HAWAII AIRPORTS and FLYING SAFETY GUIDE

2012 - 2013 FIFTH EDITION

State of Hawaii • Department of Transportation
AIRPORTS DIVISION

HAWAII AIRPORTS
and
FLYING SAFETY GUIDE

This guide is published by the State of Hawaii, Department of Transportation, Airports Division, in the interest of flight safety and the promotion of aviation in the Hawaiian Islands.

You will find a list of airport facilities, including field diagrams, traffic patterns and details which should be useful for visual approach to each airport. For special notices covering up-to-date field conditions, fuel availability, etc., consult the current Pacific Chart Supplement and NOTAMS. Every reasonable attempt has been made to insure the accuracy of material contained in this guide, however, the Department of Transportation is not responsible for omissions or errors that may appear. Please be aware that the information contained herein is for informational purposes only.

We hope that this guide will be of assistance in using the State Airport System. Any comments which you may have concerning information for future revisions will be appreciated.

NOT FOR NAVIGATION

Compliments of

Department of Transportation
Airports Division
Honolulu International Airport
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Honolulu, HI 96819-1880

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AVOID NOISE SENSITIVE AREAS

GENERAL INSTRUCTIONS FOR OPERATIONS AT STATE AIRPORTS

The instructions set forth herein make frequent reference to the Federal Aviation Regulations (FAR), the Federal Aviation Administration (FAA) Aeronautical Information Manual (AIM), the FAA Pacific Chart Supplement (PCS), and the Administrative Rules of the State Airport System. In the interest of safety and conformance with established procedures, all pilots and agencies concerned should acquaint themselves with the contents of these publications. FARs and the AIM are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The Administrative Rules of the State Airports Division may be obtained from the web site at **http://www.hawaii.gov/dot/airports.htm**.

The following procedures govern operations at airports in this publication. At locations with an operating control tower, ATC may authorize or request procedures other than those shown here. *At airports with operating control towers, all aircraft must maintain two-way radio contact with the tower.*

TAXIING PROCEDURES:

a. At locations where a control tower is in operation, pilots will obtain a clearance from the tower before starting to taxi into a movement area.

b. At locations where a control tower is not in operation, pilots will taxi aircraft to the run-up position by the shortest practical route and on the taxi way adjacent to the runway in use. Aircraft are not permitted to taxi on a runway when other taxi routes are available, nor will pilots be permitted to cross any runway without first stopping to observe other traffic.

c. After engine run-up, aircraft will face the runway in use at an angle of 90° from the landing direction and obtain tower clearance for take-off. If a tower is not in operation, immediately prior to take-off, pilots will clear their position throughout 360° with respect to other aircraft which may be overhead or in the vicinity of the airport. Do not assume take-off position on the active runway if another aircraft is on base or final approach leg.

TAKE-OFF PROCEDURES:

a. Pilots will not commence take-off until the runway is clear of landing aircraft or a preceding aircraft is airborne. Take-offs should be made into the wind on the runway most nearly aligned with the wind.

b. Climb to at least 400 feet AGL and check for other traffic before making any turn.

TRAFFIC PATTERNS:

a. Pilots should fly the traffic pattern shown on applicable charts and in this document. Those runways showing traffic patterns on one side only will require right or left hand turns depending on the direction of the wind. **It is important that traffic in the pattern be confined to the airspace on the indicated side of the runway.** Except when otherwise approved by ATC, small aircraft will fly a rectangular pattern 800 feet above the elevation of the airport and large aircraft will fly a circular pattern 1,500 feet AGL. Tactical jet aircraft will make initial overhead approach at 2,000 feet AGL, make a level break, then continue in a circular pattern.

b. Unless instructed otherwise by ATC, entry into the small aircraft pattern should be made at a 45° angle to the downwind leg of the rectangular pattern. Entry into the pattern by large aircraft should be made tangent to the circular pattern.

c. Departure from the traffic pattern by small aircraft should be made after the first 90 degree turn has been completed and before pattern altitude has been reached or as instructed by ATC.

d. Pilots of aircraft in the traffic pattern shall keep the aircraft ahead in sight at all times. An over-taking pilot shall extend his pattern to keep a safe interval.

LANDING PROCEDURES:

a. All aircraft in the traffic pattern should maintain a straight-in approach course where practical for the last 1,000 feet unless deviations are authorized by ATC.

b. The turn to final should be made at or above 400 feet AGL.

c. Aircraft landing or on final approach have the right of way over other aircraft in the pattern and over those on the surface. When two or more aircraft are approaching to land, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land.

PARKING PROCEDURES:

Aircraft will be securely parked with chocks or adequate parking brakes and in designated areas. Aircraft will not obstruct the movement of other aircraft.

RESPONSIBILITY:

Flight instructors are responsible for properly indoctrinating students in local rules and traffic patterns. In addition, prior to authorizing any inter-island training flight, flight instructors will thoroughly brief their students in procedures, practices and facilities available at airports along the route and at the destination.

PUBLIC AIRPORTS:

Unless otherwise stated, each airport/heliport shown in this document is a public use facility owned or operated by the State of Hawaii. There is no landing fee for the non-commercial use of these airports. All runways listed as paved are in good condition unless otherwise indicated by NOTAM. All runways are marked in accordance with applicable FAA criteria. Each airport has a segmented circle.

NON-PUBLIC AIRPORTS:

There are several private, military and agricultural use airfields and heliports on each island. All airports authorized for public use are listed on page 5 along with a partial listing of private and military airports. Except in an emergency, do not land at any airfield or heliport not listed without prior written permission of the owner.

MAXIMUM AUTHORIZED LANDING WEIGHT:

Each airport remarks section contains the maximum authorized landing weight for single-wheel type landing gear (S), dual-wheel type landing gear (D), and dual-tandem type gear (DT) for that airport. Values are in thousands of pounds (D=70 indicates dual wheel type authorized to 70,000 pounds) Landings at higher than indicated weights require prior permission of the Airports Administrator, State Airports Division, Honolulu International Airport, 400 Rodgers Boulevard, Suite 700, Honolulu, HI 96819.

AVIATION WEATHER IN HAWAII

While Hawai‘i is known for its year round pleasant climate, topography, prevailing winds, and the islands’ location in the Pacific Ocean foster a wide range of weather-related aviation hazards. National Weather Service (NWS) Weather Forecast Office (**WFO**) forecasters in Honolulu monitor weather over the entire Pacific for its affect on the islands.

WFO Honolulu is located at the University of Hawai‘i, Manoa campus and issues a wide range of products serving aviation in Hawai‘i and the Pacific:

SIGnificant METeorological (**SIGMET**) advisories – describe hazardous en route weather phenomena that may affect safety of all air operations. SIGMETs normally take precedence over all other aviation forecasts.

AIRman’s METeorological (**AIRMET**) advisories – describe potentially hazardous weather that may be significant to any pilot, but are of particular concern to pilots of smaller aircraft; usually less severe than SIGMET conditions.

Terminal Aerodrome Forecasts (**TAF**) – contain wind, visibility, clouds, weather and changes expected during the 24-hour forecast period.

ROute FORecast (**ROFOR**) – Coded route forecasts for scheduled flights that begin or end in, or are primarily within the Honolulu Forecast Office area of responsibility.

These and other aviation-related weather products, including satellite and radar imagery can be found at: http://www.prh.noaa.gov/hnl

Other national and international aviation products are available at: http://www.aviationweather.com and http://adds.aviationweather.noaa.gov/

AUTOMATED WEATHER REPORTING

ID	Location	Frequency	Phone	Type
PHHN/HNM	Hana	118.325	(808) 248-4864	AWOS III
PMDY	Henderson Field/Midway	118.325	(808) 674-9286	AWSS
PHTO/ITO	Hilo International	ATIS 126.4	(808) 961-2077	ASOS
PHNL/HNL	Honolulu International	ATIS 127.9	(808) 836-0449	ASOS
PHOG/OGG	Kahului	ATIS 128.6	(808) 877-6282	ASOS
PHJR/JHR	Kapolei - Kalaeloa Airport	ATIS 119.8	(808) 673-7454	ASOS
PHKO/KOA	Kona Intn'l Airport at Keahole	ATIS 127.4	(808) 329-0412	ASOS
PHJH/JHM	Lahaina	118.525	(808) 665-6101	AWOS III
PHNY/LNY	Lanai City	118.375	(808) 565-6586	AWSS
PHLI /LIH	Lihue	ATIS 127.2	(808) 246-3707	ASOS
PHMK/MKK	Molokai Airport	ATIS 128.2	(808) 567-6106	ASOS
PHMU/MUE	Waimea-Kohala	120.0	(808) 887-8127	AWOS III

STATION DESIGNATORS OF HAWAIIAN AIRPORTS (ICAO)

PUBLIC AIRPORTS

HDH (PHDH)..... Dillingham Airfield, Oahu

HNL (PHNL)..... Honolulu International Airport, Oahu

HNM (PHHN) ..... Hana Airport, Maui

ITO (PHTO) ..... Hilo International Airport, Hawaii

JHM (PHJH)*..... Kapalua Airport, Maui

JRF (PHJR)..... Kalaeloa Airport, Kapolei, Oahu

KOA (PHKO) ..... Kona International Airport at Keahole, Hawaii

LIH (PHLI)..... Lihue Airport, Kauai

LNY (PHNY) ..... Lanai Airport, Lanai

LUP (PHLU) ..... Kalaupapa Airport, Molokai

MKK (PHMK) ..... Molokai Airport, Molokai

MUE (PHMU)..... Waimea-Kohala Airport, Kamuela, Hawaii

OGG (PHOG)..... Kahului Airport, Maui

PAK (PHPA)..... Port Allen Airport, Kauai

UPP (PHUP)..... Upolu Airport, Hawaii

* Restricted use

MILITARY AIRPORTS

BKH (PHBK) ..... PMRF Barking Sands, Kauai

HHI (PHHI)..... Wheeler AAF, Oahu

HIK (PHIK)..... Joint Base Pearl Harbor - Hickam, Oahu

NGF (PHNG) ..... Kaneohe Bay MCBH, Oahu

PRIVATE AIRPORTS

HIØ1 ..... Princeville Airport, Kauai

APPROXIMATE DIRECT NAUTICAL MILEAGE BETWEEN STATE AIRPORTS

Airports	Port Allen	Lihue	Princeville (Private)	Dillingham	Kalaeloa	Honolulu	Molokai	Kalaupapa	Lanai	Kahului	Kapalua	Hana	Upolu	Kona	Waimea-Kohala	Hilo
Port Allen		15	21	82	93	102	150	156	165	191	176	216	234	237	253	292
Lihue	15		15	69	81	91	138	144	155	180	165	204	224	228	242	281
Princeville (Private)	21	15		80	95	100	146	151	164	187	172	211	233	242	250	289
Dillingham	82	69	80		18	23	68	75	85	109	97	132	152	165	170	210
Kalaeloa	93	81	95	18		8	52	62	70	96	81	119	142	152	156	197
Honolulu	102	91	100	23	8		48	54	63	89	74	113	133	141	151	189
Molokai	150	138	146	68	52	48		8	23	41	27	66	89	103	108	145
Kalaupapa	156	144	151	75	62	54	8		25	36	22	61	85	102	105	142
Lanai	165	155	164	85	70	63	23	25		30	19	55	69	81	89	127
Kahului	191	180	187	109	96	89	41	36	30		15	25	49	72	69	106
Kapalua	176	165	172	97	81	74	27	22	19	15		39	62	95	82	119
Hana	216	204	211	132	119	113	66	61	55	25	39		33	62	52	85
Upolu	234	224	233	152	142	133	89	85	69	49	62	33		33	20	57
Kona	237	228	242	165	152	141	103	102	81	72	95	62	33		27	56
Waimea-Kohala	253	242	250	170	156	151	108	105	89	69	82	52	20	27		38
Hilo	292	281	289	210	197	189	145	142	127	106	119	85	57	56	38	

RULES OF GOOD PRACTICE

1. Know your regulations, particularly FAR Part 91.
2. Check the weather and NOTAMs before you file a flight plan.
3. Be sure you have current charts appropriate for your flight.
4. Prior to flying between the islands, check your VOR with a VOT on 111.0 (HNL) or with a ground or airborne checkpoint.
5. Check your compass and directional gyro on the runway before takeoff.
6. **USE YOUR RADIO.**
7. When in doubt, contact FSS, a tower, or HCF Approach for advice and assistance.
8. If you file VFR, stay VMC
9. Have and wear water survival equipment.
10. **CLOSE YOUR FLIGHT PLAN.**

FLIGHT PLANS

Flight plans are strongly recommended for all inter-island flights.

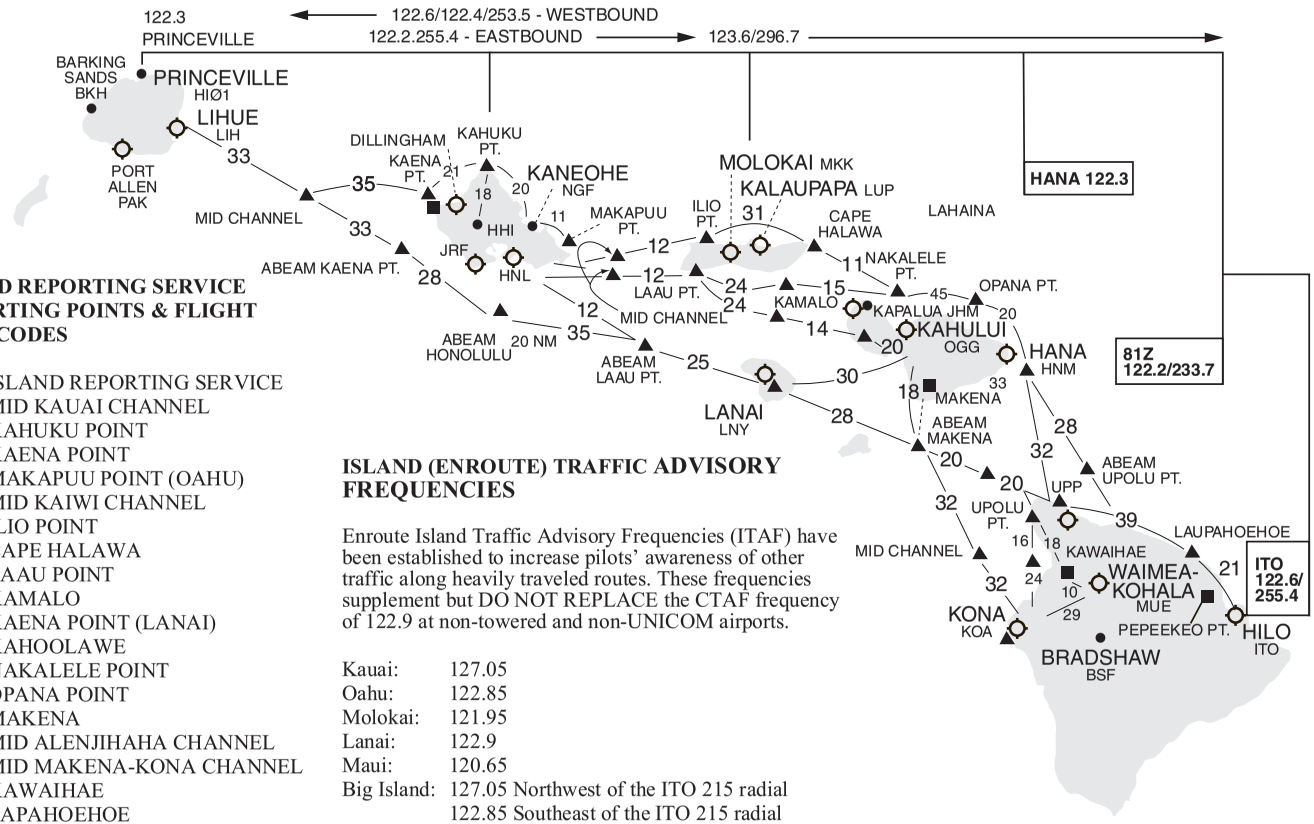
File it. Follow or amend it. Close it.

For interisland flights, recommend using: HCF Approach for flight following, requesting VFR advisories and/or utilizing the AFSS Island Reporting Service.

RADAR ADVISORY SERVICE

Contact Honolulu Control Facility (the radio call sign is HCF Approach) and request VFR advisories. Appropriate frequencies are shown elsewhere in this document and are also available from AFSS when filing a flight plan. When operating from an airport with departure control, pilots may ask ATC for a hand-off to HCF Approach for radar advisories.

HAWAIIAN ISLAND REPORTING SERVICE FLIGHT WATCH STATION AND CHECK POINTS



ISLAND REPORTING SERVICE REPORTING POINTS & FLIGHT PLAN CODES

IRS	ISLAND REPORTING SERVICE
10Z	MID KAUAI CHANNEL
20Z	KAHUKU POINT
23Z	KAENA POINT
24Z	MAKAPUU POINT (OAHU)
49Z	MID KAIWI CHANNEL
42Z	ILIO POINT
43Z	CAPE HALAWA
44Z	LAAU POINT
48Z	KAMALO
55Z	KAENA POINT (LANAI)
58Z	KAHOOLAWE
62Z	NAKALELE POINT
69Z	OPANA POINT
72Z	MAKENA
73Z	MID ALENJIHAHA CHANNEL
74Z	MID MAKENA-KONA CHANNEL
1Z7	KAWAIHAE
81Z	LAPAHOEHOE

ISLAND (ENROUTE) TRAFFIC ADVISORY FREQUENCIES

Enroute Island Traffic Advisory Frequencies (ITAF) have been established to increase pilots' awareness of other traffic along heavily traveled routes. These frequencies supplement but DO NOT REPLACE the CTAF frequency of 122.9 at non-towered and non-UNICOM airports.

Kauai:	127.05
Oahu:	122.85
Molokai:	121.95
Lanai:	122.9
Maui:	120.65
Big Island:	127.05 Northwest of the ITO 215 radial
	122.85 Southeast of the ITO 215 radial

Island Reporting Service (IRS) is available to pilots under the following conditions:

1. A VFR flight plan is filed and Island Reporting Service specifically requested by the pilot. Route diversions are acceptable provided the pilot indicates the total time he/she intends to remain in a specified area.

2. The aircraft is equipped with a functioning two-way radio compatible with the communication outlets to be used.

3. The flight route and proposed cruising altitude are such that communications can be established with Honolulu Flight Service over the designated island reporting points.

4. Island Reporting Service begins after two-way radio communications has been established between the pilot and Honolulu Flight Service Station (FSS).

5. The pilot makes en route radio contacts when over or passing the designated island reporting points. Pilots also provide an estimated time in minutes, to the next reporting point.

6. After these arrangements have been made, if radio contact over a designated island reporting points is missed, Honolulu Flight Service Station will attempt to establish contact with the pilot. If no radio contact is made within 15 minutes and other facilities have no information, the aircraft will be considered overdue and Search and Rescue will be alerted.

7. In case of aircraft radio failure, the pilot should land at the nearest airport and notify nearest FAA facility.

8. IRS is optional with the pilot and does not relieve him/her of their basic responsibility for the safe conduct of the flight.

9. Island Reporting Service is not available between Hilo and Kona via South Hawaii. Going CCW between HI01 and Port Allen IRS not available. Between LIH and HI01 contact Radio 122.3.

LOCKHEED MARTIN COMMUNICATIONS AND FLIGHT PLANS

Preflight **Pilot Weather Briefing** and **NOTAMS** are available for the Hawaiian Islands 24 hours daily.

Lockheed Martin Flight Services **1-800-WX-BRIEF (1-800-992-7433)**. At the prompts, instructions for voice or touch tone telephones (highly recommended to use keypad numbers at the prompts to avoid voice recognition errors):

PRESS or SAY **1** for a **Briefer**. Then PRESS **44** for the Hawaiian Islands or SAY HAWAII.

PRESS or SAY **3** to listen to TIBS. Then PRESS **44** for the Hawaiian Islands or SAY HAWAII.

TIBS offers 5 options in the Hawaiian Islands:

Press or say **11** for **KAUAI** Aviation Weather

Press or say **12** for **OAHU** Aviation Weather

Press or say **13** for **MAUI/LNY/MKK** Aviation Weather

Press or say **14** for **Big Island** Aviation Weather

Press or say **19** for **Aviation Events in Hawaii**

Form Approved: OMB No. 2120-0026
09/30/2006

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT PLAN

(FAA USE ONLY) ☐ PILOT BRIEFING ☐ VNR ☐ STOPOVER

TIME STARTED

SPECIALIST INITIALS

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE / SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
					PROPOSED (Z)	ACTUAL (Z)	
☐ VFR							
☐ IFR							
☐ DVFR			KTS				

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE		11. REMARKS
	HOURS	MINUTES	

12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE	15. NUMBER ABOARD
HOURS	MINUTES		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	

16. COLOR OF AIRCRAFT

CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

FAA Form 7233-1 (8-82)
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

PILOT-CONTROLLED AIRPORT LIGHTING

Several airports have a portion of their lighting systems controlled by radio transmissions. In all cases, 5 clicks of the microphone (without modulation) within a period of 5 seconds will result in the indicated lighting being activated for 15 minutes. The timer may be re-set at any time to a full 15 minutes by another 5 clicks within 5 seconds. Lights will automatically extinguish 15 minutes from activation.

Airport	Lights Controlled	Freq.
MKK	Runway (when tower is closed)	125.7
LUP	Runway & PAPI	122.9
LNY	Runway & PAPI	122.9
OGG	Approach & runway (when tower is closed)	118.7
HNM	Runway	122.9
UPP	Runway & PAPI	122.9
MUE	Runway	122.9
KOA	Runway & taxiway (when tower is closed)	120.3
LIH	Approach, runway & taxiway (when tower is closed)	118.9
ITO	Approach, runway & taxiway (when tower is closed)	118.1
JRF	Runway & taxiway (when tower is closed)	132.6

TRAFFIC ADVISORIES AT NON-TOWER AIRPORTS

The following procedures are supplemental to those described in the AIM.

At NON-UNICOM AIRPORTS –

Common Traffic Advisory Frequency (CTAF) is 122.9.

When inbound tune to 122.9 about 15 miles from the airport (if IFR when advised by the controller to change to advisory frequency). However, if two radios are available it may be advisable to monitor 122.9 even before the controller authorizes the frequency change), listen for broadcasts from other aircraft, and broadcast your position, altitude, and intentions. Follow this with appropriate announcements of your position in the traffic pattern. It is best to begin and end announcements with the phrase "(airport name) Area Traffic…" to alert other pilots to pertinent traffic messages.

When outbound tune to 122.9 before taxiing and listen for broadcasts from other aircraft. Then transmit your position on the airport and intentions. Follow this with an announcement before you taxi onto the active runway for takeoff.

AT UNICOM AIRPORTS –

When inbound tune to the UNICOM frequency about 10 miles from the airport, listen for other aircraft communicating with the UNICOM operator, and inform the UNICOM operator of your position, altitude and intentions.

When outbound contact the UNICOM operator on the appropriate frequency before taxiing and furnish your position on the airport and intentions.

In both cases, UNICOM operators will provide runway, wind, and, at their discretion, traffic information.

