


LOC/DME I-LIH 110.9 Chan 46	APP CRS 349°	Rwy Idg 6500	TDZE 96
		Apt Elev 152	

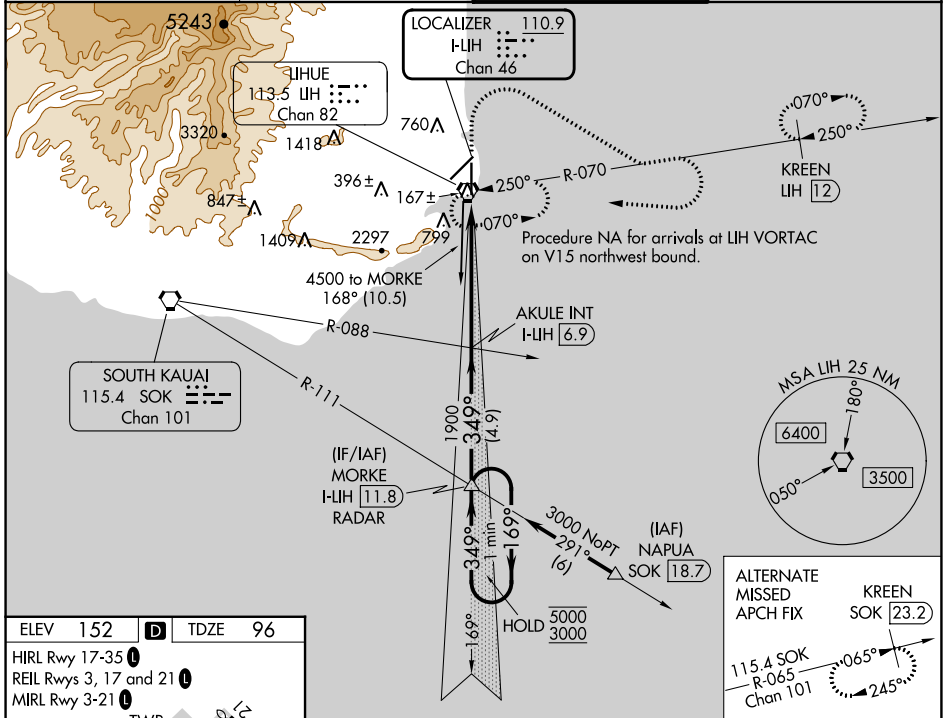
ILS or LOC RWY 35

LHUE (LIH)(PHLI)

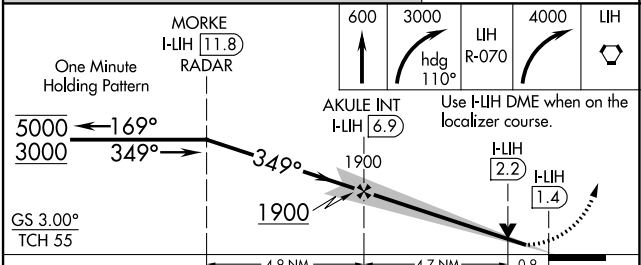
⚠ Circling NA at night. Circling NA west of Rwy 17-35. For inop ALS, increase S-ILS 35 Cat E visibility to ¾ SM and increase S-LOC 35 Cat E visibility to 1 SM.

MALS  MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 110° and LIH VORTAC R-070 then climbing right turn to 4000 direct LIH VORTAC and hold. (TACAN or DME equipped aircraft continue on LIH VORTAC R-070 to KREEN/LIH VORTAC 12 DME and hold, east, RT, 250° inbound, continue climb-in-hold to 3000).

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER ★ 118.9(CTAF) 263.1	GND CON 121.9
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ELEV 152	D	TDZE 96
HIRL Rwy 17-35		
REIL Rwys 3, 17 and 21		
MIRL Rwy 3-21		
TWR 198		
5500 X 150		
6500 X 150		
349°		
349°		
FAF to MAP 5.5 NM		



CATEGORY	A	B	C	D	E
S-ILS 35		296-½	200 (200-½)		
S-LOC 35		420-½	324 (300-½)		
C CIRCLING	520-1 368 (400-1)	620-1 468 (500-1)	620-1½ 468 (500-1½)	720-2 568 (600-2)	740-2 588 (600-2)

