CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**BEACH FOUR DEPARTURE**

**TAKEOFF RUNWAY 2:** Climb on heading 024° to 1400 then climbing right turn via OGG R-195 to BEACH INT.

**TAKEOFF RUNWAY 5:** Climb on heading 054° to 2500 then climbing right turn via OGG R-195 to BEACH INT.

**TAKEOFF RUNWAYS 20, 23:** Climbing left turn via OGG R-195 to BEACH INT.

**HARPO TRANSITION (BEACH4.HARPO):** From over BEACH INT on KOA R-323 to HARPO INT.

**LANAI TRANSITION (BEACH4.LNY):** From over BEACH INT on LNY R-090 to LNY VORTAC.
NOTE: RNAV.
NOTE: GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: APACK departures expect direct/vectors to APACK/R463.
NOTE: CANON departures expect direct/vectors to CANON.
NOTE: CARRP departures expect direct/vectors to CARRP/R579.
NOTE: CHOKO departures expect direct/vectors to CHOKO.
NOTE: CLUTS departures expect direct/vectors to CLUTS/R465.
NOTE: DANNNO departures expect direct/vectors to DANNNO.
NOTE: DOVRR departures expect direct/vectors to DOVRR/R596.
NOTE: EBBBER departures expect direct/vectors to EBBBER/R577.
NOTE: JULLE departures expect direct/vectors to JULE.
NOTE: KOA departures expect direct/vectors to KOA VORTAC.
NOTE: LILIA departures expect direct/vectors to LILIA.
NOTE: NONNI departures expect direct/vectors to NONNI.
NOTE: PUPPI departures expect direct/vectors to PUPPI.
NOTE: SAKKI departures expect direct/vectors to SAKKI.
NOTE: SCOON departures expect direct/vectors to SCOON.

TAKEOFF RUNWAY 2: Climb heading 024° to 554, then direct HIAKA, thence . . .
. . . on track 024° to cross ROSAH at or above 1600, then on track 024° for RADAR vectors to assigned route/fix, maintain 16000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

NOTE: Chart not to scale.
NOTE: Takeoff requires minimum climb of 420’ per NM until reaching 8000’.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2 AND 5 ONLY: After takeoff, all aircraft fly heading 360°, expect radar vectors west of Maui Island to assigned fix/route. Cross the LNY R-322 at assigned altitude. When assigned above 14000’, cross at or above 14000’.

LOST COMMUNICATIONS: If not in contact with Departure Control 1 minute after crossing the shoreline, climb northbound via the OGG R-010 until reaching at least 3500’. Then reverse course to the right direct OGG VORTAC. Then via V24 to LNY VORTAC. Cross OGG VORTAC at or above 6700’.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 5, 20, 23, NA - Air Traffic.
Rwy 2: Standard with minimum climb of 355’ per NM to 11200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb to assigned altitude on heading 024° to intercept course 320° to cross WMAUI at or above 3200, and on track 276° to cross ROXZZ at or above 4000, and on track 251° to cross ISSNO at or above 7000, and on track 249° to cross AARES at or above 14000, and on track 249° to SAKKI.
ONOHI TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 2100 then climbing right turn to 7000 to ONOHI/OGG 23 DME via heading 115° and OGG R-085.

TAKEOFF RUNWAY 5: Climbing left turn on heading 024° to 2100 then climbing right turn to 7000 to ONOHI/OGG 23 DME via heading 115° and OGG R-085.

TAKEOFF RUNWAY 20: Climb on heading 204° to 2100 then climbing left turn to 7000 to ONOHI/OGG 23 DME via direct OGG VORTAC and OGG R-085.

BARBY TRANSITION (ONOHI2.BARBY): From over ONOHI/OGG 23 DME on OGG R-085 to BARBY/OGG 25 DME.

NOTE: Chart not to scale.
Note: Chart not to scale.

Takeoff Minimums
Rwy 20: Standard with minimum climb of 500' per NM to 554.
Rwys 2, 5, 23: NA - ATC.

Takeoff Runway 20: Climb heading 204° to 554, then left turn direct PUHEE, thence . . .
. . . on track 183° to cross TAAKA at or above 2600, then on track 183° for RADAR vectors to assigned route/fix, maintain 16000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 500’ per NM to 8100.
Rwy 5: Standard with minimum climb of 500’ per NM to 8100.
Rwy 20: Standard with minimum climb of 490’ per NM to 8100.
Rwy 23: NA - Obstacles.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 2: Climb heading 024° (or ATC assigned heading 310° CW 053°); thence.
TAKEOFF RUNWAY 5: Climbing heading 054° (or ATC assigned heading 307° CW 054°); thence.
TAKEOFF RUNWAY 20: Climb heading 204° (or ATC assigned heading 169° CW 204°); thence.
TAKEOFF RUNWAY 23: NA - Obstacles.

... expect RADAR vectors to join assigned route. Maintain assigned altitude; expect filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after departure, climb southbound to join V2 to LNY VORTAC, then on assigned route.
SWEEP TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 024° to 2100 then climbing right turn to 6000 via heading 095° to intercept OGG VORTAC R-069 (V11) to SWEEP INT/OGG 24 DME.

TAKEOFF RUNWAY 5: Climbing left turn heading 024° to 2100 then right turn to 6000 via heading 095° to intercept OGG VORTAC R-069 (V11) to SWEEP INT/OGG 24 DME.