Dillingham	123.0	Kapalua	122.7

PART-TIME TOWER (when closed) –

When inbound at about 15 miles from the airport, or if IFR when advised to do so by the controller, tune to the appropriate frequency listed below, and listen for broadcasts from other aircraft. About 5 miles from the airport, broadcast your position, altitude and intentions. Follow this with announcements in the traffic pattern.

Kahului	118.7	Molokai	125.7
Lihue	118.9	Hilo	118.1
Kona	120.3	Kalaeloa	132.6

When outbound tune to the proper frequency before taxiing and listen for other aircraft, then broadcast your position on the airport and intentions. Follow this with an announcement before you taxi onto the runway for takeoff.

HAWAIIAN AREA CAUTION NOTICES

HAWAII ISLAND VOLCANIC ERUPTION AREA

During eruptions in the Hawaii Volcanoes National Park area left hand elliptical traffic patterns will be established upwind of the eruption area for all aircraft. Minimum altitude is 2,000 feet above terrain. **Remain clear of smoke.** Monitor 122.85 for traffic information. Be alert for heavy tourist helicopter traffic.

KAUAI ISLAND – NAVIGATION WARNING

Electromagnetic radiation exists continuously within 2,500 feet above the S band antenna located at 22 07 N 159 40 W near Kokee NASA Telemetry Station, Kauai. Helicopters and slow speed aircraft may be exposed to direct radiation which may be harmful to individuals and equipment.

Electomagnetic radiation exists continuously within an 8,000 foot radius and 8,000 feet above an X-Band antenna located at 22 00 N, 159 46 W at the Pacific Missile Range Facility, Kauai. Aircraft flying within this airspace will be exposed to direct radiation which may be harmful to personnel and equipment.

OAHU ISLAND – HAZARDS

Electromagnetic radiation will continuously exist within a 3,000 foot radius of and 3,000 feet above Kaena Point Tracking Station. Helicopters and slow speed aircraft may be exposed to direct radiation which may be harmful to personnel and equipment.

Avoid overflight of oil refineries West of Kalaeloa Airport (Campbell Industrial Park), gaseous exhaust plumes and flames may arise above 300' AGL without warning!

OAHU ISLAND – CAUTION AREA

There are extensive hang glider operations from surface to 1,500 feet between Makapuu Point and Waimanalo Beach. Aircraft are requested to remain one mile off shore in this area.

Pilots are requested to turn on landing/taxi lights when operating within 5 miles of any airport at less than 2,000 feet AGL.

ISLAND (EN ROUTE) TRAFFIC ADVISORY FREQUENCIES

Enroute Island Traffic Advisory Frequencies (ITAF) have been established to increase pilots' awareness of other traffic along heavily traveled routes. These frequencies supplement but DO NOT REPLACE the CTAF frequency of 122.9 at non-towered and non-UNICOM airports.

Kauai:	127.05
Oahu:	122.85
Molokai:	121.95
Lanai:	122.9
Maui:	120.65
Big Island:	127.05 Northwest of the ITO 215 radial
	122.85 Southeast of the ITO 215 radial

PARACHUTE JUMPING AREAS

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

Area Name	Location	Remarks
Dillingham, Oahu	310 radial, 21.5 NM, HNL VORTAC 3 NM radius 306 radial, 22.1 NM, HNL VORTAC 3NM radius	Daily. Up to 16,000 ft.
Basilan Drop Zone Haleiwa, Oahu	N 21deg 33.691'/ W 158deg, 59.549'	Intermittent Millitary Max alt 12,500' AGL
East Range/ Taro Drop Zone, Oahu	332 radial, 11.8 NM, HNL VORTAC .5 NM radius	Intermittent. Greatest activity on weekends. Military. Max altitude 12,500 ft. AGL
Kanes Drop Zone, Oahu	351 radial, 22.6 NM, HNL VORTAC	Intermittent. AFSS HNL. Military. Max altitude 12,500 ft. AGL.
Mikilua Drop Zone Pohakuloa Training Area, Hawai`i	N 19deg 45.311'/ W 155deg 35.413'	Intermittent Military Max at 12,500' AGL
Port Allen, Hanapepe, Kauai	N21 deg.53.81' W159 deg. 36.20' SOK (vortac) 256/4.3NM 5 NM radius	Sunrise to Sunset, 10,000 ft. and below. Intermittent (tandem)
Upolu, Hawaii	338 radial, 4 NM UPP VORTAC 2 NM radius	Daily, to 10,000'

VOR RECEIVER CHECK POINTS

FAR 91 requires certain VOR equipment accuracy checks prior to flight under instrument flight rules. To comply with this requirement and to insure satisfactory operation of the airborne system, the FAA has provided pilots with the following means of checking VOR receiver accuracy:

1. VOR test facility (VOT).
2. Certified airborne check points.
3. Certified check points on the airport surface.

The VOR test facility (VOT) transmits a test signal for VOR receivers which provides users of VOR a convenient and accurate means to determine the status of their receivers. The facility is designed to provide a means of checking the accuracy of the VOR receiver while the aircraft is on the ground. The radiated test signal is used by tuning the receiver to the published frequency of the test facility (usually 111.0). With the Flight Path Deviation Indicator (FPDI–formerly known as the course deviation indicator or CDI) centered, the omni bearing selector should read 0° with the to-from indication being "from" or the OBS should read 180° with the to-from indication reading "to." Should the VOR receiver be of the automatic indicating type, the indication should be 180. The only VOT in Hawaii is at Honolulu on 111.0. Identification is a 1020 cycle tone keyed two to five times per second.

Airborne and ground check points 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 4° be indicated through use of the ground check, or 6° 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.

AIRBORNE RECEIVER CHECK POINTS

Station	Radial	Dist	Location
Honolulu	322	12 NM	Intersection H2 and Wheeler AFB Rwy 6 centerline extended 1,500 ft. MSL

GROUND RECEIVER CHECKPOINTS

Station	Radial	Dist	Location
Lihue	338	1.0 NM	Golf taxiway, short of Alpha twy. (VOR/DME)
	342	1.1 NM	Fox twy, short of Alpha twy (VOR only)

VOR TEST FACILITIES (VOT)

Station	Freq.	Type VOT Facility
Honolulu	111.0	G

DIRECTION OF FLIGHT, VFR

In order to lessen traffic conflicts between interisland flights at or below 3,000 feet, aircraft should fly at 1,000, 2,000 or 3,000 feet MSL westbound and at 1,500, 2,500 feet MSL eastbound. It is strongly recommended that all aircraft flying interisland at or below 3,000 feet observe this procedure.

Above 3,000 feet when flying a course from zero to 179 degrees inclusive aircraft should fly at ODD thousands plus 500 feet. On a course from 180 degrees through 359 degrees aircraft should fly at EVEN thousands plus 500 feet.

SECURITY AT AIR CARRIER AIRPORTS

TSA rules require all persons at airline-served airports (certificated under 14 CFR Part 139) display a security badge appropriate for that airport or be escorted by someone with a badge when in the Airport Operations Area (AOA). Transient pilots and their passengers are permitted access to/from their aircraft and the nearest FBO or access point or fuel facility without a badge for that airport, but are not permitted to roam the AOA. All pilots should ensure that access gates are closed and locked after passing through them. When in doubt, call for assistance from airport security.

TRANSPONDER AND ELT

The recommended transponder code for VFR flight is 1200. Squawk 7700 for emergencies. For communication failure squawk 7600.

Be sure that the aircraft ELT is armed before each flight. Be sure that batteries are installed and are current. Listen on 121.5 prior to engine shutdown to ensure an ELT is not activated.

COMMONLY USED VHF FREQUENCIES

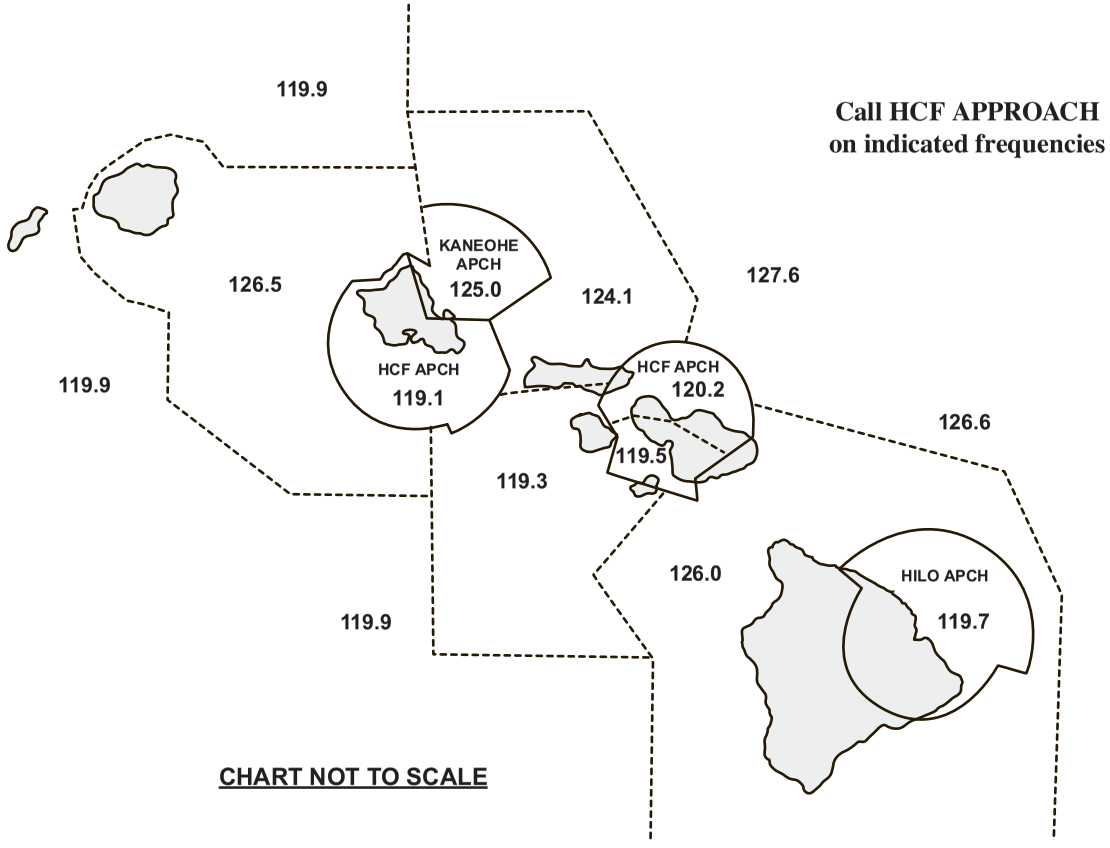
Airport	ATIS	CLR DEL / GRD CTL	TWR	DEP / APP	AFSS	HCF Approach	VOR	ILS	NDB	Unicom**
Port Allen					122.6					122.9
Lihue	127.2		118.9	126.5 / 126.5	122.4	126.5	113.5	110.9		118.9
Princeville					122.3					122.9
Dillingham					122.6	126.5				123.0
Wheeler		/ 121.85	126.3		122.6				373	126.3
Kaneohe		125.0	120.7		122.2	124.1			265	120.7
Kalaeloa	119.8	121.7 / 123.8	132.6	118.3	122.6	119.3	114.8		242	132.6
Honolulu	127.9	121.4 / 121.9	118.1	118.3+ / 119.1	122.6	119.3	114.8	110.5	242	
Molokai	128.2		125.7	124.1 / 124.1	122.2	124.1	116.1			125.7
Kalaupapa					122.2	124.1				122.9
Kapalua					122.2	119.3				122.7
Kahului	128.6	120.6 / 121.9	118.7	120.2* / 120.2*	123.6	119.3	115.1	110.1	327	118.7
Hana					122.3					122.9
Lanai				119.3 / 119.3	122.2	119.3	117.7	111.1	353	122.9
Upolu					123.6	126.0	112.3			122.9
Waimea-Kohala					122.1R	126.0	113.3			122.9
Kona	127.4	121.9 / ___	120.3	126.0 / 126.0	123.6	126.0	112.1	109.7		120.3
Bradshaw	124.7		126.3	126.0 / 126.0	122.1T	126.0			339	126.3
Hilo	126.4	___ / 121.9	118.1	119.7 / 119.7	122.6	126.0	116.9	110.7		118.1

EMERGENCY 121.5
Listen on most VORs
and call on 122.1

+ Departure control East 124.8
West 118.3

* = 120.2 North and 119.5 South
** = Unicom or CTAF multicom

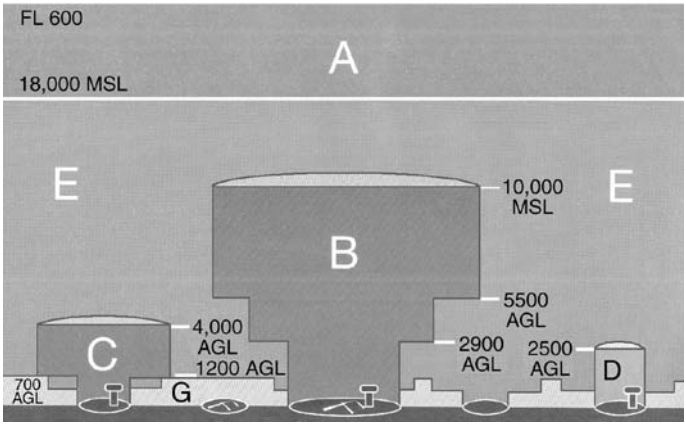
ENROUTE VFR RADAR ADVISORY FREQUENCIES



RADIO NAVIGATIONAL AIDS BY IDENT

Ident	Name	Freq / Chan
BSF	Bradshaw (NDB)	339
CKH	Koko Head (VORTAC)	113.9 / 86
HHI	Wheeler (NDB)	373
HN	Ewabe (NDB)	242
HNL	Honolulu (VORTAC)	114.8 / 95
KOA	Kona (VORTAC)	112.1 / 58
ITO	Hilo (VORTAC)	116.9 / 116
LIH	Lihue (VORTAC)	113.5 / 82
LLD	Lanai (NDB)	353
LNY	Lanai (VORTAC)	117.7 / 124
MKK	Molokai (VORTAC)	116.1 / 108
MUE	Kamuela (VOR/DME)	113.3 / 80
OGG	Maui (VORTAC)	115.1 / 98
POA	Pahoa (NDB)	332
SOK	South Kauai (VORTAC)	115.4 / 101
UPP	Upolu Point (VORTAC)	112.3 / 70
VYI	Valley Island (NDB)	327

AIRSPACE CLASSIFICATION



Airspace Features	CLASS A	CLASS B	CLASS C	CLASS D	CLASS E	CLASS G
Operations Permitted	IFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR
Entry Prerequisites	ATC Clearance	ATC Clearance	ATC Clearance for IFR, Radio contact for all IFR/VFR	ATC Clearance for IFR, Radio contact for all IFR/VFR	ATC Clearance For IFR, Radio contact for all IFR	None
Minimum Pilot Qualifications	Instrument Rating	Private or Student Certificate	Student Certificate	Student Certificate	Student Certificate	Student Certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	Yes for IFR	No
VFR Minimum Visibility	N/A	3 statute miles	3 statute miles	3 statute miles	*3 statute miles	***1 statute mile
VFR Minimum Distance from Clouds	N/A	Clear of clouds	500' below, 1,000' above, and 2,000' horizontal	500' below, 1,000' above, and 2,000' horizontal	**500' below, 1,000' above, and 2,000' horizontal	****500' below, 1,000' above and 2,000' horizontal
Aircraft Separations	All	All	IFR, SVFR, and runway ops	IFR, SVFR and runway ops	IFR and SVFR	None
Conflict Resolution	N/A	N/A	Between IFR and VFR ops	No	No	No
Traffic Advisories	N/A	N/A	Yes	Workload permitting	Workload permitting	Workload permitting
Safety Advisories	Yes	Yes	Yes	Yes	Yes	Yes

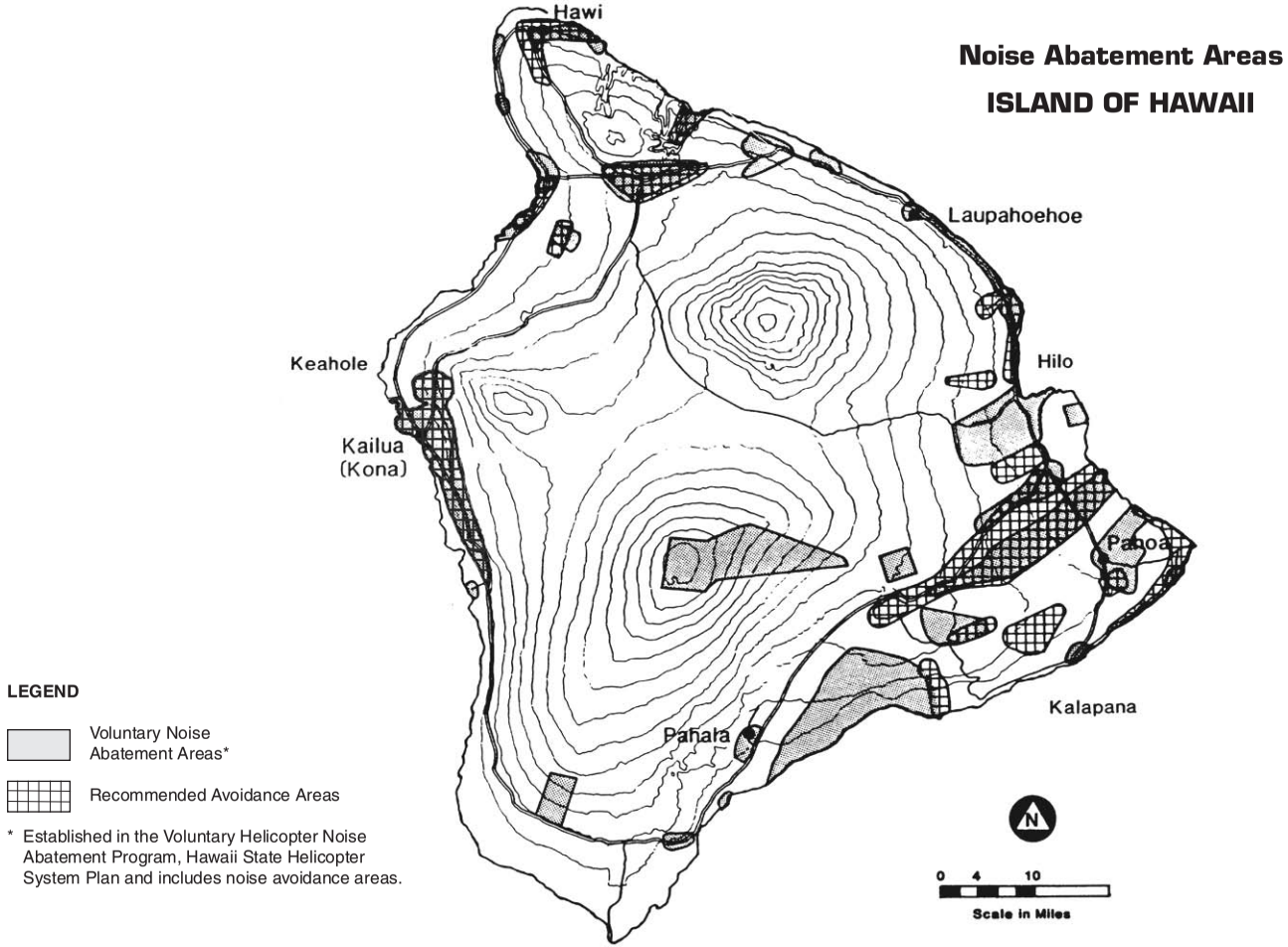
* Operation at or above 10,000’ MSL - 5 statute miles.
** Operation at or above 10,000’ MSL - 1,000’ below, 1,000 above, 1 statute mile horizontal.
*** Night operation below 10,000’ MSL - 3 statute miles.
**** Operations more than 1,200’ AGL, but less than 10,000’ MSL; operations at or above 10,000’MSL - 1,000’ above, 1,000’ below, 1 stature mile horizontal.

AIRCRAFT NOISE

Aircraft noise is an increasingly sensitive issue, particularly in the Hawaiian Islands. Specific noise-abatement procedures have been developed for Kahului (OGG) and Hilo (ITO) airports and are included with the listing for each airport. However, **most airports are near noise-sensitive areas,** and extra caution is requested of pilots in minimizing the noise signature of their operations. Pilots should avoid overflying populated areas wherever possible, and, if overflight is unavoidable, **should use the highest altitude practical.** If altitude is restricted due to arrival/departure procedures or cloud clearance, then pilots should **consider using reduced power settings, consistent with safe operations.** Sensitivity to noise extends beyond residential and other populated areas. Pilots should also use caution to minimize noise impact on wilderness areas by considerate use of altitude and power settings, where feasible.

