: 08R
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, REIL

Runway: 22
Length x Width: 3000 ft x 150 ft
Surface Type: surface:?
TDZ-Elev: 1 ft

Runway: 22L
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, REIL

Runway: 22R
Length x Width: 6955 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, REIL

Runway: 26
Length x Width: 5090 ft x 300 ft
Surface Type: surface:?
TDZ-Elev: 1 ft

Runway: 26L
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS

Runway: 26R
Length x Width: 12312 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, REIL

Communication Information

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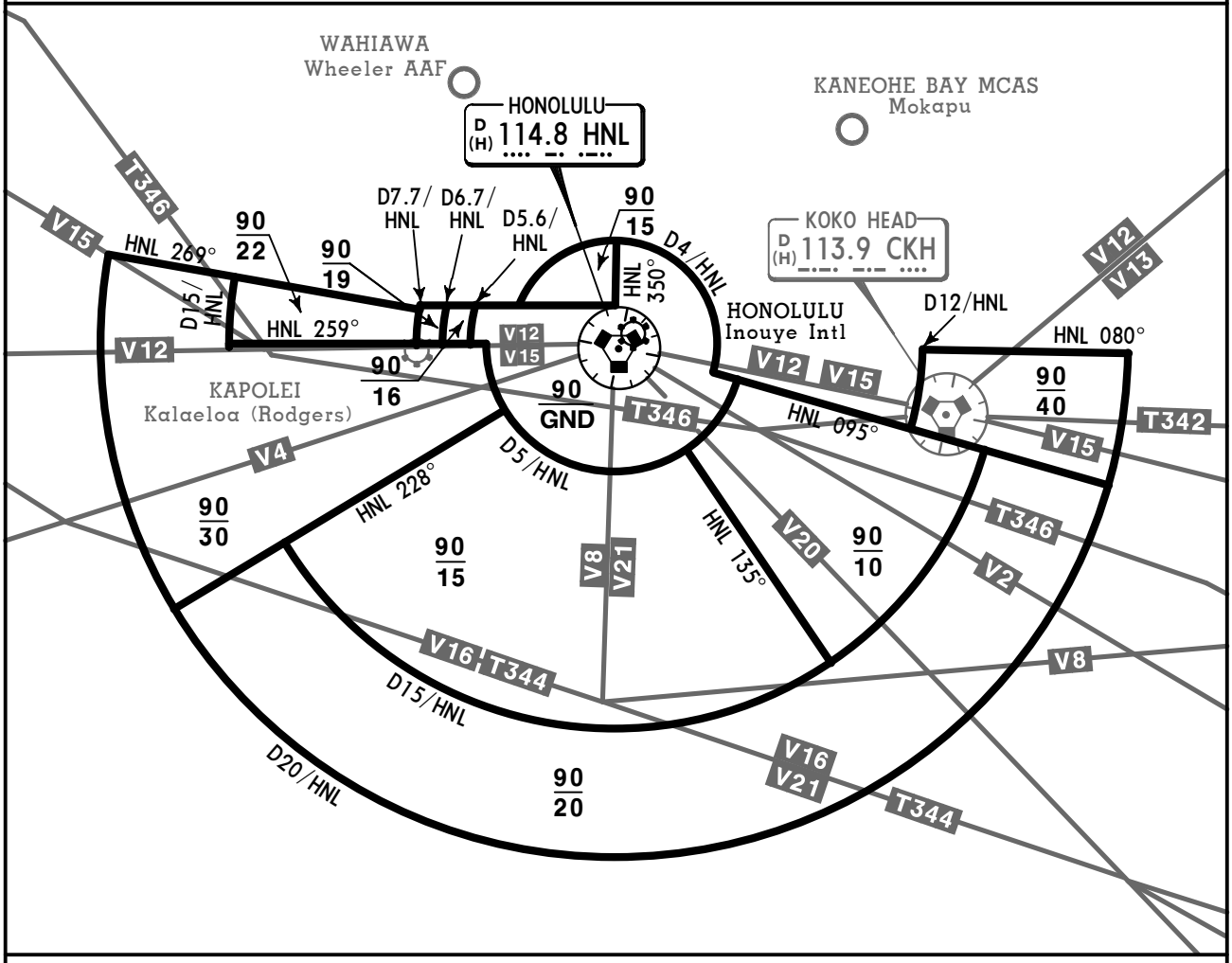
ATIS: 127.900
ATIS: 25.115 Military
Honolulu Tower: 123.900
Honolulu Tower: 118.100
Honolulu Tower: 27.357 Military
Honolulu Tower: 25.780 Military
Honolulu Ground: 121.900
Honolulu Ground: 34.860 Military
Hickam Ramp Ramp/Taxi: 27.710 Military
Hickam Ramp Ramp/Taxi: 25.440 Military
Hickam Ramp Ramp/Taxi: 27.820 Military
Hickam Ramp Ramp/Taxi: 28.330 Military
Hickam Ramp Ramp/Taxi: 133.600
Honolulu Ramp/Taxi: 121.800
Honolulu Clearance Delivery: 121.400
Hcf Approach Approach: 118.300 Initial Contact
Hcf Approach Approach: 31.760 Military
Hcf Approach Approach: 26.900 Initial Contact Military
Honolulu Terminal Control Area: 31.760 Military
Honolulu Terminal Control Area: 124.800
Honolulu Terminal Control Area: 119.100
Honolulu Terminal Control Area: 23.905 Military
Hcf Approach Departure: 124.800
Hcf Approach Departure: 118.300 Initial Contact
Hcf Approach Departure: 31.760 Military
Hcf Approach Departure: 26.900 Initial Contact Military
Ang Ops Operations: 29.370 Military
Sac Ops Operations: 31.100 Military
Hickam Dispatch Operations: 37.220 Military
Shaka Ops Operations: 125.300
Hickam Dispatch Operations: 133.600
Shaka Ops Operations: 34.940 Military
Honolulu FSS: 122.100 RCO
Honolulu FSS: 114.800 RCO
Hcf Center ACC: 119.300 Remote Communications Air-Ground
Koa Control Airlift Command Post: 29.250 Military
Koa Control Airlift Command Post: 29.550 Military
Koa Control Airlift Command Post: 141.800

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HONOLULU CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

E and NW **Honolulu App (R)** 119.1 E **Honolulu App (R)** 124.8



FOR OPERATING RULES AND PILOTS AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights- Aircraft operating within the Honolulu Class B airspace shall be operated in accordance with current IFR procedures. A clearance for a visual approach is not authorization for an aircraft to operate below the designated floors of the Class B airspace.

VFR Flights-

a. Arriving aircraft, or aircraft desiring to transit the Class B airspace should contact Honolulu Approach control on the frequency depicted for the sector of flight with reference to the geographic 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 radials.

b. Aircraft departing the primary airport are requested to advise the Honolulu clearance delivery of their position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airport should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class B airspace.

c. Aircraft desiring to transit the Class B airspace will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

CHANGES: New format.

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JEPPESEN HONOLULU, HAWAII
17 FEB 23 (10-2)
STAR

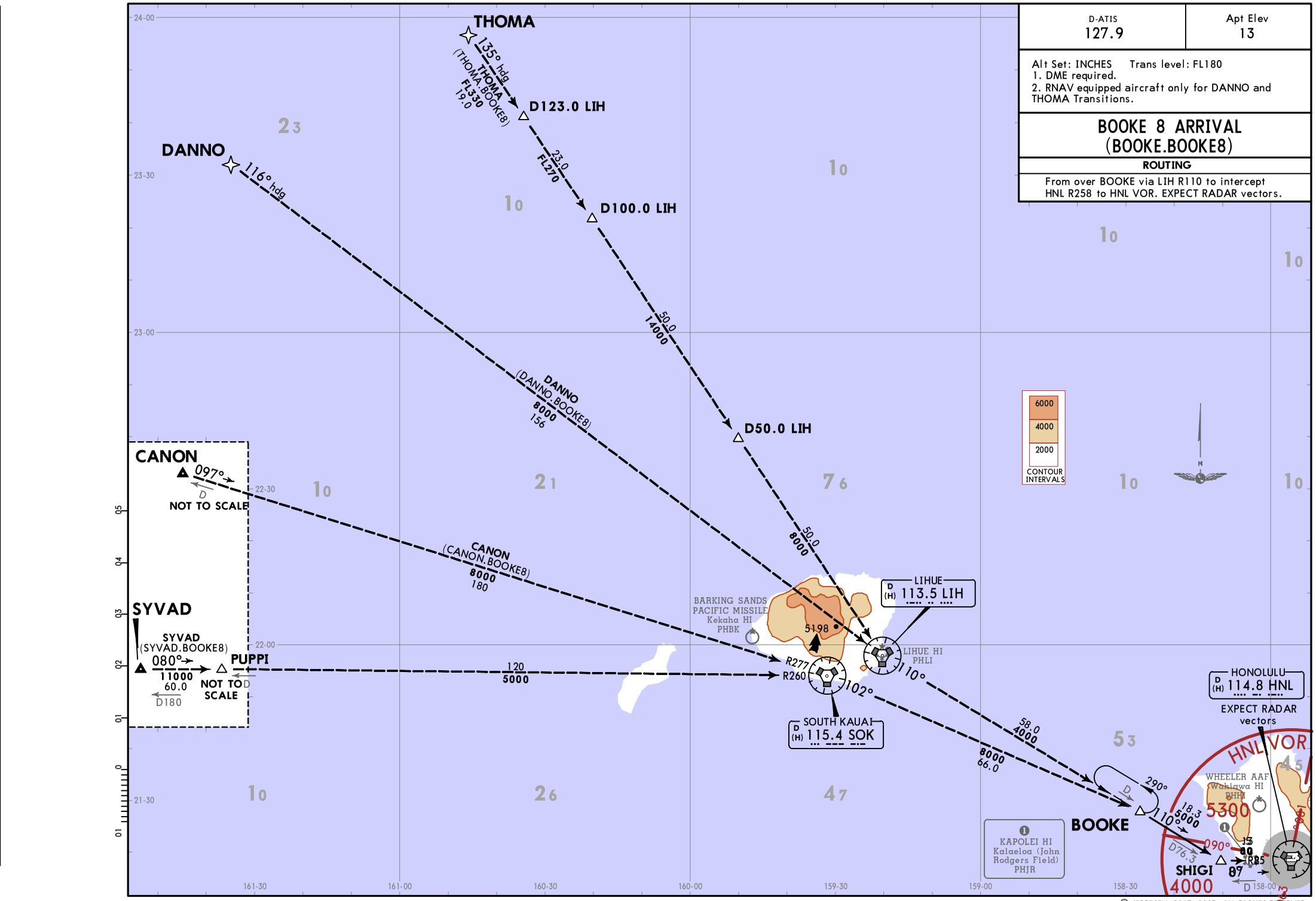
D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180
1. DME required.
2. RNAV equipped aircraft only for DANNO and THOMA Transitions.

BOOKE 8 ARRIVAL (BOOKE.BOOKE8)

ROUTING

From over BOOKE via LIH R110 to intercept HNL R258 to HNL VOR. EXPECT RADAR vectors.



CHANGES: BOOKE Hold, airport name, ATIS now D-ATIS.

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ROUTING
From BAMBO on track 237° to IHNET, then on track 237° to INOYI.

RWY	LANDING
4L	From INOYI on track 216° to HUBAP, then on track 216°. EXPECT RADAR vectors to final approach course or visual approach.
4R	From INOYI on track 216° to HUBAP, then on track 216°. EXPECT RNAV RNP/ILS/GPS approach or RADAR vectors to final approach course.
8L	From INOYI on track 233° to DZURA, then on track 259° to OOKAH, then on heading 259°. EXPECT RNAV RNP/ILS/GPS approach or RADAR vectors to final approach course.
8R	From INOYI on track 233° to DZURA, then on track 259° to OOKAH, then on heading 259°. EXPECT RADAR vectors to final approach course or visual approach.

D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180

RNAV 1 GPS required

1. RADAR required.
2. Turbojet and turboprop aircraft only.

INOYI 1 RNAV ARRIVAL
(BAMBO.INOYI1)
(RWYS 4L/R, 8L/R)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR.

ZIGIE
FL250

APACK
FL250

BITTA
FL250

MSONA
At 280 KT
FL210

KYLIO
FL190

BOWSZ

DENNS
FL250

DLIMA

ZORTA
At 270 KT
17000

HISPO
At 270 KT
17000

JOELE
At 270 KT
17000

BAMBO
At 250 KT
15000
10000

IHNET
8000

INOYI
At 230 KT
8000

DZURA

OOKAH
At 210 KT
6000

Rwy 8L: EXPECT RNAV RNP/ ILS/GPS approach or RADAR vectors to final approach course

Rwy 8R: EXPECT RADAR vectors to final approach course or visual approach

HUBAP
At 220 KT
7000

Rwy 4L: EXPECT RADAR vectors to final approach course or visual approach

Rwy 4R: EXPECT RNAV RNP/ILS/ GPS approach or RADAR vectors to final approach course

BAMBO
10 NM

RW08L

KANEOHE BAY MCAS
Mokapu Hi
PHNG

KAPOLEI HI
Kalaeloa (john Rodgers Field)
PHJR

5300

4942

CONTOUR INTERVALS
6000
4000
2000

NOT TO SCALE

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CHANGES: Airport name, ATIS now D-ATIS, waypoint symbols.

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CHANGES: ALANA formations.

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	1. RADAR required. 2. DME required for CHAIN transition.
127.9	13			

JULLE 5 ARRIVAL (JULLE.JULLE5)

KANEOHE BAY MCAS
Mokapu HI
PHNG

HONOLULU D (H) 114.8 HNL

MOLOKAI D (H) 116.1 MKK

LANAI D (H) 117.7 LNY

LANAI CITY
Lanai
PHNY

4942

6000
4000
2000
CONTOUR INTERVALS

5300 180° 090° 171° 254° 4000 4400 4 9 4 5 3 1 7 3 1 0 1 0 3 0 8 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0

ALANA
EXPECT vectors
to final approach
course
21-00
D57.6
21.5
360°
HNL VOR

R125 D28.8 278° 5.2 098°
D25.3 234° 225° D21.8
JULLE
(LNY R278/D36.1)
TURBOJETS
EXPECT clearance
14000

SAKKI
D30.9 12.4
SERAH
5.7 278° D18.4
[SOBOW]
2.7
GRAMY
LANAI
(LNY.JULLE5)
D
5000
278°
10.0

25.0
5000
305°
D53.8
R180
D29.1
239°
D17.9
JORDA

149°
CHAIN
(CHAIN.JULLE5)
D12.7 Arc LNY
5000
115° D16.8
CHAIN
D12.7
360°

16.3
186°
D18.9
D70.1
CRISI
11.8
10000
D81.9
70.9
10000
FIRES
(112.3 UPP R-266/D61.3)
D73.2 274°
D89.7
(HOKLA.JULLE5)
HOKLA
13000
7.8
305°
HOKLA
D53.6 294°
198° OGG 115.1
MUE 113.3
KOA 112.1

D100.0
157-30
20-00
158-00
157-00

NOT TO SCALE
DAFRE
HNL 114.8 163°
DOVRR
(DOVRR.JULLE5)
17000
47.5
360°
D155.6
D147.5
DOVRR

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST
At ALANA proceed with the VOR Rwy 4R approach.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

ROUTING
From over JULLE on LNY R278 to ALANA. EXPECT vectors to final approach course.

JULLE 5 ARRIVAL
(JULLE.JULLE5)

JEPPESEN HONOLULU, HAWAII
10 MAY 24 (10-2A1) Eff 16 May
STAR

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D-ATIS	Apt Elev
127.9	14

Alt Set: INCHES Trans level: FL180

RNAV 1 - GPS

1. RADAR required. 2. GPS required. 3. Jet and turboprop aircraft only. 4. Do not file BITTA, CLUTS, and DENNS transitions - to be assigned by ATC. 5. Interagency agreement permits usage at all times regardless of special use airspace activity.

KAENA 4 RNAV ARRIVAL
(KAENA.KAENA4)
(RWY 8L)

SPEED RESTRICTION
Jet aircraft descend via mach number until 280 KT, if unable, advise ATC.

ROUTING

From KAENA on track 116° to cross SELIC at or above 4000 and at 220 KT. EXPECT ILS/LOC/RNP Rwy 8L approach.

NOT TO SCALE

ZELDO

NOT TO SCALE

AHHEE

BITTA

CLUTS

DENNS

EXCES
FL450
FL280

BECAN

FROWS
FL450
FL280

CONED

PISKE
FL220

REWWA
FL220

HAWYN
FL190
17000

CIGAN
FL220

LEEIA
FL450
FL280

DANYA

OPAHH
8000

KAENA
8000
6000

SELIC

RWØ8L

5300

4140

MOKAPU HI
Kaneohe Bay
MCAS
PHNG

KAPOLEI HI
Kalaeloa (John Rodgers Field)
PHJR

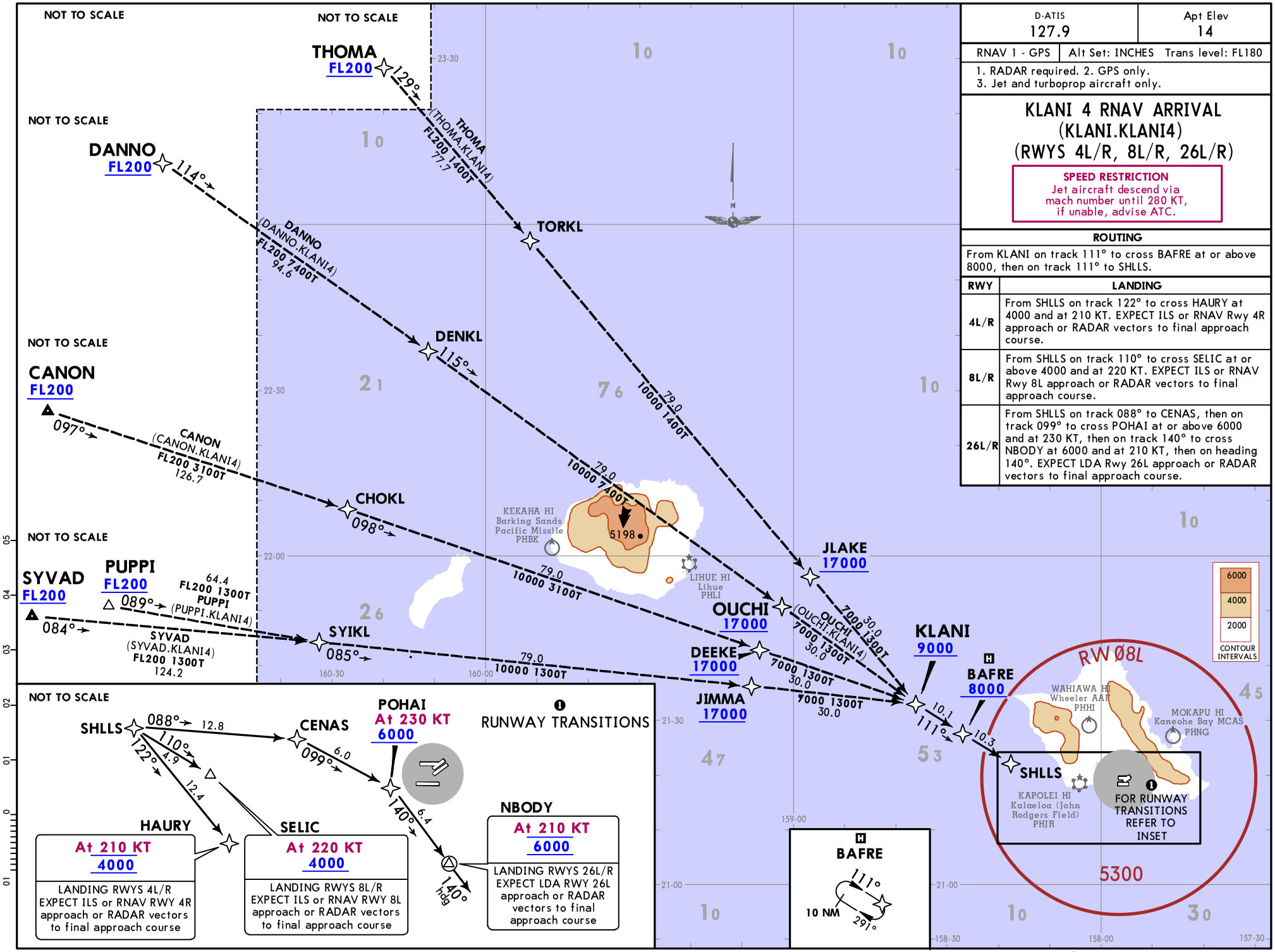
At 220 KT
4000
EXPECT PHNL ILS/RNP/GPS Rwy 8L approach, or RADAR vectors to final approach course if ILS OTS

CONTOUR INTERVALS
6000
4000
2000

CHANGES: Procedure renumbered, revised.

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D-ATIS	Apt Elev
127.9	14

RNAV 1 - GPS | Alt Set: INCHES | Trans level: FL180

1. RADAR required. 2. GPS only.
3. Jet and turboprop aircraft only.

KLANI 4 RNAV ARRIVAL
(KLANI.KLANI4)
(RWYS 4L/R, 8L/R, 26L/R)

SPEED RESTRICTION
Jet aircraft descend via mach number until 280 KT, if unable, advise ATC.

ROUTING

From KLANI on track 111° to cross BAFRE at or above 8000, then on track 111° to SHLLS.

RWY	LANDING
4L/R	From SHLLS on track 122° to cross HAURY at 4000 and at 210 KT. EXPECT ILS or RNAV Rwy 4R approach or RADAR vectors to final approach course.
8L/R	From SHLLS on track 110° to cross SELIC at or above 4000 and at 220 KT. EXPECT ILS or RNAV Rwy 8L approach or RADAR vectors to final approach course.
26L/R	From SHLLS on track 088° to CENAS, then on track 099° to cross POHAI at or above 6000 and at 230 KT, then on track 140° to cross NBODY at 6000 and at 210 KT, then on heading 140°. EXPECT LDA Rwy 26L approach or RADAR vectors to final approach course.

CHANGES: None.

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JEPPESEN HONOLULU, HAWAII
10 MAY 24 (10-2D) Eff 16 May STAR

D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180

MAGGI 3 ARRIVAL (MAGGI.MAGGI3)

ROUTING

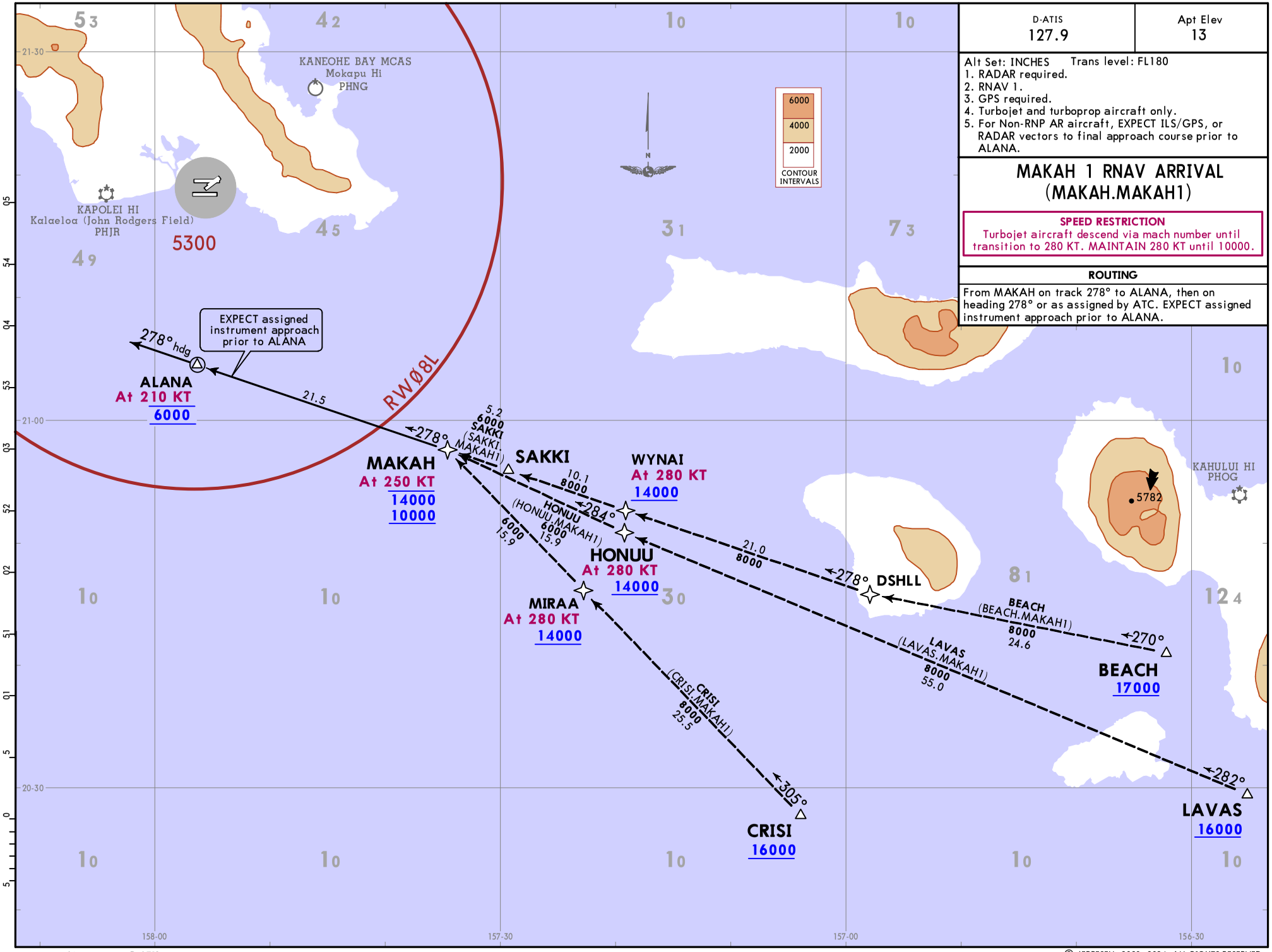
From over MAGGI via CKH R039 to CKH VOR, then via RADAR vectors for approach to airport.