TAKEOFF RUNWAY 20: Climbing heading 204° to 2100 then climbing right turn to 6000 direct OGG VORTAC then via OGG R-069 (V11) to SWEEP INT/OGG 24 DME.

NOTE: Chart not to scale.
# HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>HONOLULU, HI</td>
<td>HS 1</td>
<td>Rwy 04R/Rwy 04L thresholds: wrong surface landing risk. Pilots cleared to land Rwy 04L or 04R sometimes land on the wrong rwy.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Aircraft ldg Rwy 04R and exiting left onto Twy K, sometimes fail to hold short of Rwy 04L-22R and Rwy 08L-26R.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Aircraft proceeding north on Twy E and instructed to turn left onto Twy B, sometimes miss the turn onto Twy B, and proceed onto Rwy 08L-26R without clearance.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Pilot confusion may be caused by the convergence of Twy A, Twy V, Twy T, Twy RB, and Twy M, in close proximity to Rwy 08L.</td>
</tr>
<tr>
<td></td>
<td>HS 5</td>
<td>Tower Non-visibility area. Area not visible from the control tower due to trees.</td>
</tr>
<tr>
<td></td>
<td>HS 6</td>
<td>Minimal distance between rwy hold short lines between Rwy 04L-22R/Rwy 04R-22L.</td>
</tr>
<tr>
<td>KAHULUI, HI</td>
<td>HS 1</td>
<td>Rwy 05, Twy A, Twy F, and Twy G.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 02-20, Twy E and the ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy A, Rwy 05-23</td>
</tr>
<tr>
<td>KAUNAKAKAI, HI</td>
<td>HS 1</td>
<td>Area not visible from control tower.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
**ILS or LOC RWY 2**

**KAHULUI (OGG)(PHOG)**

**DME required.**

- For inop ALS, increase ILS Cat E visibility to 3/4 SM, and LOC Cats C/D/E visibility to 1/2 SM.

**ATIS** 128.6

**HCF APPROACH**

- (NORTH) 120.2 322.4 119.5 225.4
- (SOUTH) 118.7 (CTAF) 279.6

**MAUI TOWER**

- LOCALIZER 110.1
- I-OGG 38
- Chan 38

**GND CON** 121.9 279.6

**CLNC DEL** 120.6 290.5

**UNICOM** 122.95

**MALSR**

- TWR 0.6 % UP

**MISSING APPROACH:** Climb to 3000 on OGG

VORTAC R-023 to KRANE/OGG 13 DME and hold.

**ALTERNATE MISSED APCH FIX**

- 116.1 MKK
- R-071
- Chan 108
- PLUMB

**MAUI TOWER**

- LOCALIZER 110.1
- I-OGG 38
- Chan 38

**Use I-OGG DME when on the localizer course.**

**CATEGORY**

- A
- B
- C
- D
- E

**S-ILS 2**

- 254-1/2 200 (200-1/2)

**S-LOC 2**

- 520-1 466 (500-1/2)
- 566 (600-1)
- 780-2 726 (800-2)
- 1180-3
- 1180 (1200-3)
- 11900-3
- 1666 (1700-3)

**CIRCLING**

- 520-1 466 (500-1)
- 620-1 566 (600-1)
- 780-2 726 (800-2)
- 1180-3
- 1180 (1200-3)
- 1666 (1700-3)

**KAHULUI, HAWAII**

**ATIS** 128.6

**HCF APPROACH**

- (NORTH) 120.2 322.4 119.5 225.4
- (SOUTH) 118.7 (CTAF) 279.6

**MAUI TOWER**

- LOCALIZER 110.1
- I-OGG 38
- Chan 38

**GND CON** 121.9 279.6

**CLNC DEL** 120.6 290.5

**UNICOM** 122.95

**MALSR**

- TWR 0.6 % UP

**MISSING APPROACH:** Climb to 3000 on OGG

VORTAC R-023 to KRANE/OGG 13 DME and hold.

**ALTERNATE MISSED APCH FIX**

- 116.1 MKK
- R-071
- Chan 108
- PLUMB

**MAUI TOWER**

- LOCALIZER 110.1
- I-OGG 38
- Chan 38

**Use I-OGG DME when on the localizer course.**

**CATEGORY**

- A
- B
- C
- D
- E

**S-ILS 2**

- 254-1/2 200 (200-1/2)

**S-LOC 2**

- 520-1 466 (500-1/2)
- 566 (600-1)
- 780-2 726 (800-2)
- 1180-3
- 1180 (1200-3)
- 1666 (1700-3)

**CIRCLING**

- 520-1 466 (500-1)
- 620-1 566 (600-1)
- 780-2 726 (800-2)
- 1180-3
- 1180 (1200-3)
- 1666 (1700-3)
**KAHULUI, HAWAII**

**KAHULUI (OGG)(PHOG)**

**NDB RWY 2**

**ATIS** 128.6

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MAUI TOWER**
- **118.7** (CTAF)
- **279.6**

**GND CON**
- **121.9**
- **279.6**

**CLNC DEL**
- **120.6**
- **290.5**

**UNICOM**
- **122.95**

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.

**ATIS**

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.

**ATIS**

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.

**ATIS**

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.

**ATIS**

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.

**ATIS**

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.