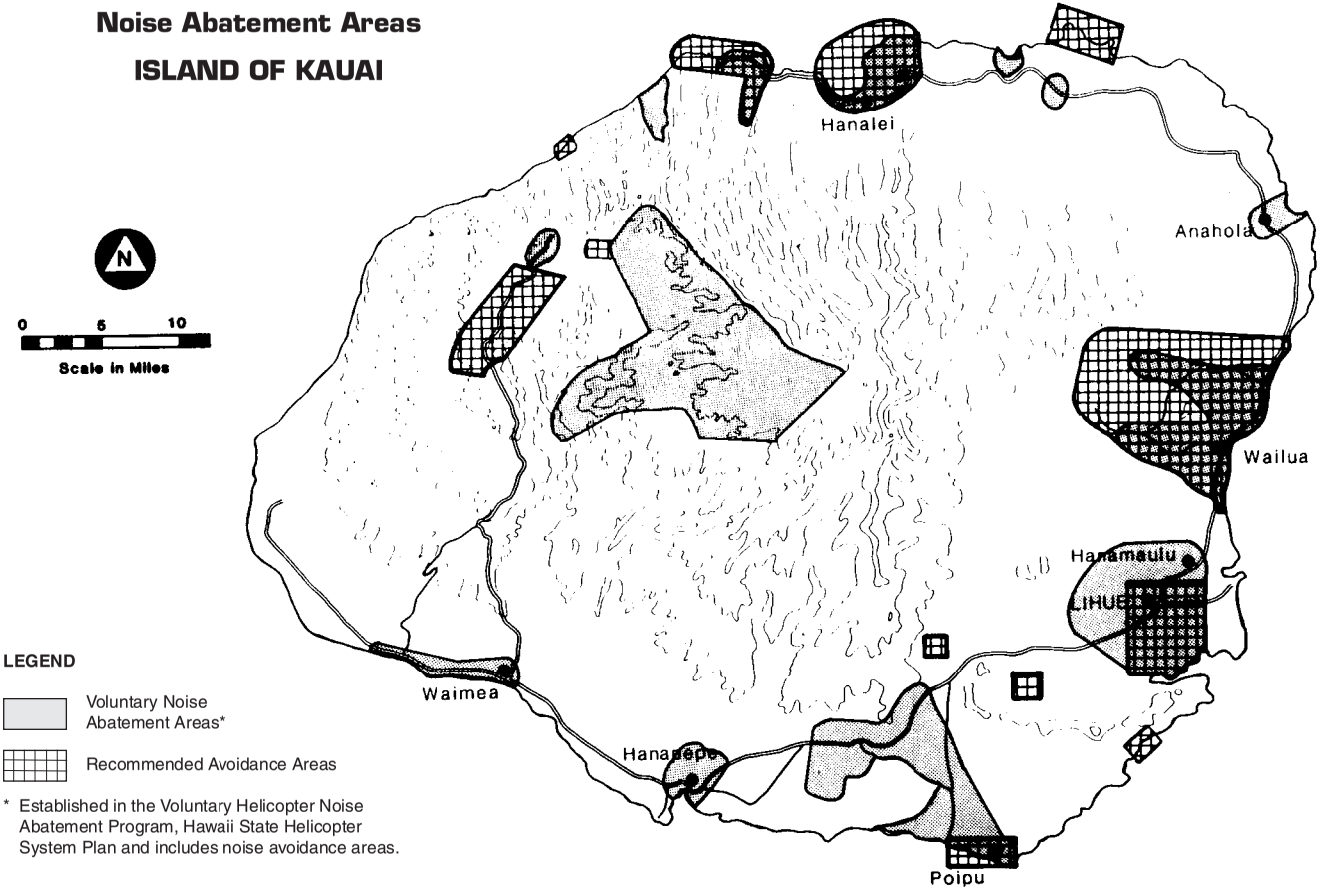
AVOID NOISE SENSITIVE AREAS AND FLY USING ROUTES AROUND POPULATED AREAS

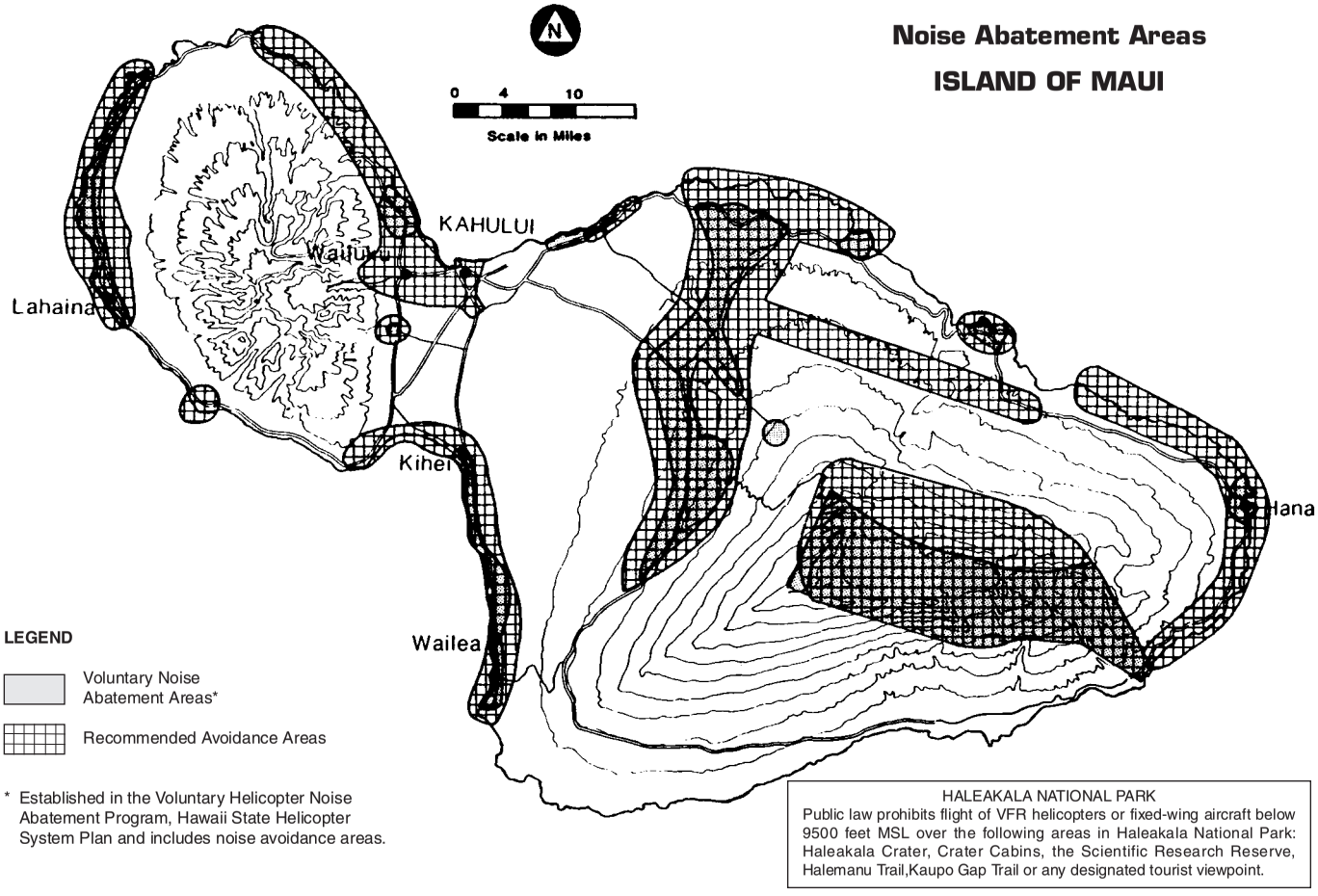
FLYING AT OR ABOVE 1,500' AGL REDUCES NOISE COMPLAINTS

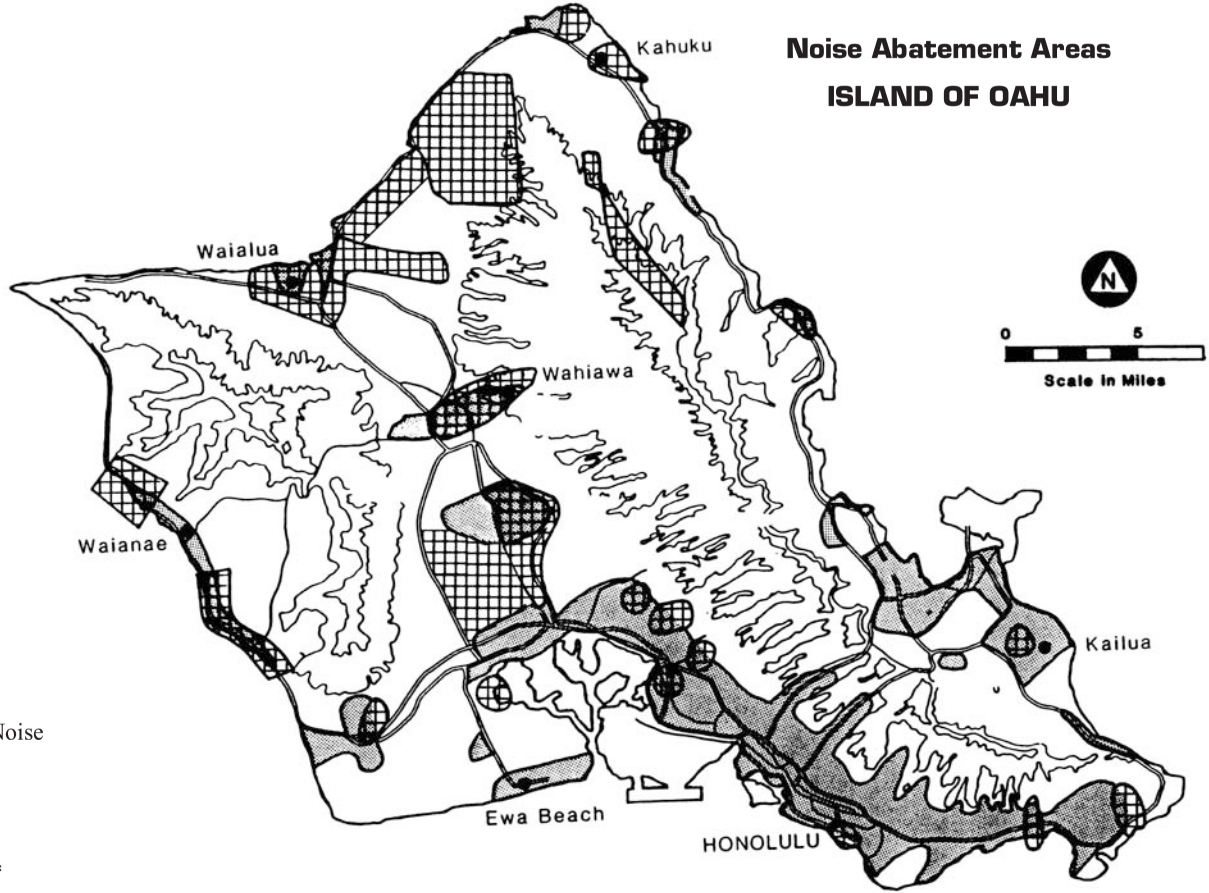

Noise Abatement Areas
ISLAND OF HAWAII
Hawi
Laupahoehoe
Hilo
Keahole
Kailua
(Kona)
Pahoa
Kalapana
Pahala
LEGEND
Voluntary Noise Abatement Areas*
Recommended Avoidance Areas
* Established in the Voluntary Helicopter Noise Abatement Program, Hawaii State Helicopter System Plan and includes noise avoidance areas.
N
0 4 10
Scale in Miles

Noise Abatement Areas

ISLAND OF KAUAI




Noise Abatement Areas
ISLAND OF MAUI
N
0 4 10
Scale in Miles
KAHULUI
Wailuku
Lahaina
Kihei
Wailea
Hana
LEGEND
Voluntary Noise Abatement Areas*
Recommended Avoidance Areas
* Established in the Voluntary Helicopter Noise Abatement Program, Hawaii State Helicopter System Plan and includes noise avoidance areas.
HALEAKALA NATIONAL PARK
Public law prohibits flight of VFR helicopters or fixed-wing aircraft below 9500 feet MSL over the following areas in Haleakala National Park: Haleakala Crater, Crater Cabins, the Scientific Research Reserve, Halemanu Trail,Kaupo Gap Trail or any designated tourist viewpoint.



LEGEND

voluntary Noise

Abatement Areas*

HAWAII COUNTY AIRPORTS

Airport District Manager (ITO, KOA, MUE, UPP)
73-200 Kupipi Street, Kailua-Kona, HI 96740

HILO INTERNATIONAL AIRPORT, PHTO (ITO), Hilo, Hawaii

Manager ..... (808) 961-9301
After Hours ..... (808) 345-0488
Airport Security ..... (808) 961-9338
ARFF ..... (808) 961-9317
Maintenance Section ..... (808) 961-9330
Latitude/Longitude ..... 19 43.21 N / 155 02.91 W
From City..... 2 miles E of Hilo
Airport Area..... 1,007 Acres

Airfield:
Elevation ..... 38' MSL
Runways ..... 8-26 (9,800' x 150', asphalt - grooved)
3-21 (5,600' x 150', asphalt - grooved)
Lights ..... Beacon, obstruction, taxiway, wind sock, runway HIRL, VASI, ODALS Rwy 8, HIRL VASI, MALSR Rwy 26, VASI, REIL Rwy 3, MIRL

Communications and Navigational Aids:
Control Tower..... Hilo Tower (0600-2200L)
Frequencies..... ATIS: 126.4 (0600-2200L)
TWR/CTAF 118.1
Hilo APP/DEP: 119.7 (0600-2200L)
RCO (HNL AFSS) 122.6, 122.2, 122.1R
Navaids ..... VORTAC 116.9, ITO, Chan 116, 2.1 nm from field
ILS/DME110.7, I-ITO, Chan 44

Airspace:
Class D service effective 0600-2200L other times Class E

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL
or as directed by ATC

ASOS: (808) 961-2077

(continued on next page)

Remarks:

Services..... Fuel 100 Octane, Jet-A, minor maint

Fuel:

Air Service – (808) 961-6601, UNICOM 128.95 (Jet-A, AvGas-100 octane)

Bradley Pacific – (808) 934-7757, UNICOM 130.8 (Jet-A)

Meals & Transportation..... Restaurant, taxi, car rental

Crash/Fire ..... FAR 139 Index C, 24 hours

No jet operations on Rwys 3-21 between 1800-0600L.

Rwy 3-21: Max auth landing weight: S-120, D-200, DT-360.

Rwy 8-26: Max auth landing weight: S-115, D-185, DT-350.

Rwy and approach light radio controlled on 118.1 when tower closed.

PPR from Airport Manager for transient aircraft parking (for out of state, non-signatory, trans-pacific flights).

Avoid routes over Hawaiian Acres, Puna and Kurtistown areas.

Flights at 1,500' AGL significantly reduces noise complaints.

CAUTION: High volume traffic SSE of helicopter tours of volcano areas.

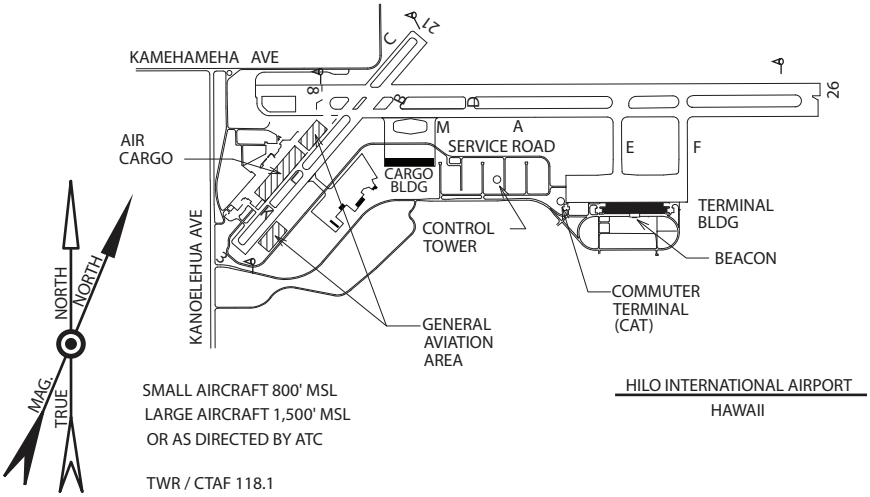
Note: When departing Rwy 8 to the north or remaining in left closed pattern, delay the crosswind turn until passing the ITO VOR to avoid overflight of the Keaukaha neighborhood adjacent to Rwy 8-26.

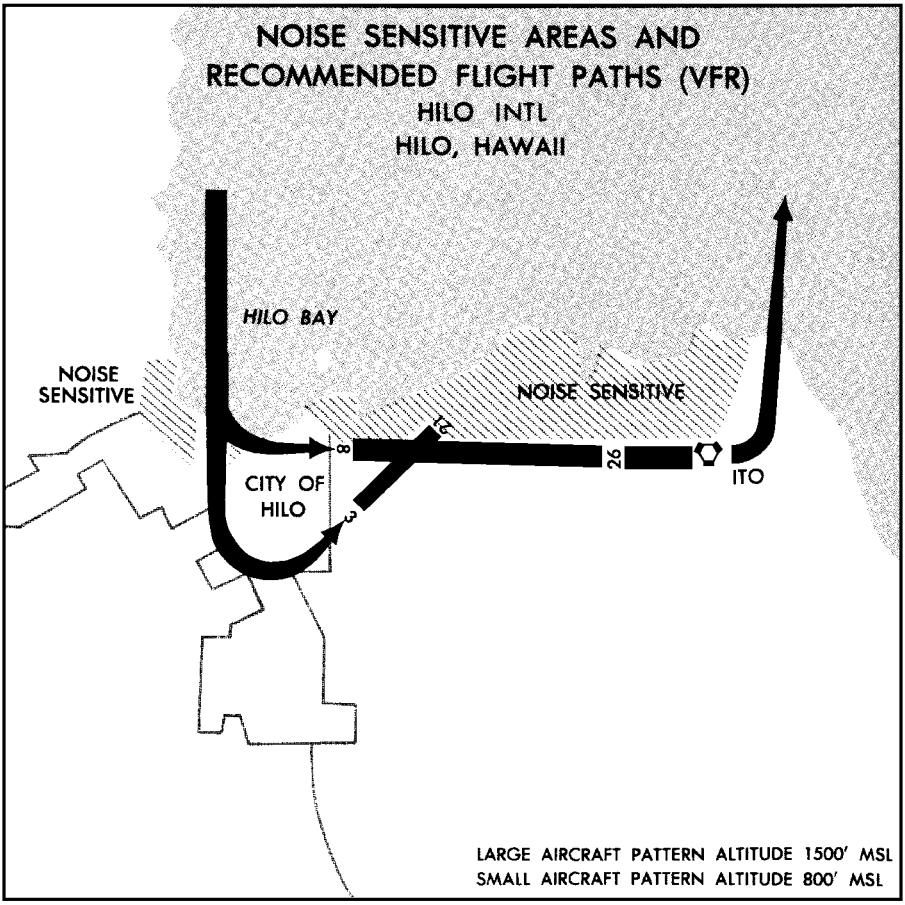
AIRPORT TRAFFIC PATTERN FOR ARMY AVIATION

Runway 8-26 will be the primary traffic pattern runway for Army aviation. Patterns will be flown at 800' MSL and 100 KIAS. Right traffic will be used for Rwy 8: turn right crosswind abeam the sewage plant. Fly the downwind leg south of Kekuanaoa Street and turn right base abeam the intersection of Rwy 3-21 and Rwy 8-26. Left traffic will be used for Rwy 26: Turn left crosswind abeam the intersection of Rwy 3-21 and Rwy 8-26; turn downwind crossing Kekuanaoa Street and remain south of the street until turning left base abeam the sewage plant.

If use of Runway 3-21 is necessary, patterns will be flown at 600' MSL and 80 KIAS. Right traffic will be used for Rwy 3: Turn right crosswind south of Twy Alpha; fly the downwind south of Kekuanaoa Street and turn base abeam the quarry. Left traffic will be used for Rwy 21: Turn left crosswind when crossing Kekuanaoa Street; turn downwind abeam the quarry and turn base prior to reaching the Post Office. Turn to final prior to reaching the intersection of Twy Alpha and Rwy 3-21.

Helicopters arriving and departing from CAT remain clear of Runway 3/21. All departures proceed due north of the CAT to the grass. West departures proceed westbound, remaining south of Twy A, turning southwest over the Nat'l Guard ramp until south of the approach end of Rwy 3 before turning on course. West arrivals use the reciprocal route. Northwest departures and arrivals avoid overflying Rwy 3/21. East departures proceed eastbound, south of Twy A until east of Twy F before turning on course. East arrivals follow reciprocal route.

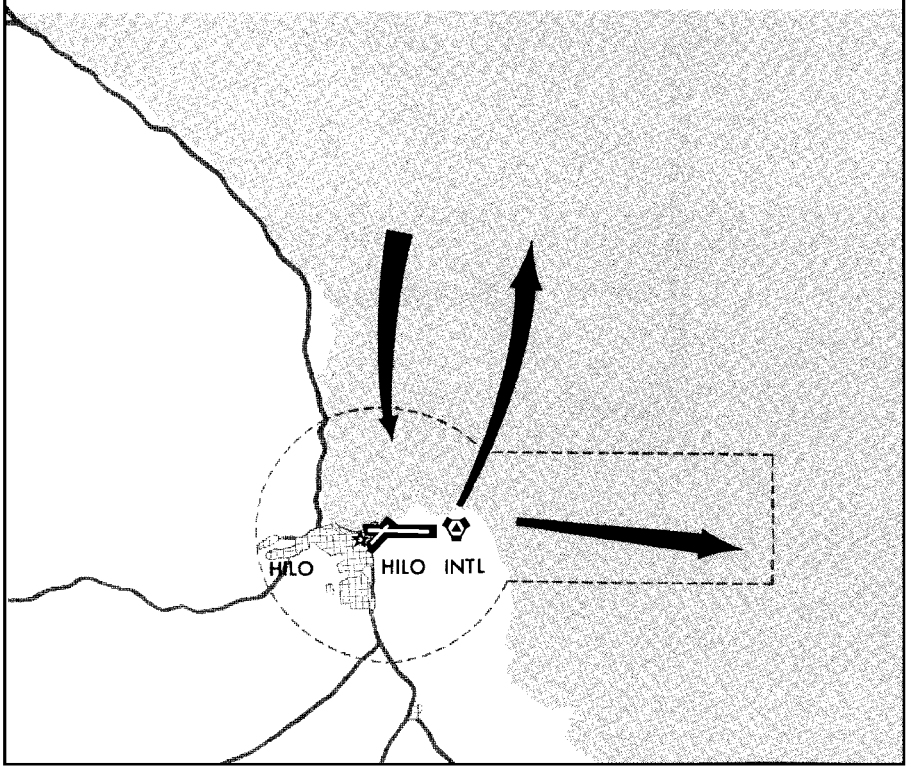



NOISE SENSITIVE AREAS AND
RECOMMENDED FLIGHT PATHS (VFR)
HILO INTL
HILO, HAWAII
HILO BAY
NOISE SENSITIVE
NOISE SENSITIVE
CITY OF HILO
8
21
26
3
ITO
LARGE AIRCRAFT PATTERN ALTITUDE 1500′ MSL
SMALL AIRCRAFT PATTERN ALTITUDE 800′ MSL

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.



KONA INTERNATIONAL AIRPORT at KEAHOLE, PHKO (KOA), Keahole, Hawaii

Manager ..... (808) 327-9520 x 221
After Hours ..... (808) 327-9520 x 225
Airport Security ..... (808) 329-5073
ARFF ..... (808) 327-9503
Latitude/Longitude ..... 19 44.33 N / 156 02.74 W
From City..... 7.2 miles NW of Kailua
Airport Area..... 2,700 Acres

Airfield:
Elevation ..... 47' MSL
Runway ..... 17 - 35 (11,000' x 150', asphalt - grooved)
Lights ..... Beacon, obstruction, runway,
PAPI MALSR Rwy 17
PAPI Rwy 35
HIRL

Communications and Navigational Aids:
Control Tower ..... Kona Tower (0600 - 2200L)
Frequencies ..... ATIS: 127.4 (0600-2200L)
Clearance Delivery: 121.9 (0600-2200L)
TWR/CTAF 120.3
HCF APP/DEP: 126.0
RCO (HNL AFSS) 121.1R, 115.7T, 123.6
Navaids ..... VORTAC 112.1 KOA, Chan 58,
1.2 nm from field
ILS/DME 109.7, I-KOA, Chan 34

Airspace: Class D service effective 0600-2200L other times Class G

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

ASOS: (808) 329-0412

(continued on next page)

Remarks:

Services..... Fuel 100 Octane, Jet-A, minor maint

Fuel:

Air Service – (808) 334-0699, UNICOM 128.95 (Jet-A)
Bradley Pacific – (808) 329-4692, UNICOM 130.8 (Jet-A)
Douglas Aircraft – (808) 885-3300, 100 Octane

Meals & Transportation..... Restaurant, taxi, car rental

Crash/Fire ..... FAR 139 Index D, 24 hours

Runway/taxiway lights pilot radio controlled when tower closed.