ZIGIE
APACK
BITTA
TOADS
[SOPIW]
[SOMOH]
[SOLCE]
SHARK
CLUTS
DENNS
MAGGI (MRA 16000 CKH)
BAMBO
GRITL
HNL VOR
KANEOHE BAY MCAS Mokapu Hi PHNG
KAPOLEI HI Kalaeloa (John Hodgers Field) PHJR
HONOLULU D (H) 114.8 HNL
KOKO HEAD D (H) 113.9 CKH
MOLOKAI D (H) 116.1 MKK
Via RADAR vectors for approach to airport
NOT TO SCALE
CONTOUR INTERVALS 6000 4000 2000

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CHANGES: °Airport name, D-ATIS.

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D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180

1. RADAR required.
2. RNAV 1.
3. GPS required.
4. Turbojet and turboprop aircraft only.
5. For Non-RNP AR aircraft, EXPECT ILS/GPS, or RADAR vectors to final approach course prior to ALANA.

MAKAH 1 RNAV ARRIVAL (MAKAH.MAKAH1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until 10000.

ROUTING

From MAKAH on track 278° to ALANA, then on heading 278° or as assigned by ATC. EXPECT assigned instrument approach prior to ALANA.

CHANGES: Airport name, D-ATIS.

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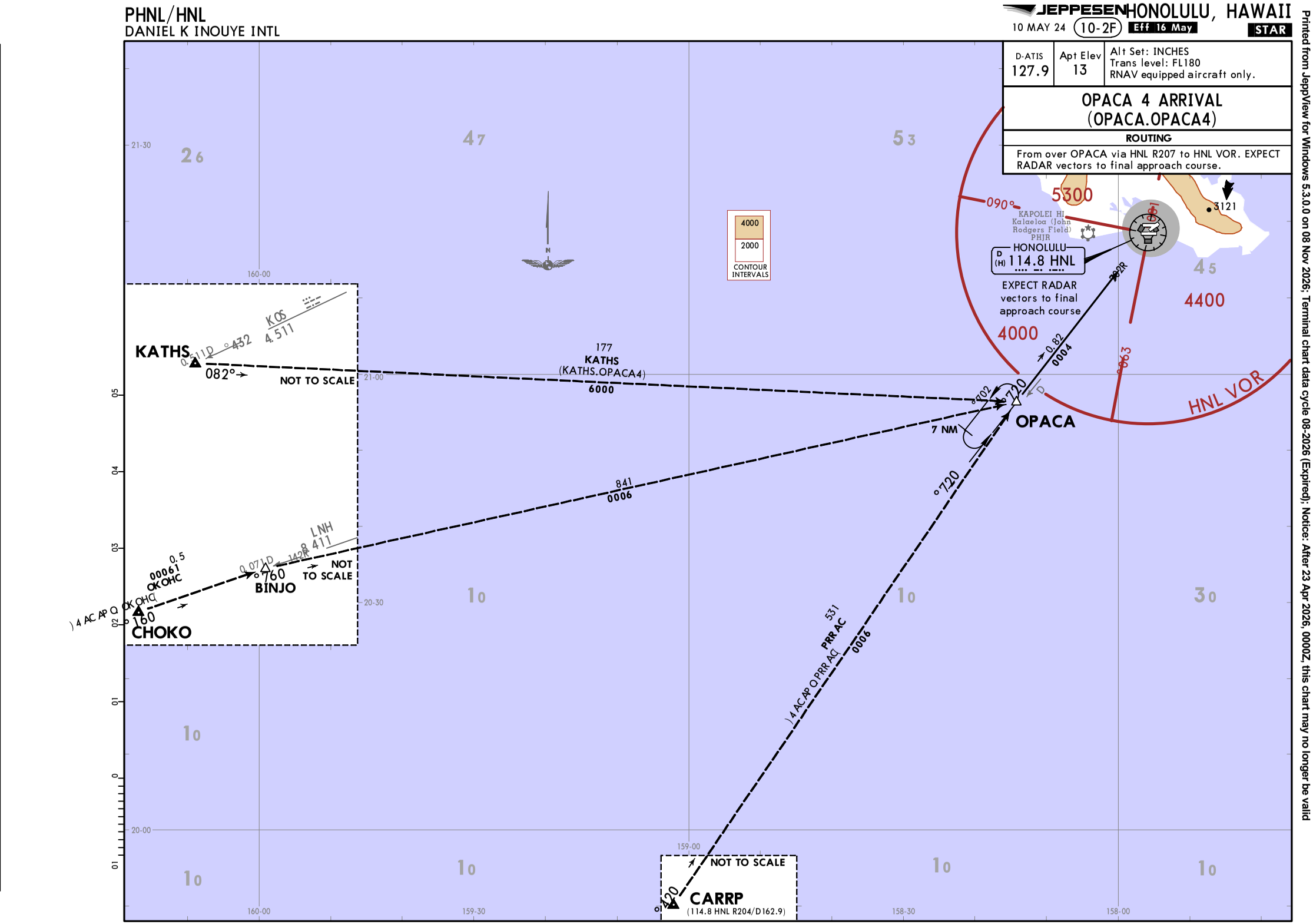
JEPPESEN HONOLULU, HAWAII
10 MAY 24 (10-2F) Eff 16 May
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 RNAV equipped aircraft only.
127.9	13	

OPACA 4 ARRIVAL
(OPACA.OPACA4)

ROUTING

From over OPACA via HNL R207 to HNL VOR. EXPECT RADAR vectors to final approach course.



CHANGES: Airport name, D-ATIS.

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CHANGES: APT name, DOVRR WPT usage, LNY VOR usage.

PHNL/HNL
DANIEL K INOUYE INTL

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	DME or RADAR required.
127.9	13		

SAKKI 5 ARRIVAL (SAKKI.SAKKI5)
(RWYS 22, 26L/R)

KANEHOE BAY MCAS
Mokapu HI
PHNG

HONOLULU D (H) 114.8 HNL

LDA DME 109.1 IEPC

SECIL

HNL VOR

MOLOKAI D (H) 116.1 MKK

LANAI D (H) 117.7 LNY

4942

6000
4000
2000
CONTOUR INTERVALS

SAKKI
TURBOJETS
EXPECT clearance
to cross
6000

[SUCTU]

SERAH

[SOBOW]

GRAMY

CHAIN

JORDA

CRISI

FIRES

HOKLA
(HNL R125/D89.7)

DAFRE

DOVRR

NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

At SECIL proceed with the LDA DME Rwy 26L approach.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

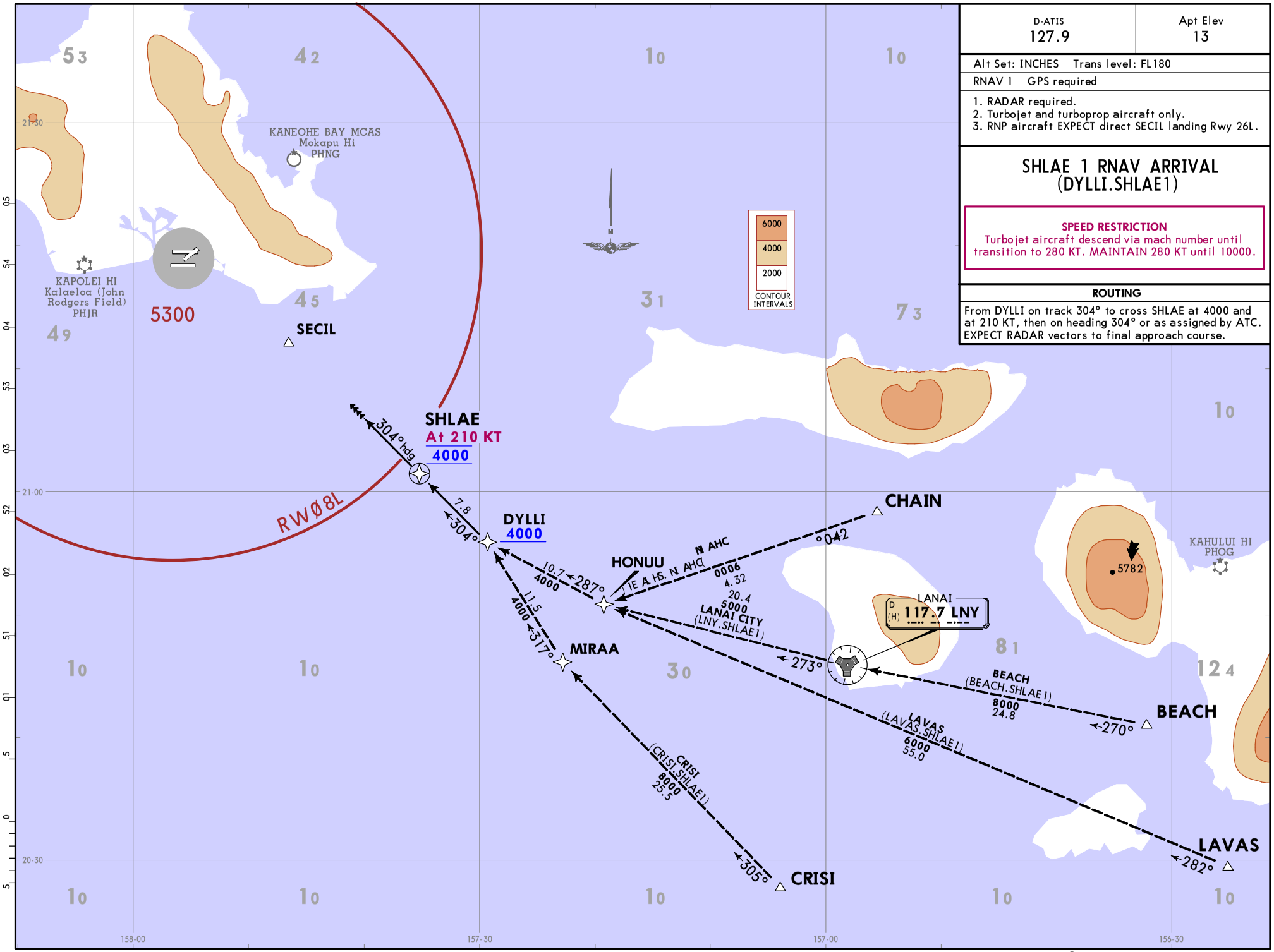
ROUTING

From over SAKKI on the LDA DME RWY 26L course to SECIL.

SAKKI 5 ARRIVAL
(SAKKI.SAKKI5)
(RWYS 22, 26L/R)

JEPPESEN HONOLULU, HAWAII
(10-2G)
28 OCT 22
Eff 3 Nov
STAR

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D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180

RNAV 1 GPS required

1. RADAR required.
2. Turbojet and turboprop aircraft only.
3. RNP aircraft EXPECT direct SECIL landing Rwy 26L.

SHLAE 1 RNAV ARRIVAL (DYLLI.SHLAE1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT. MAINTAIN 280 KT until 10000.

ROUTING

From DYLLI on track 304° to cross SHLAE at 4000 and at 210 KT, then on heading 304° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

CHANGES: APT name, LNY VOR usage, waypoints usage, MSA.

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D-ATIS	Apt Elev
127.9	13

Alt Set: INCHES Trans level: FL180
1. RADAR required.
2. RNAV 1.
3. GPS required.
4. Turbojet and turboprop aircraft only.
5. For Non-RNP AR aircraft landing Rwy 26L/R, EXPECT LDA or RADAR vectors to final approach course prior to CUDEK.

SYMIN 1 RNAV ARRIVAL
(SYMIN.SYMIN1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until transition to 280 KT.
MAINTAIN 280 KT until 10000.

ROUTING

From SYMIN on track 210° to CUDEK, then on heading 210° or as assigned by ATC. EXPECT assigned instrument approach procedure.

NOT TO SCALE

ZIGIE FL250
APACK FL250
BITTA FL250
MSONA
KYLIO FL190
BOWSZ FL210
DENNS FL250
DLIMA FL210
ZORTA 13000
HISPO 13000
JOELE 13000
CUDEK
At 210 KT
6000
EXPECT assigned instrument approach procedure
SYMIN
At 250 KT
9000
RWØ8
5300
KANEOHE BAY MCAS
Mokapu Hi
PHNG
KAPOLEI
Kalaeloa
(John Rodgers Field)
PHJR
4942
CONTOUR INTERVALS 6000 4000 2000

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CHANGES: Airport name, D-ATIS.

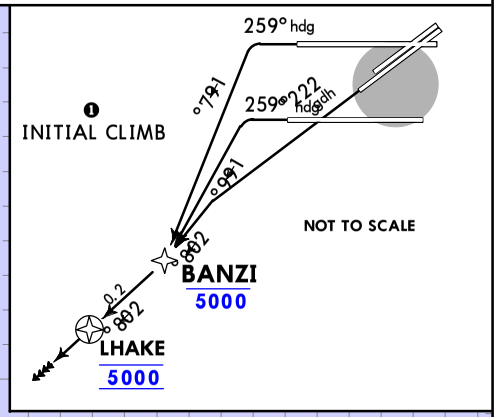
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HCF Approach (R) (DEP)	Apt Elev	Trans alt: 18000
118.3	13	RNAV 1 GPS required

1. RADAR required. 2. Turbojet & turboprop aircraft only.

BANZI 1 RNAV DEPARTURE (BANZI1.BANZI)
(RWYS 22L/R, 26L/R)

For Procedure Text and Takeoff Minimums see 10-3-1.
PROCEDURE GRAPHIC



CHANGES: Waypoint and NAVAID depictions.

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BANZI 1 RNAV DEPARTURE
(BANZI1.BANZI)

For Procedure Graphic see 10-3

PROCEDURE TEXT

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Departure):
Waterways 4W, 8W, 22W, 26W: Not authorized - ATC.
Rwys 4L/R, 8L/R: Not authorized - ATC.
Rwys 22L/R, 26R: Standard (or lower than standard, if authorized).
Rwy 26L: Standard (or lower than standard, if authorized) with minimum climb of 237 FT/NM to 300.

Gnd speed-KT	75	100	150	200	250	300
237 FT/NM	296	395	593	790	988	1185

RWY	INITIAL CLIMB	TOP ALTITUDE
22L/R	Climb on heading 222° to intercept course 208° to cross BANZI at or below 5000.	5000
26L	Climb on heading 259° to intercept course 199° to cross BANZI at or below 5000.	
26R	Climb on heading 259° to intercept course 197° to cross BANZI at or below 5000.	

ROUTING

From BANZI 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.

ALANA Departures	EXPECT direct/vectors to ALANA/V-8/V-16/V-20/V-21.
APACK Departures	EXPECT direct/vectors to APACK/R-463.
CANON Departures	EXPECT direct/vectors to CANON/V-15.
CARRP Departures	EXPECT direct/vectors to CARRP/A-579.
CHOKO Departures	EXPECT direct/vectors to CHOKO/R-584/B-326.
CLUTS Departures	EXPECT direct/vectors to CLUTS/R-465.
DANNO Departures	EXPECT direct/vectors to DANNO.
DOVRR Departures	EXPECT direct/vectors to DOVRR/B-596.
EBBER Departures	EXPECT direct/vectors to EBBER/R-577.
FITES Departures	EXPECT direct/vectors to FITES/R-578.
GECKO Departures	EXPECT direct/vectors to GECKO/V-4/V-12/V-16.
HAUNA Departures	EXPECT direct/vectors to HAUNA/V-8/V-16/V-20/V-21/LNY VOR.
HOOPA Departures	EXPECT direct/vectors to HOOPA/A-450.
JULLE Departures	EXPECT direct/vectors to JULLE/V-16/V-20/V-21.
KATHS Departures	EXPECT direct/vectors to KATHS/A-450.
KEOLA Departures	EXPECT direct/vectors to KEOLA/V-16.
KOA VOR Departures	EXPECT direct/vectors to KOA VOR.
LILIA Departures	EXPECT direct/vectors to LILIA/V-15.
OPIHI Departures	EXPECT direct/vectors to OPIHI/V-8/V-16/V-20/V-21.
PALAY Departures	EXPECT direct/vectors to PALAY/V-2/V-8/LNY VOR.
PUPPI Departures	EXPECT direct/vectors to PUPPI/V-16.
SCOON Departures	EXPECT direct/vectors to SCOON.
SYVAD Departures	EXPECT direct/vectors to SYVAD/V-16.
THOMA Departures	EXPECT direct/vectors to THOMA.
UPP VOR Departures	EXPECT direct/vectors to UPP VOR.
ZIGIE Departures	EXPECT direct/vectors to ZIGIE/A-331.

CHANGES: Airport name.

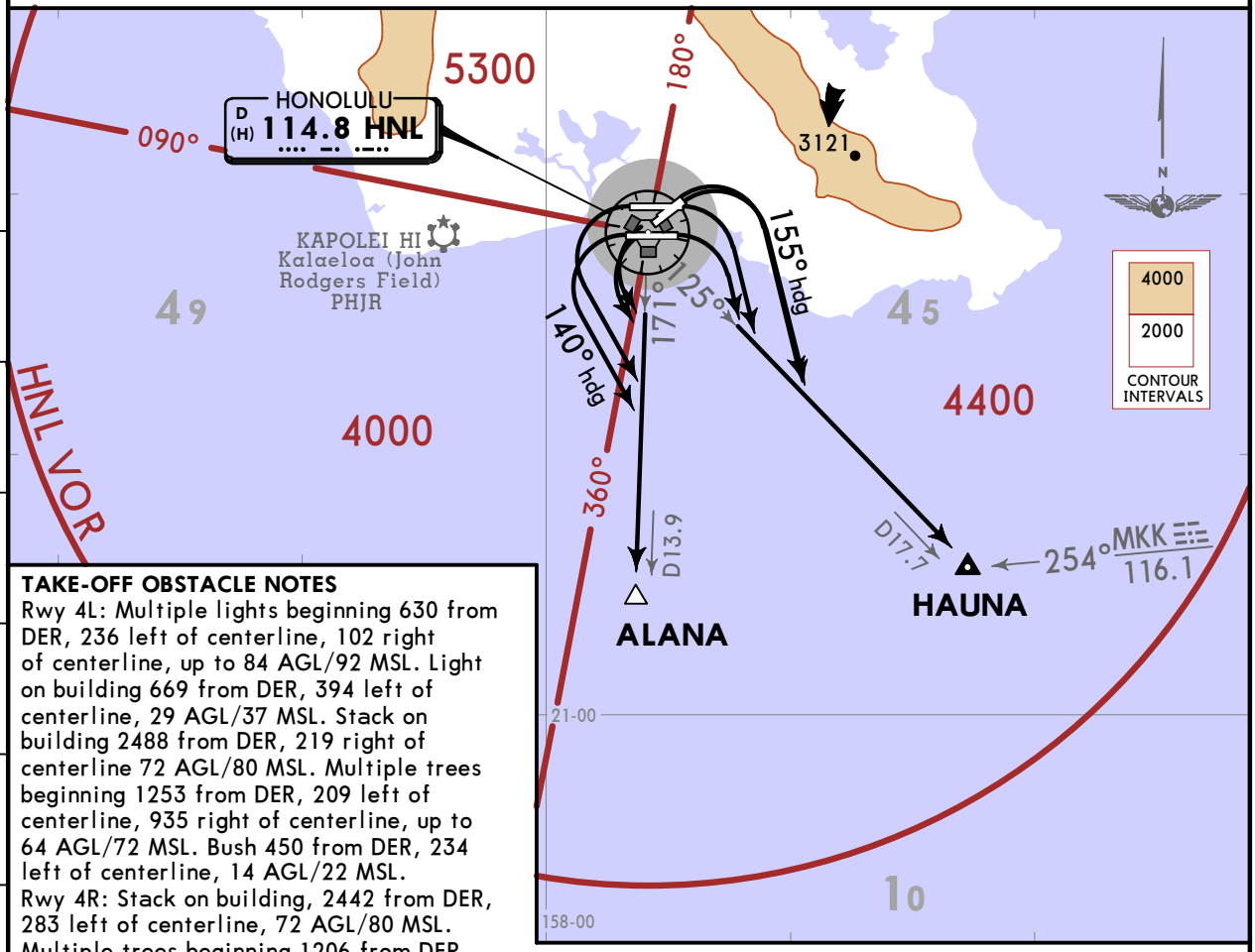
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HCF Approach (R) (DEP) West	HCF Approach (R) (DEP) East	Apt Elev	Trans alt: 18000
118.3	124.8	13	

OBSTACLE

HONOLULU 2 DEPARTURE (HNL2.HNL)
(RWYS 4L/R, 8L/R, 22L/R, 26L/R)



TAKE-OFF 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 obstacle 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.

TAKE-OFF MINIMUMS:
Waterways 4W, 8W, 22W, 26W: Not Authorized-ATC.
Rwys 4L/R: Standard with minimum climb of 425 FT/NM to 1900, do not exceed 180 KT until SOUTHEAST bound on 155° heading, or 1700-2 1/2 for VCOA.
Rwy 8L: Standard with minimum climb of 310 FT/NM to 1000, or 1700-2 1/2 for VCOA.
Rwy 8R: Standard with minimum climb of 270 FT/NM to 1000, or 1700-2 1/2 for VCOA.
Rwys 22L/R, 26R: Standard.
Rwy 26L: Standard with minimum climb of 237 FT/NM to 300, or 1700-2 1/2 for VCOA.

Gnd speed-KT	75	100	150	200	250	300
237 FT/NM	296	395	593	790	988	1185
270 FT/NM	338	450	675	900	1125	1350
310 FT/NM	388	517	775	1033	1292	1550
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R, 8L/R	Climbing RIGHT turn to 3000 on heading 155° to intercept HNL R125 to HAUNA before proceeding on course. OR,
22L/R, 26L/R	Climbing LEFT turn to 3000 on heading 140° to intercept HNL R171 to ALANA before proceeding on course. OR,

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 R171 to ALANA before proceeding on course.

CHANGES: Reissue.

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KEAHI 3 DEPARTURE (KEAHI3.KEAHI)
(RWYS 22, 26L/R)

HCF Approach (R) (DEP) 124.8

Apt Elev 13

Trans alt: 18000

INITIAL CLIMB

RWY	
22	Turn LEFT to heading assigned by the tower. EXPECT RADAR vectors to intercept HNL R138, then via HNL R138 to KEAHI. MAINTAIN 5000, then via transition. EXPECT clearance to enroute altitude/flight level at JORDY or LNY VOR.
26L/R	Turn LEFT to heading assigned by the tower. Must complete LEFT turn to assigned heading within 2 NM of runway departure end (D3.0 HNL). EXPECT RADAR vectors to intercept HNL R138, then via HNL R138 to KEAHI. MAINTAIN 5000, then via transition. EXPECT clearance to enroute altitude/flight level at JORDA or LNY VOR.

HONOLULU D (H) 114.8 HNL

KAPOLEI HI Kalaeloa (John Rodgers Field) PHJR

D3.0

5300

090°

088°

063°

4400

4000

HNL VOR

125°

138°

082° 11.7 5000

D35.7

D35.8

KEAHI

[SETZO]

LANAI (KEAHI3.LNY) 5000 24.0

D53.8

V20

JORDA (KEAHI3.JORDA) 5000 11.0

JORDA

EXPECT clearance to enroute altitude/ flight level

098°

UPOLU (KEAHI3.UPP) 10000 85.0

R262

LANAI D (H) 117.7 LNY

EXPECT clearance to enroute altitude/ flight level

KAHULUI HI PHOG

5782

UPOLU POINT D (H) 112.3 UPP

R278

NOT TO SCALE

CONTOUR INTERVALS 6000 4000 2000

CHANGES: None.