**ATIS**

**HCF APPROACH**
- **120.2** (NORTH)
- **119.5** (SOUTH)

**MALSR**
- **115.1**
- **OGG**
- **Chan 98**

**MISSED APPROACH**: Climb to 2200 on VYI NDB bearing 005° then climbing left turn to 5000 on heading 300° and OGG VORTAC R-320 to PLUMB/OGG 20.9 DME and hold, continue climb-in-hold to 5000.
RNAV (GPS) RWY 20
KAHULUI (OGG)(PHOG)

When local altimeter setting not received, procedure NA.

Procedure NA for arrivals at PLUMB on V6-V22 northwest bound.

Procedure NA for arrivals at SWEEP on V11 eastbound.

Procedure NA for arrivals at SWEEP on V11 eastbound.

When local altimeter setting not received, procedure NA.

RNAV (GPS) RWY 20
KAHULUI (OGG)(PHOG)
Procedure NA for arrivals at PLUMB via V6-22 northwest bound.

Procedure NA for arrivals at BARBY via V15-22 eastbound.

MISSED APPROACH: Climbing right turn to 4000 direct ZULUD and hold, continue climb-in-hold to 4000.

DME/DME RNP-0.3 NA.

ATIS 128.6
HCF APPROACH 120.2 322.4 (NORTH) 119.5 225.4 (SOUTH) MAUI TOWER* 118.7 (CTAF) 279.6 GND CON 121.9 279.6 CLNC DEL 120.6 290.5 UNICOM 122.95
RNAV (GPS) Y RWY 2

KAHULUI, HAWAII

APP CRS 024°

HCF APPROACH

ATIS 128.6

RWY 2 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, procedure NA. For inop ALS, increase LNAV Cat A/B visibility to 1 SM, and Cat C/D to 1 3/4 SM.

MAUI TOWER * 118.7 (CTAF) 0 279.6

GND CON 121.9 279.6

CLNC DEL 120.6 290.5

UNICOM 122.95

MISSED APPROACH: Climb to 3000 direct KRANE and hold.

MISSED APCH FIX

ATIS 128.6

HCF APPROACH

MAUI TOWER * 118.7 (CTAF) 0 279.6

GND CON 121.9 279.6

CLNC DEL 120.6 290.5

UNICOM 122.95

MISSED APPROACH: Climb to 3000 direct KRANE and hold.

ATIS 128.6

HCF APPROACH

MAUI TOWER * 118.7 (CTAF) 0 279.6

GND CON 121.9 279.6

CLNC DEL 120.6 290.5

UNICOM 122.95

MISSED APPROACH: Climb to 3000 direct KRANE and hold.
16035

KALUAU (OGG/PHOG)

KALUAU (OGG/PHOG)

SMOKE STACK VISUAL RWY 2

SMOKE STACK VISUAL RWY 2

When visual approaches to RWY 2 are in progress, arriving aircraft may be cleared for a "Smoke Stack Visual Runway 2 Approach". Aircraft inbound via:

LANAI: Proceed to mid-Maalaea Bay via a route on or south of the LNY VORTAC R-085, thence direct to the KNUI Radio Tower, thence....

MAKENA: Proceed to the KNUI Radio Tower, thence....

....intercept the RWY 2 extended centerline at or prior to the Sugar Mill Smoke Stacks and proceed to the airport.

PAC, 22 APR 2021 to 17 JUN 2021
VOR Y RWY 20
KAHULUI (OGG)(PHOG)

Misused Approach: Climbing to 5000 on OGG R-188 to HARPO INT/OGG 16.7 DME then right turn on LNY R-095 to KEIKI INT/17 DME and hold.

ATIS 128.6

HCF Approach 120.2 322.4 (North) 119.5 225.4 (South)

MAUI Tower 118.7 (CTAF) 279.6

GND Con 121.9 279.6

CLNC Del 120.6 290.5

UNICOM 122.95

ADF or DME required.

HARPO R-188

KEIKI

OGG R-188

OGG VORTAC

VOR Y RWY 20
KAHULUI (OGG)(PHOG)

AL-762 (FAA)