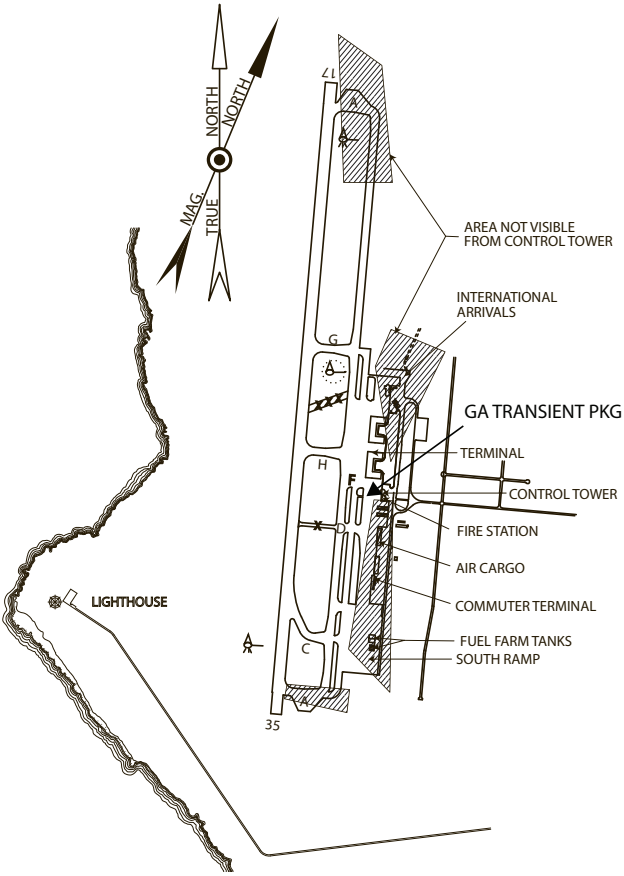
Aircraft parking west of control tower restricted to 30,000 lbs.

PPR from Airport Manager for transient aircraft parking (for out of state, non-signatory, transpacific flights).

Maximum Authorized Landing Weight: S-75, D-200, DT-400, DDT-850.

Mid-air collision potential is high between the 295 and 330 degree radials of the Kona VORTAC out to 20 nm DME. Radar advisories from HCF Approach on 126.0 are advised.

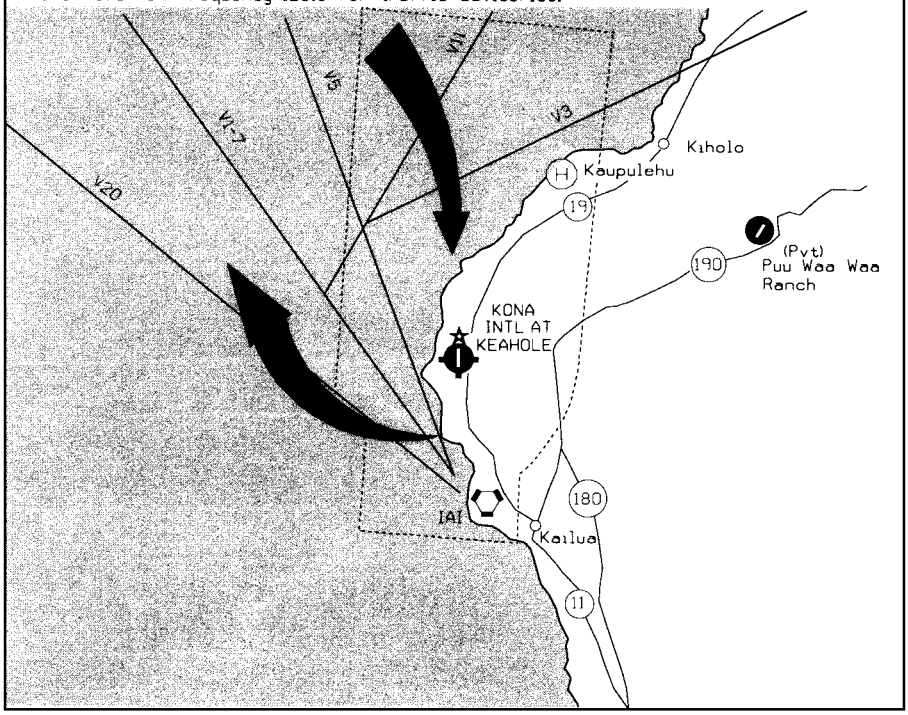
To avoid potential traffic conflicts between VFR outbound aircraft and IFR inbound aircraft to Kona, VFR traffic departing Kona on Runway 17 for Maui should turn left northbound and remain east of the Runway 17 localizer until passing the MUE 245 Radial, 19 DME (approximately 10 NM NNE of KOA), or until radar contact and advisories by HCF, before proceeding on course


NORTH
NORTH
MAG.
TRUE
17
A
G
H
F
D
C
A
35
AREA NOT VISIBLE
FROM CONTROL TOWER
INTERNATIONAL
ARRIVALS
GA TRANSIENT PKG
TERMINAL
CONTROL TOWER
FIRE STATION
AIR CARGO
COMMUTER TERMINAL
FUEL FARM TANKS
SOUTH RAMP
LIGHTHOUSE

KONA INTERNATIONAL AT KEAHOLE AIRPORT, HAWAII

Depicted on this chart are the most heavily traveled routes for high performance aircraft arriving and departing Kona Intl At Keahole Airport, Kona, Hawaii.

General Aviation pilots flying VFR should be extra alert in these areas. Contact Kona Tower on frequency 120.3 for traffic advisories.



WAIMEA-KOHALA AIRPORT, PHMU (MUE), Kamuela, Hawaii

Attendant ..... (808) 887-8126 (0600-1430L)
Airport Security ..... (808) 885-6461 (1400 - 0600L)
After Hours ..... (808) 327-9520 Ext. 225 (KOA)
Latitude/Longitude ..... 20 00.08 N / 155 40.09 W
From City..... 1.2 miles SSW of Kamuela
Airport Area..... 90 Acres

Airfield:
Elevation ..... 2,671' MSL
Runway ..... 4 - 22 (5,197' x 100', asphalt)
Lights ..... Beacon, obstruction, windsock,
MIRL, VASI, REIL Rwy 4-22

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9
HCF APP/DEP: 126.0
FSS: (HNL FSS) 122.1R, 113.3T
Navaids ..... VOR/DME: 113.3, MUE, Chan 80 on field

Airspace: Class E service M - F 0800-1800L other times Class G

Traffic Pattern Altitude:
Small Aircraft 3,500' MSL
Large Aircraft 4,200' MSL

AWOS-3: VHF 120.0, (808) 887-8127

Remarks:
Services..... Fuel 100 Octane

Fuel:
Douglas Aircraft – (808) 885-3300, 100 Octane

Meals & Transportation..... None (transportation by prior arrangement)

Crash/Fire ..... None

"RON" pilots park aircraft in designated area and use gate N of baggage claim area.

High tension wires 1,000' from approach end of Rwy 4.

PPR for transient parking.

Keep traffic pattern SE of Rwy.

CAUTION: Glider activity within a 20 mile radius of the airport.

Maximum Authorized Landing Weight: S-55, D-90, DT-150.

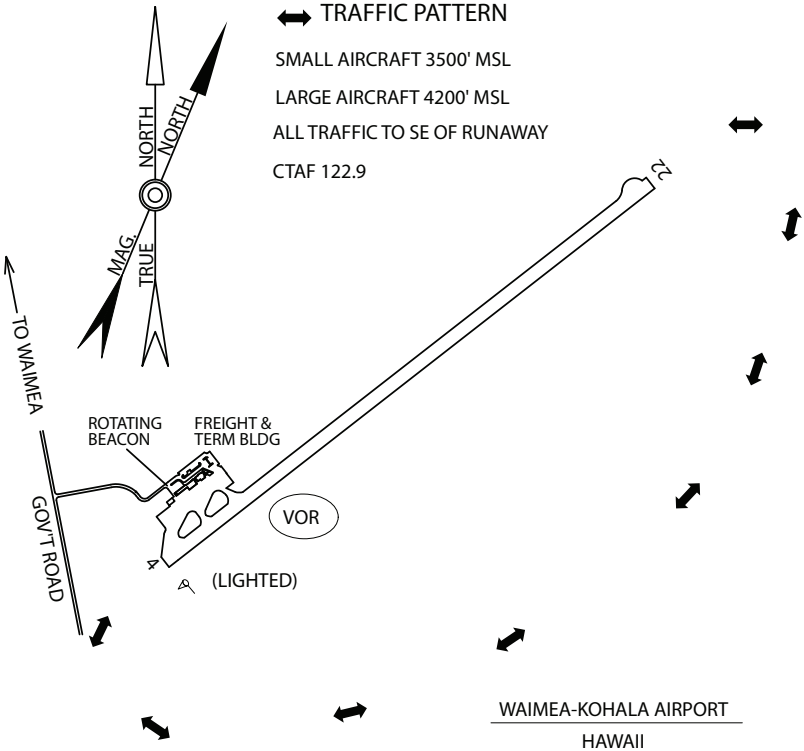
TRAFFIC PATTERN

SMALL AIRCRAFT 3500' MSL

LARGE AIRCRAFT 4200' MSL

ALL TRAFFIC TO SE OF RUNAWAY

CTAF 122.9



WAIMEA-KOHALA AIRPORT

HAWAII

PHMU

MUE

UPOLU AIRPORT, PHUP (UPP), Hawi, Hawaii

Unattended..... (808) 327-9520 (Manager) (KOA)
After Hours..... (808) 327-9520 x 225 (KOA)
Security..... (808) 329-5073 (KOA)
Latitude/Longitude ..... 20 15.91 N / 155 51.6 W
From City..... 3 miles NW of Hawi
Airport Area..... 82 Acres

Airfield:
Elevation ..... 96' MSL
Runway..... 7-25 (3,800' x 75', asphalt)
Lights..... MIRL, beacon, wind sock, PAPI Rwys 7-25

Communications and Navigational Aids:
Control Tower..... None
Frequencies..... CTAF: 122.9
FSS: (HNL AFSS) 122.1R, 112.3T, 123.6
Navaids ..... VORTAC 112.3 UPP Chan 70, 4 nm to field

Airspace: Class G

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

Remarks:
Services..... None

Meals & Transportation..... None

Crash/Fire ..... None

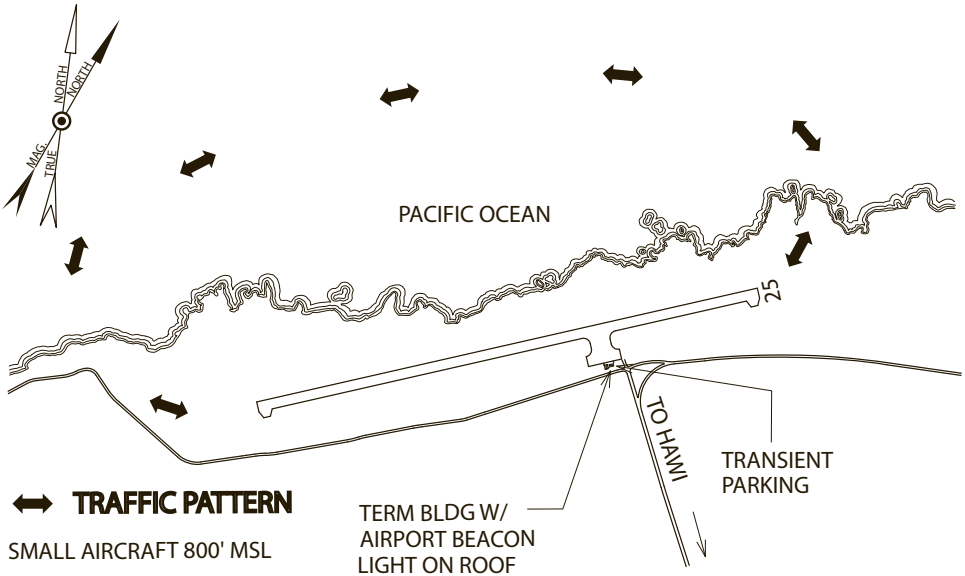
Runway lights radio-controlled by five clicks on 122.9.

No standby power for lights.

PPR for transient parking call (808) 327-9520.

Maximum Authorized Landing Weight: S-30.

Caution: Multiple wind turbines on hill less than 1/2 mile south of runway.



TRAFFIC PATTERN

SMALL AIRCRAFT 800' MSL

LARGE AIRCRAFT 1500' MSL

ALL TRAFFIC TO NORTH OF RUNWAY

CTAF 122.9

PHUP

UPP

KAUAI COUNTY AIRPORTS

Airport District Manager (LIH, PAK, HIØ1)
3901 Mokulele Loop, Box 6, Lihue, HI 96766

LIHUE AIRPORT, PHLI (LIH), Lihue, Kauai

Manager ..... (808) 274-3800
District Manager ..... (PAK, LIH & HIØ1)
3901 Mokulele Loop, Box 6, Lihue, HI 96766
After Hours ..... (808) 241-3921
Airport Security ..... (808) 274-3814
ARFF ..... (808) 274-3803
Latitude/Longitude ..... 21 58.56 N / 159 20.34 W
From City ..... 1.5 miles E of Lihue
Airport Area ..... 879 Acres

Airfield:
Elevation ..... 153' MSL
Runways ..... 3-21 (6,500' x 150', asphalt - grooved)
17-35 (6,500' x 150', asphalt - grooved)
Lights ..... Beacon, obstruction, runway, taxiway,
RWY 3-21 - MIRL
RWY 3 - PAPI, REIL
RWY 21 - VASI, REIL
RWY 17-35 - HIRL
RWY 17 - PAPI, REIL
RWY 35 - PAPI, MALSR

Communications and Navigational Aids:
Control Tower ..... Lihue Tower (0600-2200L)
Frequencies ..... TWR/CTAF 118.9
Helicopters: 128.4 (0600-2200L)
ATIS: 127.2 (0600-2200L)
Ground: 121.9 (0600-2200L)
RCO (HNL AFSS) 122.4, 113.5T, 122.1R
Navaids ..... VORTAC 113.5, LIH, Chan 82 on field
ILS/DME 110.9, I-ILH, Chan 46

Airspace: Class D service effective 0600-2200L other times Class E

Traffic Pattern Altitude:
Single Engine 1,000' MSL
Multi Engine 1,500' MSL

ASOS: (808) 246-3707 *(continued on next page)*

Remarks:

Services..... Fuel 100 Octane, Jet-A

Fuel:

Air Service – (808) 246-0016, UNICOM 128.95 (Jet-A - 100 Octane)
Bradley Pacific – (808) 245-7440, UNICOM 130.8 (Jet-A)

Meals & Transportation..... Restaurant, taxi, car rental, limousine

Crash/Fire ..... FAR 139 Index C, 24 hours

Transient parking limited, contact Airport Manager for extended stay.

Procedures:

- Observe preferred VFR routings to avoid IFR traffic.
- VFR aircraft inbound to Lihue from the east contact HCF 126.5 by mid-channel.
- VFR aircraft departing Lihue via runway 3/35 eastbound, fly outbound on or north of LIH 105 degree radial until 25 miles east.
- **CAUTION:** Extensive helicopter traffic and birds in vicinity of the airport. Report all bird strikes to Animal Damage Control at (808) 246-1432.
- Maximum Authorized Landing Weight:

	RWY 3-21	RWY 17-35
S	75	75
D	200	175
DT	350	250
DDT	730	630

Informal Runway Use Program in effect. Refer to Pacific Chart Supplement.

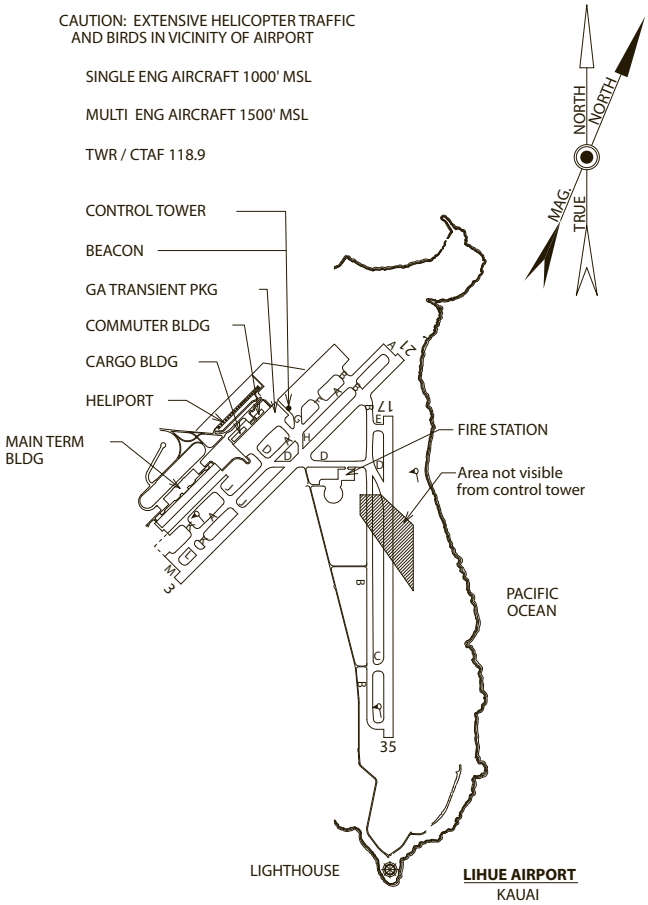
- *WARNING: Intersection departures from taxiway "D" on Rwy 17-35 not authorized*

CAUTION: EXTENSIVE HELICOPTER TRAFFIC
AND BIRDS IN VICINITY OF AIRPORT

SINGLE ENG AIRCRAFT 1000' MSL

MULTI ENG AIRCRAFT 1500' MSL

TWR / CTAF 118.9



LIHUE AIRPORT
KAUAI

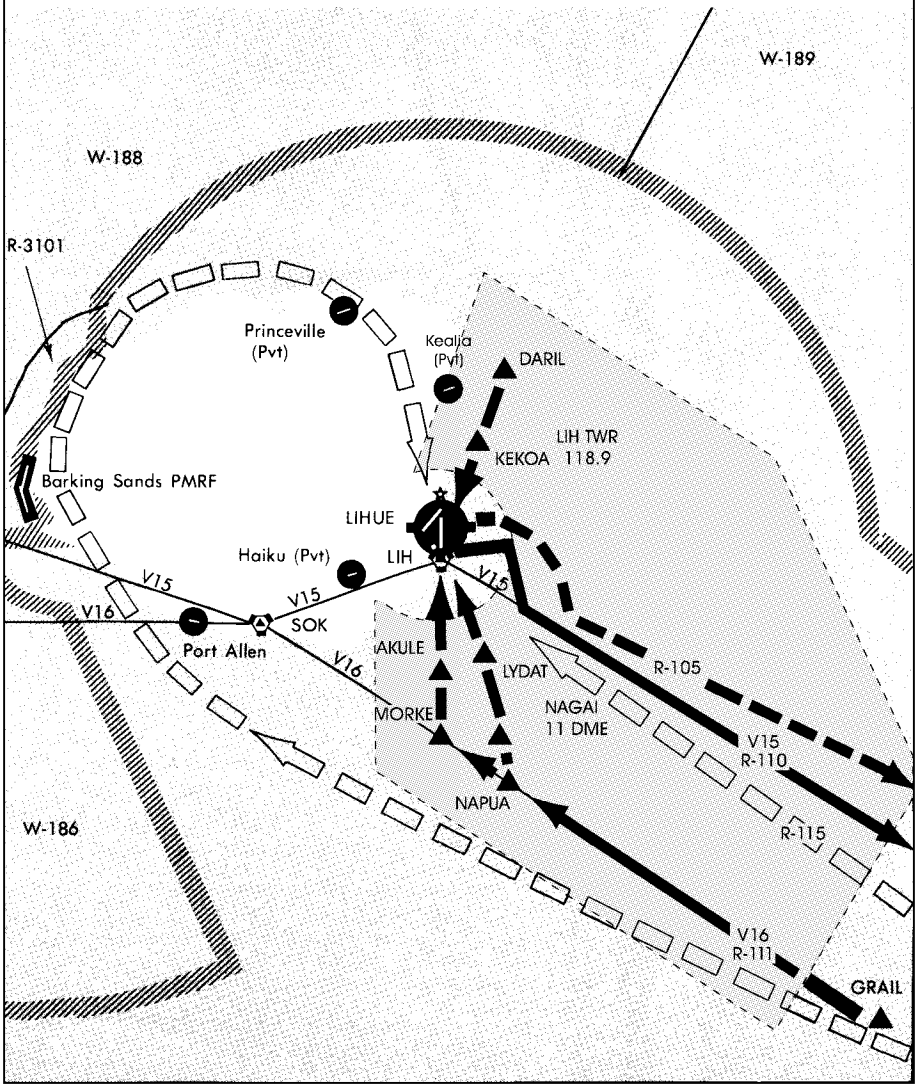
PREFERRED VFR ROUTING
LIHUE AIRPORT, LIHUE, KAUAI

LEGEND

- PREFERRED VFR ARRIVAL ROUTES
- PREFERRED VFR DEPARTURE ROUTES
- IFR ARRIVAL/DEPARTURE ROUTES
- REQUEST APP ADVISORIES PRIOR TO TRANSITING AREA 126.5

AIRCRAFT INBOUND TO LIHUE FROM THE EAST CONTACT HCF APPROACH 126.5 BY MID-CHANNEL.

VFR AIRCRAFT DEPARTING LIHUE AIRPORT VIA RUNWAY 3/35 EASTBOUND, FLY OUTBOUND ON OR NORTH OF LIH 105 RADIAL UNTIL 25 MILES EAST.



PORT ALLEN AIRPORT PHPA (PAK), Hanapepe, Kauai

Unattended ..... (808) 274-3800 (Manager LIH)
After Hours ..... (808) 241-3921 (LIH)
Security ..... (808) 274-3814 (LIH)
District Manager ..... (PAK, LIH & HIØ1)
3901 Mokulele Loop, Box 6,
Lihue, HI 96766
Latitude/Longitude ..... 21 53.82 N / 159 36.19 W
From City ..... 1 mile SW of Hanapepe
Airport Area ..... 179 Acres

Airfield:
Elevation ..... 24' MSL
Runways ..... 9-27 (2,450' x 60', asphalt)
Lights ..... None

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9
RCO (HNL AFSS) 122.6, 122.1R, 113.5T
Navaids ..... VORTAC 115.4, SOK, Chan 101
4.2 nm from airport

Airspace: Class G

Traffic Pattern Altitude:
800' MSL

Remarks:
Services ..... None

Meals & Transportation ..... None

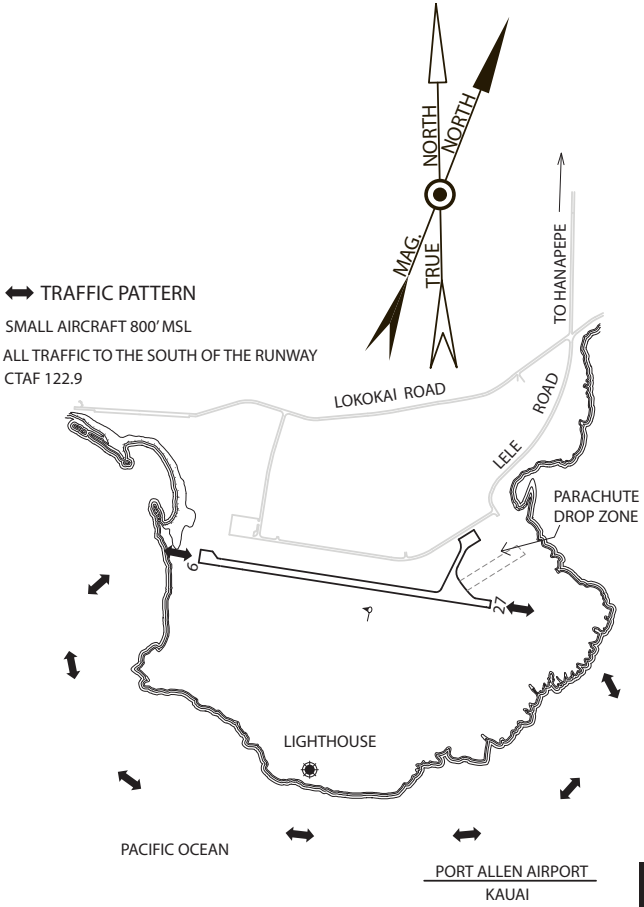
Crash/Fire ..... None

Helicopter, ultralight aircraft traffic, & skydiving.