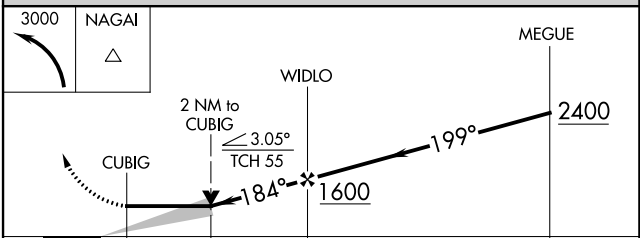
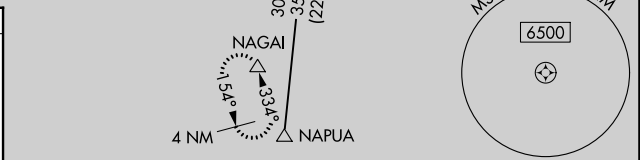
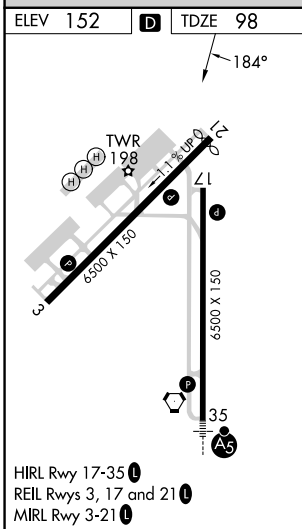
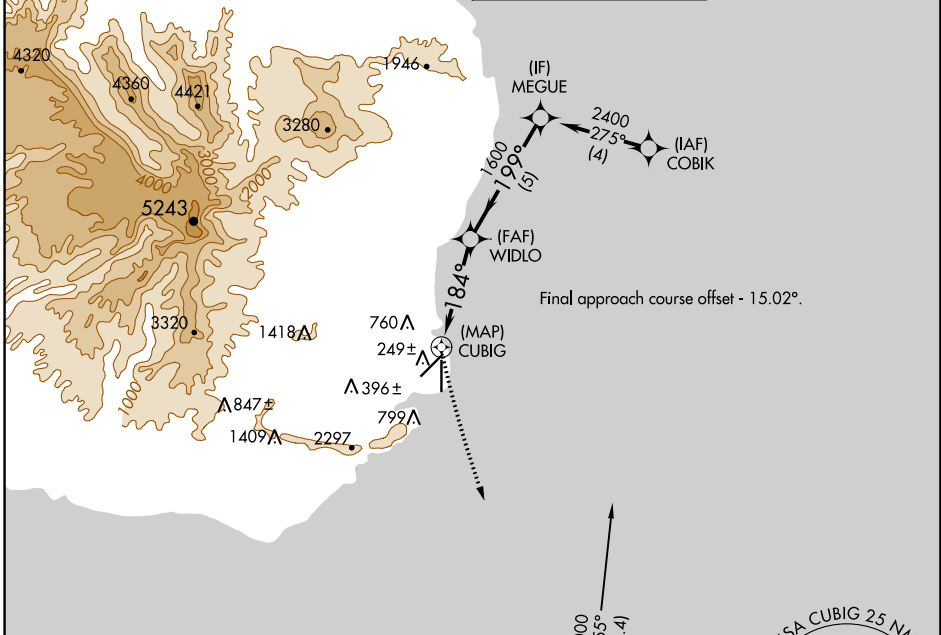
APP CRS	Rwy Idg	6500
184°	TDZE	98
	Apt Elev	152

RNAV (GPS) RWY 17

LIHUE (LIH)(PHLI)

RNP APCH-GPS.	MISSED APPROACH: Climbing left turn to 3000 direct NAGAI and hold.
Circling NA at night. Circling NA west of Rwy 17-35.	