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HCF Approach (R) (Dep)	Apt Elev	Trans alt: 18000
118.3	13	

KEOLA 3 DEPARTURE (KEOLA3.KEOLA) (RWYS 4L/R, 8L/R, 26L/R)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

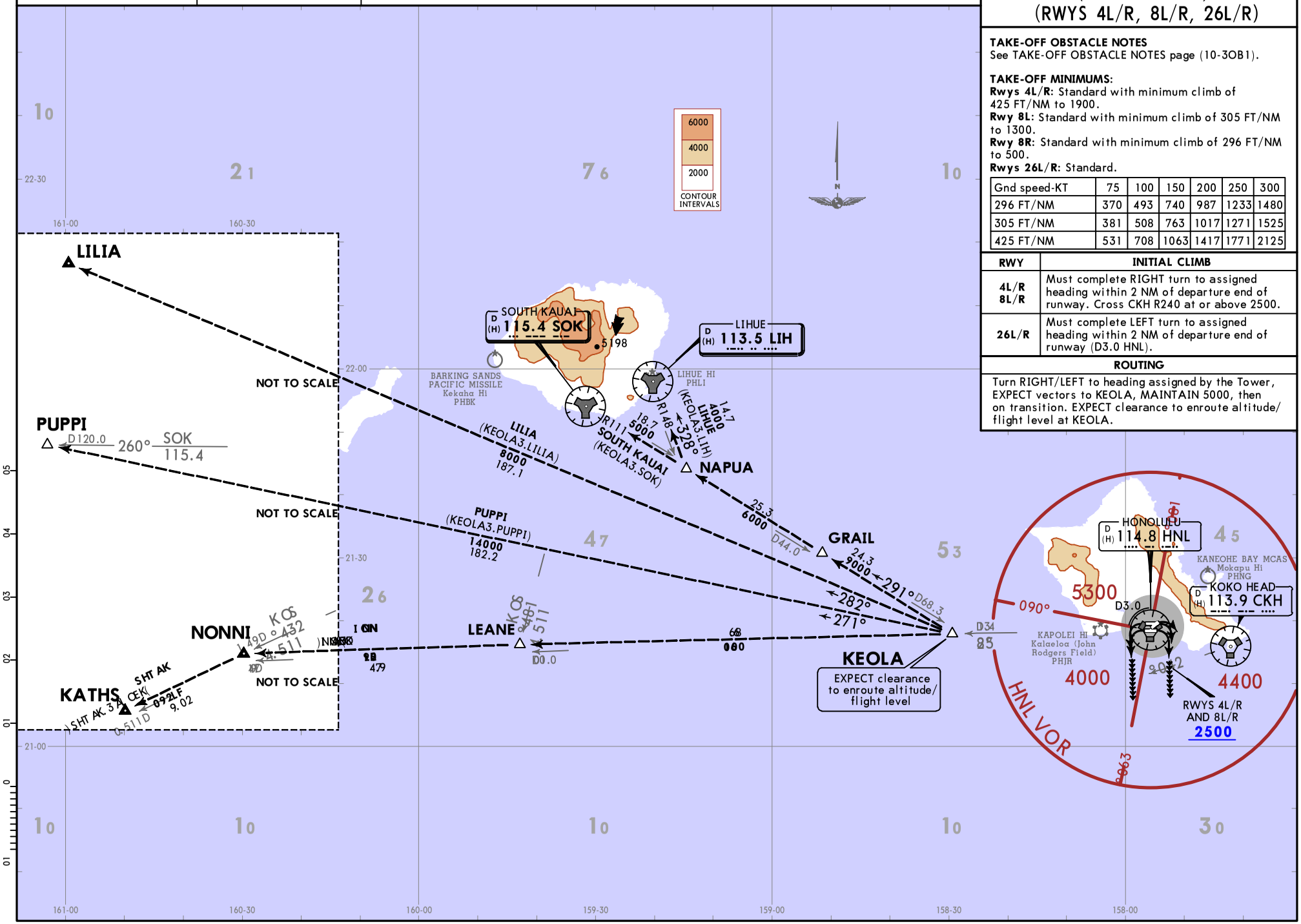
TAKE-OFF MINIMUMS:
Rwys 4L/R: Standard with minimum climb of 425 FT/NM to 1900.
Rwy 8L: Standard with minimum climb of 305 FT/NM to 1300.
Rwy 8R: Standard with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
305 FT/NM	381	508	763	1017	1271	1525
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway. Cross CKH R240 at or above 2500.
26L/R	Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (D3.0 HNL).

ROUTING

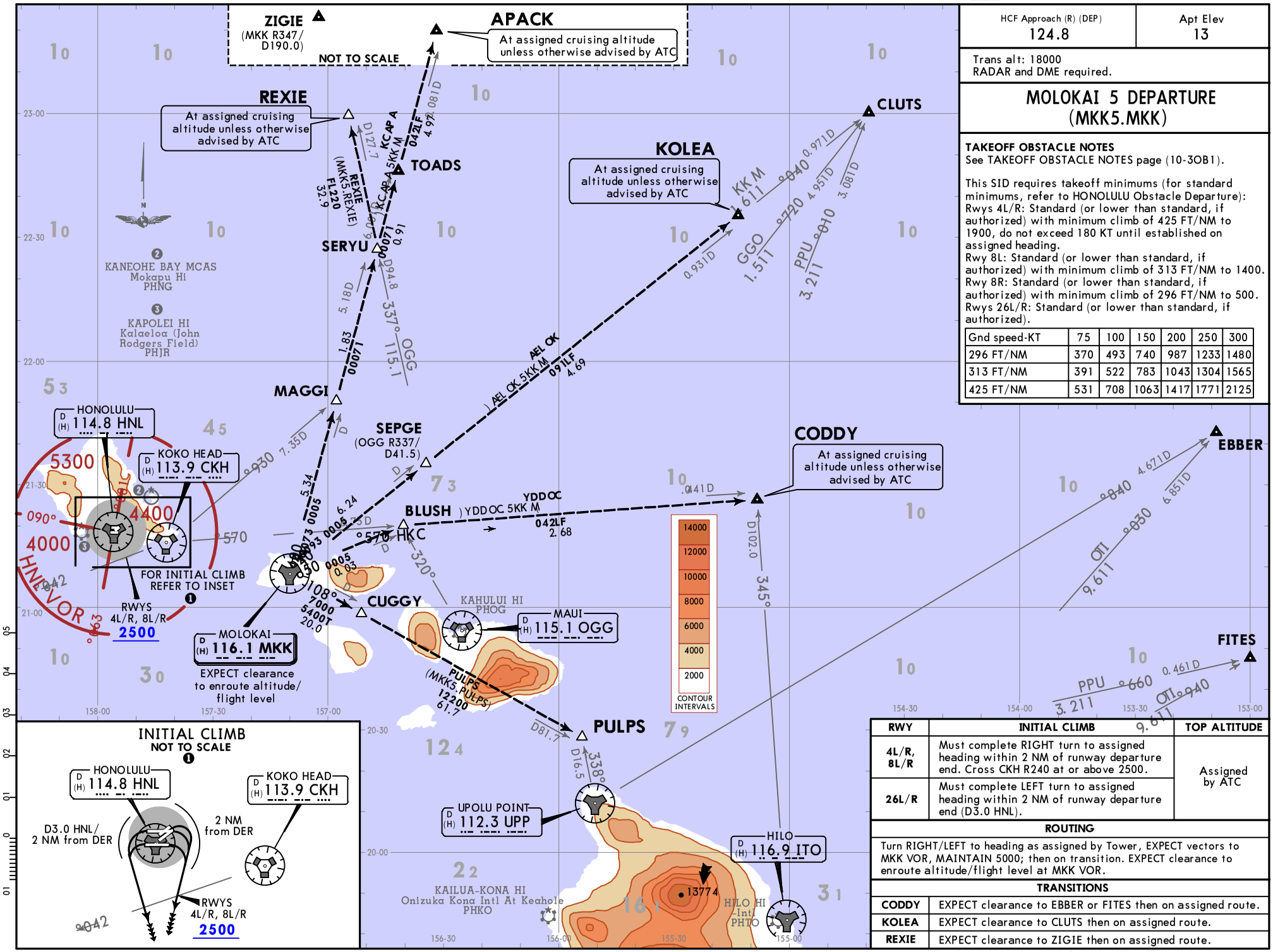
Turn RIGHT/LEFT to heading assigned by the Tower, EXPECT vectors to KEOLA, MAINTAIN 5000, then on transition. EXPECT clearance to enroute altitude/ flight level at KEOLA.



CHANGES: NAPUA formations.

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HCF Approach (R) (DEP)	Apt Elev
124.8	13

Trans alt: 18000
RADAR and DME required.

MOLOKAI 5 DEPARTURE (MKK5.MKK)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Obstacle Departure):
Rwys 4L/R: Standard (or lower than standard, if authorized) with minimum climb of 425 FT/NM to 1900, do not exceed 180 KT until established on assigned heading.
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 313 FT/NM to 1400.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
313 FT/NM	391	522	783	1043	1304	1565
425 FT/NM	531	708	1063	1417	1771	2125

INITIAL CLIMB
NOT TO SCALE

RWY	INITIAL CLIMB	TOP ALTITUDE
4L/R, 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of runway departure end. Cross CKH R240 at or above 2500.	Assigned by ATC
26L/R	Must complete LEFT turn to assigned heading within 2 NM of runway departure end (D3.0 HNL).	

ROUTING

Turn RIGHT/LEFT to heading as assigned by Tower, EXPECT vectors to MKK VOR, MAINTAIN 5000; then on transition. EXPECT clearance to enroute altitude/flight level at MKK VOR.

TRANSITIONS

CODDY	EXPECT clearance to EBBER or FITES then on assigned route.
KOLEA	EXPECT clearance to CLUTS then on assigned route.
REXIE	EXPECT clearance to ZIGIE then on assigned route.

CHANGES: None.

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HCF Approach (R) (DEP)	Apt Elev
118.3	13

Trans alt: 18000

OPIHI 3 DEPARTURE (OPIHI3.OPIHI) (RWYS 4L/R, 8L/R, 26L/R)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Obstacle Departure).
Rwys 4L/R: Standard (or lower than standard, if authorized) with minimum climb of 425 FT/NM to 1900.
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 305 FT/NM to 1300.
Rwy 8R: Standard (or lower than standard, if authorized) with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
305 FT/NM	381	508	763	1017	1271	1525
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of departure end of runway. Cross CKH R240 at or above 2500.
26L/R	Must complete LEFT turn to assigned heading within 2 NM of departure end of runway (D3.0 HNL).

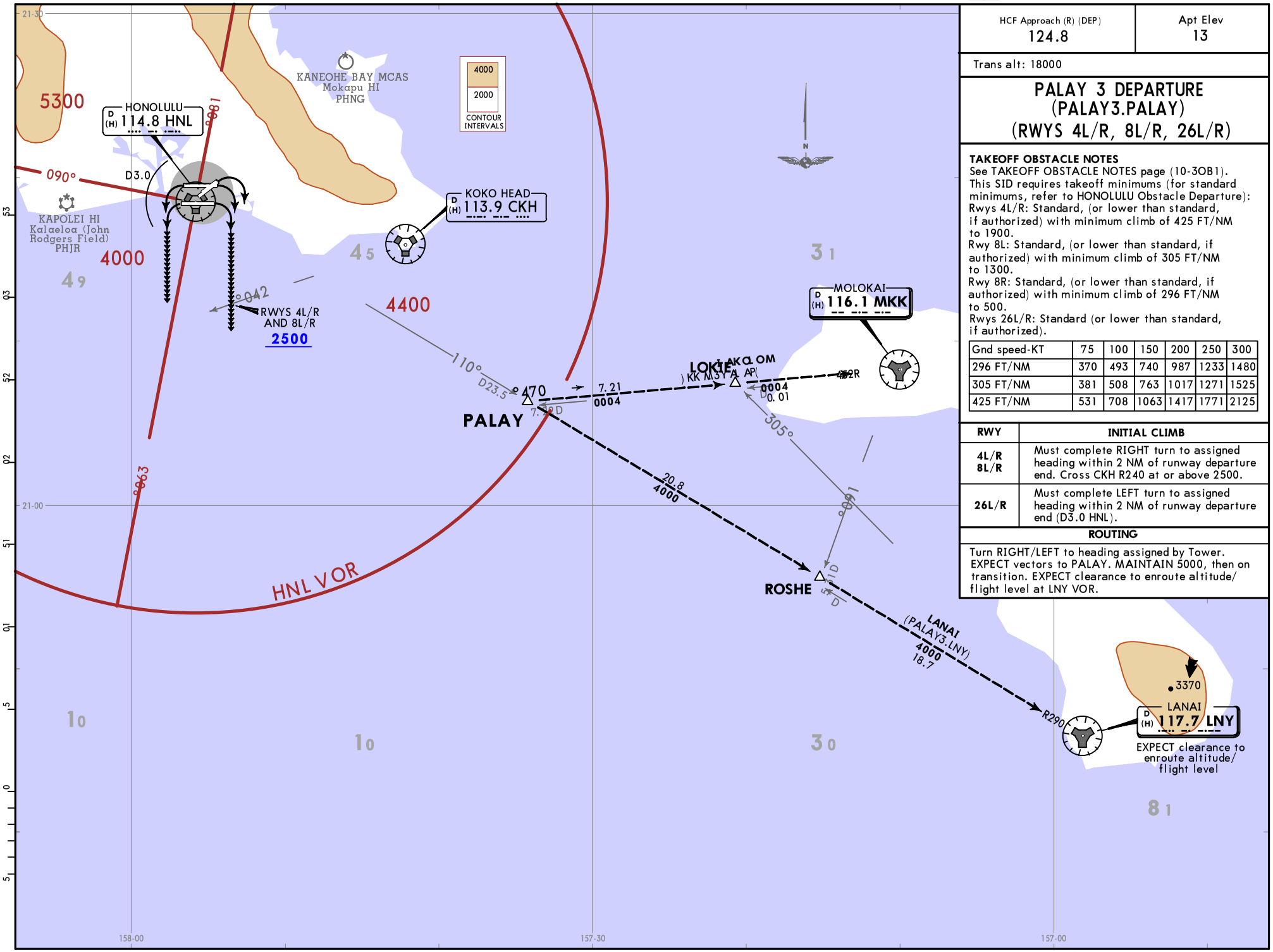
ROUTING

Turn RIGHT/LEFT to heading assigned by the Tower. EXPECT vectors to OPIHI. MAINTAIN 5000, then on transition. EXPECT clearance to enroute altitude/flight level at OPIHI.

HNL VOR
HONOLULU D (H) 114.8 HNL
KOKO HEAD D (H) 113.9 CKH
KANEOHE BAY MCAS Mokapu HI PHNG
KAPOLEI HI Kalaeloa (John Rodgers Field) PHJR
4033
5300
4400
4000
D3.0
090°
RWYS 4L/R AND 8L/R
2500
OPIHI
EXPECT clearance to enroute altitude/ flight level
SEBYI
SECJI
ZUKEY
SECEL
SELYY
SEDDU
CARRP
DOVRR
BINJO
CHOKO
NOT TO SCALE
CONTOUR INTERVALS 6000 4000 2000
HNL 114.8 163° 1.611 KK M
LNY 117.7
PRR AC 013LF 9.26
DOVRR (OPIHI3.DOVRR) FL220 112

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HCF Approach (R) (DEP)	Apt Elev
124.8	13

Trans alt: 18000

PALAY 3 DEPARTURE (PALAY3.PALAY) (RWYS 4L/R, 8L/R, 26L/R)

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).
This SID requires takeoff minimums (for standard minimums, refer to HONOLULU Obstacle Departure):
Rwys 4L/R: Standard, (or lower than standard, if authorized) with minimum climb of 425 FT/NM to 1900.
Rwy 8L: Standard, (or lower than standard, if authorized) with minimum climb of 305 FT/NM to 1300.
Rwy 8R: Standard, (or lower than standard, if authorized) with minimum climb of 296 FT/NM to 500.
Rwys 26L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
296 FT/NM	370	493	740	987	1233	1480
305 FT/NM	381	508	763	1017	1271	1525
425 FT/NM	531	708	1063	1417	1771	2125

RWY	INITIAL CLIMB
4L/R 8L/R	Must complete RIGHT turn to assigned heading within 2 NM of runway departure end. Cross CKH R240 at or above 2500.
26L/R	Must complete LEFT turn to assigned heading within 2 NM of runway departure end (D3.0 HNL).

ROUTING

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 VOR.

CHANGES: MKK and LNY VORTACs compulsory.

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PHNL/HNL
DANIEL K INOUYE INTL

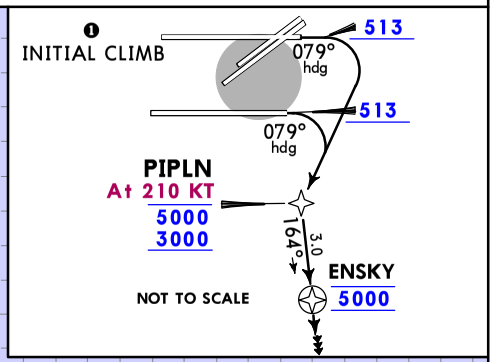
JEPPESEN HONOLULU, HAWAII
10-3F 28 OCT 22 Eff 3 Nov
RNAV SID

HCF Approach (R) (DEP)	Apt Elev	Trans alt: FL180
124.8	13	RNAV 1 GPS required

1. RADAR required. 2. Turbojet & turboprop aircraft only.

PIPLN 1 RNAV DEPARTURE
(PIPLN1.PIPLN)
(RWYS 8L/R)

For Procedure Text and Takeoff Minimums see 10-3F1.
PROCEDURE GRAPHIC



CHANGES: Waypoint and NAVAID depictions.

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PIPLN 1 RNAV DEPARTURE
(PIPLN1.PIPLN)

For Procedure Graphic see 10-3F

PROCEDURE TEXT

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to the HONOLULU Obstacle Departure):
Waterways 4W, 8W, 22W, 26W: Not authorized - ATC.
Rwys 4L/R, 22L/R, 26L/R: Not authorized - ATC.
Rwys 8L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 FT/NM 513.

Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R	Climb on heading 079° to 513, then RIGHT turn direct PIPLN between 3000 and 5000 at 210 KT.	5000

ROUTING

From PIPLN on track 164° to ENSKY, then on track 164° for RADAR vectors to assigned route/fix, MAINTAIN 5000 or as assigned by ATC. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

ALANA Departures	EXPECT direct/vectors to ALANA/V-8/V-16/V-20/V-21.
APACK Departures	EXPECT direct/vectors to APACK/R-463.
BINJO Departures	EXPECT direct/vectors to BINJO/R-584/B-326.
CANON Departures	EXPECT direct/vectors to CANON/V-15.
CARRP Departures	EXPECT direct/vectors to CARRP/A-579.
CLUTS Departures	EXPECT direct/vectors to CLUTS/R-465.
DANNO Departures	EXPECT direct/vectors to DANNO.
DOVRR Departures	EXPECT direct/vectors to DOVRR/B-596.
EBBER Departures	EXPECT direct/vectors to EBBER/R-577.
FITES Departures	EXPECT direct/vectors to FITES/R-578.
GECKO Departures	EXPECT direct/vectors to GECKO/V-4/V-12/V-16.
HAUNA Departures	EXPECT direct/vectors to HAUNA/V-8/V-16/V-20/V-21/LNY VOR.
HOOPA Departures	EXPECT direct/vectors to HOOPA/A-450.
KATHS Departures	EXPECT direct/vectors to KATHS/A-450.
KEOLA Departures	EXPECT direct/vectors to KEOLA/V-16.
KOA VOR Departures	EXPECT direct/vectors to KOA VOR.
LILIA Departures	EXPECT direct/vectors to LILIA/V-15.
LNY VOR Departures	EXPECT direct/vectors to LNY VOR.
OPIHI Departures	EXPECT direct/vectors to OPIHI/V-8/V-16/V-20/V-21.
PALAY Departures	EXPECT direct/vectors to PALAY/V-2/V-8/LNY VOR.
PUPPI Departures	EXPECT direct/vectors to PUPPI/V-16.
SCOON Departures	EXPECT direct/vectors to SCOON.
SYVAD Departures	EXPECT direct/vectors to SYVAD/V-16.
THOMA Departures	EXPECT direct/vectors to THOMA.
UPP VOR Departures	EXPECT direct/vectors to UPP VOR.
ZIGIE Departures	EXPECT direct/vectors to ZIGIE/A-331.

CHANGES: Airport name.

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TAKEOFF OBSTACLE NOTES - DEPs

- 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.

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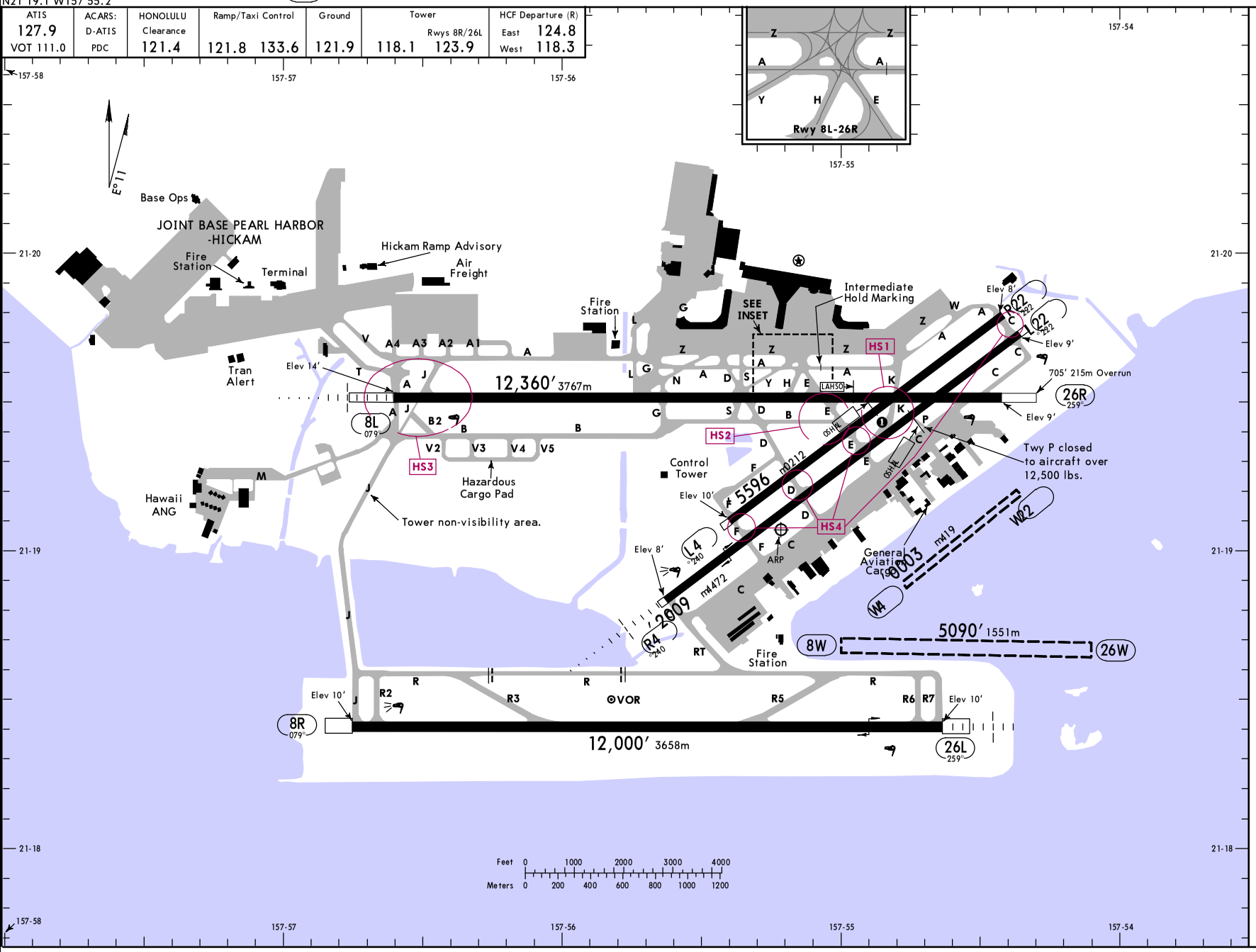
PHNL/HNL

Apt Elev 14′
N21 19.1 W157 55.2

JEPPESEN
27 MAR 26 (10-9)

HONOLULU, HAWAII
INOUYE INTL

ATIS	ACARS:	HONOLULU	Ramp/Taxi Control		Ground	Tower		HCF Departure (R)	
127.9	D-ATIS	Clearance				Rwys 8R/26L		East	124.8
VOT 111.0	PDC	121.4	121.8	133.6	121.9	118.1	123.9	West	118.3



OPERATIONAL NOTES

CAUTION: Hickam Ramp taxi instructions not valid within PHNL Airport operating area (AOA) which includes Twys A, B, portions of Twys V (south of Twy A) and T, and all runways. Aircrews must contact Honolulu Tower or Honolulu Ground as directed prior to entering or while within the PHNL AOA. Hickam Ramp will instruct all aircraft at the hazard cargo pad adjacent to Twy B, Twys A1-A4, V2-V5 and PHIK ramp side portions of Twy T and V (north of Twy A).