20310

KAHULUI, HAWAII

At S-20, 600-1 Amdt 1 10OCT19

20°54'N-156°26'W

PAC, 22 APR 2021 to 17 JUN 2021
## Instrument Approach Procedure Charts

### IFR Alternate Airport Minimums

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</thead>
<tbody>
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<td><strong>BABELTHUAP, KOROR, PS</strong></td>
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<tr>
<td>BABELTHUAP/</td>
<td></td>
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<tr>
<td>KOROR (ROR)</td>
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<tr>
<td>NDB Rwy 9</td>
<td></td>
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<tr>
<td>RNAV (GPS) Rwy 9</td>
<td></td>
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<tr>
<td>RNAV (GPS) Rwy 27</td>
<td></td>
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<tr>
<td>NA except standard for operators with approved weather reporting service.</td>
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<tr>
<td><strong>GUAM, GU</strong></td>
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<tr>
<td>GUAM</td>
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<tr>
<td>ILS or LOC Rwy 6L</td>
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<tr>
<td>RNAV (GPS) Y Rwy 6L</td>
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<tr>
<td>RNAV (GPS) Y Rwy 6R</td>
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<tr>
<td>RNAV (GPS) Y Rwy 24L</td>
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<td>RNAV (RNP) Z Rwy 24L</td>
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<td>RNAV (RNP) Z Rwy 24R</td>
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<td>VOR-A</td>
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<td>VOR or TACAN Rwy 24R</td>
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<td><strong>HANA, HI</strong></td>
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<td>HANA (HNH)</td>
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<td>RNAV (GPS) Rwy 26</td>
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<tr>
<td>Category A, 900-2; Category B, 1100-2.</td>
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<td><strong>HILO, HI</strong></td>
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<td>HILO INTL (ITO)</td>
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<td>RNAV (GPS) Rwy 24</td>
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<td>RNAV (GPS) Rwy 26</td>
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<td>VOR/DME or TACAN-A</td>
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<td><strong>HONOLULU, HI</strong></td>
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<td>DANIEL K INOYE</td>
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<tr>
<td>INTL (HNL)</td>
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<tr>
<td>LOC Rwy 4R</td>
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<td>LOC Rwy 8L</td>
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<td>RNAV (GPS) Rwy 4L</td>
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<td>RNAV (GPS) Rwy 8R</td>
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<td>RNAV (GPS) Y Rwy 4R</td>
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<td>RNAV (GPS) Y Rwy 8L</td>
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<td>VOR or TACAN Rwy 4R</td>
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<td>VOR or TACAN-A</td>
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<td><strong>KAHUULI, HI</strong></td>
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<td>KAHULUI (OGG)</td>
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<td>ILS or LOC Rwy 2</td>
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<td>NDB Rwy 2</td>
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<td>RNAV (GPS) Rwy 20</td>
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<td>VOR Y Rwy 2</td>
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<td>VOR Z or TACAN Rwy 20</td>
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<td>KEAHOOLE (KOA)</td>
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<td>ILS or LOC Rwy 17</td>
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<td>LOC BC Rwy 35</td>
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<td>RNAV (GPS) Rwy 35</td>
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<td>RNAV (GPS) Y Rwy 17</td>
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<tr>
<td>VOR or TACAN Rwy 17</td>
<td></td>
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<tr>
<td>VOR or TACAN Rwy 35</td>
<td></td>
</tr>
</tbody>
</table>

1NA when control tower closed.
2NA when local weather not available.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>KAPOLEI, OAHU ISLAND, HI</strong></td>
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<tr>
<td>KALAELOA (JOHN RODGERS FLD) (JRF)</td>
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<tr>
<td>1 Category C, 800-2%; Category D, 800-2½.</td>
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<tr>
<td>2 NA when local weather not available.</td>
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<tr>
<td><strong>KAUNAKAKAI, HI</strong></td>
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<tr>
<td>MOLOKAI (MKK)</td>
<td></td>
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<tr>
<td>1 NA when local weather not available.</td>
<td></td>
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<tr>
<td>2 Category C, 1200-3; Category D, 1500-3.</td>
<td></td>
</tr>
<tr>
<td>3 Categories A, B, 1500-2; Categories C, D, 1500-3.</td>
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<tr>
<td><strong>KOSRAE, FM</strong></td>
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<tr>
<td>KOSRAE (TTK)</td>
<td></td>
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<tr>
<td>1 NA except standard for operators with approved weather reporting service.</td>
<td></td>
</tr>
<tr>
<td>2 NA except categories A,B, standard, Category C, 800-2½, Category D 800-2½, for operators with approved weather reporting service.</td>
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<tr>
<td><strong>LANAI CITY, HI</strong></td>
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<tr>
<td>LANAI (LNY)</td>
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<tr>
<td>NA when local weather not received except for operators with approved weather reporting service.</td>
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<tr>
<td><strong>LIHUE, HI</strong></td>
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<tr>
<td>LIHUE (LIH)</td>
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<tr>
<td>1 NA when control tower closed.</td>
<td></td>
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<tr>
<td>2 Category B, 900-2; Category C, 1000-2½; Category D 1000-3.</td>
<td></td>
</tr>
<tr>
<td>3 Category C, 800-2½; Category D, 800-2½.</td>
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<tr>
<td><strong>MIDWAY ATOLL, MQ</strong></td>
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<tr>
<td>HENDERSON</td>
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<td>NA except standard for operators with approved weather reporting service.</td>
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**Tên** | **Tên**
---|---
**PAGO PAGO, AS** | **PAGO PAGO**
| PAGO PAGO INTL (PPG) | ILS or LOC Rwy 5
| RNAV (GPS) Rwy 12 | NDB-C
| RNAV (GPS) Rwy 5 | NDB-C
| RNAV (GPS) Rwy 23 | VOR or TACAN-B
| VOR-D | VOR-D

1 NA when control tower closed.
2 ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; LOC, Category C, 800-2¼; Category D, 900-2½.
3 Category D, 800-2½.
4 Category C, 800-2½; Category D, 800-2½.
5 Categories A, B, 1200-2; Categories C, D, 1200-3.

**POHNPEI ISLAND, FM**

| Pohnpei Intl (PNI) | RNAV (GPS) Rwy 27
| RNAV (GPS) Rwy 9 | RNAV (GPS) X Rwy 9
| RNAV (RNP) Y Rwy 9 | RNAV (RNP) Y Rwy 9

1 Categories A, B, 1000-2; Categories C, D, 1000-3.
2 Category D, 800-2½.
3 Categories A, B, C, D, 1000-4.

**ROTA ISLAND, CQ**

| Benjamin Taisacan Manglona Intl (GRO) | RNAV (GPS) Rwy 9
| RNAV (GPS) Rwy 27 | RNAV (GPS) Rwy 9
| RNAV (GPS) Rwy 9 | RNAV (GPS) Rwy 9

NA except standard for operators with approved weather reporting service.
1 Categories A, B, 1200-2; Categories C, D, 1200-3.