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER ★ 118.9(CTAF) 0 263.1	GND CON 121.9
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CATEGORY	A	B	C	D
LNAV MDA	940-1 842 (800-1)	940-1¼ 842 (800-1¼)	940-2½	842 (800-2½)
CIRCLING	940-1 788 (800-1)	940-1¼ 788 (800-1¼)	940-2½	788 (800-2½)

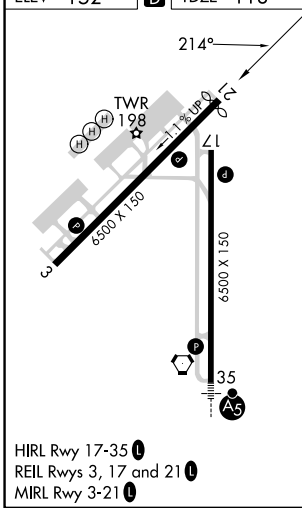
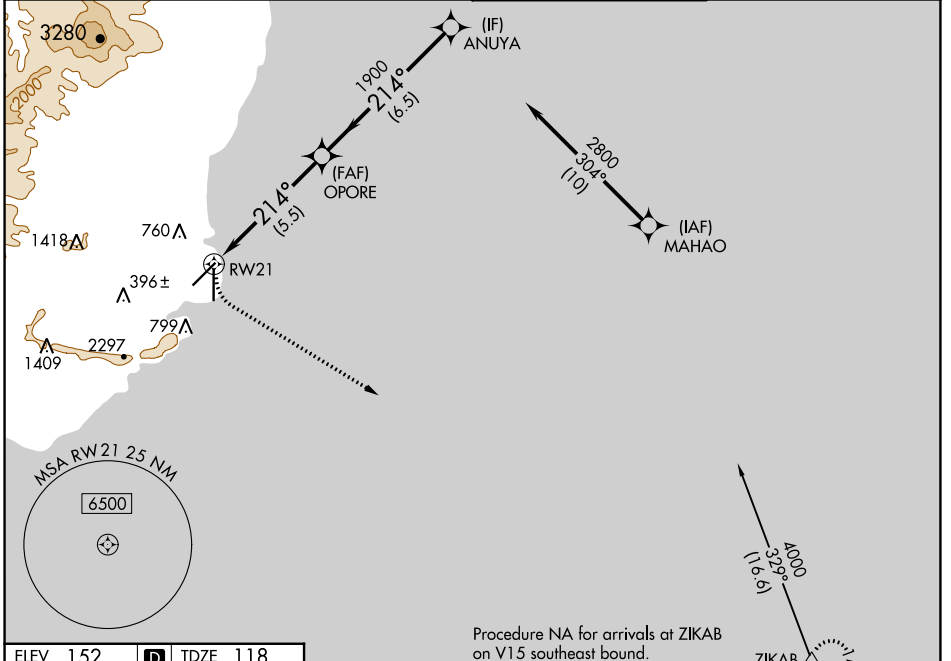
APP CRS	Rwy Idg	6295
214°	TDZE	118
	Apt Elev	152

RNAV (RNP) Z RWY 21

LIHUE (LIH)(PHLI)

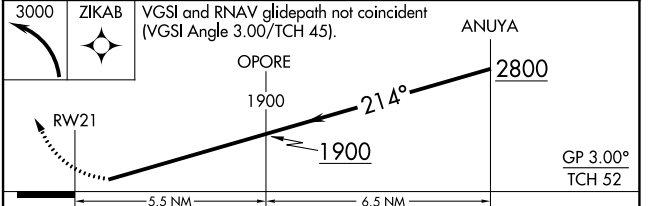
RNP AR APCH-GPS.		MISSED APPROACH: Climbing left turn to 3000 direct ZIKAB and hold.	
<p>▼ For uncompensated Baro-VNAV systems, procedure NA below 15°C or above 54°C.</p> <p>▲</p>		*Missed approach requires minimum climb of 350 feet per NM to 2500.	

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER* 118.9(CTAF) 0 263.1	GND CON 121.9
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Procedure NA for arrivals at ZIKAB on V15 southeast bound.

Procedure NA for arrivals at GRAIL on V16 southeast bound.



CATEGORY	A	B	C	D
RNP 0.30 DA*	663-2 545 (600-2)			
RNP 0.30 DA	1078-4 960 (1000-4)			