CAUTION - Use caution for obstacle 76′ (23m) from Twy M centerline on oceanside, approximately 200′ (61m) from parking apron.

- Due to non-visibility, tower unable to determine if the following areas are clear of obstructions and/or traffic: Portions of Twy J between Twy B and Rwy 8R; Portions of inter-island aircraft parking ramp.
- All jet aircraft contact ramp control prior to engine start at gate or hard stand.
- Threshold of Rwy 8L difficult to determine due to Twy T.
- Pearl Harbor-Hickam parking locations provide minimal wing-tip clearance for wide body aircraft.
- Military Operators: Refer to DoD/NGA supplementary publications for additional information.

❶ Wide body and four engine turbojets landing rwy 4R roll to end of rwy, no left turn at twy K without tower approval.

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1 Aircraft landing Rwy 4R and exiting left onto Twy K sometimes fail to hold short of Rwys 4L-22R and 8L-26R. When holding short, ATC is aware the aircraft tail is encroaching the landing runway.

HS2 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 4L-22R without clearance.

HS3 Twy V, Twy T, Twy A and Twy J in close proximity to Rwy 08L.

HS4 Minimal distance between Rwy hold short lines between Rwy 4L-22R/Rwy 4R-22L.

CHANGES: Note near Rwy 8R/26L removed.

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GENERAL

CAUTION: Birds in vicinity of airport. Bird strike hazard all runways.

CAUTION: Recreational boating activities on and in vicinity of waterways.

CAUTION: During periods of repeated precipitation anticipate wet runway conditions, if current conditions require confirmation contact Honolulu tower on initial contact.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

WSP (Weather System Processor).

Due to tower location, controllers unable to determine whether acft are on correct final approach to Rwys 4L/R and 22L/R.

HICKAM Ramp Facility-133.6, 234.8. Remarks: All aircraft in HIK flight line including hazardous cargo pad will contact HIK ramp prior to engine start/taxi.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4R	HIRL MALSR ❶ PAPI-L	grooved	❹	7952′ 2424m	8L/26R 6250′ 1905m	❻	150′ 46m
22L	HIRL REIL ❷❸ PAPI-L	grooved	❺				

❶ Angle 3.0°, TCH 71′.
❷ Angle 3.44°, TCH 80′.
❸ Unusable beyond 2.0 NM.
❹ LDA 8950′ (2728m).
❺ LDA 8937′ (2724m).
❻ 9000′ (2743m).

4L	MIRL REIL PAPI-L (angle 3.0°, TCH 50′)				8L/26R 3700′ 1128m		150′ 46m
22R	MIRL REIL						
8R ❼	HIRL REIL ❽ PAPI-L						200′ 61m
26L	HIRL MALSF ❽❾ PAPI-L		❿				

❼ Grooved.
❽ (Angle 3.0°, TCH 75′)
❾ PAPI aligned 5° left of rwy centerline. PAPI unusable beyond 5° right of rwy centerline.
❿ LDA 11830′ (3606m).

8L	HIRL MALSR ⓫ PAPI-L	grooved	⓮	11,260′ 3432m	4L/22R 9349′ 2850m		200′ 61m
26R	HIRL REIL ⓬⓭ PAPI-L	grooved					

⓫ Angle 3.0°, TCH 73′.
⓬ Angle 3.25°, TCH 65′.
⓭ Unusable beyond 1.5 NM from threshold.
⓮ LDA 12245′ (3732m).

4W							150′ 46m
22W							
8W							300′ 91m
26W							

TERPS TAKE-OFF

All Rwys

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

OBSTACLE DEPARTURE PROCEDURE

Use HONOLULU Departure.

(For DIVERSE VECTOR AREA (DVA) see 10-9A1) (For TAKE-OFF OBSTACLE NOTES see 10-9A2)

FOR FILING AS ALTERNATE

	ILS Y Rwy 4R ILS Z Rwy 4R ILS Rwy 8L	RNAV (RNP) Z Rwy 4R RNAV (RNP) Z Rwy 8L	RNAV (GPS) Y Rwy 4R	LOC Rwy 8L RNAV (GPS) Y Rwy 8L	LOC Rwy 4R VOR-A VOR-B	RNAV (GPS) Rwy 4L RNAV (GPS) Rwy 8R VOR Rwy 4R	LDA Rwy 26L RNAV (RNP) Rwy 26L
A	600-2	800-2	800-2	800-2	800-2	800-2	NA
B							
C				900-2 1/4	800-2 1/4	900-2 1/4	
D			1300-3	1300-3	1400-3	1400-3	

AMEND 8B

CHANGES: None.

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DIVERSE VECTOR AREA (Radar Vectors) (AMEND 2)

Rwy 4L, 4R: Heading as assigned by ATC; requires minimum climb of 490'/NM to 2100', do not exceed 180 KT until established on assigned heading.

Rwy 8L: Heading as assigned by ATC; requires minimum climb of 360'/NM to 1700'.

Rwy 8R: Heading as assigned by ATC; requires minimum climb of 305'/NM to 500'.

Rwy 22L, 22R: Heading as assigned by ATC; requires minimum climb of 320'/NM to 3700'.

Rwy 26L: Heading as assigned by ATC; requires minimum climb of 360'/NM to 3700'.

Rwy 26R: Heading as assigned by ATC; requires minimum climb of 430'/NM to 4400'.

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ODP 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.

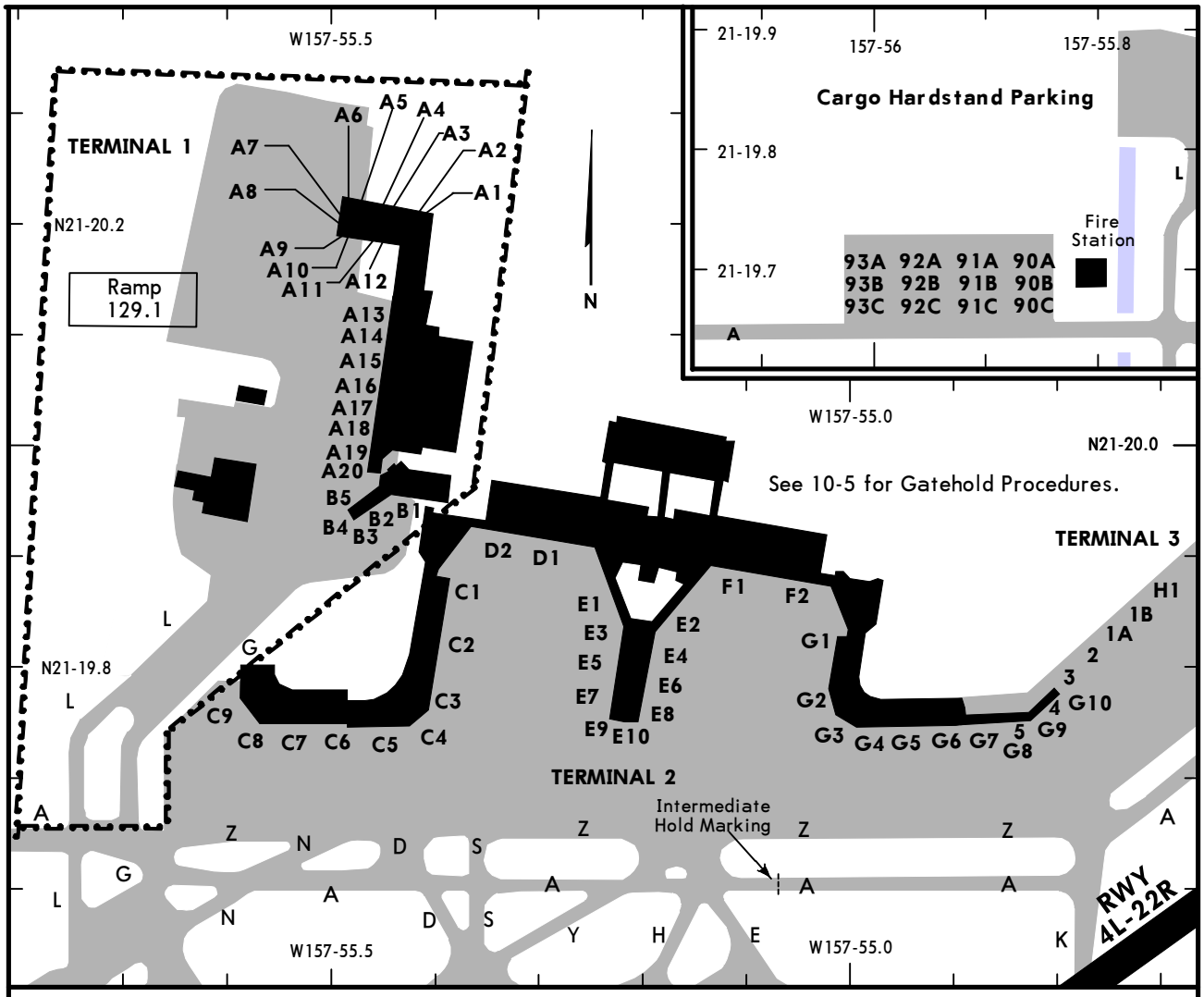
- RWY 26R:
  Multiple light poles beginning 2120' from DER, 813' right of centerline, up to 105' AGL/111' MSL.

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HONOLULU, HAWAII

INOUYE INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
A1 thru A4	N21 20.2 W157 55.4		
A5 thru A12	N21 20.2 W157 55.5	G3, G4	N21 19.7 W157 55.0
		G5 thru G7	N21 19.7 W157 54.9
		G8	N21 19.7 W157 54.8
A13 thru A16	N21 20.1 W157 55.5	G9, G10	N21 19.8 W157 54.8
A17 thru A20	N21 20.0 W157 55.5	H1	N21 19.9 W157 54.7
B1	N21 19.9 W157 55.4		
B2 thru B5	N21 19.9 W157 55.5	1A, 1B	N21 19.8 W157 54.7
C1	N21 19.9 W157 55.4	2 thru 5	N21 19.8 W157 54.8
C2, C3	N21 19.8 W157 55.4	**CARGO RAMP HARDSTANDS**	
C4	N21 19.7 W157 55.4	90A thru 91C	N21 19.7 W157 55.9
C5 thru C7	N21 19.7 W157 55.5	92A thru 93C	N21 19.7 W157 56.0
C8, C9	N21 19.7 W157 55.6		
D1, D2	N21 19.9 W157 55.3		
E1 thru E8	N21 19.8 W157 55.2		
E9, E10	N21 19.7 W157 55.2		
F1	N21 19.9 W157 55.1		
F2	N21 19.9 W157 55.0		
G1, G2	N21 19.8 W157 55.0		

CHANGES: Intermediate hold marking added.

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PHNL/HNL INOUYE INTL

JEPPESEN

2 SEP 22 (11-1)

HONOLULU, ~~HAWAII~~ ILS Y Rwy 4R

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

LOC IIUM	Final Apch Crs	PERLY	ILS DA(H) (CONDITIONAL)	Apt Elev 13′
110.5	042°	1500′ (1492′)	258′ (250′)	TDZE 8′

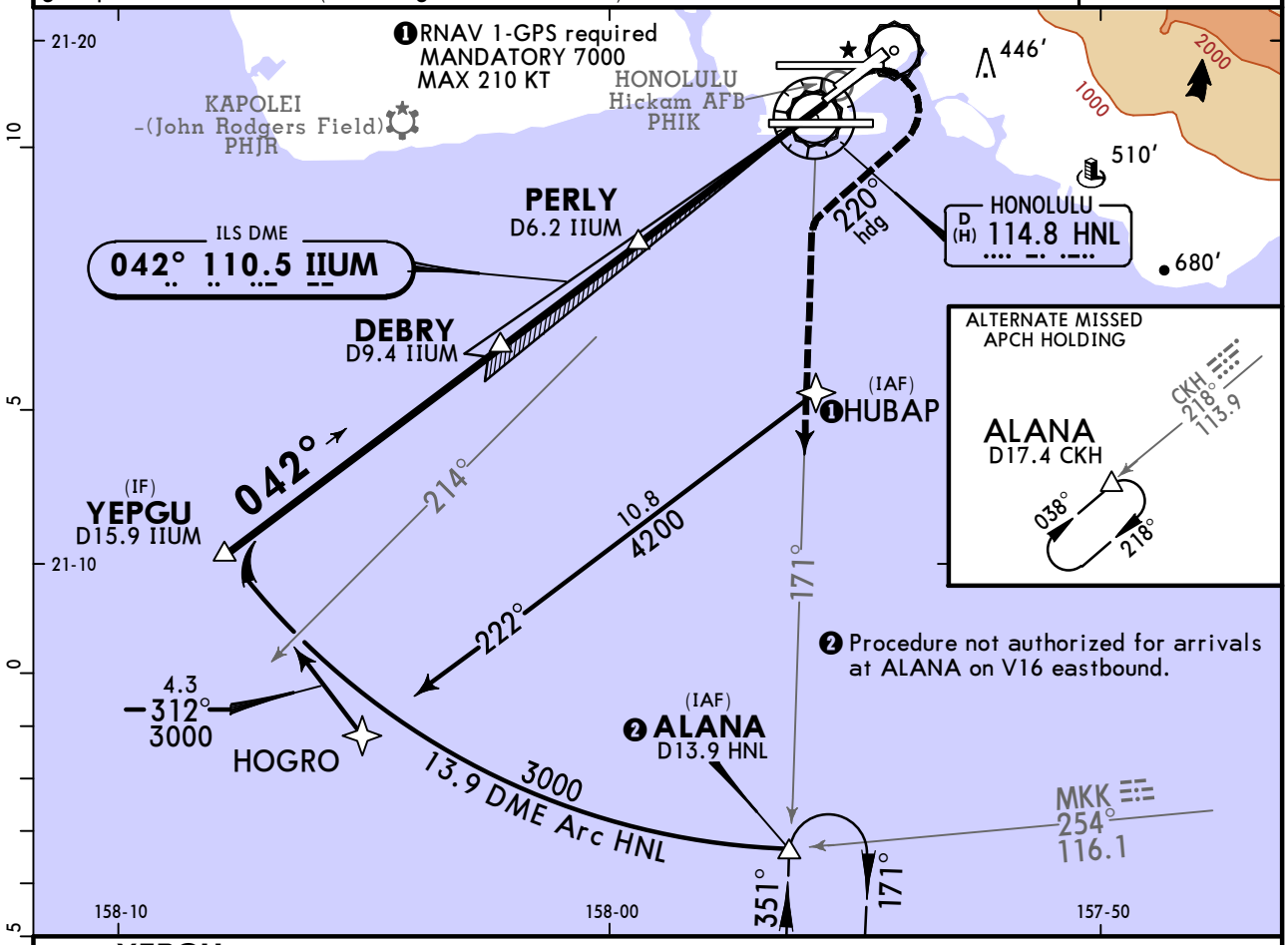
MISSED APCH: Climb to 540′ then climbing RIGHT turn to 3000′ on heading 220° and outbound on HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

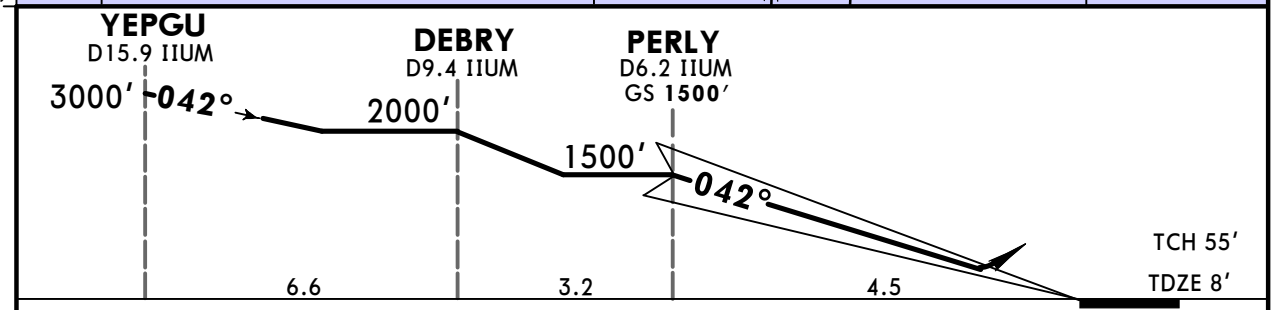
MSA HNL VOR

5300 (180°) 4400 (090°) 4000 (360°)

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. DME or radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI

540′

3000′ RT on 220° hdg

TERPS STRAIGHT-IN LANDING RWY 4R

Missed approach requires a minimum climb gradient of 318′/NM to 1820′

	ILS DA(H) 258′ (250′)		ILS DA(H) 308′ (300′)	
	FULL	RAIL/ALS out	FULL	RAIL/ALS out
A	1/2	7/8	1/2	7/8
B				
C				
D				

TERPS AMEND 2A 30 JAN 2020

CHANGES: TDZE, minimums.

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PHNL/HNL
INOUYE INTL

JEPPESEN
2 SEP 22 (11-2)

HONOLULU, ~~HAWAII~~
ILS Z Rwy 4R

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
		Rwys 8R/26L			
127.9	118.3	118.1	123.9	121.9	125.3

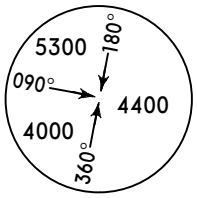
BRIEFING STRIP™

LOC IIUM	Final Apch Crs	PERLY	ILS DA(H) (CONDITIONAL)	Apt Elev 13′
110.5	042°	1500′ (1492′)	258′ (250′)	TDZE 8′

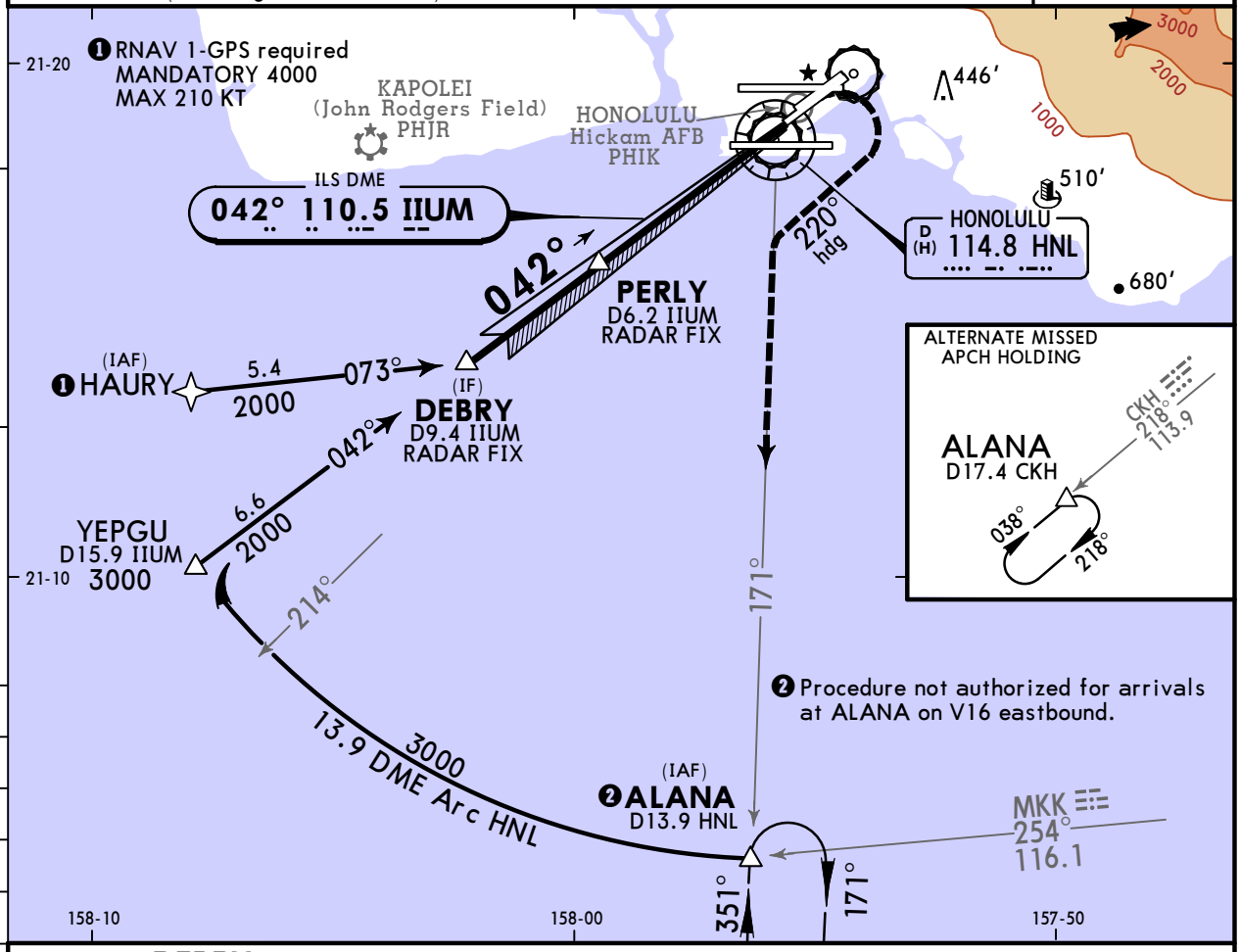
MISSED APCH: Climb to 540′, then climbing RIGHT turn to 3000′ on heading 220° and outbound on HNL VOR R-171 to ALANA INT/ D13.9 HNL and hold.

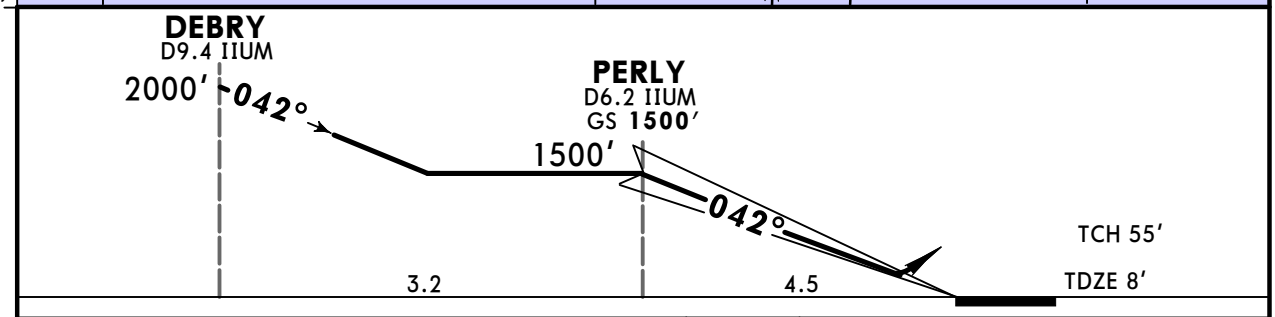
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME or radar required. 2. DME or radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71′).



MSA HNL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI
540′
3000′ on RT
220° hdg

TERPS STRAIGHT-IN LANDING RWY 4R

Missed approach requires a minimum climb gradient of 318′/NM to 1820′

	ILS DA(H) 258′ (250′)		ILS DA(H) 308′ (300′)	
	FULL	RAIL/ALS out	FULL	RAIL/ALS out
A	1/2	7/8	1/2	7/8
B				
C				
D				

TERPS AMEND 2A 30 JAN 2020

CHANGES: TDZE, minimums.