**SAIPAN ISLAND, CQ**

| Francisco C Ada/ Saipan Intl (GSN) | RNAV (GPS) Rwy 7
| NDB Rwy 27 | NDB Rwy 27
| NDB Rwy 27 | NDB Rwy 27

NA except standard for operators with approved weather reporting service.
1 Categories A, B, 1200-2; Categories C, D, 1200-3.

**TINIAN ISLAND, CQ**

| Tinian Intl (TNI) | RNAV (GPS) Rwy 8
| RNAV (GPS) Rwy 26 | RNAV (GPS) Rwy 8

NA when local weather not available.
Category D, 800-2½.

**WENO ISLAND, FM**

| Chuuk Intl (TKK) | RNAV (GPS) Rwy 4
| NDB Rwy 22 | NDB Rwy 22
| RNAV (GPS) Rwy 4 | RNAV (GPS) Rwy 22
| RNAV (GPS) Rwy 22 | RNAV (GPS) Rwy 22

1 NA except for operators with approved weather reporting service. Categories A, B, C, D, 800-2½.
2 NA except standard for operators with approved weather reporting service.
3 Categories C, D, 800-2½.
4 Categories A, B, C, D, 800-3.
5 Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.
<table>
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<tr>
<td>YAP ISLAND, FM</td>
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<td>YAP INTL (T11)</td>
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<td>NDB Rwy 25(^1)</td>
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<td>NDB/DME Rwy 25(^2)</td>
<td></td>
</tr>
</tbody>
</table>

\(^1\)Categories A, B, 900-2; Category C, 900-2¾;
Category D, 900-3.

\(^2\)Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.
TAKEOFF MINIMUMS, (OBS TACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

BABELTHUAP, KOROR, PS

AMDT 2 31DEC09 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, 300-1/2 or std. w/min. climb of 320’ per NM to 500.

DEPARTURE PROCEDURE:

Rwy 27, climb on heading 271° to 600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 19’ from DER, 317’ right of centerline, up to 26’ AGL/188’ MSL.

Tree 89’ from DER, 271’ left of centerline, 178’ MSL.

Vegetation, trees beginning 107’ from DER, 131’ left of centerline, up to 187’ MSL.

Tree 390’ from DER, 320’ right of centerline, 34’ AGL/191’ MSL.

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

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

Trees beginning 439’ from DER, 372’ right of centerline, up to 46’ AGL/206’ MSL.

Tree 824’ from DER, 465’ left of centerline, 47’ AGL/205’ MSL.

Tree 1757’ from DER, 258’ right of centerline, 232’ MSL.

Trees beginning 4512’ from DER, 486’ right of centerline, up to 356’ MSL.

Tree 5708’ from DER, 652’ right of centerline, 43’ AGL/371’ MSL.

Tree 5736’ from DER, 670’ right of centerline, 363’ MSL.
GUAM, GU
GUAM INTL (GUM) (PGUM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25JUN15 (15176) (FAA)
TAKEOFF MINIMUMS:
Rwy 6L, 400-1% or std. w/min. climb of 380' per NM to 800.
Rwy 6R, 400-1% or std. w/min. climb of 520' per NM to 900.
Rwy 24L, std. w/min. climb of 280' per NM to 1700.
Rwy 24R, std. w/min. climb of 285' per NM to 1700.
DEPARTURE PROCEDURE:
Rwys 6L, 6R, climb heading 063° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 6L, trees beginning 2280' from DER, 690' left of centerline, up to 40' AGL/427' MSL.
Trees beginning 562' from DER, 115' right of centerline, up to 40' AGL/443' MSL.
Tree 5729' from DER, 1887' right of centerline, 40' AGL/546' MSL.
Rwy 6R, trees beginning 1224' from DER, 38' left of centerline, up to 40' AGL/389' MSL.
Trees beginning 4054' from DER, 331' left of centerline, up to 40' AGL/442' MSL.
Pole 3707' from DER, 933' right of centerline, 10' AGL/456' MSL.
Tree 4227' from DER, 265' right of centerline, 40' AGL/443' MSL.
Tree 6729' from DER, 1186' right of centerline, 40' AGL/659' MSL.

HANA, HI
HANA (HNM) (PHHN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01SEP05 (05244) (FAA)
DEPARTURE PROCEDURE:
Use LINDBERG DEPARTURE.

HILO, HI
HILO INTL (ITO) (PHTO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 22DEC05 (05356) (FAA)
DEPARTURE PROCEDURE:
Use PARIS DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 26MAY16 (16147) (FAA)
Rwys 3, 8, heading as assigned by ATC.
Rwy 21, heading as assigned by ATC; requires minimum climb of 300' per NM to 1300.
Rwy 26, heading as assigned by ATC; requires minimum climb of 420' per NM to 2800.