AUTHORIZATION REQUIRED

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

APP CRS	Rwy Idg	6500
349°	TDZE	96
	Apt Elev	153

RNAV (RNP) Z RWY 35

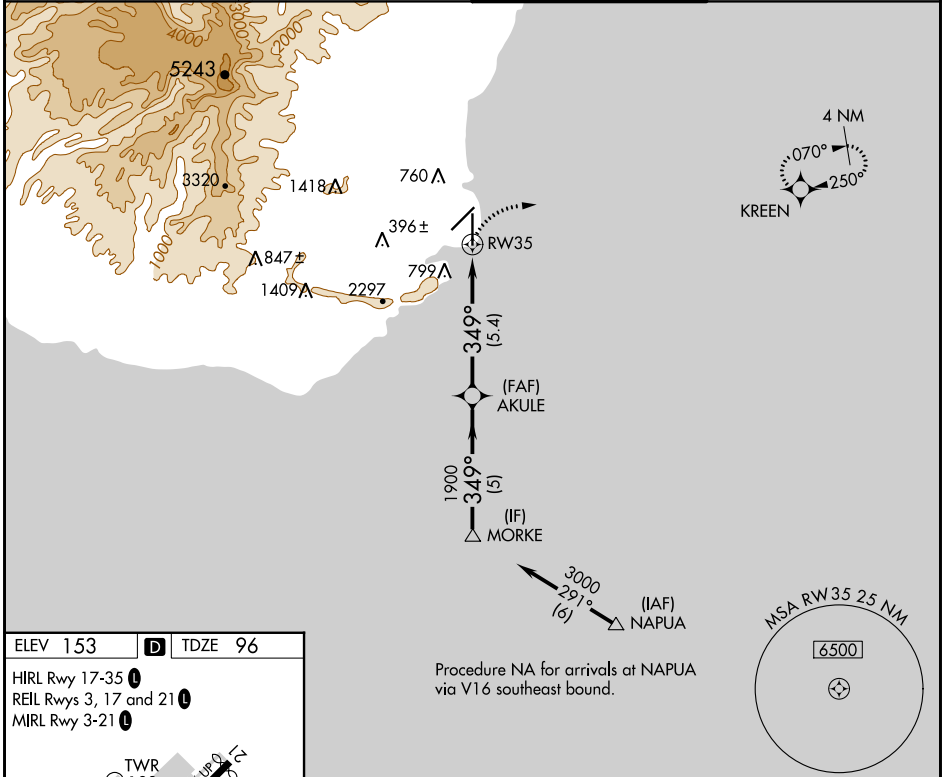
LIHUE (LIH)(PHLI)

V GPS required. For inoperative MALSR, increase RNP 0.30 visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below 14°C (57°F) or above 48°C (119°F).

MALSR

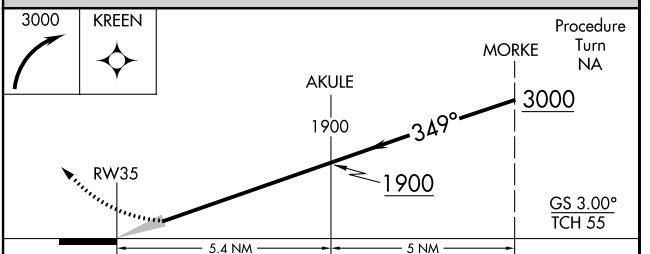
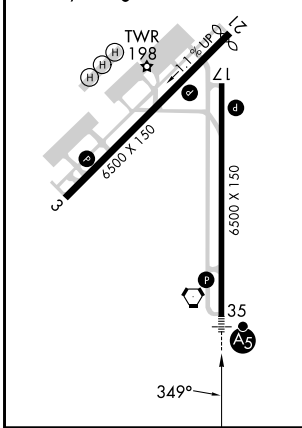

MISSED APPROACH: Climbing right turn to 3000 direct KREEN and hold.

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER * 118.9(CTAF) 263.1	GND CON 121.9
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ELEV 153	D	TDZE 96
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HIRL Rwy 17-35 **L**
 REIL Rwys 3, 17 and 21 **L**
 MIRL Rwy 3-21 **L**



CATEGORY	A	B	C	D
RNP 0.30 DA	599-1¼ 503 (500-1¼)			