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PHNL/HNL INOUYE INTL

JEPPESEN

10 MAY 24 (11-3) Eff 16 May

HONOLULU, HAWAII LOC Rwy 4R

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
			Rwys 8R/26L		
127.9	118.3	118.1	123.9	121.9	125.3

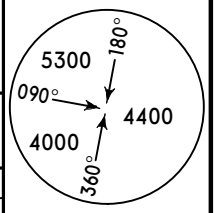
BRIEFING STRIP ™

LOC IIUM	Final Apch Crs	PERLY	MDA(H)	Apt Elev 13′
110.5	042°	1500′ (1492′)	460′ (452′)	TDZE 8′

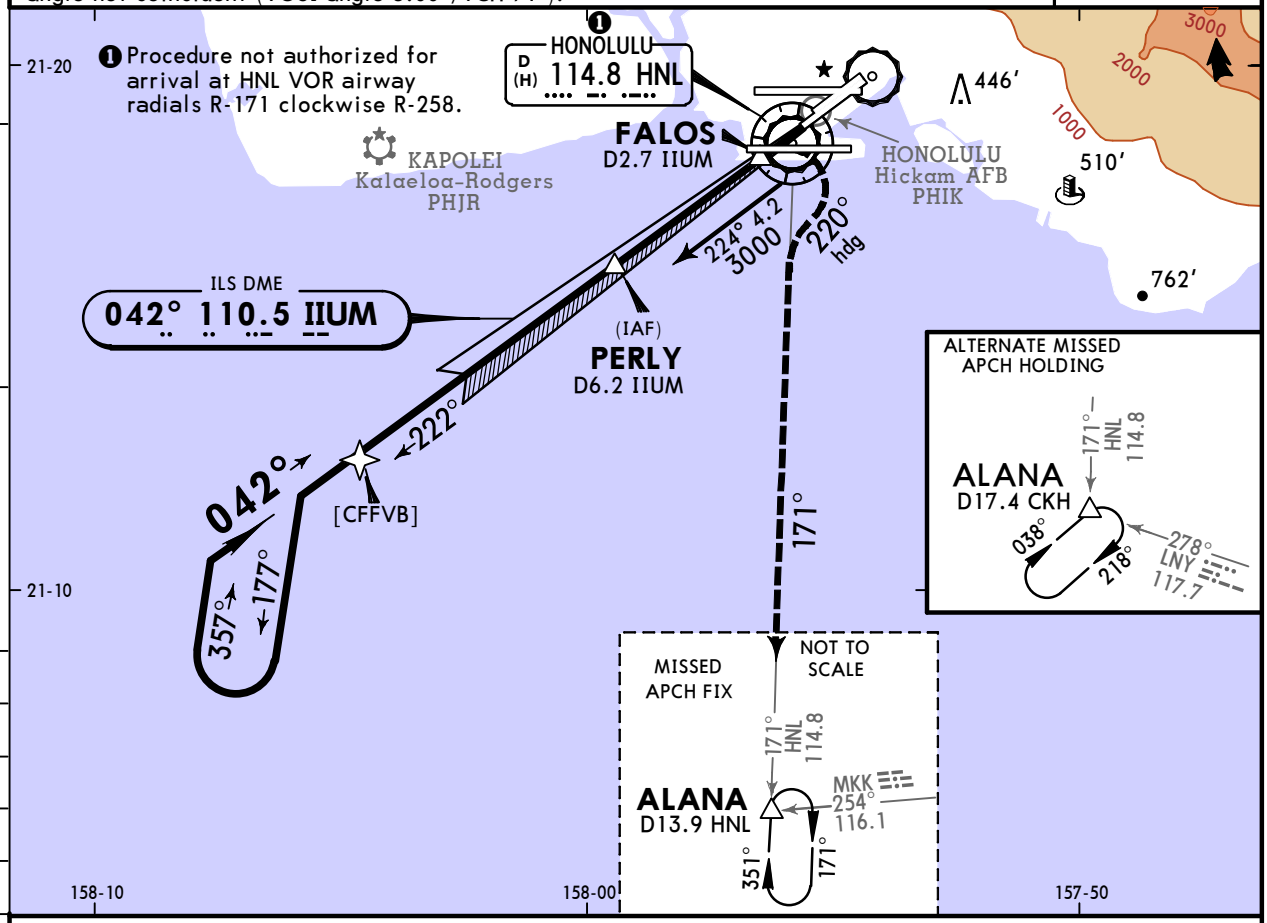
MISSED APCH: Climbing RIGHT turn to 3000′ on heading 220° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

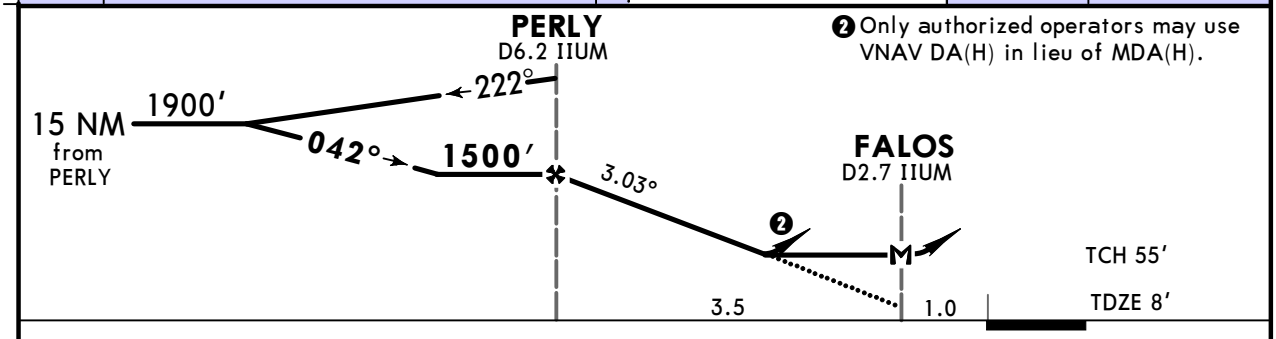
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. Circling Rwy 22R not authorized at night. 3. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 71′).



MSA HNL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at FALOS/D2.7 IIUM							

MALSR
PAPI

3000′ RT on 220° hdg and HNL 114.8 R-171

ALANA

TERPS

STRAIGHT-IN LANDING RWY 4R

MDA(H) 460′ (452′)

	RAIL/ALS out	
A	3/4	1 1/4
B		
C	7/8	1 3/8
D		

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

C Max Kts	MDA(H)
90	1 680′ (667′) - 1 1/4
120	1 760′ (747′) - 1 1/4
140	2 820′ (807′) - 2 1/4
165	2 1400′ (1387′) - 3

1 Circling not authorized northwest of Rwys 8L/22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 1D 25 FEB 2021

CHANGES: Chart format.

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PHNL/HNL
INOUYE INTL

JEPPESEN
30 AUG 24 (11-4)

HONOLULU, HAWAII
ILS Rwy 8L

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
		Rwys 8R/26L			
127.9	118.3	118.1	123.9	121.9	125.3

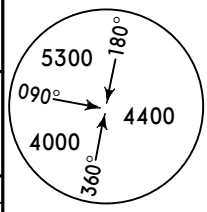
LOC IHNL	Final Apch Crs	FGTRE	ILS DA(H)	Apt Elev 13′
111.7	079°	2200′ (2187′)	213′ (200′)	TDZE 13′

MISSED APCH: Climb to 500′ then climbing RIGHT turn to 5000′ on heading 200° and outbound on HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000′.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

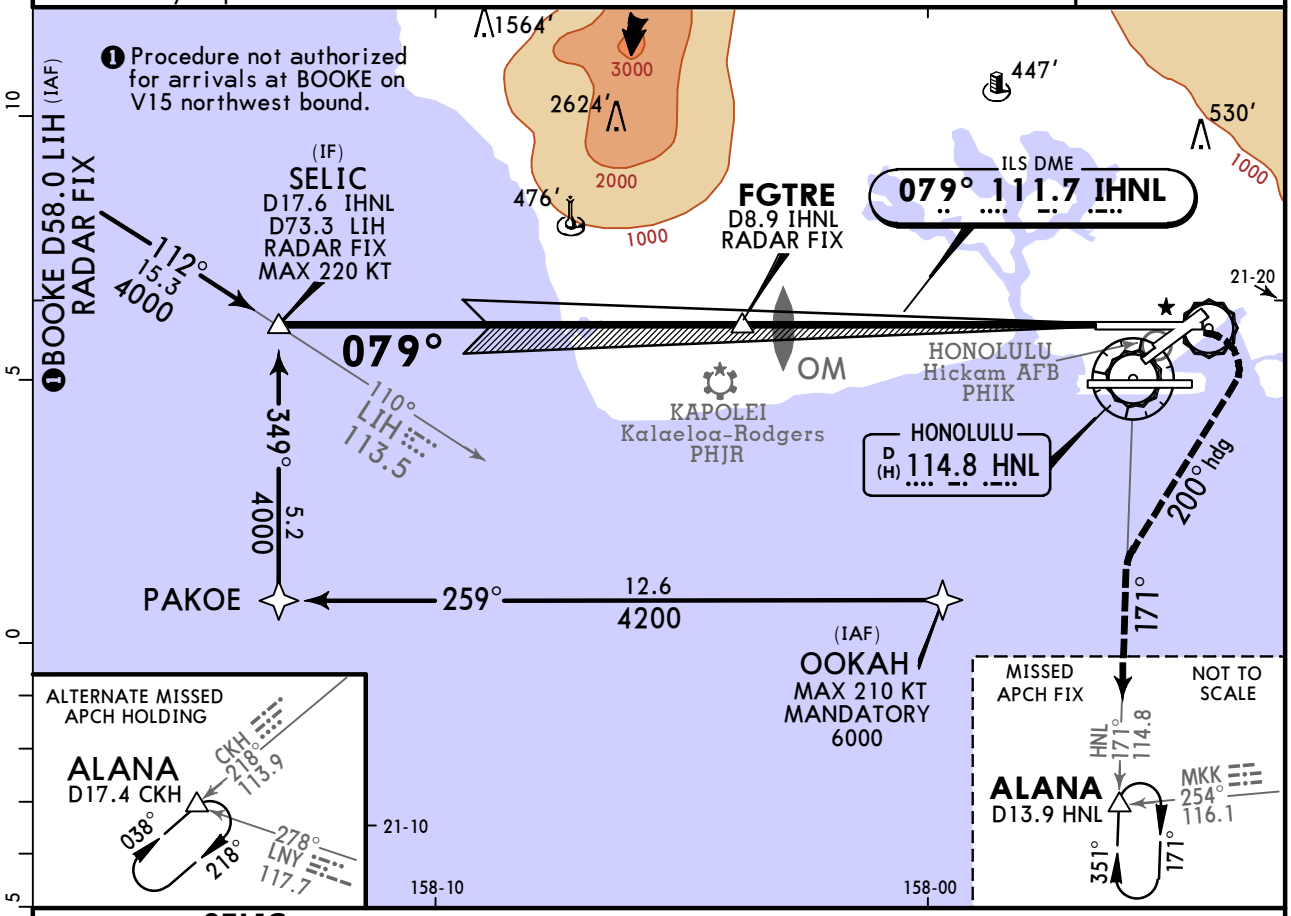
RNP Apch-GPS. From OOKAH.

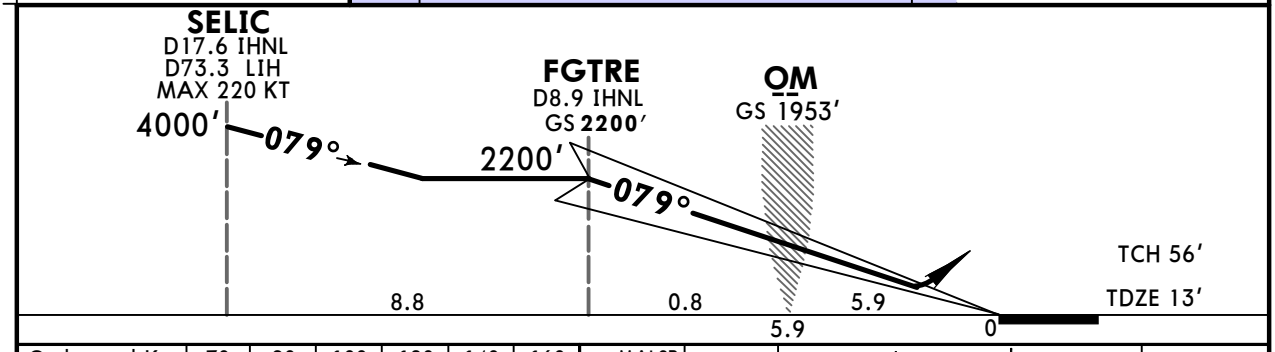
1. DME or radar required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′). 3. Use IHNL DME when on the LOC course. 4. When glideslope not used, use LOC Rwy 8L procedure.



MSA HNL VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR / PAPI | 500′ | 5000′ RT | on 200° hdg | and HNL 114.8 R-171 | ALANA

TERPS

STRAIGHT-IN LANDING RWY 8L

ILS

DA(H) 213′ (200′)

	RAIL/ALS out
A	1/2
B	
C	
D	3/4

TERPS AMEND 25A 5 SEP 2024

CHANGES: Amendment number.

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PHNL/HNL INOUYE INTL

JEPPESEN 14 FEB 25 (11-5) Eff 20 Feb

HONOLULU, HAWAII LOC Rwy 8L

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
		Rwys 8R/26L			
127.9	118.3	118.1	123.9	121.9	125.3

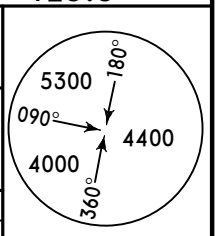
BRIEFING STRIP ™

LOC IHNL	Final Apch Crs	EWABE	MDA(H)	Apt Elev 14′
				TDZE 14′
111.7	079°	2000′ (1986′)	480′ (466′)	

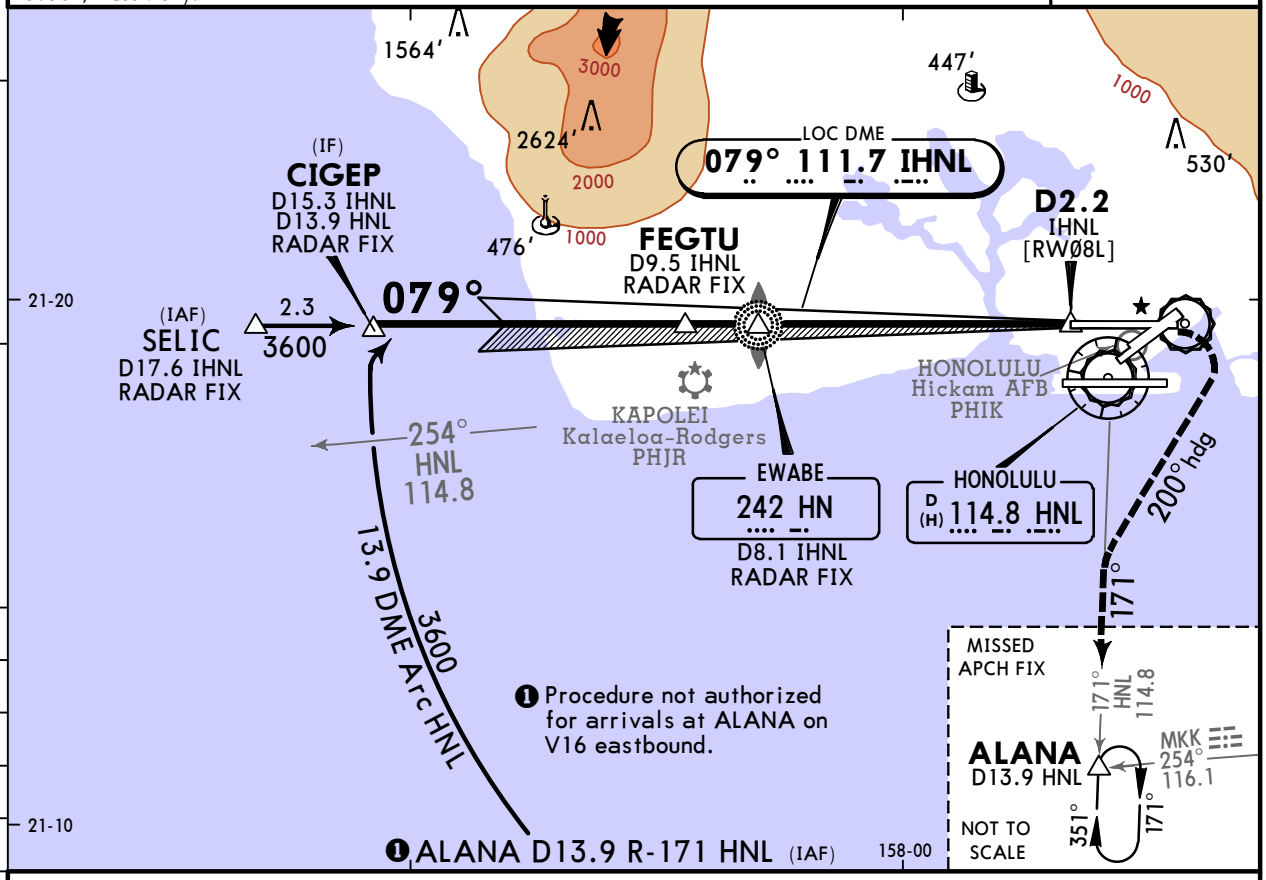
MISSED APCH: Climbing RIGHT turn to 5000′ on heading 200° and outbound HNL VOR R-171 to ALANA INT/D13.9 HNL and hold, continue climb-in-hold to 5000′.

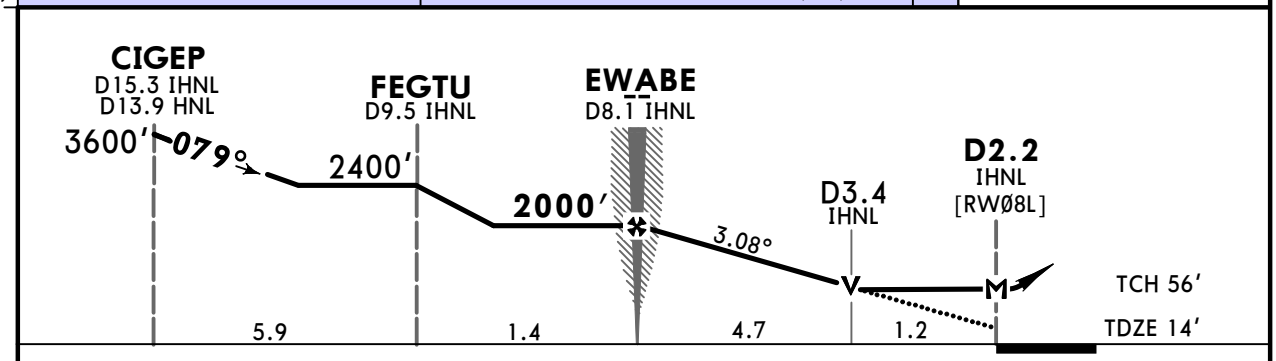
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME or RADAR required. 2. Circling Rwy 22R not authorized at night. 3. Use IHNL DME when on the LOC course. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 73′).



MSA HNL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.08°	381	490	545	654	763	872
MAP at D2.2 IHNL or EWABE to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR PAPI

5000′ RT on 200° hdg and HNL 114.8 R-171

ALANA

TERPS STRAIGHT-IN LANDING RWY 8L

MDA(H) 480′ (466′)

	RAIL/ALS out
A	1/2
B	
C	1
D	1⅜

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	1 680′ (666′) -1
120	
140	2 820′ (806′) -2¼
165	2 1280′ (1266′) -3

1 Circling not authorized northwest of Rwys 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 2A 20 FEB 2025

CHANGES: Airport/TDZE elevation, profile, minimums.

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PHNL/HNL INOUYE INTL

JEPPESEN 10 MAY 24 (11-6) Eff 16 May

HONOLULU, HAWAII LDA Rwy 26L

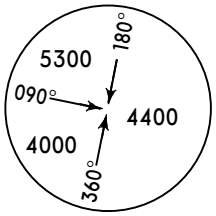
ATIS	HCF Approach (R)	HONOLULU Tower Rwys 8R/26L		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	123.9	121.9	125.3

LOC IEPC	Final Apch Crs	HEFTL	MDA(H)	Apt Elev 13′
109.1	304°	1400′ (1390′)	600′ (590′)	TDZE 10′

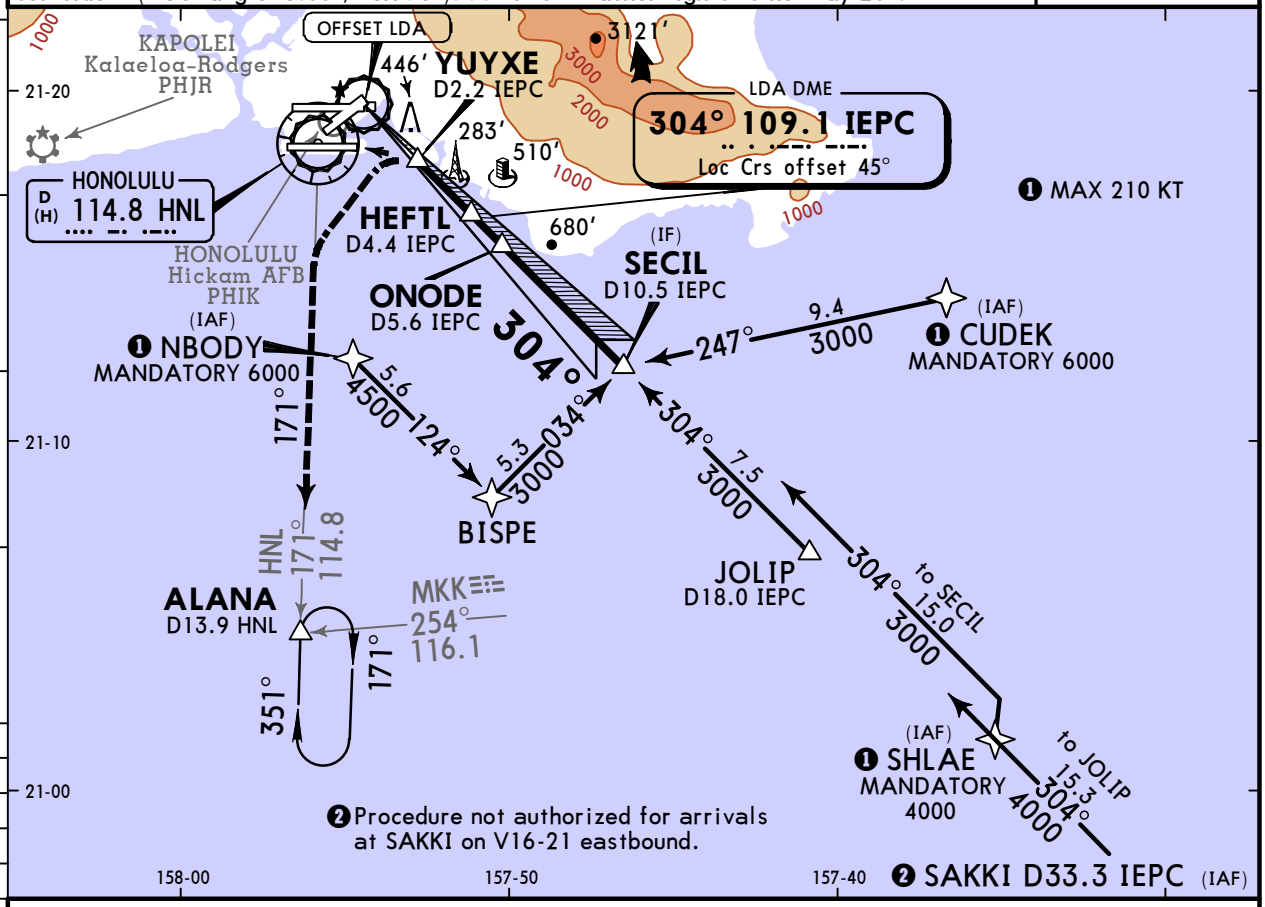
MISSED APCH: Climb to 600′ then climbing LEFT turn to 3000′ outbound on HNL VOR R-171 to ALANA INT/D13.9 HNL and hold.

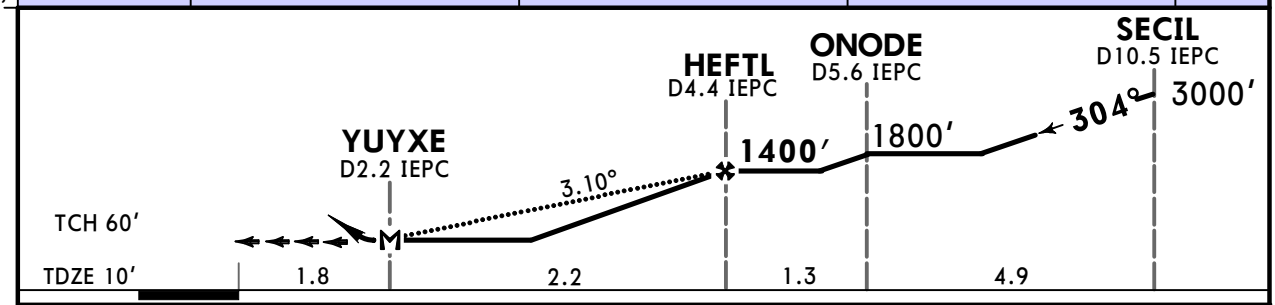
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME Required. 2. From CUDEK, NBODY, SHLAE: RNAV 1-GPS required. 3. Circling Rwy 22R not authorized at night. 4. Procedure not authorized when ALS or SFL inoperative. 5. Use IEPC DME when on the LOC course. 6. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 75′). 7. Follow flasher lights to Runway 26L.