HONOLULU, HI
DANIEL K INOUYE INTL (HNL) (PHNL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8B 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
Use HONOLULU DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 4L, multiple lights beginning 630' from DER, 236' left of centerline, 102' right of centerline, up to 84' AGL/ 92' MSL.
Light on building 669' from DER, 394' left of centerline, 29' AGL/37' MSL.
Stack on building 2488' from DER, 219' right of centerline 72' AGL/80' MSL.
Multiple trees beginning 1253' from DER, 209' left of centerline, 935' right of centerline, up to 64' AGL/72' MSL.
Bush 450' from DER, 234' left of centerline, 14' AGL/22' MSL.
Rwy 4R, stack on building, 2442' from DER, 283' left of centerline, 72' AGL/80' MSL.
Multiple trees beginning 1206' from DER, 711' left of centerline, 433' right of centerline, up to 64' AGL/72' MSL.
Multiple lights beginning 1072' from DER, 399' left of centerline, 504' right of centerline, up to 36' AGL/44' MSL.
Pole 2110' from DER, 951' left of centerline, 59' AGL/67' MSL.
Rwy 22L, multiple bushes beginning 265' from DER, 396' right of centerline, up to 17' AGL/31' MSL.
Tree 1065' from DER, 499' right of centerline, 30' AGL/38' MSL.
Rwy 22R, rod on OL ASR 1451' from DER, 827' right of centerline, 76' AGL/84' MSL.
Tree 853' from DER, 308' right of centerline, 43' AGL/51' MSL.
Rwy 26L, ship 1.1 NM from DER, on centerline, 208' AGL/208' MSL.
Rwy 26R, multiple light poles beginning 2120' from DER, 813' right of centerline, up to 105' AGL/111' MSL.
HONOLULU, HI (CON’T)

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

AMDT 2 25FEB21 (21056) (FAA)

Rwys 4L/R, heading as assigned by ATC; requires min. climb of 490’ per NM to 2100, do not exceed 180K until established on assigned heading.

Rwy 8L, heading as assigned by ATC; requires min. climb of 360’ per NM to 1700.

Rwy 8R, heading as assigned by ATC; requires min. climb of 305’ per NM to 500.

Rwys 22L/R, heading as assigned by ATC; requires min. climb of 320’ per NM to 3700.

Rwy 26L, heading as assigned by ATC; requires min. climb of 360’ per NM to 3700.

Rwy 26R, heading as assigned by ATC; requires min. climb of 430’ per NM to 4400.

KAHULUI, HI

KAHULUI (OGG) (PHOG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 2, climb on a heading 316° CW 052° from DER to 10600 before proceeding on course.

Rwy 5, climb on a heading 312° CW 040° from DER to 10700 before proceeding on course.

Rwy 20, climb on heading 185° from DER to 11000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, bush and trees beginning 190’ from DER, 363’ left of centerline, up to 60’ AGL/79’ MSL.

Bushes and obstruction light on building beginning 339’ from DER, 289’ right of centerline, up to 20’ AGL/25’ MSL.

Rwy 5, tree 2359’ from DER, 512’ left of centerline, 56’ AGL/75’ MSL.

Fence 20’ from DER, 304’ right of centerline, 11’ AGL/31’ MSL.

Bushes, trees and fence beginning 228’ from DER, 300’ right of centerline, up to 76’ AGL/95’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 26MAY16 (16147) (FAA)

Rwys 2, 5, 20, heading as assigned by ATC.

KAILUA-KONA, HI

ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 29MAR18 (18088) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 174° to 500 then climbing right turn heading 357° and KOA R-327 to MYNAH INT for assigned route.

Rwy 35, eastbound climb on heading 354° to intercept MUE R-246 for assigned route; northwest bound climb heading 354° to 500 then climbing left turn to assigned route.

TAKEOFF OBSTACLE NOTES:

Rwy 17, obstruction light on AMOM at DER, 350’ right of centerline, 25’ AGL/62’ MSL.

Rwy 35, tree 1606’ from DER, 7211’ right of centerline, 25’ AGL/62’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15OCT15 (15288) (FAA)

Rwys 17, 35, heading as assigned by ATC.

KALAUPAPA, HI

KALAUPAPA (LUP) (PHLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (11069) (FAA)

DEPARTURE PROCEDURE:

Use KALAUPAPA ONE DEPARTURE.
KAMUELA, HI
WAIMEA-KOHALA (MUE) (PHMU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17MAR05 (05076) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 400-2 or std. with a min. climb of 240’ per NM to 3100.
DEPARTURE PROCEDURE:
Rwy 4, climb via heading 041° to 3100 then climbing right turn via heading 080° and MUE VOR/DME R-057 to 6000 to VELLA INT, then as assigned.
Rwy 22, climb via heading 233° and MUE VOR/DME R-234 to 5000 to JASON INT, then as assigned.
TAKEOFF OBSTACLE NOTES:
Rwy 4, windsock 158’ from DER, 299’ right of centerline, 25’ AGL/2702’ MSL.
Fence 2754’ from DER, 323’ right of centerline, 12’ AGL/2741’ MSL.
Tree 5200’ from DER, 179’ right of centerline, 50’ AGL/2817’ MSL.
Tree 5331’ from DER, 110’ left of centerline, 50’ AGL/2864’ MSL.
Tree 1.3 NM from DER, 739’ right of centerline, 50’ AGL/2864’ MSL.
Tree 1.3 NM from DER, 1741’ left of centerline, 20’ AGL/2829’ MSL.
Antenna 1.8 NM from DER, 1094’ left of centerline 152’ AGL/2992’ MSL.
Rising terrain beginning 1.5 NM from DER, 3.9 NM left of centerline, up to 13796’ MSL.
Rwy 22, cactus at DER, 191’ left of centerline, 10’ AGL/2668’ MSL.
Tree at DER, 353’ right of centerline, 50’ AGL/2687’ MSL.
Bush 673’ from DER, 186’ left of centerline, 30’ AGL/2673’ MSL.
Pole 1058’ from DER, 124’ left of centerline, 20’ AGL/2683’ MSL.
Rapidly rising terrain beginning 1.5 NM from DER, 4209’ left of centerline, up to 5513’ MSL.