AUTHORIZATION REQUIRED

PAC, 25 JAN 2024 to 21 MAR 2024

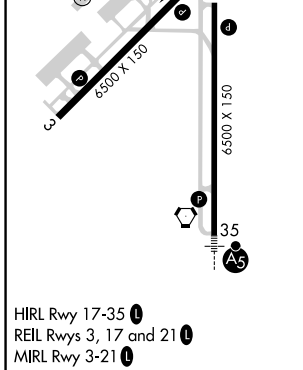
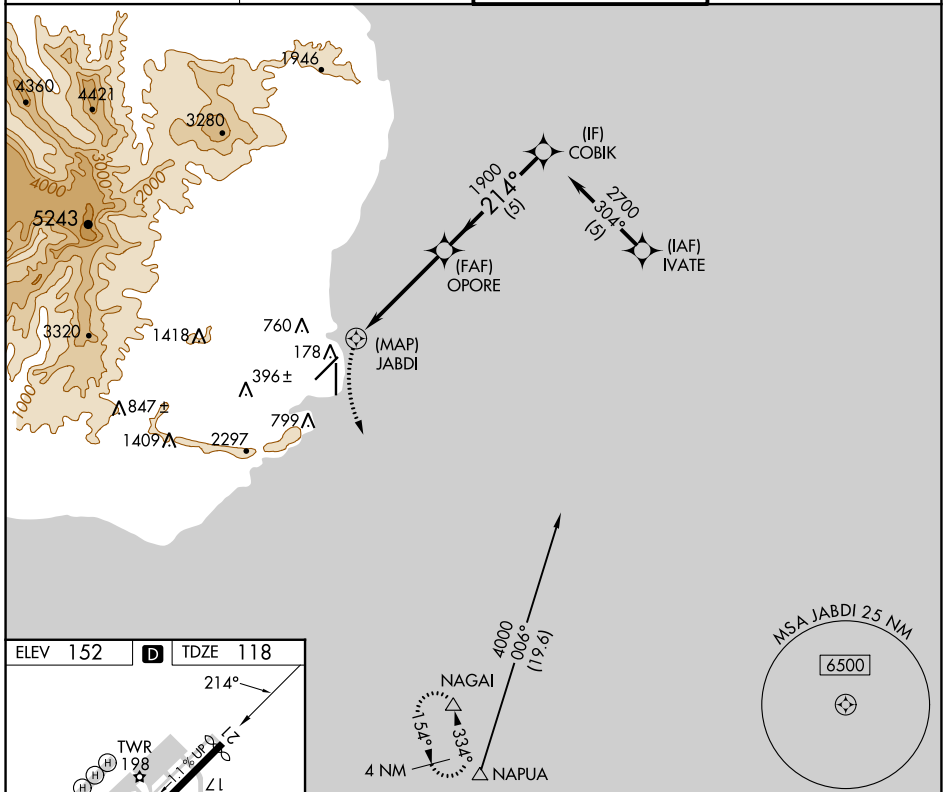
PAC, 25 JAN 2024 to 21 MAR 2024

APP CRS	Rwy Idg	6295
214°	TDZE	118
	Apt Elev	152

RNAV (GPS) Y RWY 21

LHUE (LIH)(PHLI)

RNP APCH-GPS.		MISSED APPROACH: Climbing left turn to 3000 direct NAGAL and hold.	
<p>▼ Circling NA at night. Circling NA west of Rwy 17-35. ▲ Rwy 21 helicopter visibility reduction below 3/4 SM NA.</p>		ATIS	HCF CENTER
		127.2	126.5 269.4
		LHUE TOWER ★	GND CON
		118.9(CTAF) 0 263.1	121.9