MSA HNL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at YUYXE						

MALSF PAPI | 600′ | 3000′ LT | HNL on 114.8 R-171 | ALANA

TERPS STRAIGHT-IN LANDING RWY 26L

MDA(H) 600′ (590′)

	ALS out
A	2
B	
C	NA
D	

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	1 680′ (667′) -2¼
120	1 760′ (747′) -2¼
140	2 820′ (807′) -2¼
165	2 1400′ (1387′) -3

1 Circling not authorized northwest of Rwys 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 6A 25 FEB 2021

CHANGES: Chart format.

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PHNL/HNL INOUYE INTL

JEPPESEN
2 SEP 22 (12-1)

HONOLULU, HAWAII
RNAV (GPS) Rwy 4L

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

BRIEFING STRIP ™

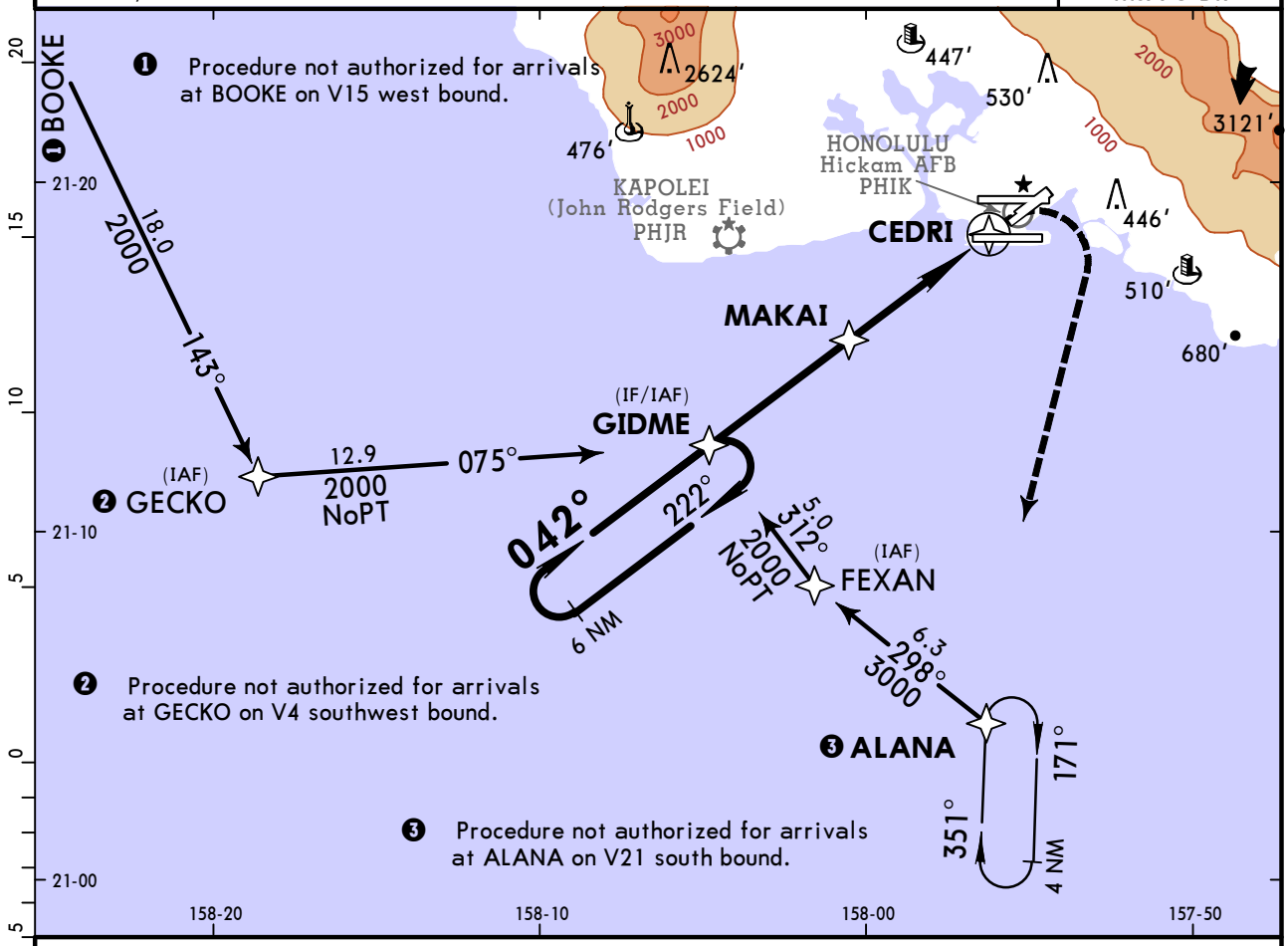
RNAV	Final Apch Crs 042°	MAKAI 2000′ (1990′)	LNAV MDA(H) 460′ (450′)	Apt Elev 13′ TDZE 10′

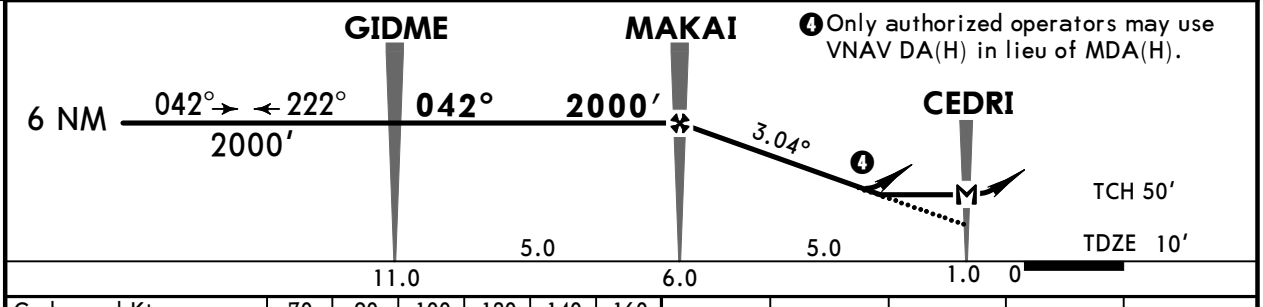
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3000′ direct ALANA and hold.

RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. Circling Rwy 22R not authorized at night. 2. Rwy 4L helicopter visibility reduction below 3/4 SM not authorized.

5300
MSA CEDRI





Gnd speed-Kts		70	90	100	120	140	160	REIL PAPI-L	500′	3000′ RT	D	ALANA
Descent Angle	3.04°	376	484	538	645	753	861					
MAP at CEDRI												

TERPS

STRAIGHT-IN LANDING RWY 4L
LNAV
MDA(H) 460′ (450′)

A	1¼
B	1¼
C	1⅜
D	1½

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26 W.

Max Kts	MDA(H)
90	1 680′ (667′) - 1¼
120	1 680′ (667′) - 1¼
140	2 820′ (807′) - 2¼
165	2 1400′ (1387′) - 3

TERPS ORIG-C 27 APR 2017

1 Circling not authorized northwest of Rwys 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

CHANGES: Notes, circling minimums.

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PHNL/HNL INOUYE INTL

JEPPESEN 2 SEP 22 (12-2)

HONOLULU, ~~HAWAII~~ RNAV (GPS) Y Rwy 4R

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
			Rwys 8R/26L		
127.9	118.3	118.1	123.9	121.9	125.3

BRIEFING STRIP ™

RNAV	Final Apch Crs 042°	PERLY 1500′(1492′)	LNAV MDA(H) 460′(452′)	Apt Elev 13′ TDZE 8′

MISSED APCH: Climbing RIGHT turn to 3000′ direct ALANA and hold.

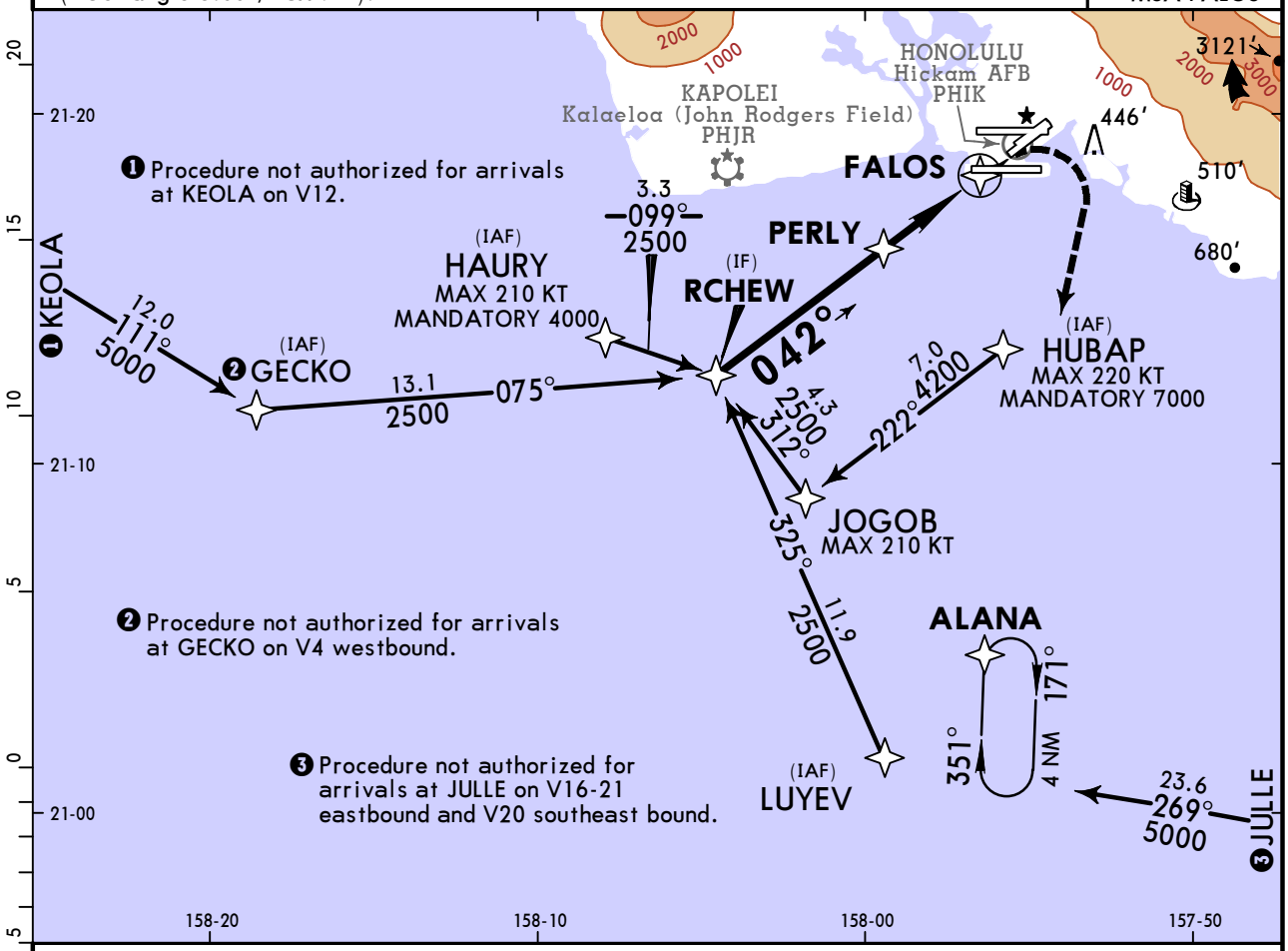
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

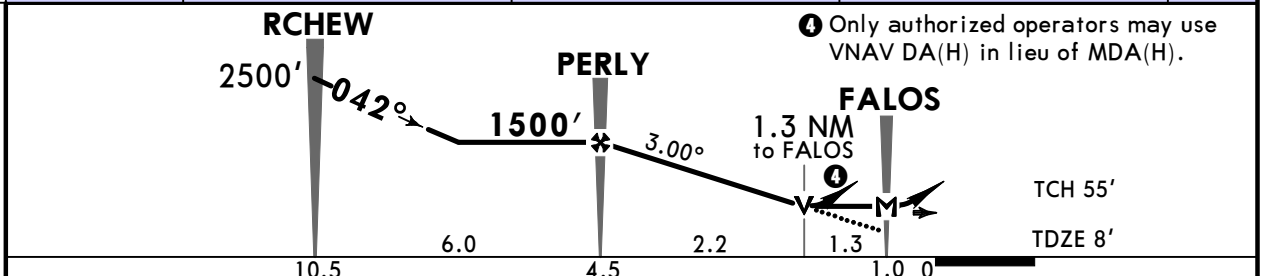
RNP Apch

1. Circling Rwy 22R not authorized at night. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 71′).

5300

MSA FALOS





4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at FALOS							

MALSR PAPI 3000′ RT ALANA

TERPS STRAIGHT-IN LANDING RWY 4R

LNAV

MDA(H) 460′(452′)

	RAIL/ALS out	
A	3/4	1 1/4
B		
C	7/8	1 3/8
D		

CIRCLE-TO-LAND

C

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90	1 680′(667′) - 1 1/4
120	1 760′(747′) - 1 1/4
140	2 820′(807′) - 2 1/4
165	2 1400′(1387′) - 3

1 Circling not authorized northwest of Rwy 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 3A 25 FEB 2021

CHANGES: None.

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PHNL/HNL
INOUYE INTL

JEPPESEN
5 JUL 24
Eff 11 Jul
12-3

HONOLULU, HAWAII
RNAV (GPS) Y Rwy 8L

BRIEFING STRIP ™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

RNAV	Final Apch Crs 079°	JUNGL 3100′ (3087′)	MDA(H) 480′ (467′)	Apt Elev 13′ TDZE 13′

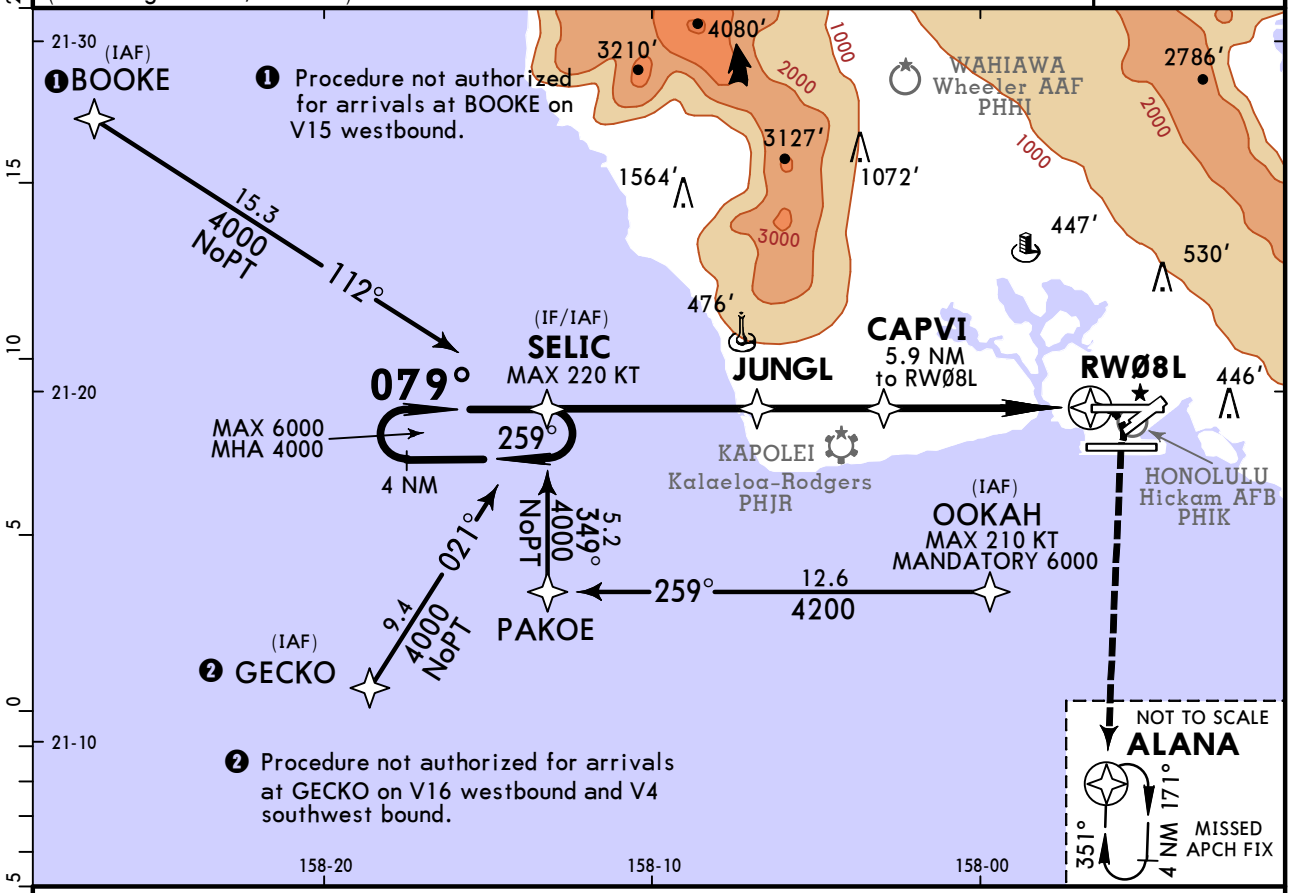
MISSED APCH: Climbing RIGHT turn to 3600′ direct ALANA and hold, continue climb-in-hold to 3600′.

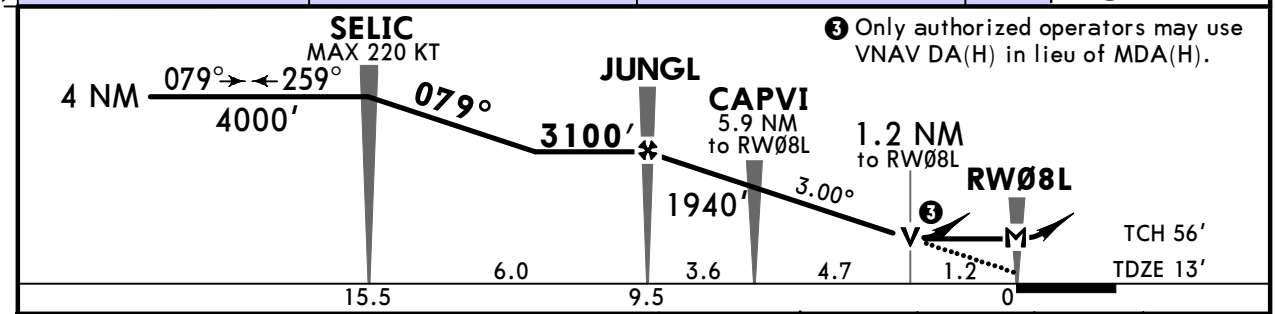
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP Apch-GPS

1. Circling Rwy 22R not authorized at night. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 73′).

5300
MSA RWØ8L





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8L							

MALSR
PAPI
3600′
RT
D
ALANA

TERPS

STRAIGHT-IN LANDING RWY 8L
LNAV
MDA(H) 480′ (467′)

	RAIL/ALS out
A, B	½
C, D	1
C, D	1⅜

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)
90, 120	❶ 680′ (667′) -1
140	❷ 820′ (807′) -2¼
165	❷ 1280 (1267′) -3

❶ Circling not authorized northwest of Rwy 8L and 22R.
❷ Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 4 16 MAY 2024

CHANGES: Note, chart format.

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PHNL/HNL
INOUYE INTL

JEPPESEN

10 MAY 24 (12-4) Eff 16 May

HONOLULU, ~~HAWAII~~
RNAV (GPS) Rwy 8R

ATIS	HCF Approach (R)	HONOLULU Tower Rwys 8R/26L		Ground	HICKAM COMMAND POST
127.9	118.3	123.9	118.1	121.9	125.3

RNAV	Final Apch Crs	COLIS	MDA(H)	Apt Elev 13′
	079°	3100′ (3090′)	360′ (350′)	TDZE 10′

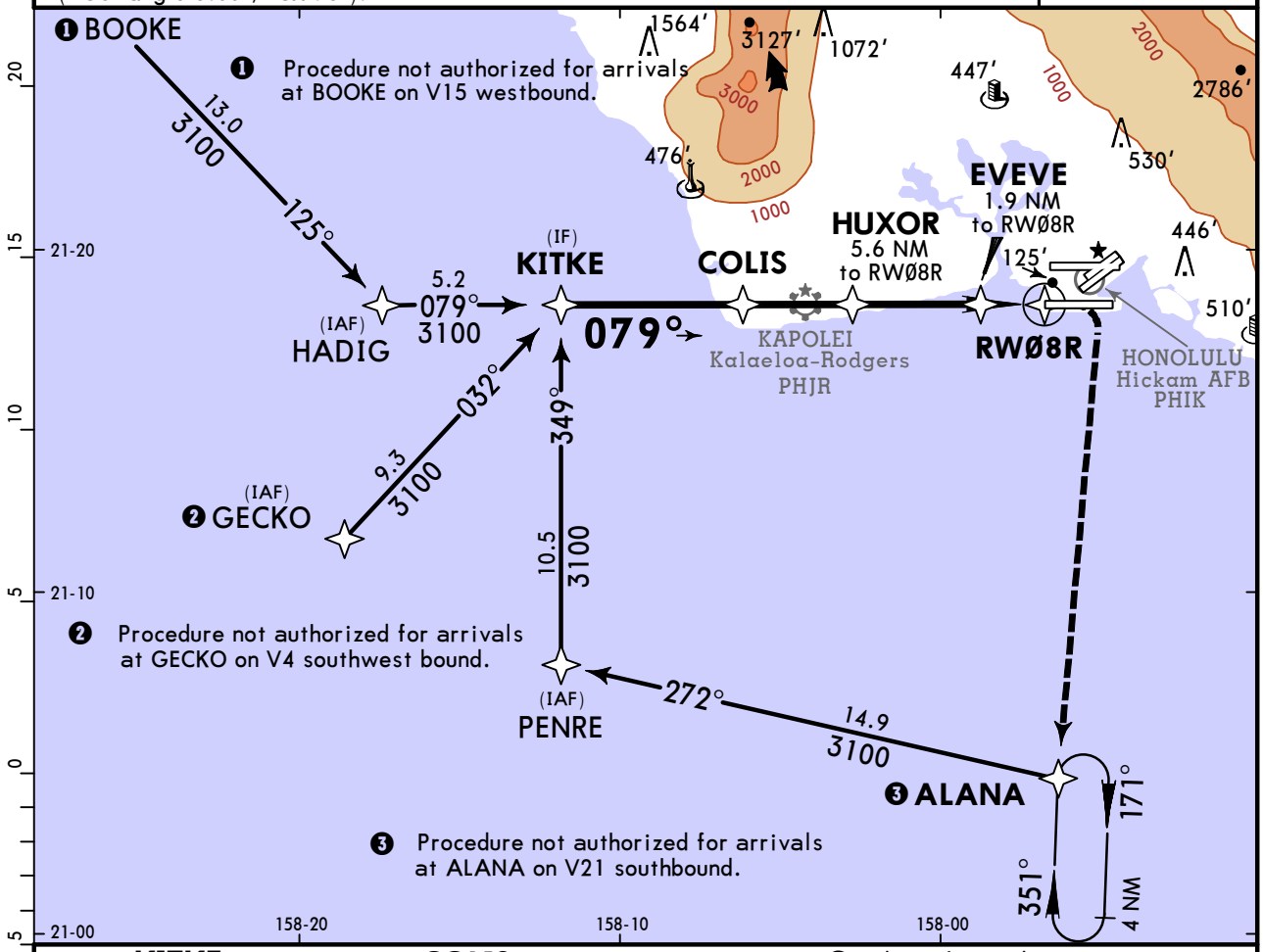
MISSED APCH: Climb to 500′ then climbing RIGHT turn to 3100′ direct ALANA and hold, continue climb-in-hold to 3100′.

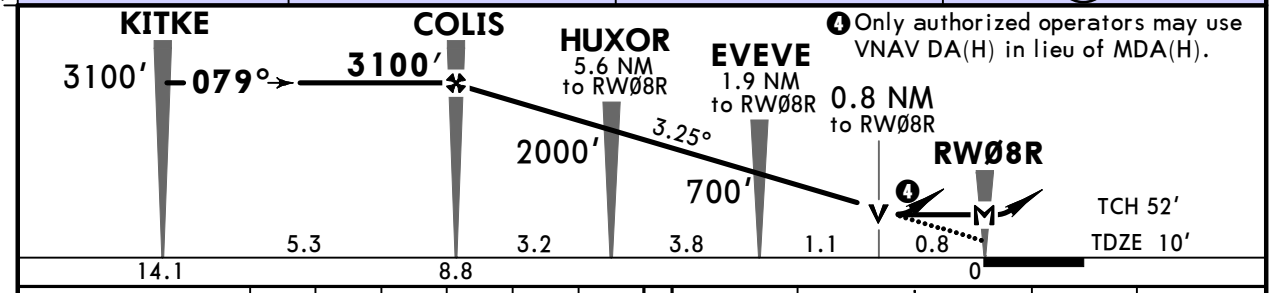
RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Circling Rwy 22R not authorized at night. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 75′).