KAPOLEI, OAHU ISLAND, HI
KALAELOA (JOHN RODGERS FLD) (JRF) (PHJR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (21112) (FAA)
DEPARTURE PROCEDURE:
DME required.
Rwys 4L, 4R, 11, climb heading 200° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.
Rwys 22L, 22R, climb heading 224° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.
Rwy 29, climb heading 210° to intercept HNL VORTAC R-241 to GECKO/HNL 22.4 DME before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 1533’ from DER, 831’ left of centerline, 60’ AGL/70’ MSL.
Rwy 22L, vehicles on road 305’ from DER, 195’ left of centerline, 15’ AGL/26’ MSL.
Rwy 29, tree 1794’ from DER, 573’ left of centerline, 60’ AGL/99’ MSL.

KAUNAKAKAI, HI
MOLOKAI (MKK) (PHMK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 19MAY14 (14149) (FAA)
DEPARTURE PROCEDURE:
Use KAUNAKAKAI DEPARTURE.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 15OCT15 (15288) (FAA)
Rwy 17, heading as assigned by ATC.
Rwy 23, heading as assigned by ATC; requires minimum climb of 460’ per NM to 2000.

KOSRAE, FM
KOSRAE (TTK) (PTSA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12MAR09 (09071) (FAA)
CAUTION: Ships with masts to 200’ traverse harbor entrance located on west side of runway.
DEPARTURE PROCEDURE:
Rwy 5, left turn.
Rwy 23, right turn, climb to 2000 or above before turning east.
LANAI CITY, HI
LANAI (LNY) (PHNY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  27AUG09  (09239)  (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 400-1 or std. w/ min. climb of 370’ per NM to 2700 or 2500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 033° to 1720 before turning left. Climb heading 300° or 180° to intercept route or airway, then continue as cleared. Maintain maximum 210 kts until turn is completed or for climb in visual conditions cross LNY VORTAC eastbound at or above 3700.
Rwy 21, climb heading 213° to assigned altitude. Eastbound - climb westbound to cross LNY VORTAC eastbound at or above 2700 and climb as cleared. Westbound - climb direct LNY VORTAC then via assigned route.
TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple poles, trees, and terrain beginning 2108’ from DER, 1011’ left of centerline, up to 200’ AGL/220’ MSL.
Rwy 21, lighted windsock 8’ from DER, 191’ right of centerline, 30’ AGL/1323’ MSL.

LIHUE, HI
LIHUE (LIH) (PHLI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8  05OCT00  (00279)  (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 2400-3. Use DIANE DEPARTURE PROCEDURE.
DEPARTURE PROCEDURE:
Rwy 3, 35, to V15, climb runway heading to 500 then climbing right turn, heading 125°, then as assigned.
Rwy 17, to V15, climb runway heading to 500 then climbing left turn, heading 045°, then as assigned. To LIH-150 climb runway heading to 500 then climbing left turn, heading 120°, then as assigned.
Rwy 21, to V15, climb runway heading to 550 then climbing left turn, heading 090°, to intercept LIH R-110, maintain 5000, direct BOOKE INT or as assigned. To LIH-148, climb runway heading to 550, then climbing left turn, heading 120°, to intercept LIH R-148, maintain 3000, direct NAPUA INT or as assigned.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1  15OCT15  (15288)  (FAA)
Rwys 3, 17, heading as assigned by ATC.
Rwy 21, heading as assigned by ATC; requires minimum climb of 400’ per NM to 4500.
Rwy 35, heading as assigned by ATC; requires minimum climb of 230’ per NM to 700.

MAJURO ATOLL, RM
AMATA KABUA INTL (MAJ) (PKMJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  08APR10  (20310)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, antenna on building 215’ from DER, 446’ left of centerline, 48’ AGL/54’ MSL.
Obstruction light on AMOM 4’ from DER, 269’ left of centerline, 33’ AGL/39’ MSL.
Obstruction light on WSK 10’ from DER, 245’ right of centerline, 23’ AGL/29’ MSL.
Tree 934’ from DER, 243’ left of centerline, 39’ AGL/45’ MSL.
Bush 555’ from DER, 187’ right of centerline, 17’ AGL/23’ MSL.
Rwy 25, obstruction light on WSK 11’ from DER, 246’ left of centerline, 23’ AGL/29’ MSL.
Tree 996’ from DER, 39’ left of centerline, 31’ AGL/37’ MSL.
Tree 563’ from DER, 5’ right of centerline, 20’ AGL/26’ MSL.
Bushes beginning 207’ from DER, from 124’ left to 207’ right of centerline, up to 14’ AGL/20’ MSL.
Vehicle on roadway 130’ from DER, 241’ right of centerline, 15’ AGL/20’ MSL.