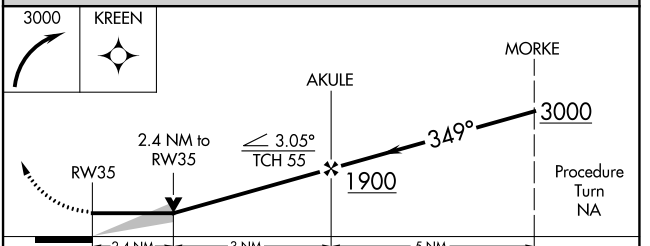
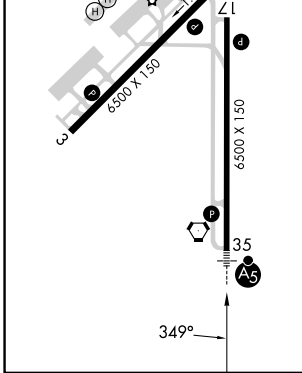
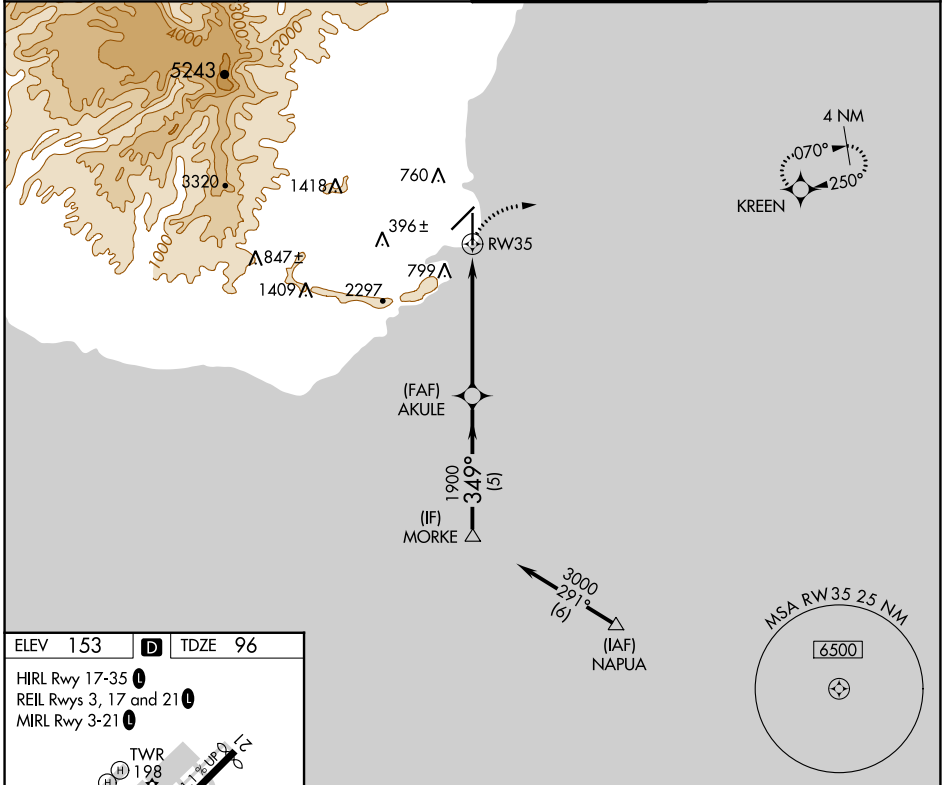
3000	NAGAL	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).		COBIK
<p>1.5 NM to JABDI</p> <p>≤ 3.05° TCH 52</p>		OPORE	1900	2700
1 NM		1.5 NM	3 NM	5 NM
CATEGORY	A	B	C	D
LNAV MDA	920-1¼	802 (800-1¼)	920-2½	802 (800-2½)
C CIRCLING	920-1¼	768 (800-1¼)	920-2½	768 (800-2½)

APP CRS	Rwy Idg	6500
349°	TDZE	96
	Apt Elev	153

RNAV (GPS) Y RWY 35

LIHUE (LIH)(PHLI)

<p>For inoperative MALSR, increase LNAV Cat A visibility to 1 mile and Cat E to 3 miles. Circling NA west of Rwy 17-35. Circling NA at night. DME/DME RNP-0.3 NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct KREEN WP and hold.</p>
	<p>ATIS 127.2</p>	<p>HCF CENTER 126.5 269.4</p>
<p>GND CON 121.9</p>		



CATEGORY	A	B	C	D	E
LNAV MDA	920- ³ / ₄	824 (800- ³ / ₄)	920-2	920-2 ¹ / ₄	920-2 ¹ / ₂
			824 (800-2)	824 (800-2 ¹ / ₄)	824 (800-2 ¹ / ₂)
CIRCLING	920-1	920-1 ¹ / ₄	920-2 ¹ / ₄	920-2 ¹ / ₂	NA
	767 (800-1)	767 (800-1 ¹ / ₄)	767 (800-2 ¹ / ₄)	767 (800-2 ¹ / ₂)	