5200
MSA RWØ8R

BRIEFING STRIP ™





4 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.25°	403	518	575	690	805	920
MAP at RWØ8R						

REIL
PAPI-L

500′ then 3100′ RT

D → ALANA

TERPS

STRAIGHT-IN LANDING RWY **8R**
LNAV
MDA(H) **360′** (350′)

CIRCLE-TO-LAND
Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

A	1
B	
C	
D	

Max Kts	MDA(H)
90	1 680′ (667′) - 1
120	1 760′ (747′) - 1
140	2 820′ (807′) - 2¼
165	2 1340′ (1327′) - 3

1 Circling not authorized northwest Rwys 8L and 22R.
2 Circling not authorized north of Rwy 8L/26R.

TERPS AMEND 1 17 JUN 2021

CHANGES: Chart format, profile note added.

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PHNL/HNL INOUYE INTL

JEPPESEN 10 MAY 24 (12-20) Eff 16 May

HONOLULU, ~~HAWAII~~ RNAV (RNP) Z Rwy 4R

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
		Rwys 8R/26L			
127.9	118.3	118.1	123.9	121.9	125.3

RNAV	Final Apch Crs **042°**	**PERLY** **1500′** (1491′)	RNP 0.30 Refer to Minimums	Apt Elev 13′ TDZE 9′

MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ direct ALANA and hold.

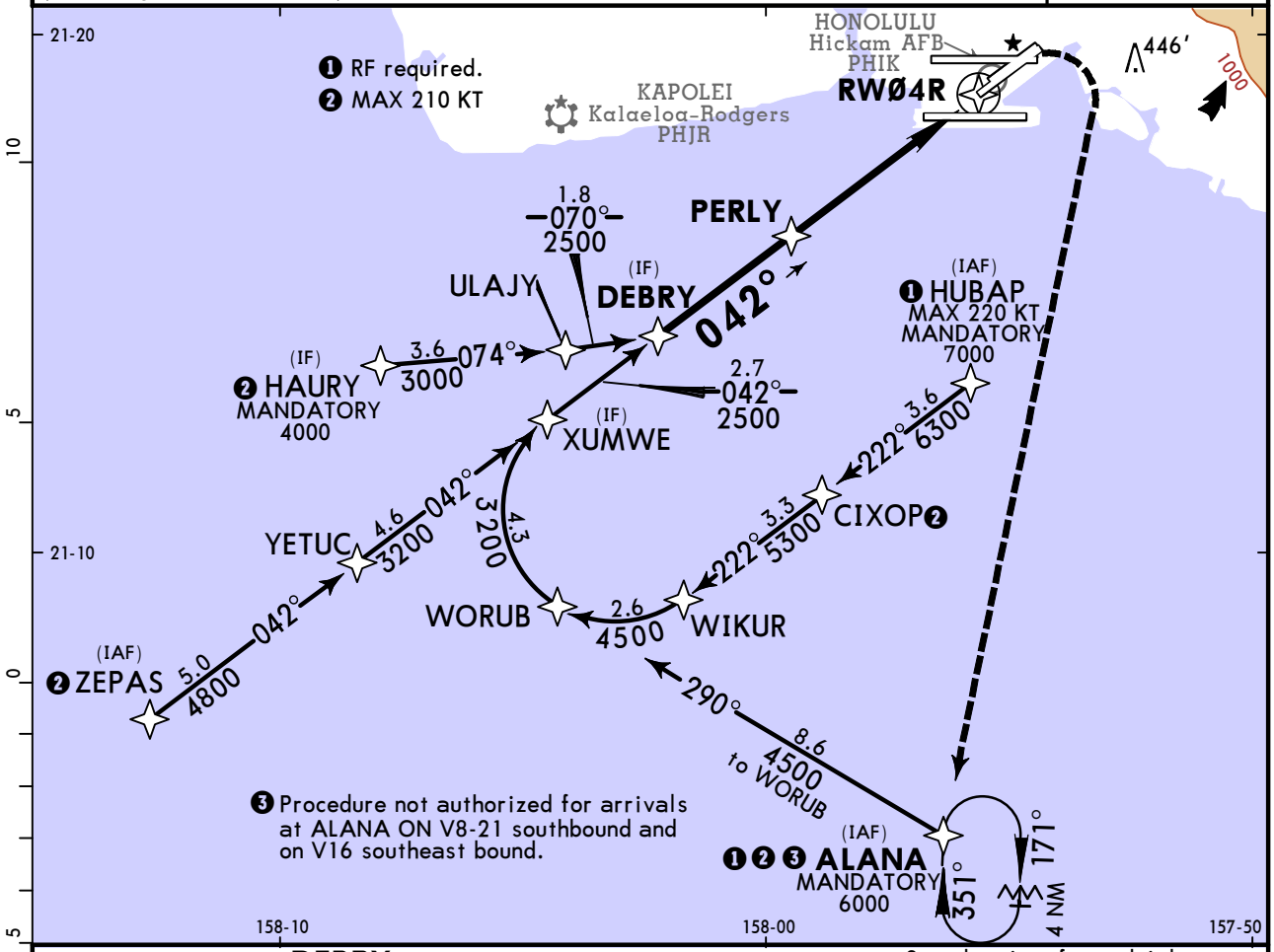
RNP AR Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

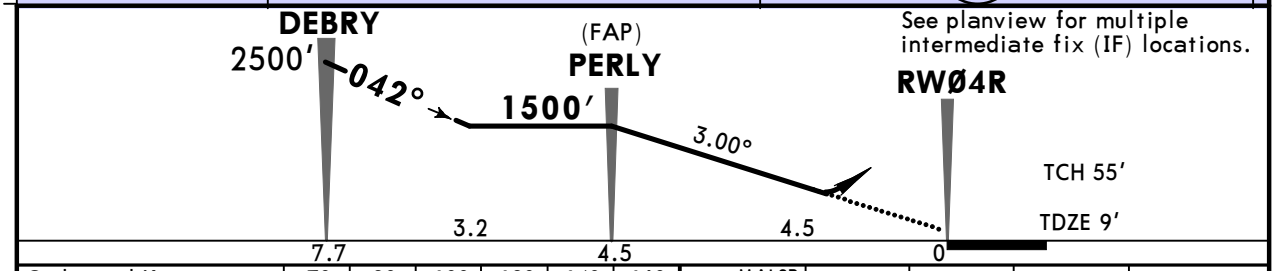
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 17°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71′).

5300

MSA RW04R

BRIEFING STRIP





See planview for multiple intermediate fix (IF) locations.

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSR
PAPI
580′
3000′ RT
ALANA

TERPS

STRAIGHT-IN LANDING RWY **4R**
RNP 0.30

DA(H) A: **259′** (250′)
B: **277′** (268′)
C,D: **432′** (423′)

		RAIL/ALS out
A	1/2	3/4
B		7/8
C	3/4	1 1/4
D		

TERPS AMEND 2 30 JAN 2020

CHANGES: Chart format.

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PHNL/HNL INOUYE INTL

JEPPESEN
5 JUL 24
Eff 11 Jul
12-21

HONOLULU, HAWAII
RNAV (RNP) Z Rwy 8L

BRIEFING STRIP™

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	118.3	118.1	Rwys 8R/26L 123.9	121.9	125.3

RNAV	Final Apch Crs	FGTRE	RNP 0.15 DA(H)	Apt Elev 13′
	079°	2200′ (2187′)	285′ (272′)	TDZE 13′

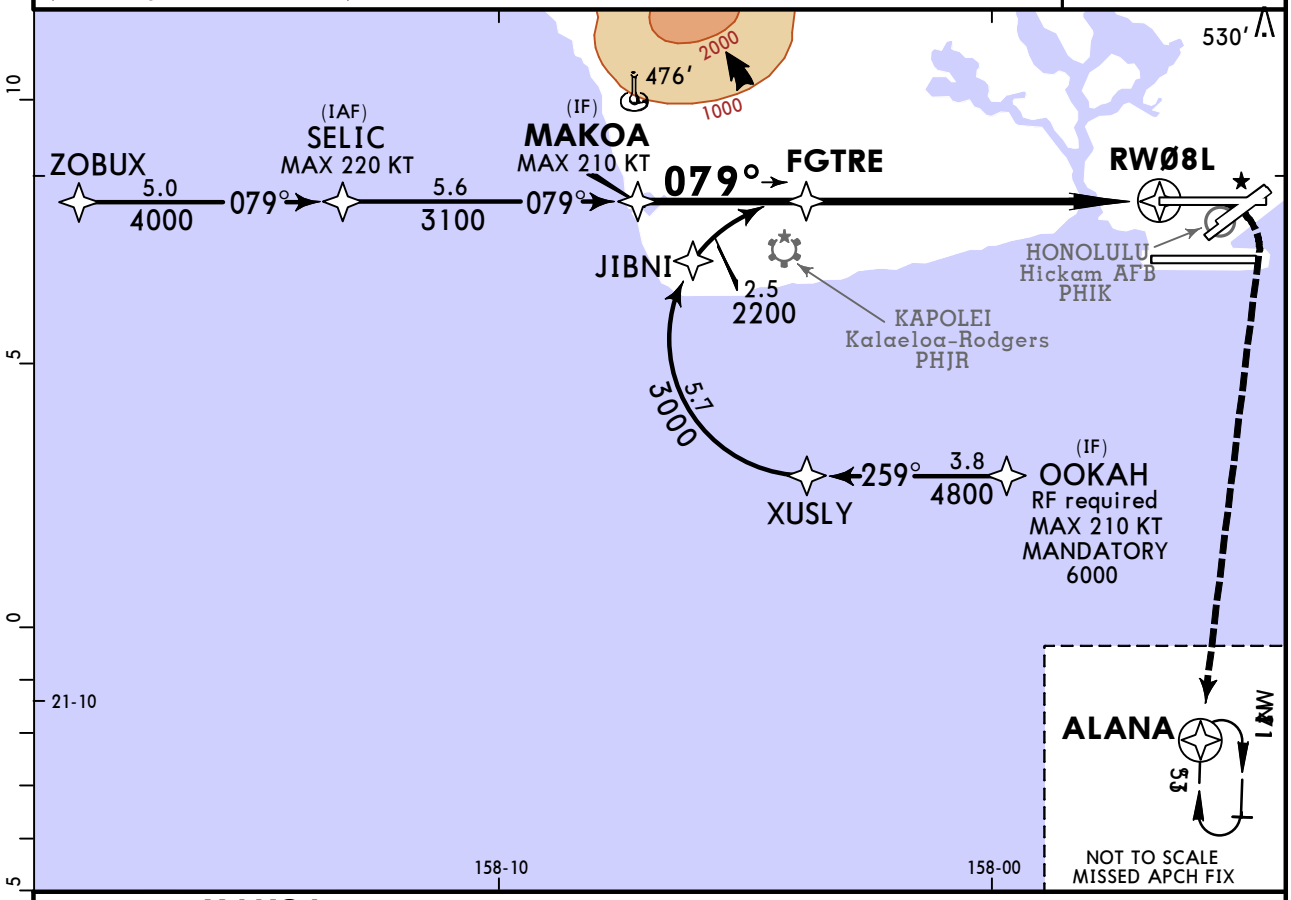
MISSED APCH: Climb to 420′ then climbing RIGHT turn to 3000′ direct ALANA and hold.

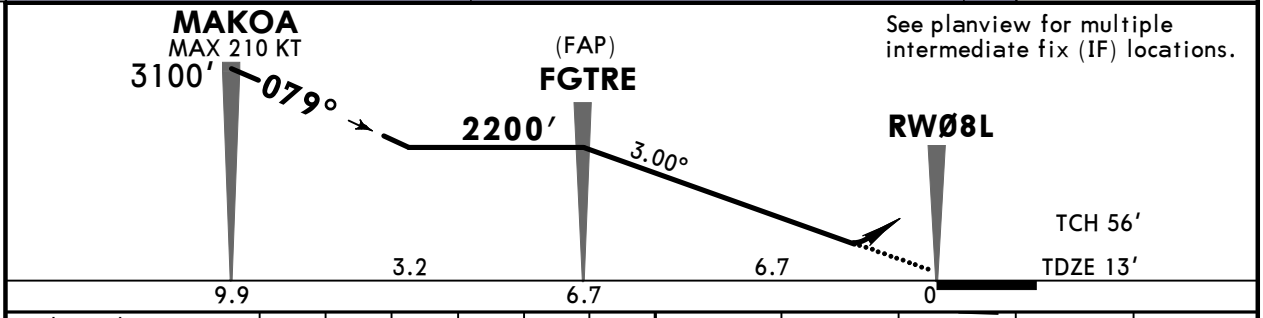
RNP AR Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 17°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73′).

5300

MSA RWØ8L





See planview for multiple intermediate fix (IF) locations.

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSR
PAPI
420′
3000′ RT
D
ALANA

TERPS STRAIGHT-IN LANDING RWY **8L**

	RNP 0.15 DA(H) 285′ (272′)		RNP 0.30 DA(H) 347′ (334′)	
		RAIL/ALS out		RAIL/ALS out
A	1/2	7/8	1/2	1
B				
C				
D				

TERPS AMEND 4 16 MAY 2024

CHANGES: Note.

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PHNL/HNL INOUYE INTL

JEPPESEN
22 FEB 19 (12-22)

HONOLULU, ~~HAWAII~~
RNAV (RNP) Rwy 26L

ATIS	HCF Approach (R)	HONOLULU Tower	Rwys 8R/26L	Ground	HICKAM COMMAND POST
127.9	118.3	118.1	123.9	121.9	125.3

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 13′ TDZE 10′
	259°	KUHIO 2000′ (1990′)	260′ (250′)	

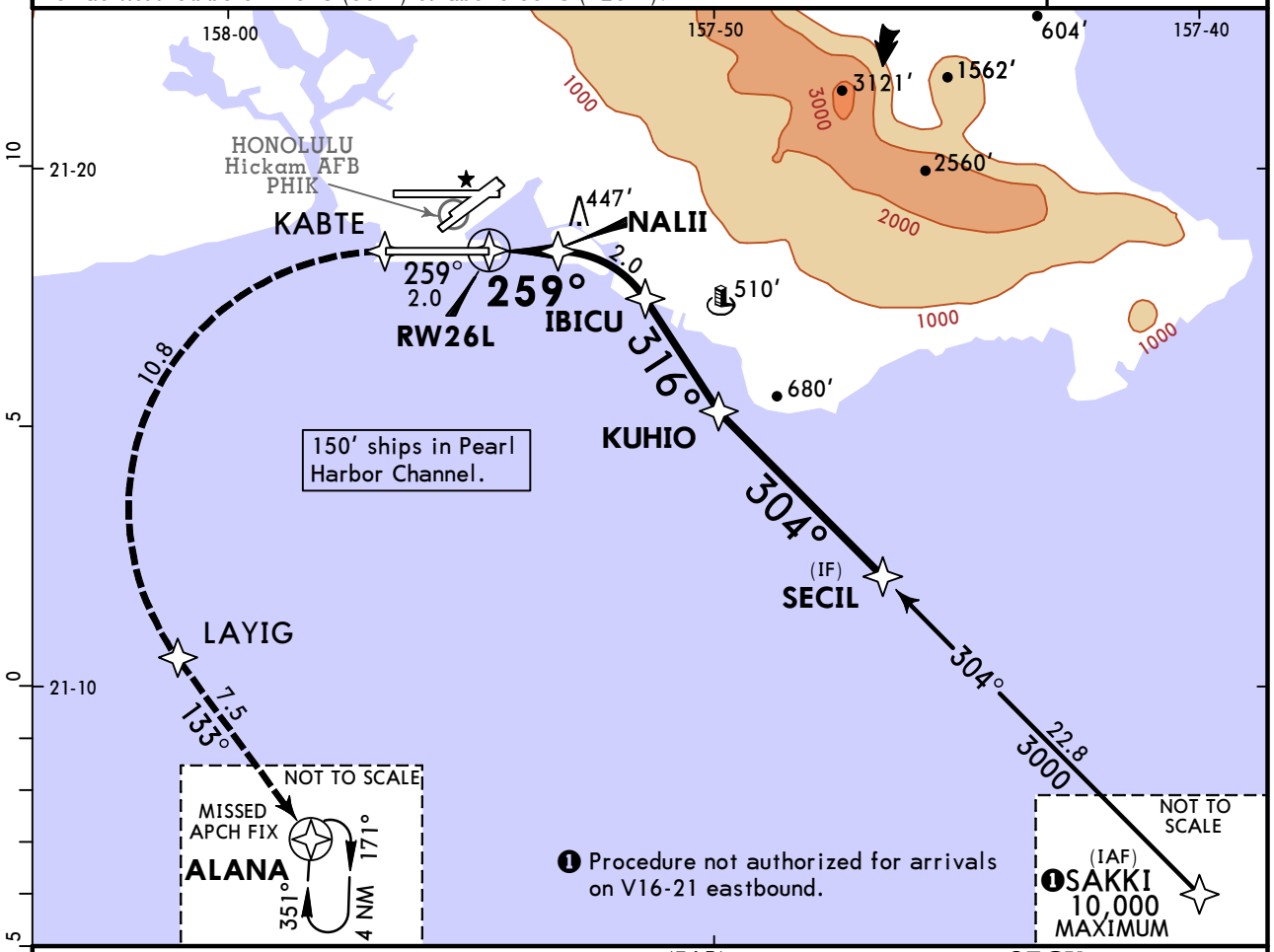
MISSED APCH: Climb to 3000′ on track 259° to KABTE, LEFT turn to LAYIG, then track 133° to ALANA and hold.
Missed Approach requires minimum climb of 234′/NM to 300′.

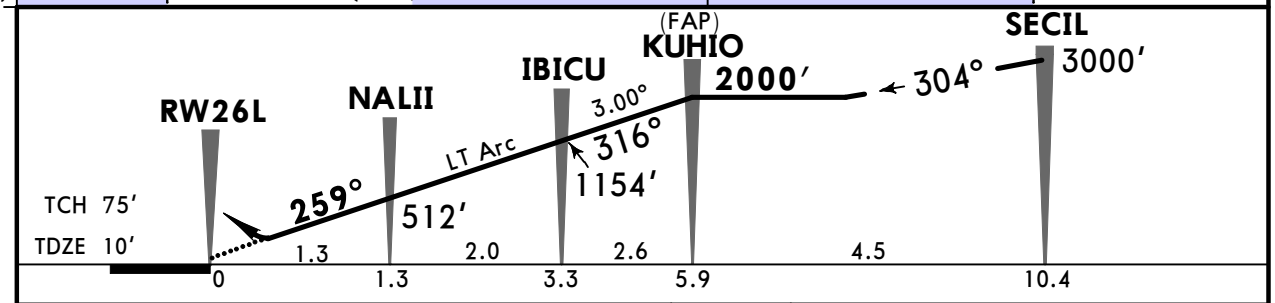
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNP AR Apch, RF required.

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 15°C (58°F) or above 53°C (128°F).

5300
MSA RW26L





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSF
PAPI

3000′ on 259° KABTE

STRAIGHT-IN LANDING RWY 26L
RNP 0.15
DA(H) 260′ (250′)

		ALS out
A	3/4	1
B		
C		
D		

TERPS AMEND 0E 27 APR 2017

CHANGES: Notes, chart format.

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PHNL/HNL INOUYE INTL

JEPPESEN 25 JUN 21 (13-1)

HONOLULU, ~~HAWAII~~ VOR or TACAN Rwy 4R

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
		Rwys 8R/26L			
127.9 251.15	118.3 269.0	118.1 257.8	123.9 273.575	121.9 348.6	125.3 349.4

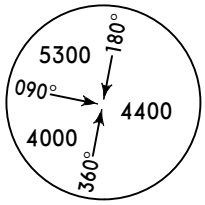
BRIEFING STRIP ™

VORTAC HNL	TACAN HNL	Final Apch Crs	DANIE	MDA(H)	Apt Elev 13′
114.8	CH 95X	018°	1500 (1492′)	460′ (452′)	TDZE 8′

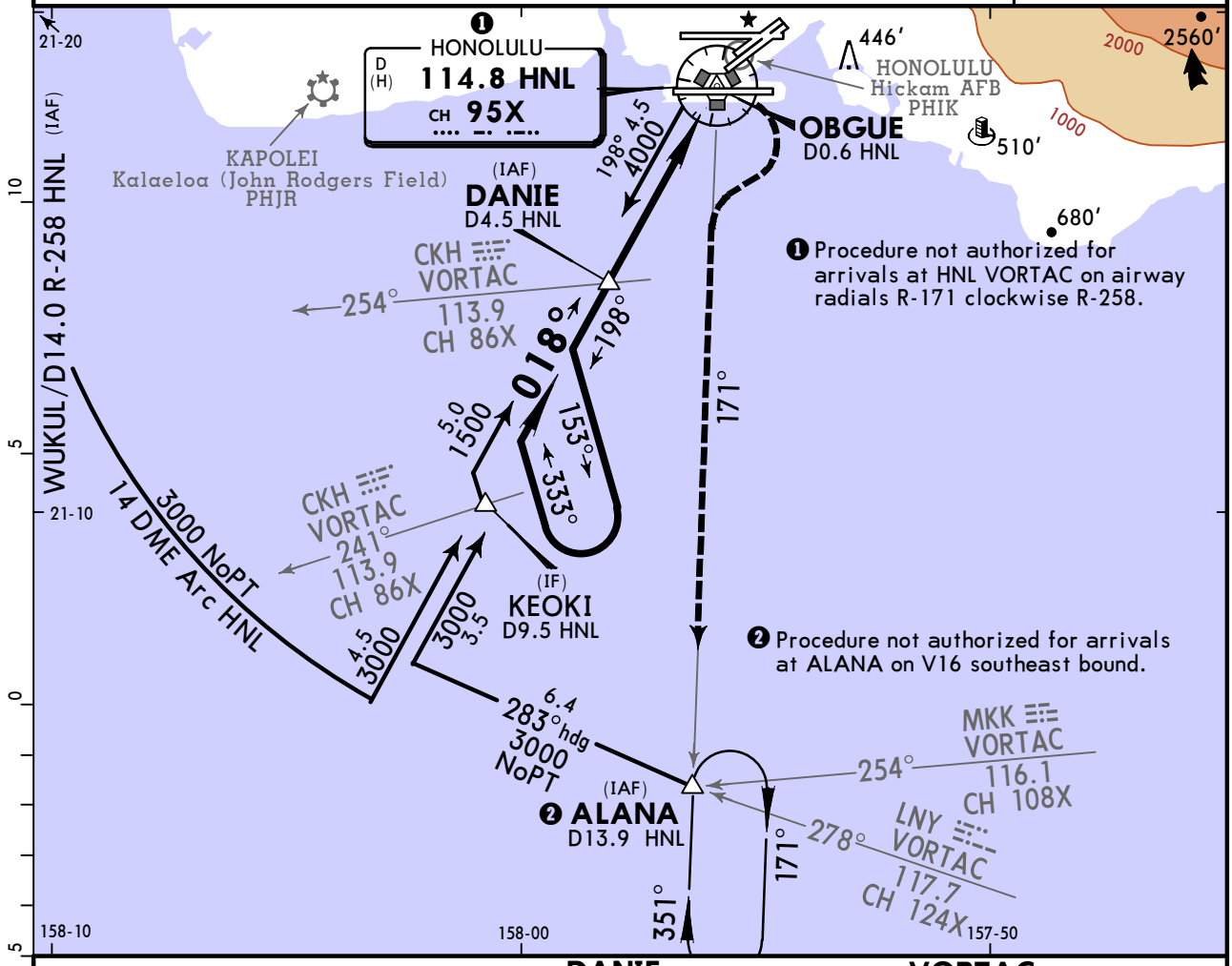
MISSED APCH: Climbing RIGHT turn to 3000′ outbound on HNL VORTAC R-171 to ALANA INT/D13.9 HNL and hold.