Airport restricted to aircraft weighing less than 12,500 lbs.

Avoid overflight of salt ponds, state recreational beach park, residential and commercial areas N of airfield.

Maximum Authorized Landing Weight: S-18.



PORT ALLEN AIRPORT
KAUAI

PAK

PRINCEVILLE AIRPORT (HIØ1), Princeville, Kauai (PRIVATE)

Unattended ..... (808) 826-3040 (Manager)
Manager ..... Princeville Corporation
P.O. Box 3040
Princeville, HI 96722
Latitude/Longitude ..... 22 12.55 N / 159 26.73 W
From City ..... 3 miles E
Airport Area ..... 20 Acres

Airfield:
Elevation ..... 344' MSL
Runway ..... 05-23 (3,560' x 40', asphalt)
Rwy 5 – Trees
Rwy 23 – Pole

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9 – State intentions on frequency before landing
RCO (HNL AFSS) 122.3
Navaids ..... VORTAC 113.5 LIH Chan 82
15.8 nm to field

Airspace: Class G

Traffic Pattern Altitude:
1100' MSL

Remarks:
Services ..... None

Meals & Transportation ..... Amelia's Restaurant upstairs terminal.
Avis Car Rental

Crash/Fire ..... None

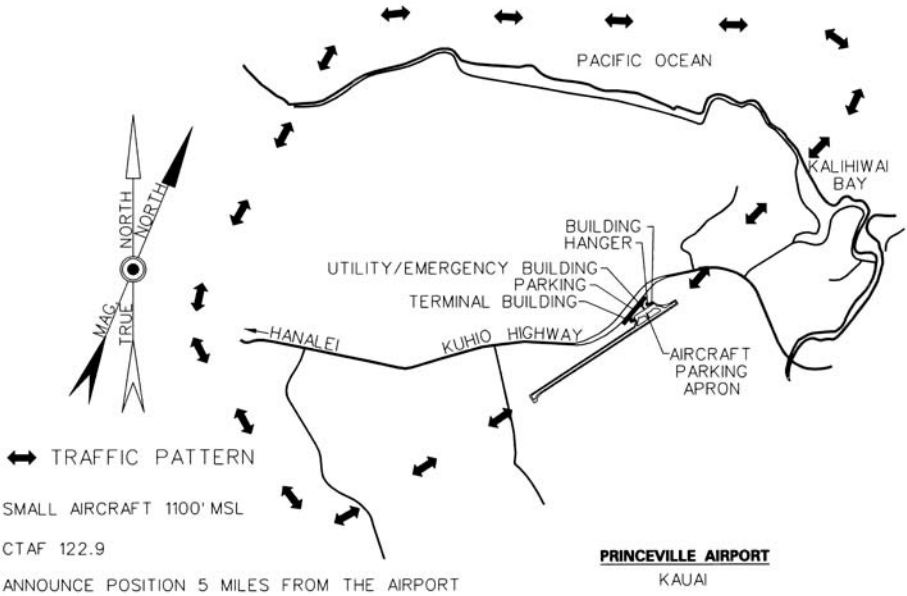
CAUTION: Numerous helicopter operations in vicinity.

Restrictions:
WARNING: Day VFR operations only.

No helicopter operations permitted except for existing operations by resident tour operator. Aircraft parking not to exceed 45 minutes due to limited ramp space. No overnight parking.

Prior permission required for landing. Contact Princeville Corporation (808) 826-3040.

23


PACIFIC OCEAN
KALIHIWAI BAY
NORTH
NORTH
MAG
TRUE
BUILDING HANGER
UTILITY/EMERGENCY BUILDING
PARKING
TERMINAL BUILDING
HANALEI
KUHIO HIGHWAY
AIRCRAFT PARKING APRON
TRAFFIC PATTERN
SMALL AIRCRAFT 1100' MSL
CTAF 122.9
ANNOUNCE POSITION 5 MILES FROM THE AIRPORT
PRINCEVILLE AIRPORT
KAUAI

MAUI COUNTY AIRPORTS
(Molokai, Lanai, Maui)

Airport District Manager
(LUP, MKK, LNY, OGG, HNM, JHM)
Kahului Airport, Kahului, HI 96732

KALAUPAPA AIRPORT, PHLU (LUP), Kalaupapa, Molokai

Attendant ..... (808) 567-9658 (0700-1530L)
After Hours ..... (808) 872-3880 (OGG)
Latitude/Longitude ..... 21 12.66 N / 156 58.42 W
From City..... 1 mile N of Kalaupapa
Airport Area..... 55 Acres

Airfield:
Elevation ..... 24' MSL
Runway ..... 5-23 (2,700' x 75', asphalt)
Lights ..... MIRL and Beacon
PAPI Rwy 5

Communications and Navigational Aids:
Control Tower ..... None
Frequency ..... CTAF: 122.9
RCO (HNL AFSS) 122.R, 116.1T

Airspace: Class G

Traffic Pattern Altitude:
800' MSL

Remarks:
Services..... None

Meals & Transportation..... None

Crash/Fire ..... None

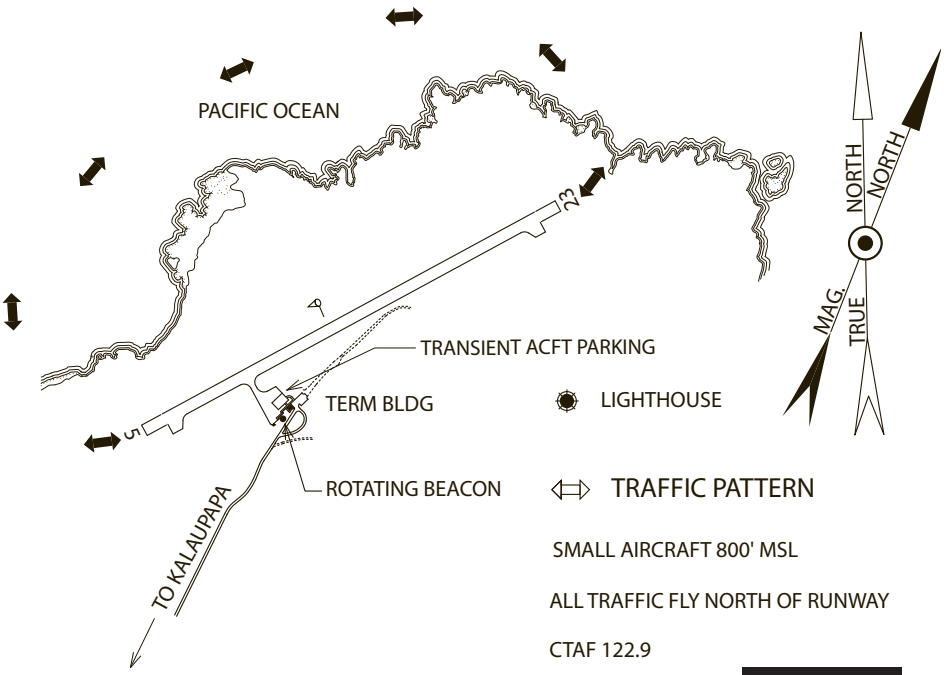
Permission required from State Dept. of Health, Honolulu to enter Kalaupapa Settlement. Military helicopter operations during daylight hours. Circle before landing.

CAUTION: Possible wild animals around the vicinity of the airport.

- Deep ruts along northeast runway shoulder caused by wild boars.
- October - May: large waves impacting shoreline resulting in salt water sprays 40' high.

Maximum Authorized Landing Weight: S-17.

Activate Runway lights w/5 clicks on 122.9


PACIFIC OCEAN
23
5
TRANSIENT ACFT PARKING
TERM BLDG
ROTATING BEACON
TO KALAUPAPA
NORTH
NORTH
MAG
TRUE
LIGHTHOUSE
TRAFFIC PATTERN
SMALL AIRCRAFT 800' MSL
ALL TRAFFIC FLY NORTH OF RUNWAY
CTAF 122.9

PHLU

LUP

MOLOKAI AIRPORT, PHMK (MKK), Kaunakakai, Molokai

Attendant ..... (808) 567-9660 (0500-1900L)
After Hours ..... (808) 872-3880 (OGG)
Airport Security ..... (808) 567-9065
ARFF ..... (808) 567-9663 or 9662
Latitude/Longitude ..... 21 09.17 N / 157 05.78 W
From City..... 6.75 miles NW of Kaunakakai
Airport Area..... 288 Acres

Airfield:
Elevation ..... 454' MSL
Runways ..... 5-23 (4,494'x100', asphalt - grooved)
Displaced threshold Rwy 23
17-35 (3,118'x100', asphalt)
Displaced threshold Rwy 17
Lights ..... (5-23)* PAPI REIL Rwy 5 MIRL

Communications and Navigational Aids:
Control Tower..... Molokai Tower (0600-1830L)
Frequencies..... TWR/CTAF 125.7
ATIS: 128.2 (0600-1830L)
Ground 121.9 (0600-1830L)
RCO (HNL AFSS) 122.1R, 116.1T
Navaids ..... VORTAC 116.1, MKK, Chan 108,
3.8 nm from field

Airspace: Class D service 0600-1830L other times Class G

Traffic Pattern Altitude:
Small Aircraft 1,250' MSL
Large Aircraft 1,950' MSL

ASOS: (808) 567-6106

Remarks:
Services..... None

Meals & Transportation..... Snack bar, taxi, car rental

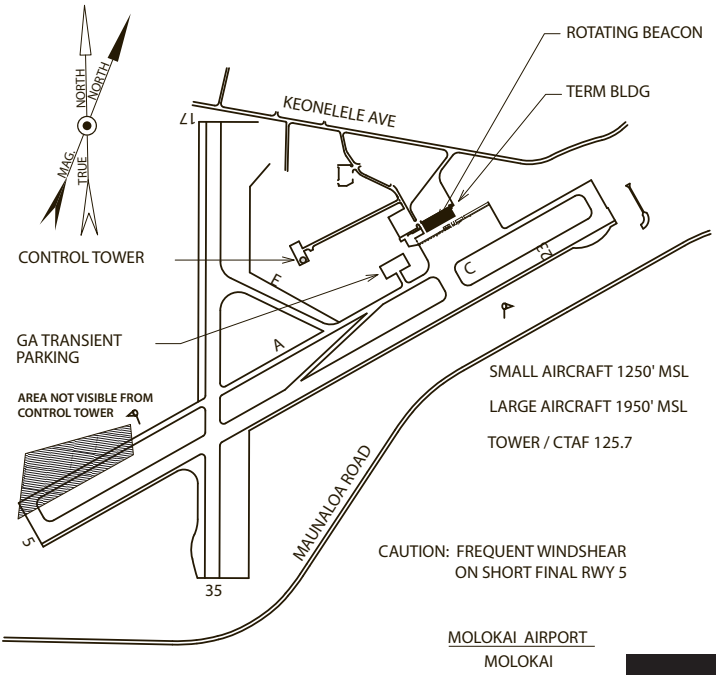
Crash/Fire ..... FAR 139 index A (0530 to 2030L or
to last scheduled flight plus 15 minutes)

Lighted windsock.

Rwy 5 PAPI NOT AUTHORIZED beyond 1.8 nm from threshold due to rapidly rising terrain.

Maximum Authorized Landing Weight: S-30, D-48

AREA NOTICE-MOLOKAI ISLAND: Both the north and south shores of Molokai accommodate a large volume of aircraft between 500' and 3,500' MSL which fly at 1,000', 2,000', and 3,000' westbound and 500', 1,500', 2,500' eastbound. All traffic transiting the area is advised to observe these altitudes. Be sure to contact MKK Tower on 125.7 prior to penetrating the MKK Class D. Aircraft should monitor 121.95 (ITAF frequency) along both shores and broadcast position, direction of flight and altitude at Ilio Point, Laau Point, Wailau Valley, Hale Olono Harbor, Cape Halawa on the ITAF frequency. Aircraft should be on 122.9 when in vicinity of Kalaupapa (LUP).



MOLOKAI AIRPORT
MOLOKAI

PHMK **MKK**

LANAI AIRPORT, PHNY (LNY), Lanai City, Lanai

Attendant ..... (808) 565-7942 (0600-1800L)
After Hours ..... (808) 872-3880 (OGG)
Airport Security ..... (808) 565-6659
ARFF ..... (808) 565-7941 or 7943
Latitude/Latitude ..... 20 47.14 N / 156 57.09 W
From City..... 4 miles SW of Lanai City
Airport Area..... 92 Acres

Airfield:
Elevation ..... 1,308' MSL
Runway ..... 3-21 (5,000' x 150', asphalt)
Lights ..... Obstruction, wind cone, runway, beacon, VASI Rwy 3 / PAPI Rwy 21*

Communications and Navigational Aids:
Control Tower ..... None
Frequencies ..... CTAF: 122.9
HCF DEP/ARR CON 119.3
RCO (HNL AFSS) 122.2, 121.1R, 117.7T
Navaids ..... VORTAC 117.7, LNY, Chan 124
1.6 nm from field
NDB: LLD 353 on field
ILS/DME 111.1, I-LNY, Chan 48 (rwy 03)

Airspace: Class E

Traffic Pattern Altitude:
Small Aircraft 2,100' MSL
Large Aircraft 2,800' MSL

AWSS: (808) 565-6586 118.375

Remarks:
Services..... None
Meals & Transportation..... Snack Bar, Car rental
Crash/Fire ..... FAR 139 index A (0530-1930L or last scheduled flight plus 15 minutes)

Left traffic only. Announce taxi intentions prior to taxiing onto the active runway.

See Diagram for transient parking.

Call Maui Airports District Manager at (808) 872-3808 or Airport Operations Control at (808) 872-3880 (24 hours) for PPR.

Maximum Authorized Landing Weight: S-75, D-110, DT-170.

Activate* Runway lights w/5 clicks on 122.9

* RWY 21 PAPI NOT AUTHORIZED beyond 2 nm from threshold and 5 deg right of rwy centerline due to terain.

SMALL AIRCRAFT 2100' MSL

LARGE AIRCRAFT 2800' MSL

CTAF 122.9

LANAI CITY

TERM BLDG

SMALL ACFT TRANSIENT PARKING

HELICOPTER PARKING

ROTATING BEACON

CARGO

LARGE ACFT TRANSIENT PARKING

NORTH

NORTH

MAG.

TRUE

LANAI AIRPORT

LANAI

HANA AIRPORT, PHHN (HNM), Hana, Maui

Attendant ..... (808) 248-4861 M-F (0700-1530L)
After Hours..... (808) 872-3880 (OGG)
Latitude..... 20 47.74 N / 156 00.87 W
From City..... 3 miles NW of Hana
Airport Area..... 119 Acres

Airfield:
Elevation ..... 78' MSL
Runways ..... 8-26 (3,606' x 100', asphalt)
Lights..... MIRL, wind sock, rotating beacon
PAPI Rwy 8*

Communications and Navigational Aids:

Control Tower..... None
Frequencies..... CTAF: 122.9
RCO (HNL AFSS) 122.3

Airspace: Class G

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

AWOS: 118.325, (808) 248-8471

Remarks:
Services..... None

Meals & Transportation..... None (car rental by prior arrangement)

Crash/Fire ..... None

Airport CLOSED to helicopters sunset to sunrise except by

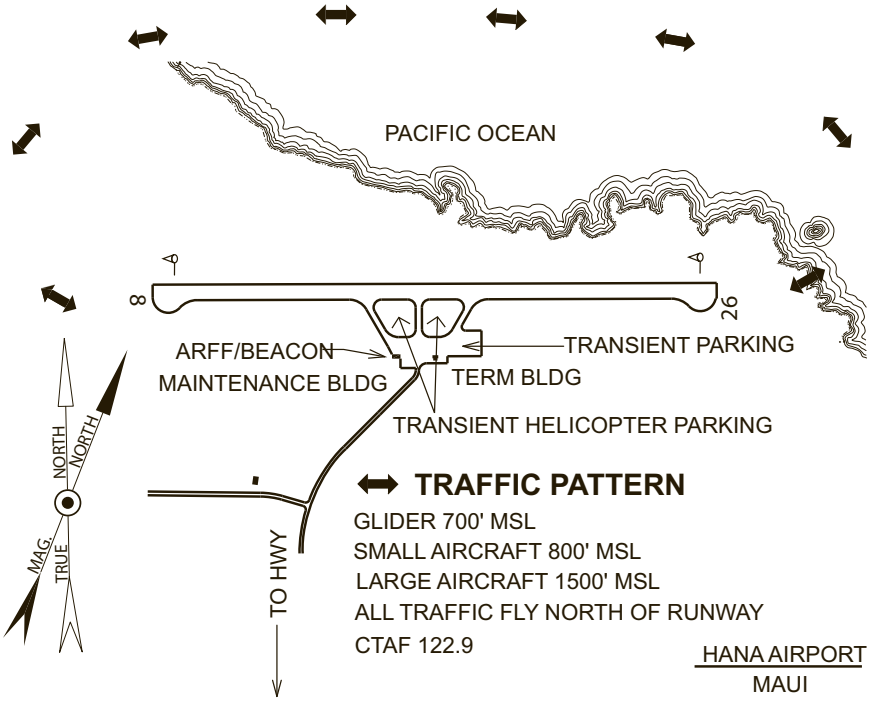
PPR (808) 872-3880. Helicopter pilot training operations will be conducted at the approach end of runway 26.
Runway lights activated by 5 clicks on 122.9.

CAUTION: Aerobatic area north of downwind leg.

Ultralight operations within the airport area. Transient helicopter parking on infields between taxiways. Use extreme caution on ramp.

Maximum Authorized Landing Weight: S-34, D-48, DT-80.

*PAPI daylight only


PACIFIC OCEAN
8
26
ARFF/BEACON
MAINTENANCE BLDG
TRANSIENT PARKING
TERM BLDG
TRANSIENT HELICOPTER PARKING
NORTH
NORTH
MAG
TRUE
TO HWY
TRAFFIC PATTERN
GLIDER 700' MSL
SMALL AIRCRAFT 800' MSL
LARGE AIRCRAFT 1500' MSL
ALL TRAFFIC FLY NORTH OF RUNWAY
CTAF 122.9
HANA AIRPORT
MAUI

KAHULUI AIRPORT, PHOG (OGG), Kahului, Maui

Manager..... (808) 872-3808
Airport Operations Center..... (808) 872-3880 (24 hours)
Airport Security..... (808) 872-3875
ARFF..... (808) 872-3841
Latitude/Longitude..... 20 53.92 N / 156 25.83 W
From City ..... 2.5 miles E from Kahului
Airport Area ..... 1,391 Acres

Airfield:
Elevation..... 54' MSL
Runways ..... 2-20 (6,995'x150', asphalt - grooved)
5-23 (4,990'x150', asphalt - grooved)
Lights..... Beacon, runway, taxiway, obstruction,
VASI Rwys 02, 05, 20, MalS/R Rwy 02
PAPI Rwy 20

Communications and Navigational Aids:
Control Tower..... FAA Maui Tower (0600-2300L)
Frequencies..... TWR/CTAF 118.7
ATIS: 128.6 (0600-2300L)
CLR DEL: 120.6 (0600-2300L)
GND: 121.9 (0600-2300L)
HCF DEP/APP 120.2 N 119.5 S (0600-2300L)
Navaids ..... VORTAC 115.1, OGG, Chan 90 on field
ILS I-OGG: 110.1 Rwy 2
NDB: VVI 327 1.3 nm to field

Airspace: Class C service 0600-2300L contact HCF App

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,500' MSL

ASOS: (808) 877-6282

Remarks:
Services ..... Fuel 100 Octane, Jet-A and Minor A&P

Fuel:
Air Service – (808) 871-5572, UNICOM 128.95 (Jet-A - 100 Octane)
Bradley Pacific – (808) 873-6060, UNICOM 130.8 (Jet-A)

Meals & Transportation..... Restaurant, taxi, car rental

(continued on next page)

Crash/Fire ..... FAR 139 index D, 24 hours

Transient aircraft park on East Ramp near Airport Fire Station.

Extensive helicopter operations on and from East Ramp.

Avoid noise sensitive areas (Spreckelsville, Haiku, Paia, etc.).

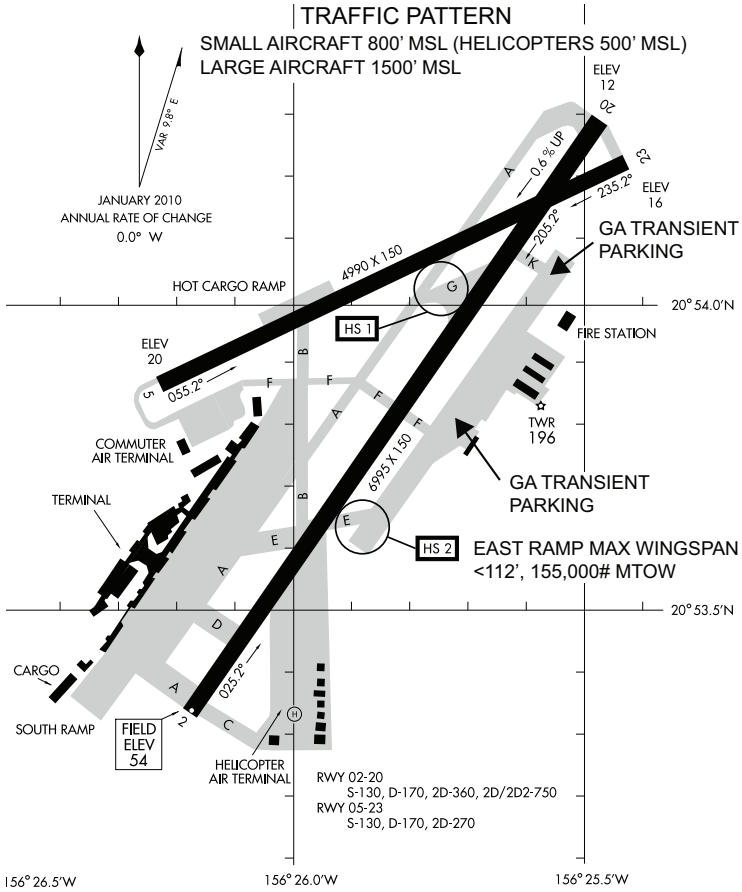
RWY 5-23, Max. Auth. Landing Weight:
S-130, D-170, DT-270

RWY 2-20, Max. Auth. Landing Weight:
S-130, D-170, DT-360, DDT-750

East Ramp: Aircraft with wingspan between 95' and 112' taxi East Ramp only between Taxiway E and 600' north of Taxiway F; aircraft with wingspan greater than 112' may not use East Ramp taxilane. Parking area north of ARFF limited to aircraft with wingspan less than 95'; parking between 600' north of Taxiway F and Taxiway E limited to aircraft wingspan less than 112'. East Ramp parking limited to 155,000 lb MTOW.