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

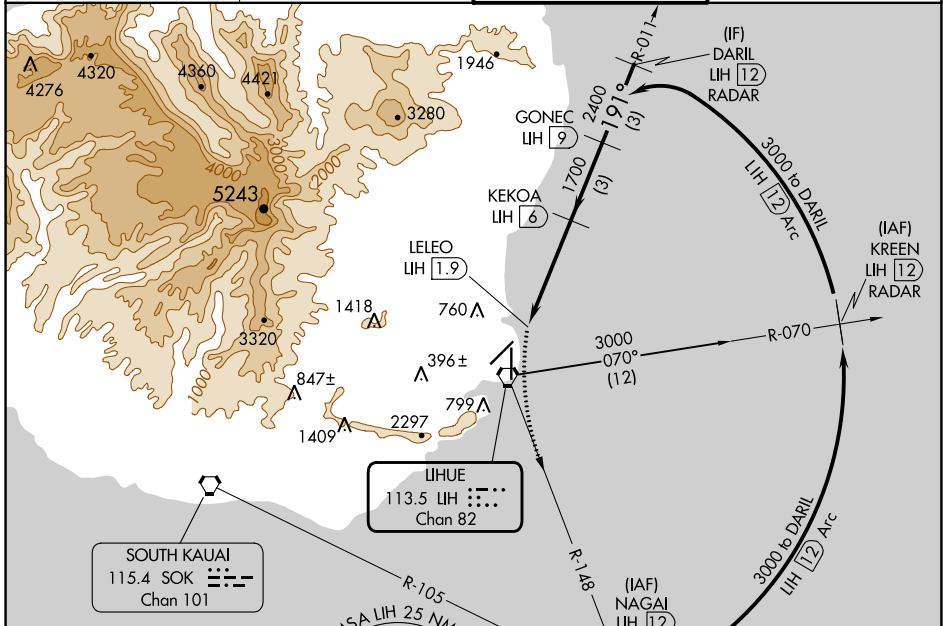
VORTAC LIH 113.5	APP CRS 191°	Rwy Idg TDZE Apt Elev	6295 118 152
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VOR or TACAN RWY 21

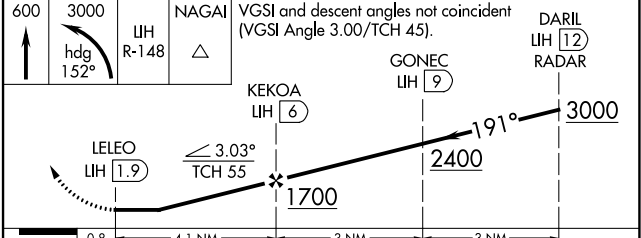
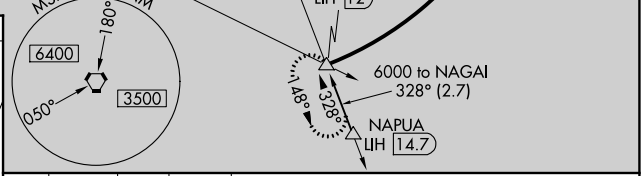
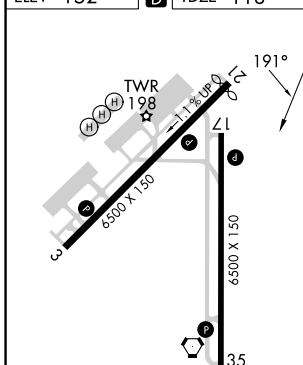
LIHUE (LIH)(PHLI)

DME required.	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on heading 152° and LIH VORTAC R-148 to NAGAI/12 DME and hold.
<p>⚠ Circling NA at night. Circling NA west of Rwy 17-35. Rwy 21 helicopter visibility reduction below 3/4 SM NA.</p>	

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER ★ 118.9(CTAF) 0 263.1	GND CON 121.9
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ELEV 152	D	TDZE 118
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	600	3000	NAGAI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	DARIL
	↑	hdg 152°	LIH R-148		LIH 12 RADAR
			KEOKOA	GONEC	
			LIH 6	LIH 9	
			LELEO		
			LIH 1.9		
			≤ 3.03°		
			TCH 55		
	0.8	4.1 NM	3 NM	3 NM	
CATEGORY	A	B	C	D	
S-21	520-1	402 (400-1)	520-1½	402 (400-1½)	
ⓐ CIRCLING	520-1	620-1	620-1½	720-2	
	368 (400-1)	468 (500-1)	468 (500-1½)	568 (600-2)	

LIHUE, HAWAII
Amdt 5 20APR23

21°59'N-159°20'W

VOR or TACAN RWY 21

LIHUE (LIH)(PHLI)