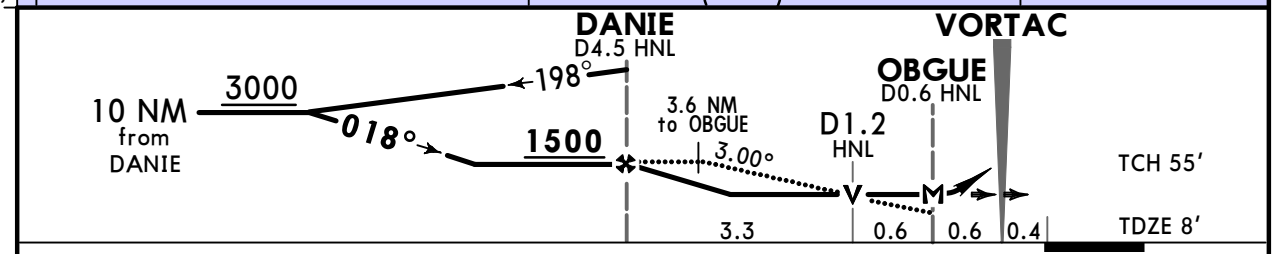
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Circling Rwy 22R not authorized at night.



MSA HNL VORTAC





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at OBGUE or DANIE to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28

MALSR PAPI | 3000′ RT | HNL 114.8 CH 95X on R-171 | ALANA

TERPS

STRAIGHT-IN LANDING

MDA(H) 460′ (452′)

	RAIL/ALS out
A	V1
B	V1
C	V1 1/4
D	V1 1/2

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

Max Kts	MDA(H)	
90	❶ 680′ (667′)	V1 1/4
120	❶ 760′ (747′)	V1 1/4
140	❷ 820′ (807′)	V2 1/4
165	❷ 1400′ (1387′)	V3

❶ Circling not authorized for CAT A and B northwest of Rwys 8L and 22R.
❷ Circling not authorized for CAT C and D north of Rwy 8L-26R.

TERPS ORIG-E 25 FEB 2021

CHANGES: TACAN added.

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PHNL/HNL
INOUYE INTL

JEPPESEN
25 JUN 21 (13-2)

HONOLULU, ~~HAWAII~~
VOR or TACAN-A

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
		Rwys 8R/26L			
127.9 251.15	118.3 269.0	118.1 257.8	123.9 273.575	121.9 348.6	125.3 349.4

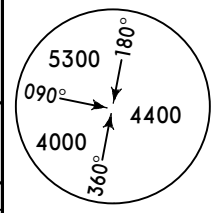
BRIEFING STRIP ™

VORTAC HNL	TACAN HNL	Final Apch Crs	DYDRA	MDA(H)	Apt Elev 13′
114.8	CH 95X	305°	1500 (1487′)	Refer to Minimums	

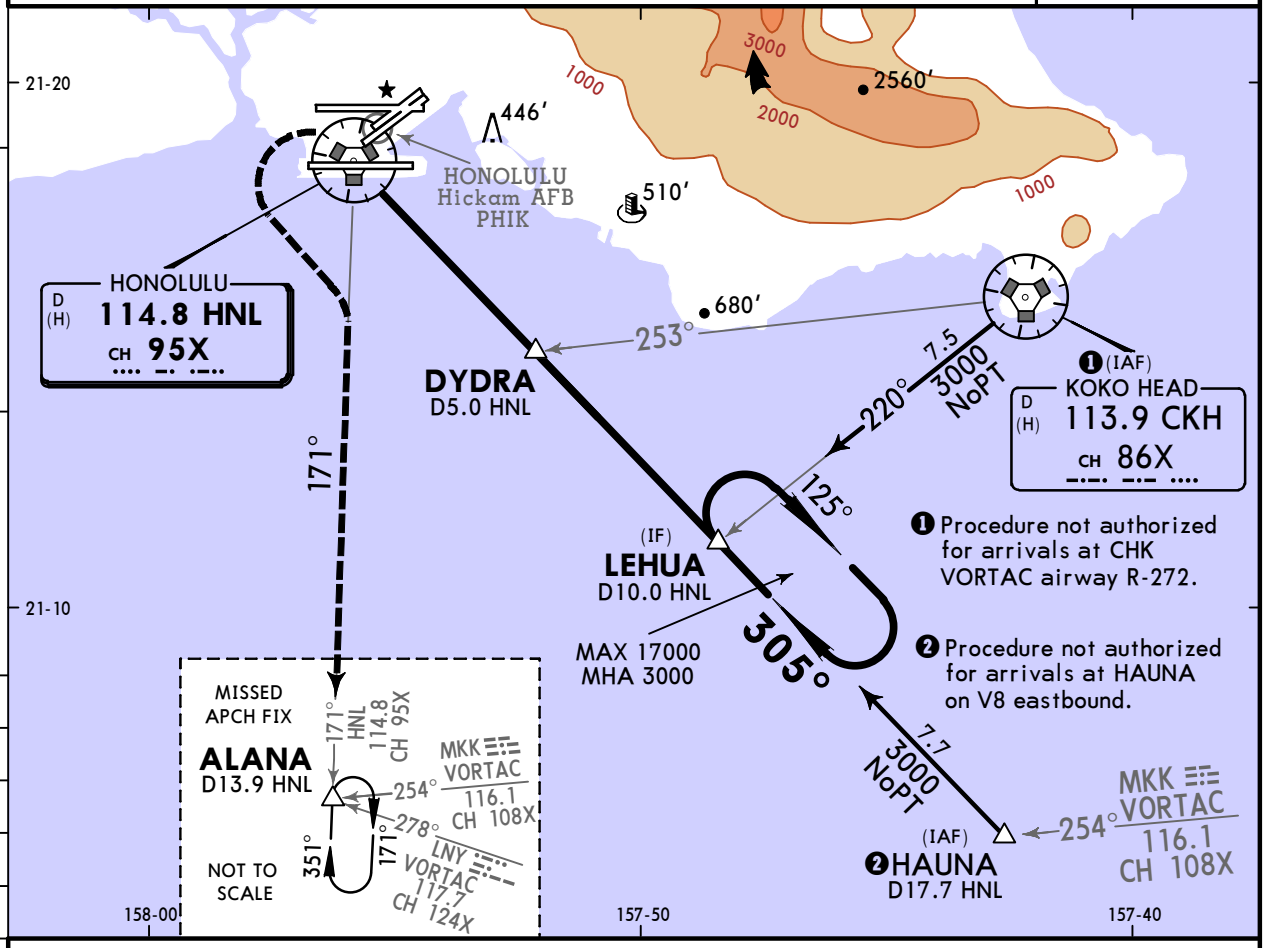
MISSED APCH: Climbing LEFT turn to 3000′ outbound on HNL VORTAC R-171 to ALANA INT/D13.9 HNL and hold.

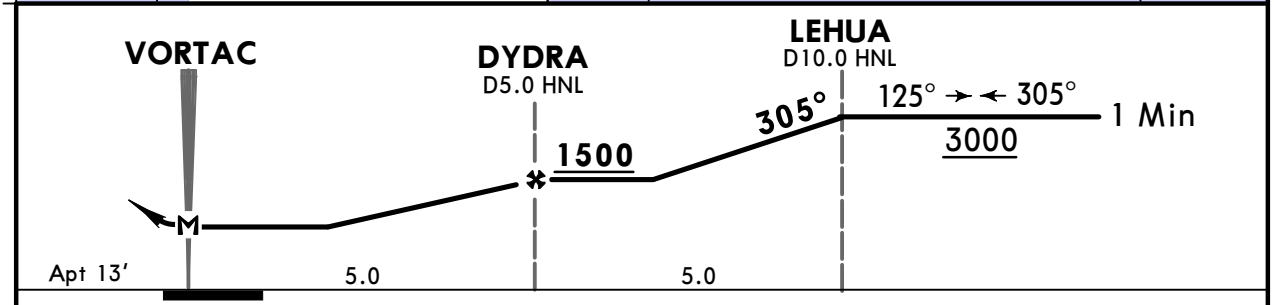
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Circling Rwy 22R not authorized at night.



MSA HNL VORTAC





								Lighting - Refer to Airport Chart	3000′ LT	HNL 114.8 CH 95X on R-171	ALANA
MAP at VORTAC										

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

C	Max Kts	MDA(H)	
A	90	1 680′ (667′)	V1
B	120	1 760′ (747′)	V1
C	140	2 820′ (807′)	V2 1/4
D	165	2 1400′ (1387′)	V3

1 Circling not authorized for CAT A and B northwest of Rwys 8L and 22R.
2 Circling not authorized for CAT C and D north of Rwy 8L-26R.

TERPS AMEND 1D 25 FEB 2021

CHANGES: TACAN added.

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PHNL/HNL
INOUYE INTL

JEPPESEN
25 JUN 21 (13-3)

HONOLULU, ~~HAWAII~~
VOR or TACAN-B

ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9 251.15	118.3 269.0	118.1 257.8	Rwys 8R/26L 123.9 273.575	121.9 348.6	125.3 349.4

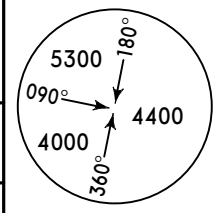
BRIEFING STRIP™

VORTAC HNL	TACAN HNL	Final Apch Crs	SUSRY	MDA(H) Refer to Minimums	Apt Elev 13′
114.8	CH 95X	037°	1500 (1487′)		

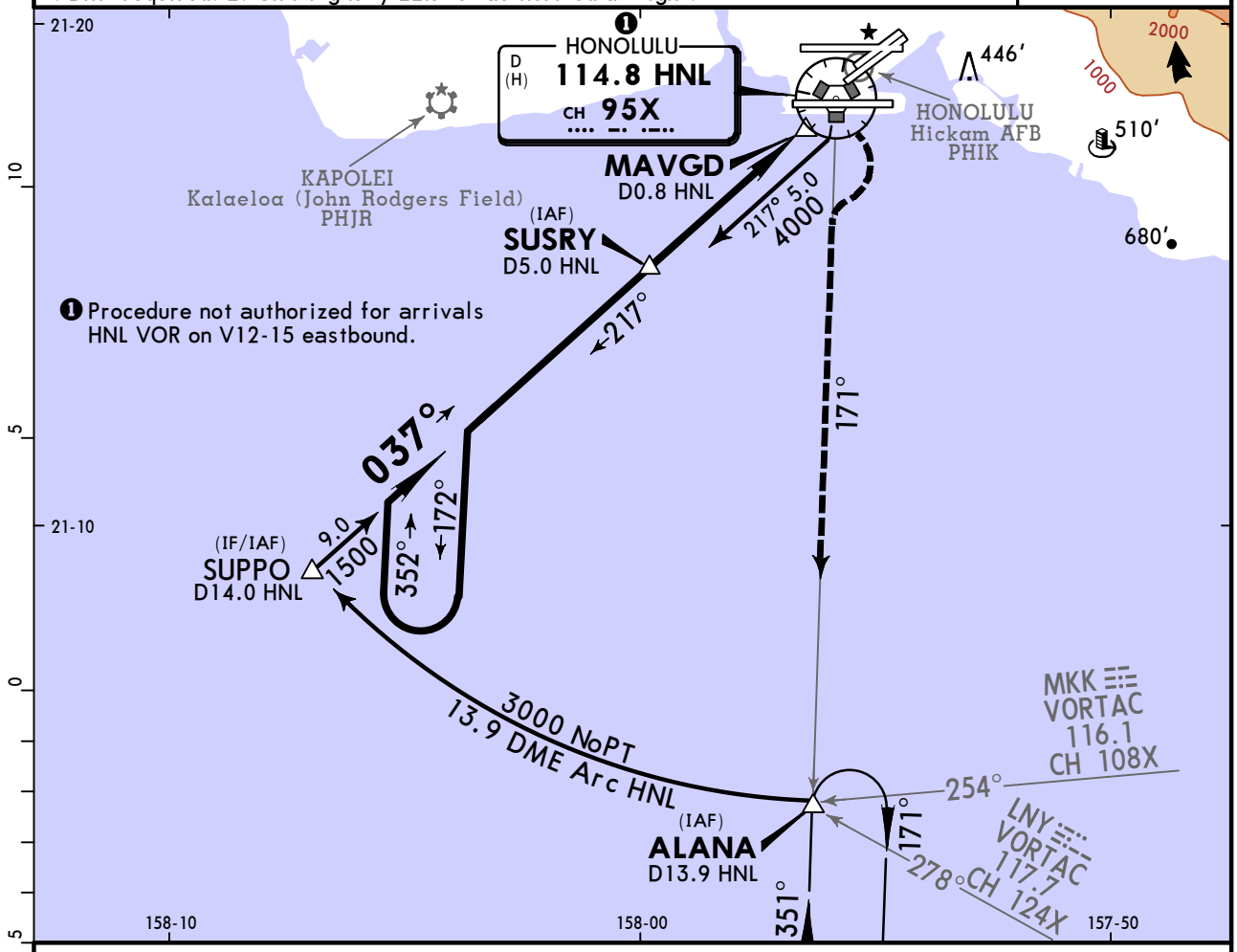
MISSED APCH: Climbing RIGHT turn to 3000′ outbound on HNL VORTAC R-171 to ALANA INT/D13.9 HNL and hold.

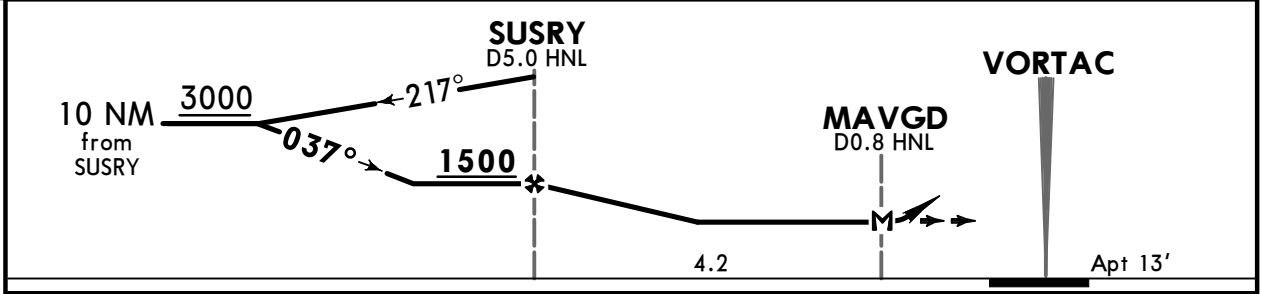
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. Circling Rwy 22R not authorized at night.



MSA HNL VORTAC





								Lighting - Refer to Airport Chart	3000′ RT / HNL 114.8 on CH 95X R-171 / ALANA
MAP at MAVGD									

CIRCLE-TO-LAND

Not Authorized to Sea Lanes 4W, 8W, 22W, and 26W.

C	Max Kts	MDA(H)	
A	90	1 680′ (667′)	V1
B	120	1 760′ (747′)	V1
C	140	2 820′ (807′)	V2 1/4
D	165	2 1400′ (1387′)	V3

TERPS AMEND 2D 25 FEB 2021

1 Circling not authorized for CAT A and B northwest of Rwys 8L and 22R.
2 Circling not authorized for CAT C and D north of Rwy 8L-26R.

CHANGES: TACAN added.

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PHNL/HNL

INOUYE INTL

JEPPESEN

2 APR 21 (19-1)

HONOLULU, HAWAII
KAHE POWER PLANT
VISUAL Rwy 22L

BRIEFING STRIP ™

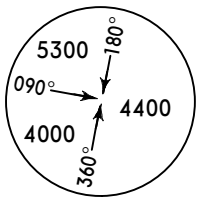
ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
127.9	119.1	118.1	Rwys 8R/26L 123.9	121.9	125.3

NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS	Apt Elev 13′
			5100′-3	

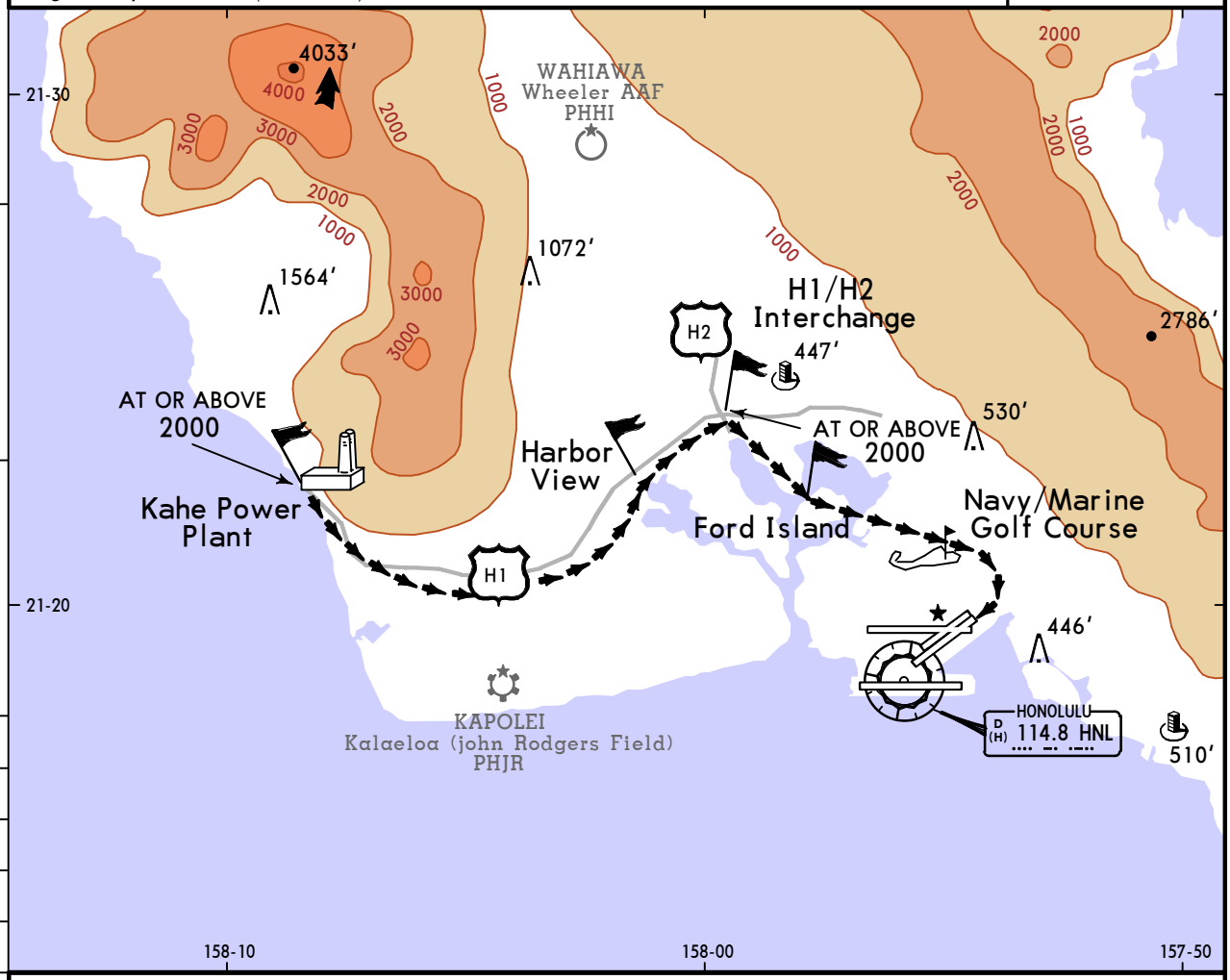
MISSED APCH: No Missed Approach procedure.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night. 4. Pilots may expect Runway 22R. 5. Vertical Guidance Navaid and Angle: Rwy 22L PAPI (GS 3.44°).



MSA HNL VOR



KAHE POWER PLANT VISUAL RWY 22L

From west of Oahu, proceed direct to Kahe Power Plant, then follow the H-1 Freeway eastbound to H1/H2 interchange. From H1/H2 interchange, proceed direct to Ford Island, then to the Navy/Marine Golf Course. Enter right downwind to runway 22L.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **5100′**- VIS **3**

TERPS AMEND 1 27 APR 2017

CHANGES: Visual Track from Ford Island to Navy/Marine Golf course updated.

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PHNL/HNL

INOUYE INTL

JEPPESEN

2 APR 21 (19-2)

HONOLULU, HAWAII
WAIALAE GOLF COURSE VISUAL Rwy 22L

BRIEFING STRIP™

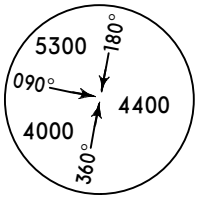
ATIS	HCF Approach (R)	HONOLULU Tower		Ground	HICKAM COMMAND POST
			Rwys 8R/26L		
127.9	118.3	118.1	123.9	121.9	125.3

NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS	Apt Elev 13′
			5100′-3	

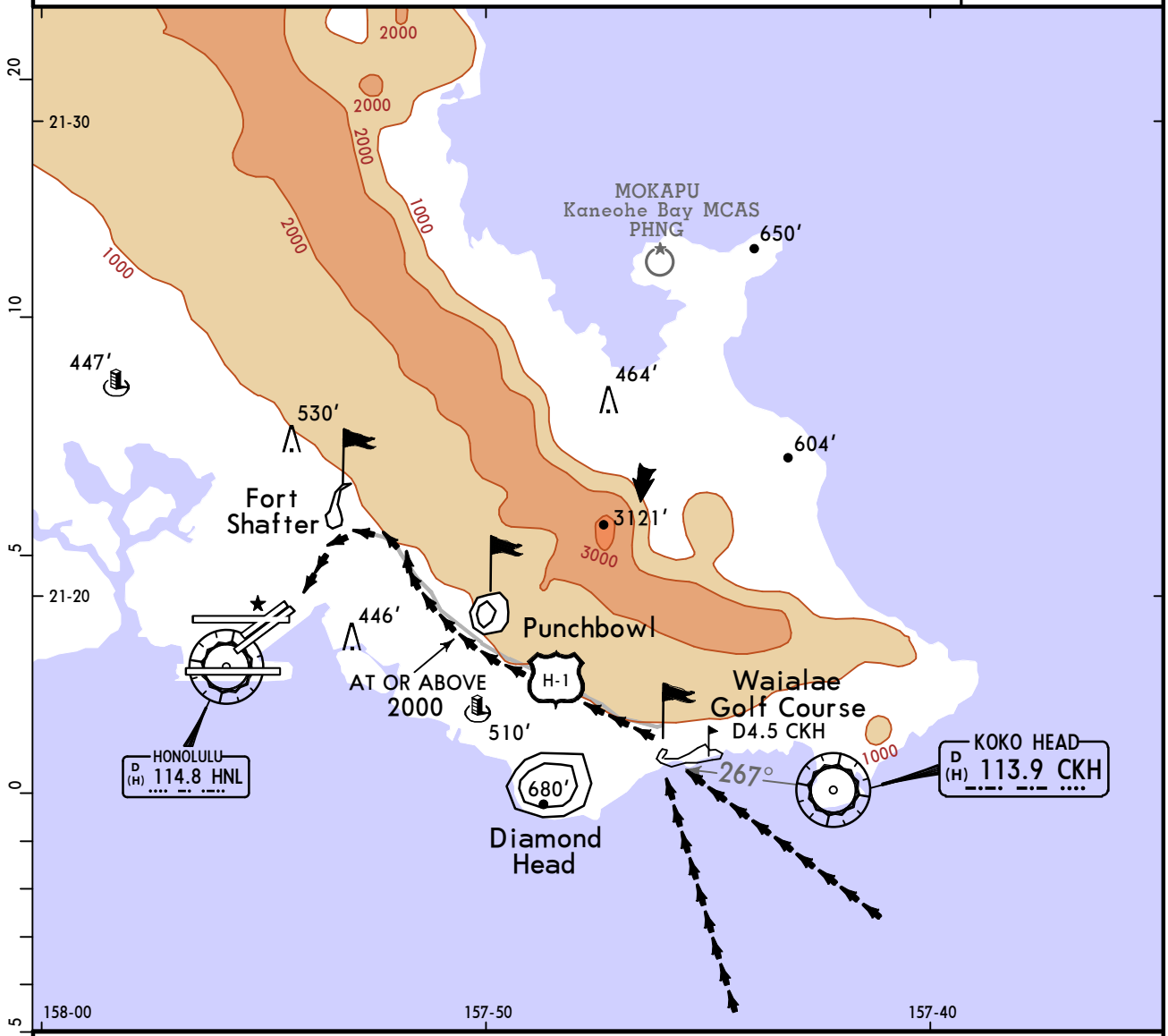
MISSED APCH: No Missed Approach procedure.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar Required. 2. Restricted to CAT I and II aircraft only. 3. Procedure not authorized at night. 4. Pilots may expect landing Rwy 22R. 5. Vertical Guidance Navaid and Angle: Rwy 22L PAPI (GS 3.44°).



MSA HNL VOR



WAIALAE GOLF COURSE VISUAL RUNWAY 22L

From east of Oahu, proceed direct to Waialae Golf Course, then follow the H-1 Freeway westbound to Fort Shafter. Turn final to Runway 22L over Fort Shafter.

REIL
PAPI-L

WEATHER MINIMUMS

Ceiling **5100′**- VIS **3**

TERPS AMEND 1 27 APR 2017

CHANGES: Chart format, topo.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

HONOLULU, HI (INOUYE INTL - PHNL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PHNL

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.