Military Helicopters: Operations restricted to HAZMAT area north of Runway 5/23.

East Ramp Helicopter Area: Area East of Runway 2 approach end designated helicopter operating area. No fixed wing aircraft may operate in this area between sunrise and sunset. Fixed wing operations in this area after sunset and before sunrise require prior permission.


TRAFFIC PATTERN
SMALL AIRCRAFT 800' MSL (HELICOPTERS 500' MSL)
LARGE AIRCRAFT 1500' MSL
VAR 9.8° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W
ELEV
12
20
23
0.6 % UP
235.2°
ELEV
16
205.2°
GA TRANSIENT
PARKING
4990 X 150
HOT CARGO RAMP
HS 1
20° 54.0'N
FIRE STATION
ELEV
20
055.2°
TWR
196
COMMUTER
AIR TERMINAL
8995 X 150
GA TRANSIENT
PARKING
TERMINAL
HS 2
EAST RAMP MAX WINGSPAN
<112', 155,000# MTOW
20° 53.5'N
CARGO
025.2°
SOUTH RAMP
FIELD
ELEV
54
HELICOPTER
AIR TERMINAL
RWY 02-20
S-130, D-170, 2D-360, 2D/2D2-750
RWY 05-23
S-130, D-170, 2D-270
156° 26.5'W
156° 26.0'W
156° 25.5'W

PHOG

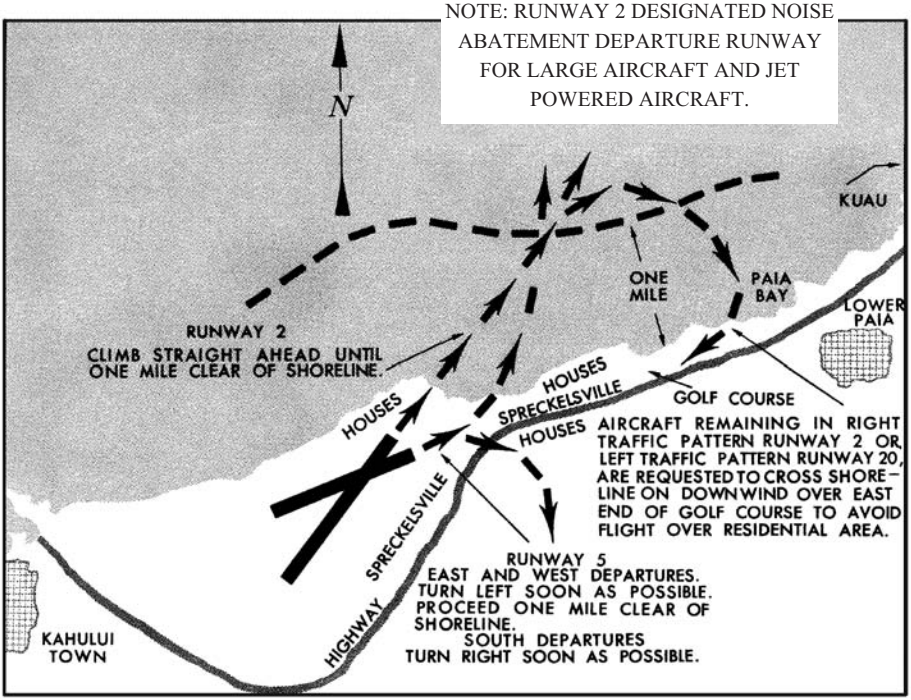
OGG

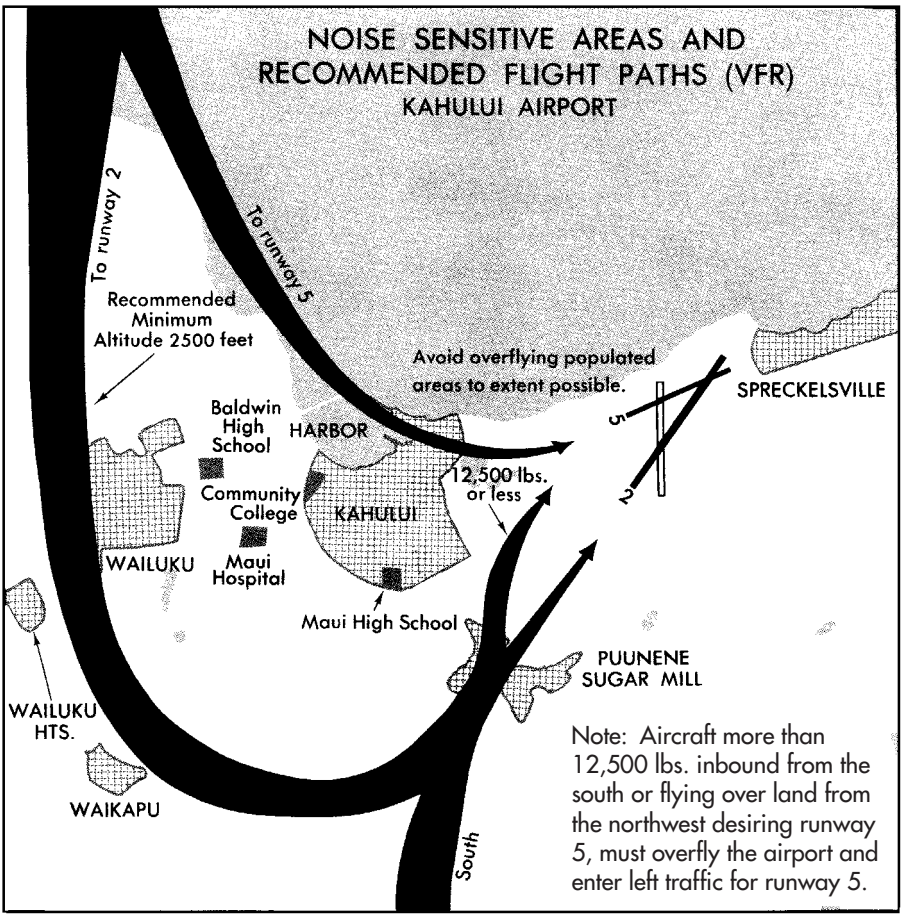
INFORMAL RUNWAY USE PROGRAM - KAHULUI AIRPORT, MAUI (OGG), Kahului, Maui

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 and possible and proceed one mile clear of shoreline; if southbound, turn right as soon as possible if traffic permits, otherwise turn left.

NOISE ABATEMENT ROUTE FOR AIRCRAFT DEPARTING RUNWAY 2 AND 5 KAHULUI AIRPORT, MAUI.

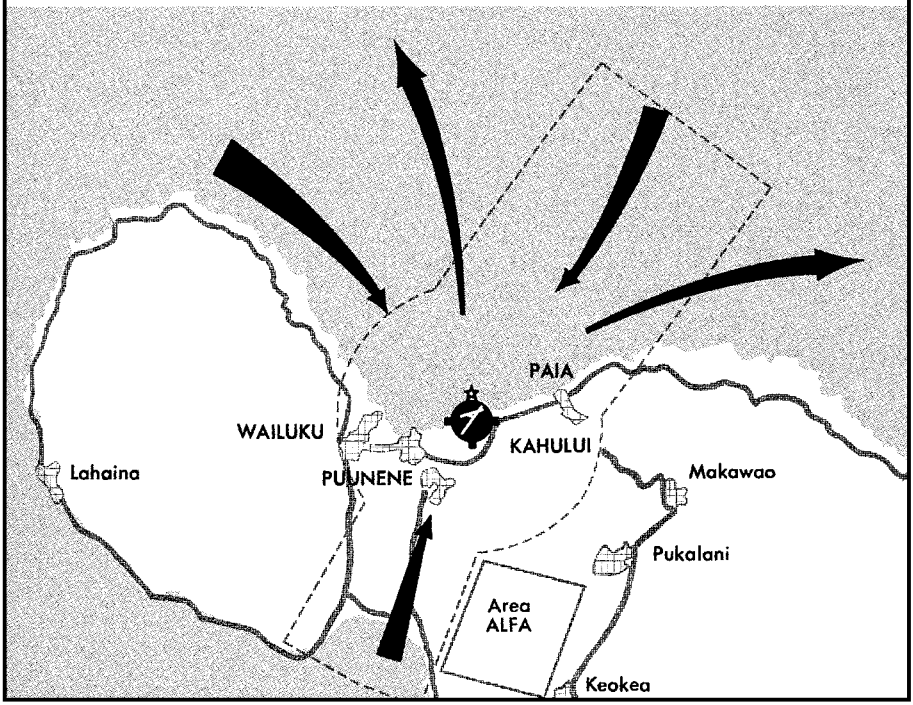
NOTE: RUNWAY 2 DESIGNATED NOISE ABATEMENT DEPARTURE RUNWAY FOR LARGE AIRCRAFT AND JET POWERED AIRCRAFT.

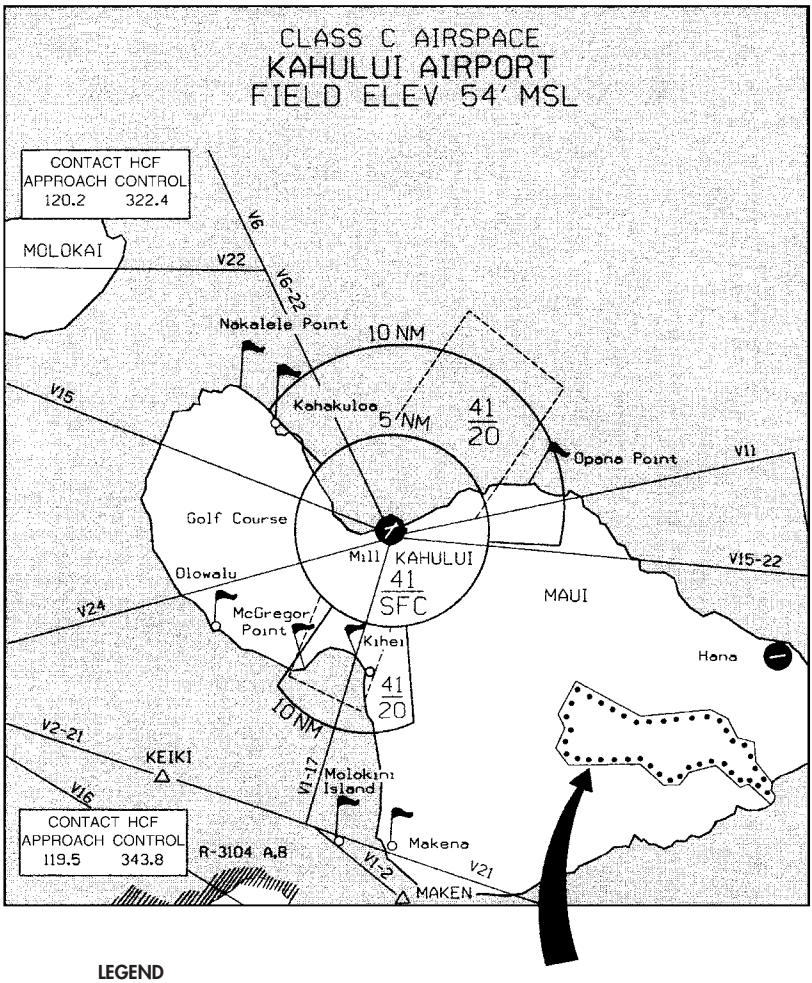



NOISE SENSITIVE AREAS AND
RECOMMENDED FLIGHT PATHS (VFR)
KAHULUI AIRPORT
To runway 2
To runway 5
Recommended
Minimum
Altitude 2500 feet
Avoid overflying populated
areas to extent possible.
SPRECKELSVILLE
5
2
Baldwin
High
School
HARBOR
Community
College
KAHULUI
12,500 lbs.
or less
WAILUKU
Maui
Hospital
Maui High School
PUUNENE
SUGAR MILL
WAILUKU
HTS.
WAIKAPU
South
Note: Aircraft more than
12,500 lbs. inbound from the
south or flying over land from
the northwest desiring runway
5, must overfly the airport and
enter left traffic for runway 5.

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 8NM 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.





LEGEND

VFR CHECK POINTS

FLOOR IN HUNDREDS OF FEET MSL / CEILING IN HUNDREDS OF FEET MSL: 41/20

HALEAKALA NATIONAL PARK

Public law prohibits flight of VFR helicopters or fixed-wing aircraft below 9500 feet MSL over the following areas in Haleakala National Park: Haleakala Crater, Crater Cabins, the Scientific Research Reserve, Hallemauu Trail, Kaupo Gap Trail or any designated tourist viewpoint.

CLASS C AIRSPACE ENTRY 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.

KAPALUA AIRPORT, PHJH (JHM), Kapalua, Maui

Attendant ..... (808) 669-0623
After Hours ..... (808) 872-3880 (OGG)
ARFF ..... (808) 669-0228
Latitude/Longitude ..... 20 57.78 N / 156 40.38 W
From City..... 7 miles N of Lahaina
Airport Area..... 50 Acres

Airfield:
Elevation ..... 256' MSL
Runways ..... 2-20 (3,000'x100', asphalt)
Lights ..... None

Communications and Navigational Aids:
Control Tower..... State operated Unicom
(30 min. after sunrise to 1830L)
Frequency ..... Unicom 122.7

Airspace: Class E service effective 0600-1830L other times Class G

Traffic Pattern Altitude:
1500' MSL

AWOS: VHF 118.525, (808) 665-6101

Remarks:
Services..... None
Meals & Transportation..... None
Crash/Fire ..... FAR 139 Index A 0615-1815L
Maximum Authorized Landing Weight: D-44.

Limitations/Restrictions:
Contact (808) 872-3880 (Kahului Airport Operations)

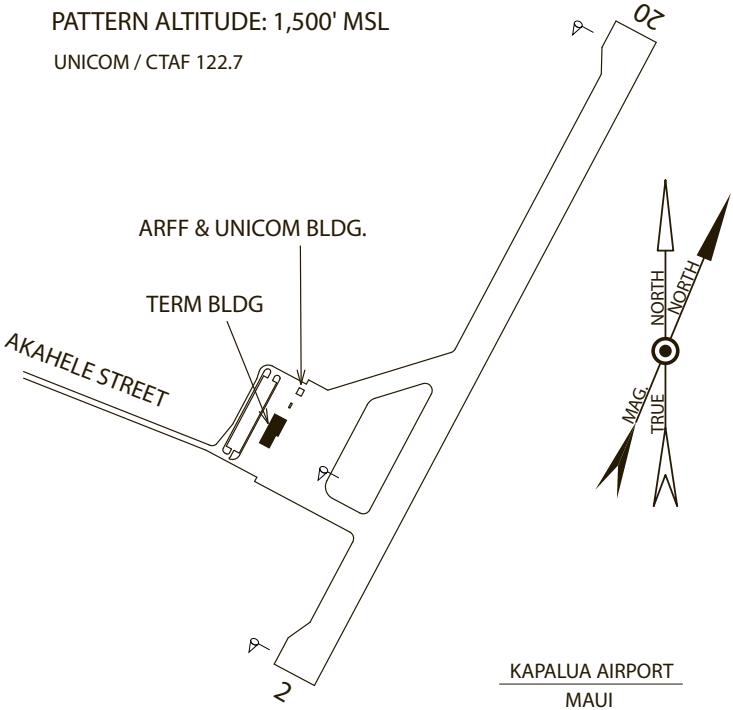
- Airport is restricted to FAR Part 121 and 135 operators with prior permission.
- No helicopter operations permitted.
- No jet powered aircraft allowed.
- No practice or training flights allowed.
- Special noise level standards for aircraft operated at the airport.
- Restriction on amount of daily flights depending on aircraft size.

Procedures:
Monitor 122.7 transiting the area and broadcast position, direction of flight and altitude at Nakalele Point, Lahaina, Shipwreck Beach and Kamalo.

CAUTION: Numerous air carrier operations into and out of area from ground to 8,000'. Both the north and south shores of Maui accommodate a large volume of air commuter, tour and training aircraft between 500' and 3,500' .

PATTERN ALTITUDE: 1,500' MSL

UNICOM / CTAF 122.7



KAPALUA AIRPORT

MAUI

PHJH

JHM

OAHU COUNTY AIRPORTS

Airport District Manager (HDH, JRF, HNL)
Honolulu International Airport, Honolulu, HI 96819

HONOLULU INTERNATIONAL AIRPORT (HNL), Honolulu, Oahu

Manager..... (808) 836-6533, (808) 836-6428,
(808) 836-6434 24 hr. Duty Manager
Airport Security..... (808) 836-6641
ARFF..... (808) 836-6607 / 6608
Latitude/Longitude..... 21 19.12 N / 157 55.35 W
From City ..... 4 miles WSW from Honolulu
Airport Area ..... 4,220 Acres

Airfield:
Elevation..... 13' MSL
Runways..... 8L - 26R (12,300'x150', asphalt - grooved)
8R - 26L (12,000'x 200', asphalt - grooved)
4R - 22L (9,000'x150', asphalt - grooved)
4L - 22R (6,952'x150', asphalt) 150' displaced threshold Rwy 22R
Waterway 8 (5,000'x 300')
Waterway 4 - 22 (3,000'x150')
Lights..... HIRL (Rwy 8 - 26 and 4R - 22L)
MIRL (Rwy 4L - 22R)
PAPI (Rwy 8L, 4R, 4L, 26L)
REIL (Rwy 26R, 22R, 22L,8R, 4L, RR)
MALSR (Rwy 4R, 8L)
MALSF (Rwy 26L)
VASI (Rwy 8R, 26R, 22L)

Traffic Pattern Altitude:
Overhead 2,000'MSL (fighters only)
Light acft from N, NE, NW 800'MSL
Light acft from S 1,000' MSL, Large acft from S 1,500' MSL

Sealane:
North arrival: 800' MSL (small aircraft only)
South arrival: 1,000' MSL small aircraft; 1,500' MSL large aircraft

Communications and Navigational Aids:
Control Tower..... Honolulu Tower (24 hours)
Frequencies..... ATIS: 127.9
CLR DEL: 121.4 (PDC Available)
GND: 121.9
TWR: 118.1 / 123.9

(continued on next page)

Frequencies (cont.) ..... HCF APP: 118.3
HCF DEP 118.3 (West) 124.8 (East)
RCO (HNL AFSS) 122.6, 122.2, 122.1R, 114.8T

Navaids ..... VORTAC 114.8, HNL, Chan 95 on field
Ewabe NDB: 242, 7.1 nm from field
ILS/DME (4R): 110.5, I-IUM, Chan 42
ILS (8L): 111.7, I-HNL
LDA/DME 109.1, I-EPC (26L), Chan 28

Airspace: Class B

Remarks:

Services..... Major A&P, fuel, oxygen

Fuel:
Air Service – (808) 839-5003, UNICOM 128.95 (Jet-A, AvGas - 100 Octane)
Bradley Pacific – (808) 839-2222, UNICOM 130.8 (Jet-A)
Douglas Aircraft - (808) 885-3300 (AvGas 100 Octane)

Meals & Transportation..... All types of meal service and transportation

Crash/Fire..... FAR 139 index E, 24 hours

Arresting gear Rwy 4R/22L, 8R/26L, 8L.

All aircraft desiring gate assignment or parking location must contact ramp control on 121.8.

All jet aircraft contact ramp control prior to engine start.

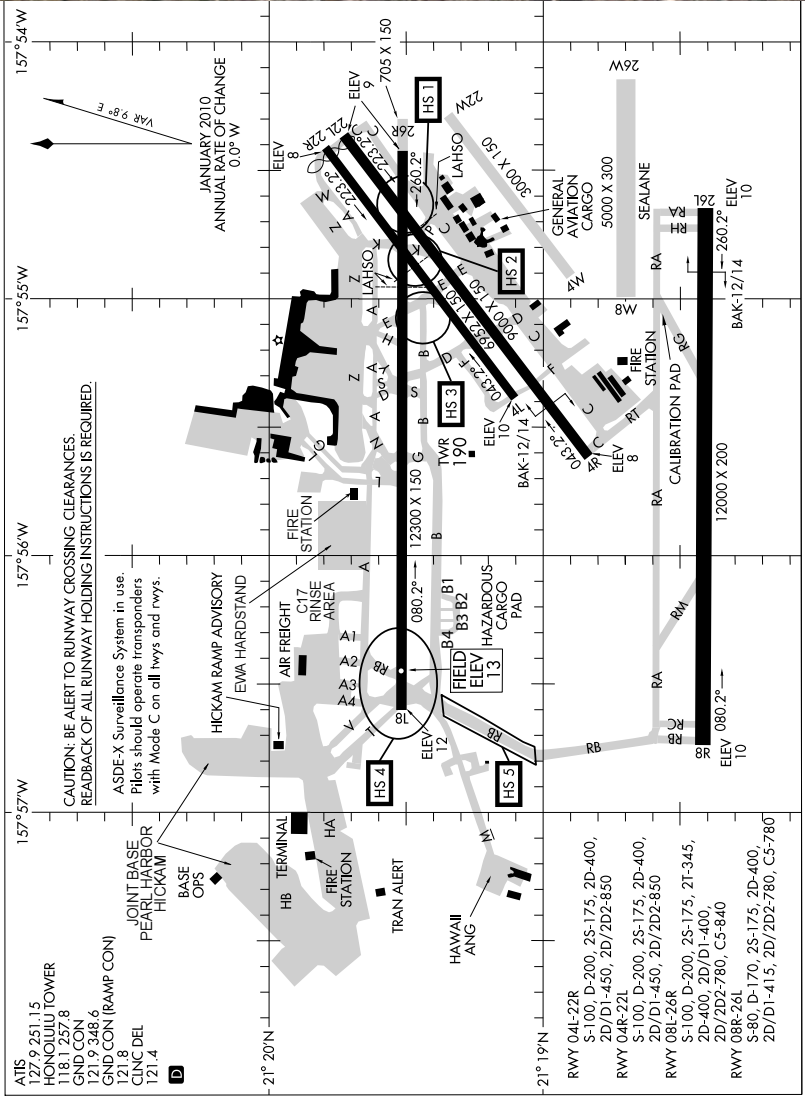
Due to location of tower, controllers are unable to determine whether aircraft are on the correct final approach for Rwys 4L/4R and 22L/22R. Due to non-visibility tower is unable to determine if the following areas are clear of obstructions and/or traffic: commuter ramp, taxiways Kilo and Oscar, portions of taxiway RB and interisland ramp, aircraft storage spot uniform, east of fire station #1.