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

VORTAC LIH 113.5 Chan 82	APP CRS 328°	Rwy ldg TDZE 96 Apt Elev 153
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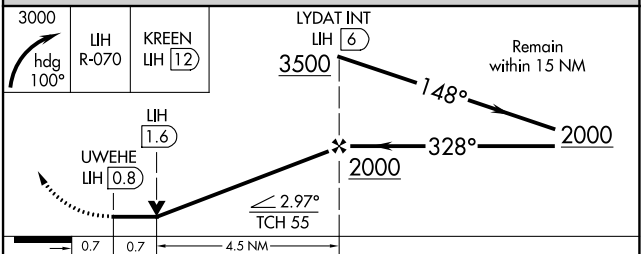
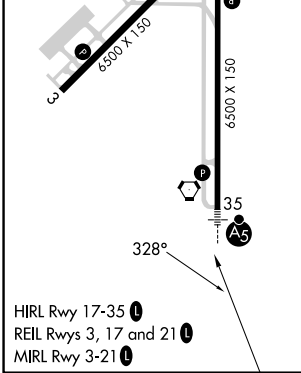
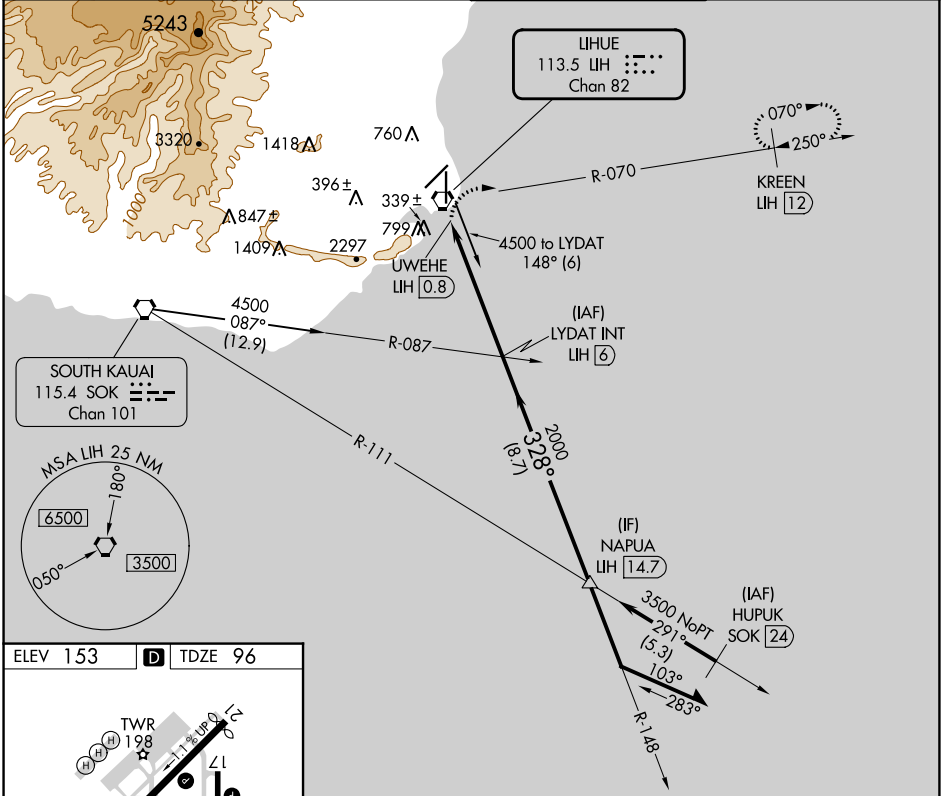
VOR or TACAN RWY 35

LIHUE (LIH)(PHLI)

⚠ Circling NA at night. Inoperative table does not apply. Circling NA west of Rwy 17-35. DME or RADAR required.

MALS  MISSED APPROACH: Climbing right turn to 3000 via heading 100° and LIH VORTAC R-070 to KREEN/12 DME/RADAR and hold.

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER★ 118.9 (CTAF) 263.1	GND CON 121.9
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CATEGORY	A	B	C	D	E
S-35	600-1	504 (500-1)	600-1½	504 (500-1½)	600-1¾ 504 (500-1¾)
CIRCLING	600-1 447 (500-1)	620-1 467 (500-1)	620-1½ 467 (500-1½)	720-2	567 (600-2)