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

PAGO PAGO, AQ
PAGO PAGO INTL (PPG) (NSTU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12MAR09 (09071) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, std. w/min. climb of 320’ per NM to 800, or 2700-3 for climb in visual conditions.
Rwy 26, NA-obstacles.
DEPARTURE PROCEDURE:
Rwys 5, 8, climbing right turn southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course.
Rwy 23, climbing left turn heading 150° southbound between TUT R-090 clockwise to R-180 to 2800, then proceed on course. For climb in visual conditions: cross Pago Pago Intl Airport at or above 2600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, bush 1’ from DER, 237’ right of centerline, 3’ AGL/12’ MSL.
Bush 379’ from DER, 362’ left of centerline, 14’ AGL/23’ MSL.
Ship 998’ from DER, 57’ right of centerline, 150’ AGL/150’ MSL.
Rwy 8, bush 689’ from DER, 360’ left of centerline, 15’ AGL/23’ MSL.
Ship 1435’ from DER, 304’ left of centerline, 150’ AGL/150’ MSL.
Rwy 23, multiple trees beginning 352’ from DER, 173’ left of centerline, up to 20’ AGL/132’ MSL.
Multiple trees beginning 881’ from DER, 126’ right of centerline, up to 20’ AGL/172’ MSL.
Multiple trees and poles beginning 1.6 NM from DER, 38’ right of centerline, up to 367’ AGL/554’ MSL.
Tree 2.3 NM from DER, 2126’ left of centerline, 20’ AGL/387’ MSL.

POHNPÉI ISLAND, FM
POHNPEI INTL (PNI) (PTPN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27APR17 (17117) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1½ or std. w/min. climb of 215’ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1400’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 27, climb on a heading between 264° CW 083° from DER to 2600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 27, fence 92’ from DER, left to right of centerline, up to 9’ AGL/15’ MSL.
Tree 1.2 NM from DER, 1175’ left of centerline, 62’ AGL/203’ MSL.
CAUTION: Rwy 27, ships with maximum height of 150’ MSL may traverse Pohnpei channel 400’ off DER, closing airport at times.

ROTA ISLAND, CQ
BENJAMIN TAISACAN MANGLONA INTL (GRO) (PGRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 06FEB14 (14037) (FAA)
DEPARTURE PROCEDURE:
Rwy 9, climb heading 090° to 1400 before turning.
Rwy 27, climb heading 270° to 2200 before turning southbound.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 514’ from DER, 418’ left of centerline, up to 30’ AGL/638’ MSL.
Rwy 27, tree 1203’ from DER, 581’ left of centerline, up to 30’ AGL/618’ MSL.

SAIPAN ISLAND, CQ
FRANCISCO C ADA/SAIPAN INTL (GSN) (PGSN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12MAR09 (09071) (FAA)
DEPARTURE PROCEDURE:
Rwys 7, 25, climb on runway heading to 1600 before climbing on course.

TINIAN ISLAND, CQ
TINIAN INTL (TNI) (PGWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 694’ from DER, 507’ left of centerline, up to 100’ AGL/363’ MSL.
Multiple trees beginning 569’ from DER, 471’ right of centerline, up to 100’ AGL/389’ MSL.
Rwys 26, multiple trees beginning 743’ from DER, 508’ right of centerline, up to 100’ AGL/363’ MSL.
WENO ISLAND, FM
CHUUK INTL (TKK) (PTKK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  11FEB10 (10042) (FAA)
DEPARTURE PROCEDURE:
- Rwy 4, climb heading 041° to 1100 before proceeding on course.
- Rwy 22, climb heading 221° to 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 4, bush 205' from DER, 203' right of centerline, 7' AGL/17' MSL.
- Rwy 22, bush 5' from DER, 241' right of centerline, 14' AGL/24' MSL.
- Bush 221' from DER, 85' right of centerline, 7' AGL/17' MSL.
CAUTION: Ships with superstructure to 150' traverse channels west of runway 4/22.

YAP ISLAND, FM
YAP INTL (T11) (PTYA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  08DEC94 (94342) (FAA)
DEPARTURE PROCEDURE:
- Rwy 7, climbing right turn to 1500 via 090° bearing from YP NDB/DME, then climb on course.
- Rwy 25, climb to 500, then climb on course.
ARRIVAL ROUTE DESCRIPTION

HARPO TRANSITION (HARPO.CAMPS3): From over HARPO INT via LNY R-095 to CAMPS INT. Thence . . . .
LANAI TRANSITION (LNY.CAMPS3): From over LNY VORTAC via KEIKI INT and LNY R-095 to CAMPS INT. Thence . . . .

. . . . From over CAMPS INT on I-OGG localizer course to Kahului Airport.

LOST COMMUNICATIONS:
At CAMPS INT, proceed with the ILS RWY 2 approach.
NOTE: Radar required.

NOTE: GPS required.

NOTE: For non-RNP AR aircraft, expect radar vectors to final approach course or visual approach.

From LAVAS on track 313° to cross GREHG at 6000, then on heading 313° as assigned by ATC. Expect RNAV (RNP)/ILS/Visual Approach Landing Rwy 2 as assigned by ATC.
ARRIVAL ROUTE DESCRIPTION

APACK TRANSITION (APACK.LNDHY1)
BITTA TRANSITION (BITTA.LNDHY1)
DENNS TRANSITION (DENNS.LNDHY1)
FITES TRANSITION (FITES.LNDHY1)
ZIGIE TRANSITION (ZIGIE.LNDHY1)

From LNDHY on track 205° to cross MUNJU at or above 7000 and at 220K, then on track 204° to cross HOMAI at 5000 and at 210K, then on track 204°. Expect RNAV (RNP)/ILS/Visual Approach Landing Rwy 2, as assigned by ATC.

NOTE: Chart not to scale.

LNDHY ONE ARRIVAL (RNAV)
(LNDHY.LNDHY1) 20JUN19

KAHULUI, HAWAII
KAHULUI (OGG) (PHOG)

PAC, 22 APR 2021 to 17 JUN 2021