Transient parking is limited. Operators of large aircraft should make prior arrangement with the Airport manager.

Turn landing lights on while in the airport traffic area.

During VFR tradewind conditions, non-jet aircraft will be vectored to Rwy 4R/L traffic pattern. Pilots requesting Rwy 8L will normally be expected to fly the ILS approach procedure. Visual approaches to Rwys 22L/R and 26R are expected to remain at traffic pattern altitudes as long as possible before beginning descent for landing.

Maximum Authorized Landing Weight:
Rwy 8L/26R S-100, D-200, DT-400, DDT-700.
Rwy 8R/26L S-80, D-170, DT-400, DDT-780.
Rwy 4L/22R S-100, D-200, DT-400, DDT-850.
Rwy 4R/22L S-100, D-200, DT-400, DDT-850.


ATIS
127.9 251.15
HONOLULU TOWER
118.1 257.8
GND CON
121.9 348.6
GND CON (RAMP CON)
121.8
CLNC DEL
121.4
D
157°57'W
157°56'W
157°55'W
157°54'W
21° 20'N
21° 19'N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W
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JOINT BASE
PEARL HARBOR
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FIRE
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HS 5
HS 3
HS 2
HS 1
12300 X 150
080.2°
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190
FIELD
ELEV
13
HAZARDOUS-
CARGO
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ELEV
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ELEV
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705 X 150
LAHSO
LAHSO
22L 22R
23°
22W
26R
26W
4W
M8
GENERAL
AVIATION
CARGO
5000 X 300
3000 X 150
9000 X 150
8992 X 150
043.2°
BAK-12/14
4R
SEALANE
FIRE
STATION
CALIBRATION PAD
12000 X 200
26L
R8
ELEV
10
RWY 04L-22R
S-100, D-200, 2S-175, 2D-400,
2D/D1-450, 2D/2D2-850
RWY 04R-22L
S-100, D-200, 2S-175, 2D-400,
2D/D1-450, 2D/2D2-850
RWY 08L-26R
S-100, D-200, 2S-175, 2T-345,
2D-400, 2D/D1-400,
2D/2D2-780, C5-840
RWY 08R-26L
S-80, D-170, 2S-175, 2D-400,
2D/D1-415, 2D/2D2-780, C5-780

LAND AND HOLD SHORT OPERATIONS

Simultaneous take-offs and landings on intersecting runways are common at Honolulu. It is the responsibility of pilots to determine whether they can comply with a hold-short restriction. Pilots must read back all hold-short instructions.

WAKE TURBULENCE

Honolulu Airport is served by many large and heavy turbojet aircraft. VFR pilots are reminded that it is their responsibility to use proper technique and avoid wake turbulence.

SEALANE OPERATIONS

Pilots desiring to use Sealane 4, 8, 22 at Keehi Lagoon shall be briefed by the FAA Honolulu Control Facility Admin Office at (808) 840-6100 prior to actual use.

Conditions for use:

- Operations shall be conducted in VFR conditions only.
- Operations shall be conducted during daylight hours only.
- Operations shall be conducted to Sealane 4/8/22 only.
- Operations shall be confined to landings/departures only. No pattern work authorized.
- All arrivals/departures shall adhere to Honolulu Class B Airspace VFR Departure and Arrival Routes *as published unless otherwise instructed by Air Traffic Control.*

Pattern Altitudes:

- North arrival: 800' MSL (small aircraft only)
- South arrival: 1,000' MSL small aircraft; 1,500' MSL large aircraft.

CAUTION: Recreational boating activities in vicinity of the Sealane.

OPERATING RULES AND EQUIPMENT REQUIREMENTS

Regardless of weather conditions, ATC authorization is required prior to operating within Honolulu Class B Airspace. Pilots should not request such authorization unless the following requirements are met:

- A two-way radio capable of communicating with ATC on appropriate frequencies.
- A 4096 code transponder with Mode C altitude reporting.

The pilot in command of a civil aircraft must hold at least a private pilot certificate or be a student pilot who has a logbook endorsement by an authorized flight instructor within the preceding 90 days, certifying competency to depart and land at Honolulu International Airport as well as to transit through Class B Airspace.

Procedures:

IFR – Aircraft operating within 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 Class B Airspace.

VFR – Arriving aircraft or aircraft desiring to transit Class B Airspace should contact HCF Approach Control 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, and verify that they have received the current ATIS transmission. 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.

Aircraft departing HNL are requested to contact HCF clearance delivery prior to taxing. Pilots should state the departure procedure requested and confirm that they have received the current ATIS.

Aircraft desiring to transit Class B Airspace will obtain clearance on an equitable first-come first-served basis.

ATC Procedures:

All aircraft will be controlled and separated while operating within Class B Airspace, 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 but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside of Class B Airspace.

NOTE: This service does not relieve pilots of their responsibility to see and avoid other traffic. To maintain appropriate terrain and obstruction clearance, and to remain in VFR weather conditions remains the responsibility of the pilot in command. Whenever compliance with an assigned heading or altitude is likely to compromise pilot responsibility, ATC shall be advised and a revised clearance obtained.

HONOLULU CLASS B AIRSPACE
VFR DEPARTURE AND ARRIVAL ROUTES

RESPONSIBILITIES

VFR CLASS B DEPARTURE ROUTES WILL ONLY BE ISSUED UPON REQUEST. Detailed departure instructions will be furnished to others. All procedures and altitudes described in this procedure 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 minima required by 14 CFR Part 91.155. When in 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 frequency 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.

Example:

Pilot: "N86DD SHORELINE FOUR DEPARTURE WITH INFORMATION QUEBEC."

ATC: "N86DD IS CLEARED OUT OF CLASS B AIRSPACE VIA SHORELINE FOUR DEPARTURE. MAINTAIN ONE THOUSAND FIVE HUNDRED. DEPARTURE CONTROL FREQUENCY WILL BE ONE TWO FOUR POINT EIGHT. SQUAWK 0271."

NOTE: Large aircraft expect clearance via radar vectors, initial heading 140º/200º.

Tradewind Departures Procedures (Runway 04/08L)

Shoreline Four Departure: Departing runways 4 maintain runway heading to the H-1 freeway. Departing runway 8L maintain runway heading to Nimitz Highway. Turn right, parallel Nimitz Highway proceeding direct to center of Honolulu Harbor. Fly one mile offshore passing abeam Kewalo Basin thence direct to one mile due south of Diamond Head. Turn left and resume own navigation, remaining within two miles south of shoreline until departing the CLASS B. Maintain 1500 feet while within CLASS B. Departure Control frequency will be 124.8/317.6. Intended for twin-engine aircraft.

Freeway Four Departure: Departing runway 4 maintain heading to H-1 freeway, departing runway 8L turn left to parallel runway 4 to the H-1 freeway. Then turn right, resume own navigation via H-1 freeway eastbound, then turn via the Kalanianaole Highway until passing abeam Koko Head. Maintain 1500 feet while in CLASS B. Departure Control frequency will be 124.8/317.6. This departure is intended for single-engine aircraft. Avoid flight north of H-1 freeway for noise abatement.

Redhill Three Departure: Departing runways 4 maintain runway heading to Moanalua Road (State Highway 78), departing runway 8L turn left and fly parallel to runways 4 to Moanalua Road. Then, turn left, fly OVER Moanalua Road northwestbound until departing CLASS B. Maintain 1500 feet while in CLASS B. Departure Control frequency will be 119.1/239.05. Restricted to small category aircraft only, large aircraft can expect radar vectors.

CAUTION: VFR traffic proceeding inbound to the H-1/H-2 interchange descending to 2,000 feet and below.

(continued on next page)

Kona Wind Departures Procedures (Runway 22/26R)

NOTE: All aircraft turn on landing lights while in CLASS B.

Kona Three Departure: After departure, turn left heading 180º for radar vectors eastbound. Expect to be vectored 5 or more miles south of Diamond Head to avoid Runway 26L LDA final approach course. Maintain 1500 feet while in CLASS B. Departure Control frequency will be 124.8/317.6.

West Loch Three Departure: After departure, turn right as soon as practicable until north of Runway 26R. Then fly direct to center of West Loch of Pearl Harbor. Maintain 1500 feet while in CLASS B. Departure Control frequency will be 119.1/239.05.

CAUTION: VFR traffic proceeding eastbound from west shoreline to H-1/H-2 interchange descending to 2000 feet or below.

ARRIVAL PROCEDURES

Arrivals contact HCF Approach Control and receive CLEARANCE BEFORE entering Class B. The HNL Class B is established from the HNL VORTAC. High density traffic in vicinity H-1/H-2 Interchange.

North Two Arrival: Contact HCF Approach 119.1/239.05 prior to H-1/H-2 Interchange at or above 2,000'. PROCEDURE WHEN CLEARED: From the H-1/H-2 Interchange, proceed direct to and cross Ford Island at 1,500', then descend to pattern altitude direct to the Navy/Marine Golf Course. Enter left downwind Runway 4L or right downwind Runway 22R, as assigned by HCF Approach.

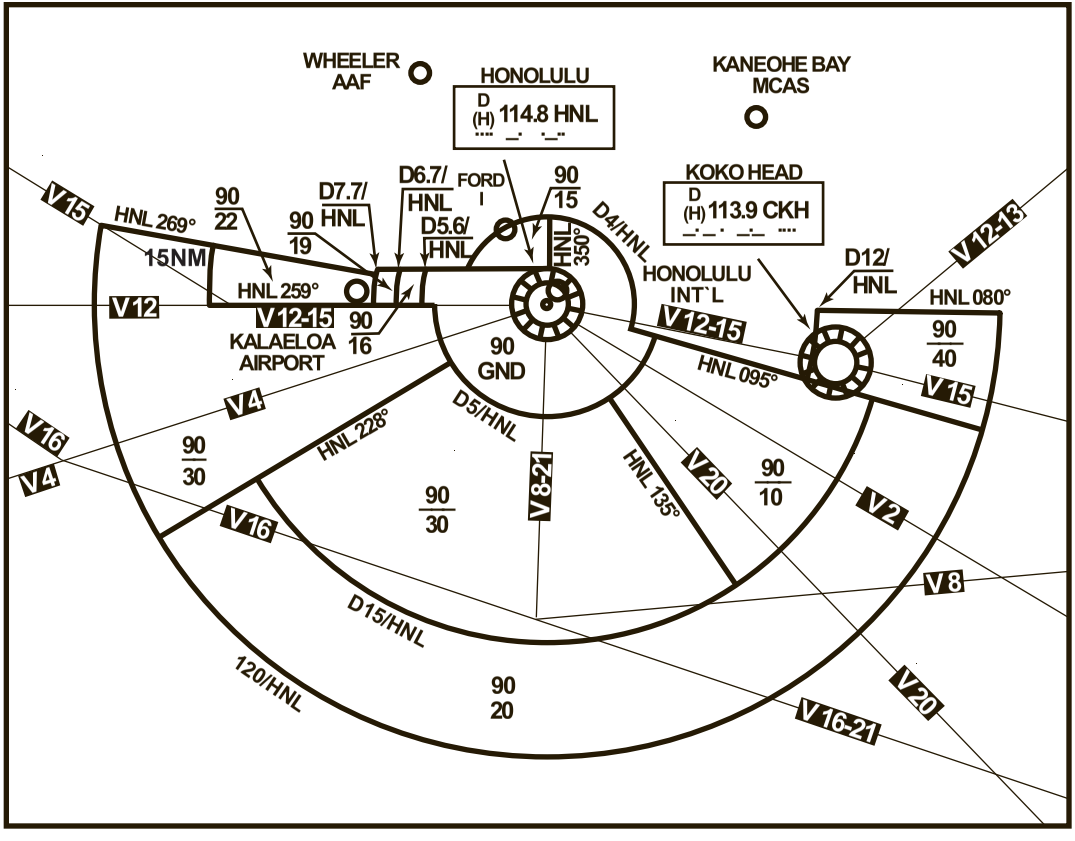
West Two Arrival: Contact HCF Approach 119.1/239.05 prior to Kahe Power Plant at or above 2,000'. PROCEDURE WHEN CLEARED: From Kahe Power Plant, proceed direct to H-1/H-2 Interchange at 2,000', then proceed direct to and cross Ford Island at 1,500'. Descend to pattern altitude direct to the Navy/Marine Golf Course. Enter left downwind Runway 4L or right downwind Runway 22R ass assigned by HCF Approach. Note: Aircraft below 2,000' should contact Kalaeloa Tower on 132.6 prior to Kahe Power Plant.

East Two Arrival: Runways 04/08 configuration. Contact HCF Approach 119.1/239.05 prior to NORBY intersection (MKK 262 radial 20 DME or CKH 112 radial 12 DME). PROCEDURE WHEN CLEARED: From NORBY, proceed inbound on the MKK 262 radial at or below 3,500'. Expect radar vectors for right base to Runway 4R.

Freeway Two Arrival: Runways 04/08 configuration. Contact HCF Approach 119.1/239.05 prior to Koko Head at or above 2,000'. PROCEDURE WHEN CLEARED: From Koko Head, proceed direct to Waialae Golf Course, then follow the H-1 Freeway to enter left downwind to Runway 4L. Maintain 2,000' until advised by tower. Avoid flight north of freeway for noise abatement.

Kona Arrival: Runways 22/26R configuration. Contact HCF Approach 119.1/239.05 prior to NORBY intersection at or below 3,000'. PROCEDURE WHEN CLEARED: Proceed to Koko Head, then direct to Waialae Golf Course. Follow H-1 Freeway to enter left base to Runway 22L. Use caution: turbojet aircraft will be inbound along the south shoreline. Avoid flight north of freeway for noise abatement.

NO AIRCRAFT IS AUTHORIZED TO ENTER CLASS B AIRSPACE UNTIL CLEARED BY ATC.



DILLINGHAM AIRFIELD, PHDH (HDH), Mokuleia, Oahu

Attendant ..... (808) 637-8270 (0700-1530L)
After Hours ..... (808) 836-6434 (HNL)
Latitude/Longitude ..... 21 34.77 N / 158 11.84 W
From City..... 5.25 miles W of Haleiwa
Airport Area..... 134 Acres

Airfield:
Elevation ..... 14' MSL
Runways ..... 8-26 (9,007' x 75', asphalt)
Rwy 8 displaced threshold 1,993'
Rwy 26 displaced threshold 1,995'
Lights ..... None

Communications and Navigational Aids:
Control Tower..... State operated Unicom
0900-1700L daily
Frequency ..... Unicom 123.0
HNL FSS 122.6

Airspace: Class G

Traffic Pattern Altitude:
800' MSL

Remarks:
Services..... Restroom facilities, public telephone, picnic table, fuel 100 Octane, Jet-A
Fuel:
Honolulu Soaring (808) 677-3404 (Jet-A, 100 Octane)

Meals & Transportation..... None

Crash/Fire ..... None

Maximum Authorized Landing Weight: S-40, D-152, DT-180.
Extensive glider operations. Give gliders right of way.

Extensive parachute operations. Give parachutists right of way.

Limitations:
- Open to civil aircraft for DAY VFR ONLY.
- Walking on or across the runway is prohibited.

(continued on next page)

Procedures:

All aircraft must contact Dillingham Unicom prior to entering the traffic pattern and maintain contact when operating in the Dillingham area. All traffic north of runway. It is common practice to call unicom on base leg in addition to the call when entering the pattern. A 5,000' by 75' runway for powered aircraft is identified by standard airport pavement markings. The powered aircraft thresholds have been displaced 2,000' to provide runway for sailplane operations. Powered aircraft shall keep base leg in close, and cross the airport boundary fence on final approach at or above 600' MSL in order to assure safe separation from sailplanes using the first 2,000' (short of the displaced threshold). Recommended standard pattern entry is illustrated. **Do not overfly active drop zones. Do not overfly noise sensitive areas north of airfield.**

CAUTION: Extensive glider operations and parachute jumping off Rwy 8 and Rwy 26. Aerobatic training area off-shore above the downwind leg 1,500' MSL and above. When transiting the area, cross the field above 2,000' MSL.

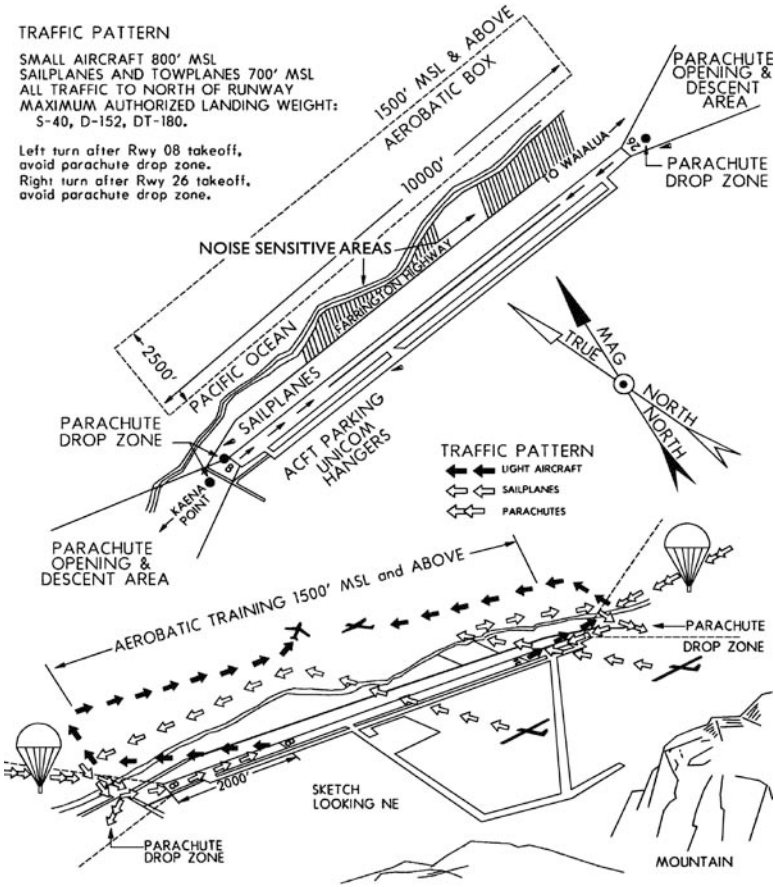
No civil operations between sunset and sunrise. Extensive night operations by military helicopters.

Glider Operations:

Gliders are normally air-towed and routinely depart the traffic pattern to the South. (Right turn after takeoff Rwy 8; Left turn after takeoff Rwy 26). Gliders normally fly the ridge line to the South of the airport, within 5nm. 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 mid-field 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 2 nautical miles 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 8) or right traffic pattern (Rwy 26). During light and no wind conditions, the parachutes may open directly above the airport and adjacent beach area.



DILLINGHAM AIRFIELD

OAHU

PHDH **HDH**

KALAELOA AIRPORT, PHJR (JRF), Kapolei, Oahu

Attendant ..... (808) 682-6422, (808) 474-0814 (Tower)
ARFF ..... (808) 673-7462

Hours of Operation ..... 0630-1500L (State Maintenance)
Airport Security ..... (808) 673-7453 (24 hours)
Latitude/Longitude ..... 21-18.44 N / 158.04.22 W
From City..... 2 miles S from Kapolei
Airport Area..... 757 Acres

Airfield:
Elevation ..... 30' MSL
Runways ..... 04R-22L (8,000' x 200', asphalt)
04L-22R (4,500' x 200', asphalt)
11-29 (6,000' x 200', asphalt)
Lights ..... HIRL (Runway 4R - 22L), beacon
MIRL (Runway 4L - 22R, 11 - 29)

Communications and Navigational Aids:
Control Tower ..... Kalaeloa Tower (0600-2200L)
Frequencies ..... TWR/CTAF 132.6
ATIS 119.8
CLR DEL 121.7
GRD 123.8

Navaids ..... VORTAC 114.8 HNL Chan 95,
7.8 nm from airport
NDB (MWH/LOM) Ewabe 242

Airspace: Class D Service 0600-2200L other times Class E

Traffic Pattern Altitude:
Small Aircraft 800' MSL
Large Aircraft 1,000' MSL

ASOS: (808) 673-7454 (Broadcast on ATIS 2200-0600L, nightly)

Remarks:
Services..... Fuel 100 octane, Jet-A, Barbers Point Flight School (808) 375-9244

Meals & Transportation..... None

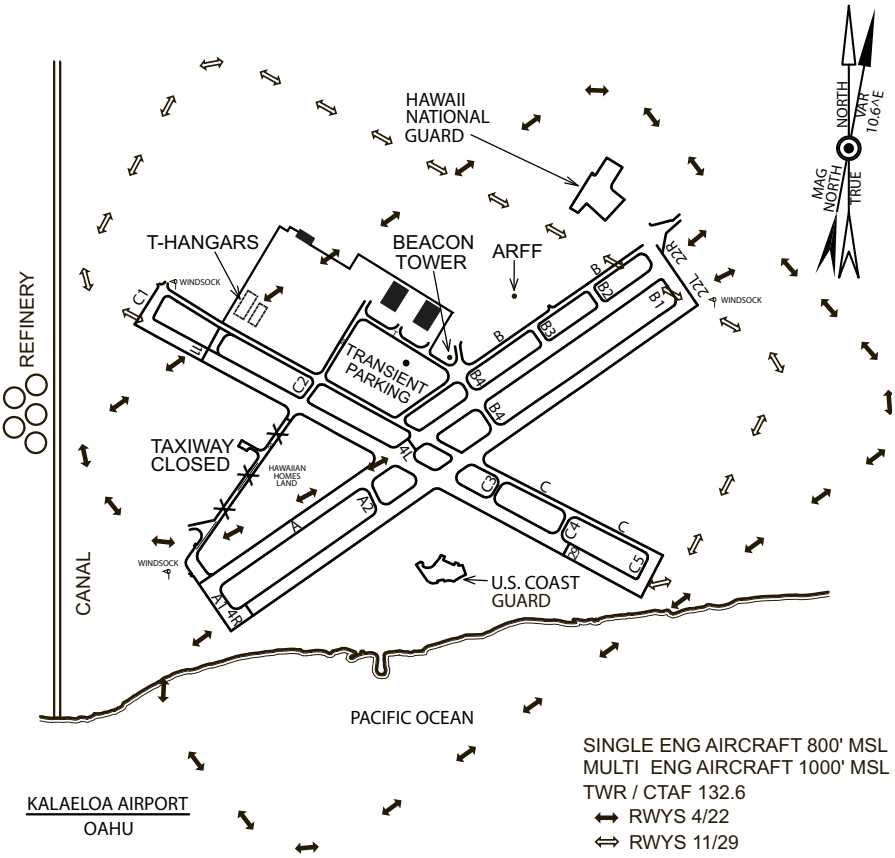
Crash/Fire ..... 24 hours (NAVAIR 0800 R-14 NATOPS US Navy Aircraft Firefighters and Rescue Manual, Category II Airfield) Index B equivalent

ATIS (ASOS observations voice broadcast 2200-0600L, nightly)

(continued on next page)

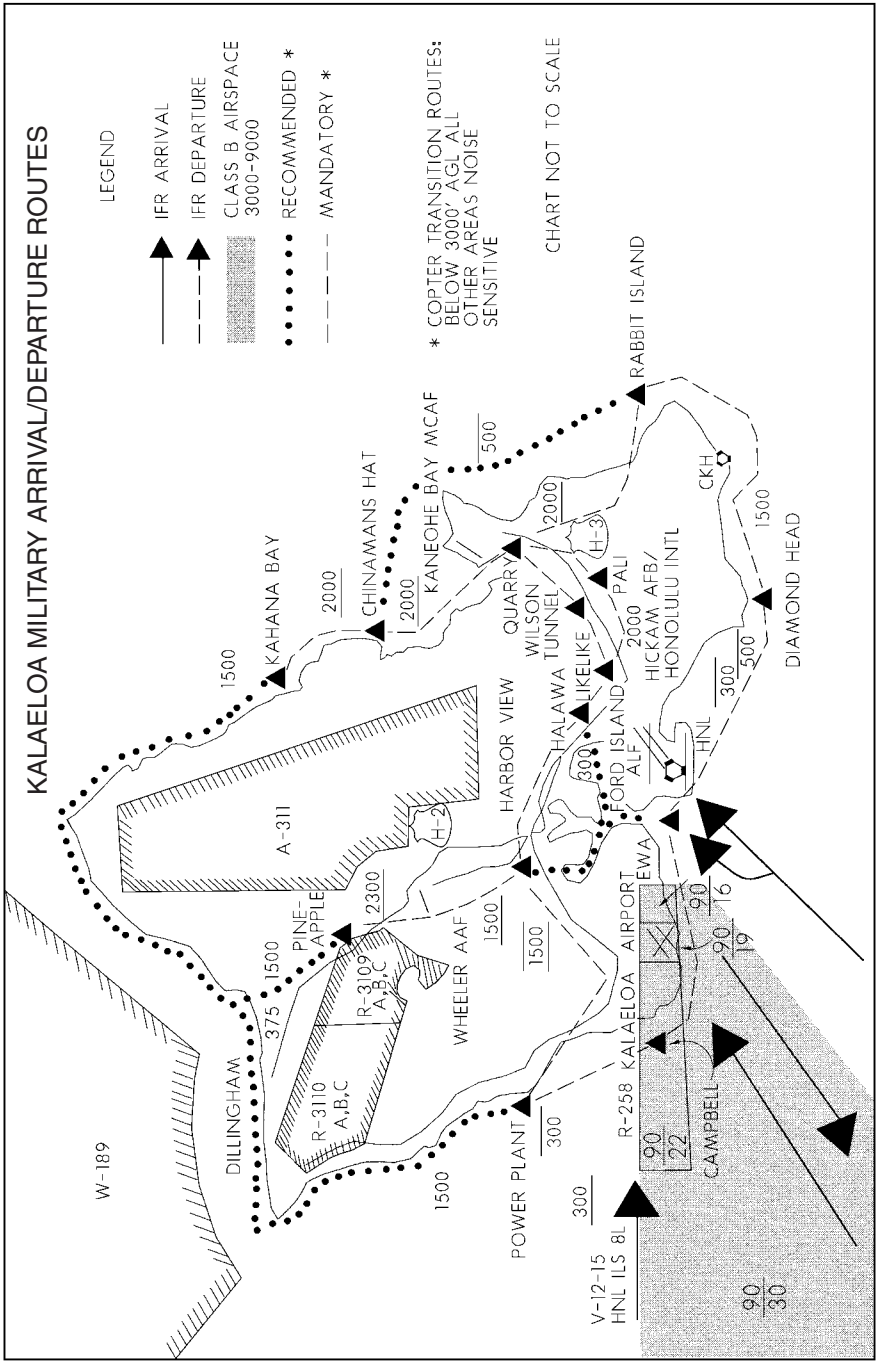
Airport is located under the final approach path Runway 8L Honolulu International Airport and HNL Class B Airspace. **Do not overfly Campbell Industrial Park. Extreme hazards exists, gaseous exhaust plumes and flames may rise to over 300' AGL without warning!**

Left hand pattern (rwy 04L) recommended for single engine small aircraft only!



PHJR

JRF


KALAELOA MILITARY ARRIVAL/DEPARTURE ROUTES
LEGEND
IFR ARRIVAL
IFR DEPARTURE
CLASS B AIRSPACE 3000-9000
RECOMMENDED *
MANDATORY *
* COPTER TRANSITION ROUTES: BELOW 3000' AGL ALL OTHER AREAS NOISE SENSITIVE
CHART NOT TO SCALE
RABBIT ISLAND
CKH
DIAMOND HEAD
HNL
HICKAM AFB/ HONOLULU INTL
PALI
H-3
LIKELIKE
HALAWA
WILSON TUNNEL
QUARRY
FORD ISLAND
ALF
EWA
HARBOR VIEW
KANEOHE BAY MCAF
CHINAMANS HAT
KAHANA BAY
A-311
H-2
PINE-APPLE
R-3109 A,B,C
R-3110 A,B,C
WHEELER AAF
DILLINGHAM
W-189
POWER PLANT
R-258
KALAELOA AIRPORT
CAMPBELL
V-12-15
HNL ILS 8L
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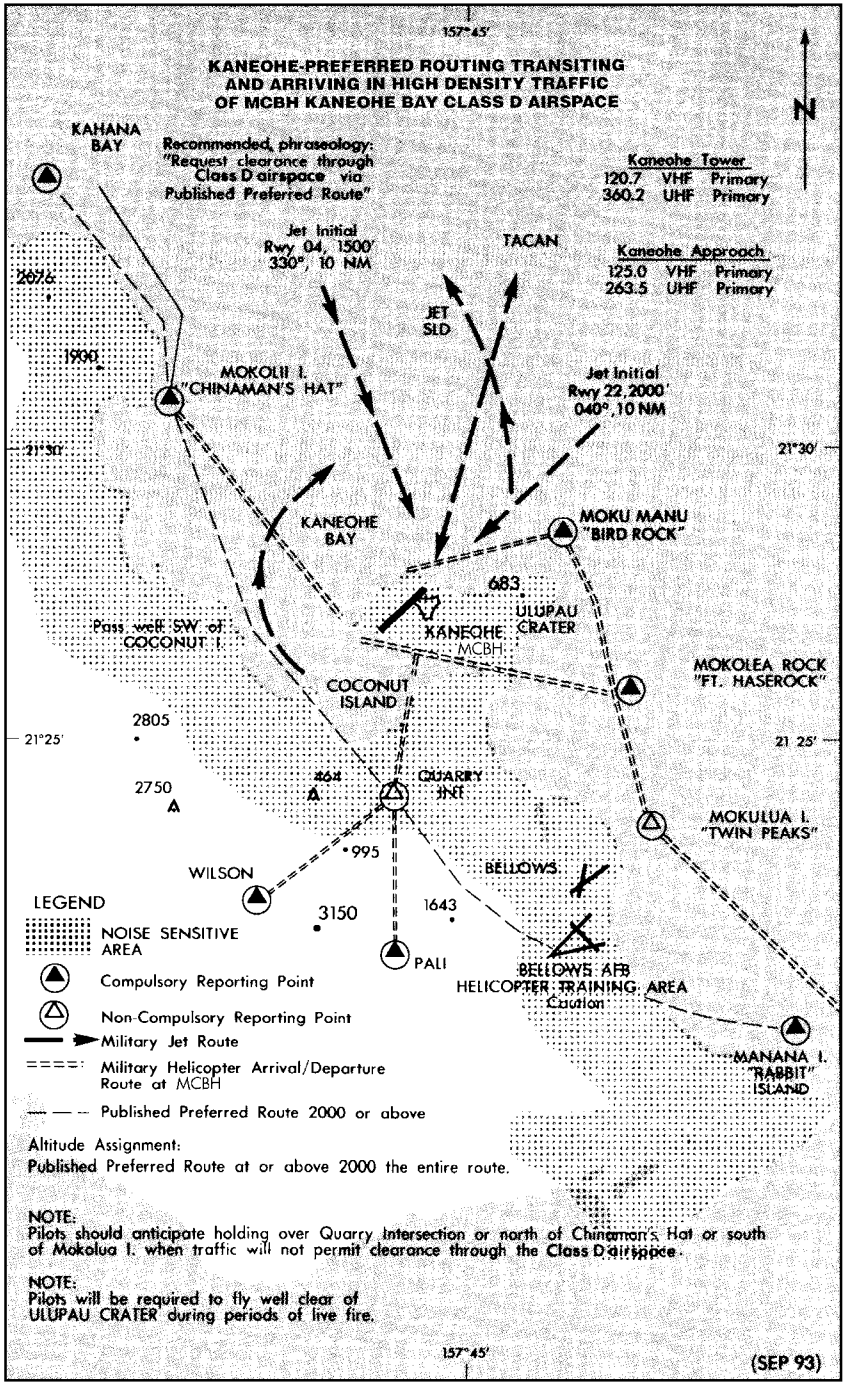
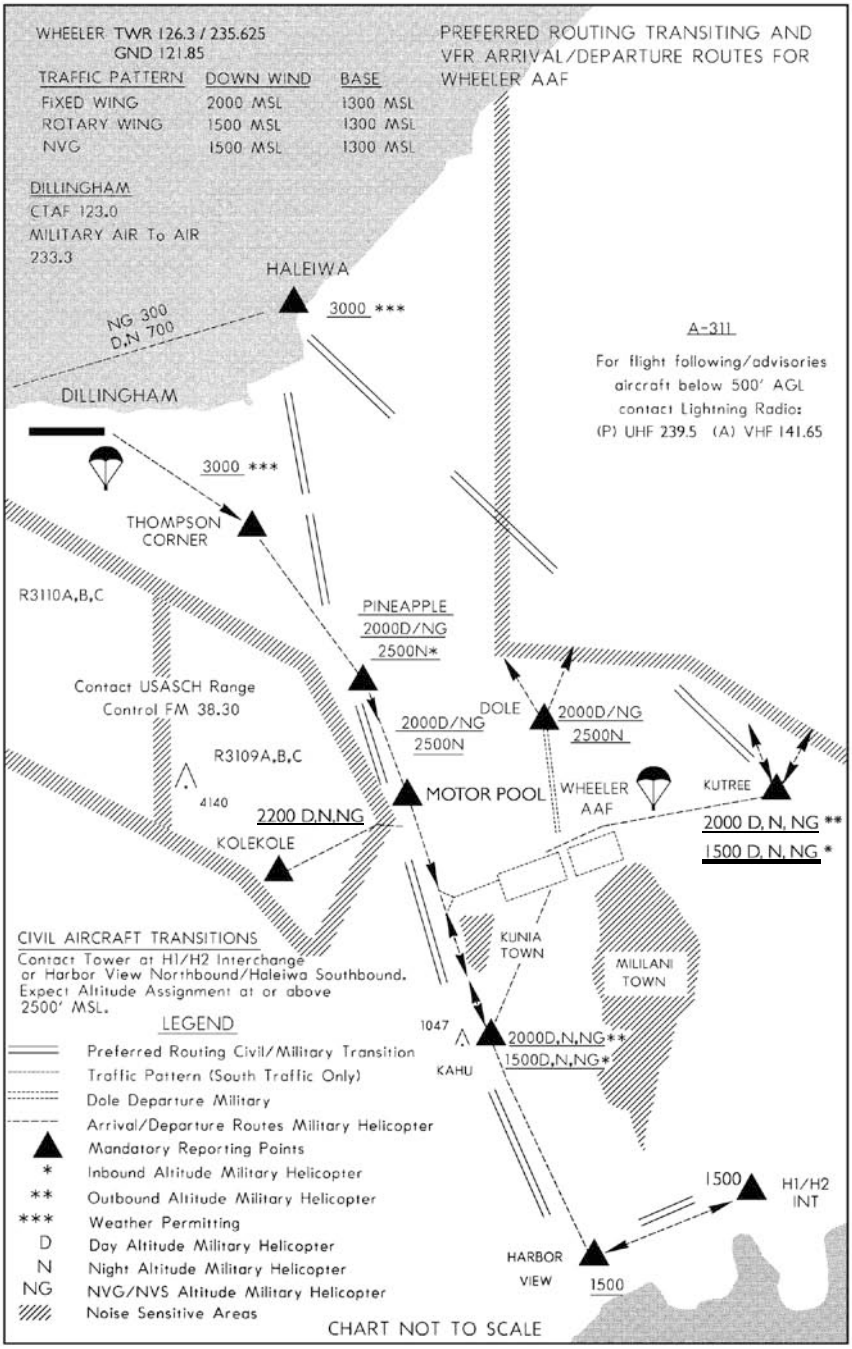
90/16
90/19
90/30


157°45'
KANEOHE-PREFERRED ROUTING TRANSITING
AND ARRIVING IN HIGH DENSITY TRAFFIC
OF MCBH KANEOHE BAY CLASS D AIRSPACE
N
KAHANA BAY
Recommended, phraseology:
"Request clearance through Class D airspace via Published Preferred Route"
Kaneohe Tower
120.7 VHF Primary
360.2 UHF Primary
Jet Initial
Rwy 04, 1500'
330°, 10 NM
TACAN
Kaneohe Approach
125.0 VHF Primary
263.5 UHF Primary
2676
JET SID
1900
MOKOLII I.
"CHINAMAN'S HAT"
Jet Initial
Rwy 22, 2000'
040°, 10 NM
21°30'
21°30'
KANEOHE BAY
MOKU MANU
"BIRD ROCK"
683
ULUPAU CRATER
Pass well SW of COCONUT I.
KANEOHE
MCBH
MOKOLEA ROCK
"FT. HASEROCK"
COCONUT ISLAND
2805
21°25'
21 25'
2750
QUARRY INT
MOKULUA I.
"TWIN PEAKS"
995
WILSON
BELLOWS
LEGEND
3150
1643
NOISE SENSITIVE AREA
PALI
Compulsory Reporting Point
BELLOWS AFB
HELICOPTER TRAINING AREA
Caution
Non-Compulsory Reporting Point
Military Jet Route
Military Helicopter Arrival/Departure Route at MCBH
MANANA I.
"RABBIT" ISLAND
Published Preferred Route 2000 or above
Altitude Assignment:
Published Preferred Route at or above 2000 the entire route.
NOTE:
Pilots should anticipate holding over Quarry Intersection or north of Chinaman's Hat or south of Mokolua I. when traffic will not permit clearance through the Class D airspace.
NOTE:
Pilots will be required to fly well clear of ULUPAU CRATER during periods of live fire.
157°45'
(SEP 93)



WHEELER AAF
OAHU

FLIGHT SAFETY
EMERGENCY PROCEDURES

A pilot in any emergency phase (uncertainty, alert, or distress) should do the following to obtain help:

Set transponder to 7700 (unless squawking a discreet code and talking to a radar controller – in that case use 7600 if radio contact has been lost).

Tune to 121.5 unless already communicating with a controller (or FSS) on a different frequency.

Transmit MAYDAY, MAYDAY, MAYDAY (if distress) or PAN, PAN, PAN (if uncertainty or alert).

- Aircraft identification (repeat 3 times if calling on 121.5)
- Add the following if calling on 121.5.
- Location
- Heading (true or magnetic – state which one)
- True airspeed or estimated true airspeed (state which one)
- Altitude
- Fuel remaining in hours and minutes
- Nature of distress
- Pilot's intentions (ditch, crash landing, etc.)
- Assistance desired (fix, steer, bearing, escort, etc.)
- Two 10-second transmissions without voice, followed by aircraft identification (once) and OVER.

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.

Pilots on IFR flights experiencing two-way radio failure are expected to adhere to the procedures described in the appropriate FARs.

NOTES

U.S. Department of Transportation
Federal Aviation Administration

Pilot's Guide to Airport Signs and Markings

Airport Signs

4-22 — **TWY/RWY HOLDING POSITION:** Hold short of intersecting runway

25-7 — **RWY/RWY HOLD POSITION:** Hold short of intersecting runway

8-APCH — **RWY APCH HOLD POSITION:** Hold short of protected area when instructed by ATC

ILS — **ILS HOLD POSITION:** Hold short of ILS critical area when instructed by ATC

NO ENTRY: Identifies paved areas where aircraft entry is prohibited

B — **TAXIWAY LOCATION:** Identifies taxiway on which aircraft is located

22 — **RUNWAY LOCATION:** Identifies runway on which aircraft is located

4 — **RUNWAY DISTANCE REMAINING:** Identifies runway length remaining

RUNWAY BOUNDARY: Exit boundary from rwy protected area

ILS CRITICAL AREA BOUNDARY: Exit boundary of ILS critical area

L→ — **RUNWAY EXIT:** Defines direction & designation of exit twy from rwy

↖J — **TWY DIRECTION:** Defines direction & designation of intersecting taxiway(s)

22↑ — **OUTBOUND DESTINATION:** Defines direction to take-off runway

↖TERM — **INBOUND DESTINATION:** Indicates direction of destination, i.e. terminal or military area

TAXIWAY ENDING MARKER: Indicates that twy does not continue beyond this point

↙A G L→ — **DIRECTION SIGN ARRAY:** Identifies location in conjunction with multiple intersecting taxiways

If ever in doubt while taxiing, ASK for help! "Line Up and Wait" has replaced the "position and hold" instruction for taxiing onto a runway to await takeoff clearance.

ATCT Light Gun Signals

Color and Type of Signal	Aircraft on the Ground
STEADY GREEN	Cleared for Takeoff
FLASHING GREEN	Cleared to Taxi
STEADY RED	STOP
FLASHING RED	Taxi Clear of the Runway in Use
FLASHING WHITE	Return to Starting Point on Airport
ALTERNATING RED/GREEN	Exercise Extreme Caution

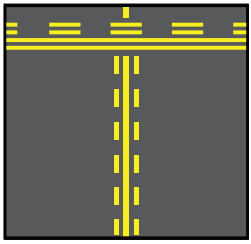
www.faa.gov/go/runwaysafety

Pilot's Guide to Airport Signs and Markings

Airport Markings

HOLDING POSITION: Hold short of intersecting rwy; also a land-and-hold-short marking

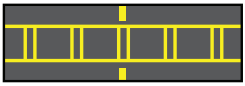
MOVEMENT AREA BOUNDARY: Defines boundary of movement area and non-movement area



HOLDING POSITION WITH ENHANCED TAXIWAY CENTERLINE: Alerts of an approaching runway

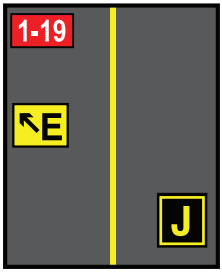
TAXIWAY/TAXIWAY HOLDING POSITION: Hold short of intersecting taxiway when directed by ATC

SOLID TAXIWAY EDGE: Defines edge of usable, full-strength taxiway pavement; adjoining pavement NOT usable



ILS CRITICAL AREA: Hold short when instructed by ATC

DASHED TAXIWAY EDGE: Defines edge of taxiway where adjoining pavement or apron IS available for taxi



SURFACE PAINTED HOLDING POSITION: Designates runway ahead in conjunction with yellow holding position marking

SURFACE PAINTED TAXIWAY DIRECTION: Direction & designation of intersecting twy

SURFACE PAINTED TAXIWAY LOCATION: Identifies twy on which aircraft is located

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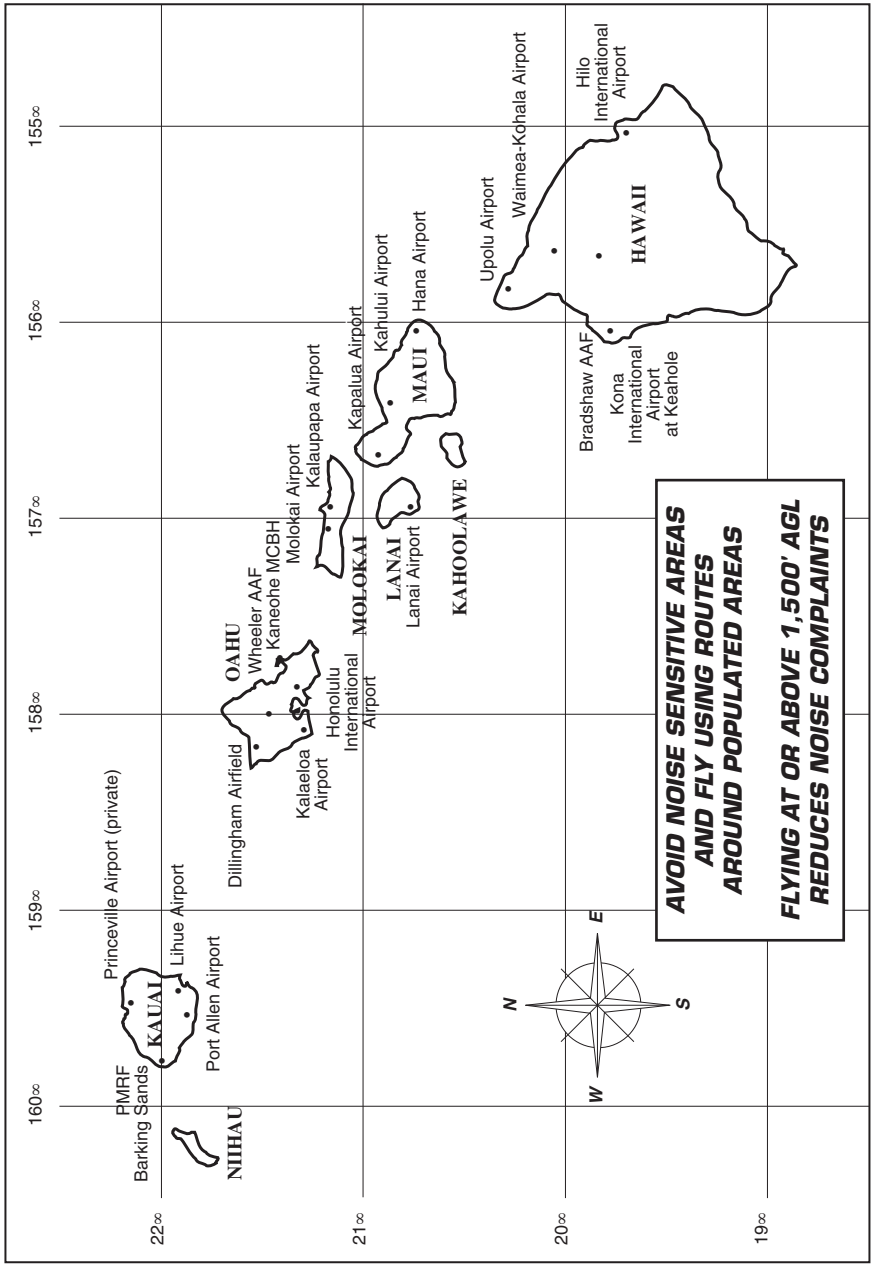

AIRPORTS IN HAWAII