

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 0F2A2FDFF9E8499D83C8FF54D4BB89B1	APWS Project ID: 29F853BCA3534BF1A89CADC89B5FB0CE
Procedure: ILS RWY 8L AMDT 26		Enroute: NO	Specialist: Johnson, Timothy		Agreement Number:
Airport ID: PHNL			Airport City: HONOLULU		State: HI
Facility ID: HNL	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Remove all references to EWABE LOM due to decommissioning. ACTIVE DATA USED FOR AIRPORT. PENDING DATA USED FOR THE ILS. CONTACT: CASEY HILL (405) 954-0624. 05/07/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/13/2026. TERMINAL ROUTES: CHANGED BOOKE TO SELIC LEG FROM GROUND BASED TO A PBN LEG. PROFILE LINE 4: CHANGED SELIC FROM "SELIC/I-HNL 17.64 DME/RADAR" TO "SELIC". CHANGED PBN NOTE FROM RNP APCH-GPS. FROM OOKAH TO RNP APCH-GPS. FROM OOKAH OR BOOKE. QUALITY 20 CHECKED QUALITY 9 CHECKED BEGUE QUALITY 16 CHECKED QUALITY 9 CHECKED BEGUE					

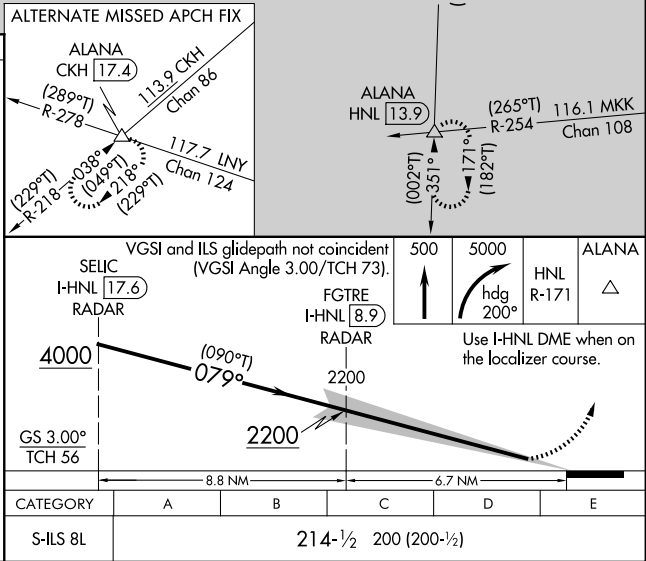
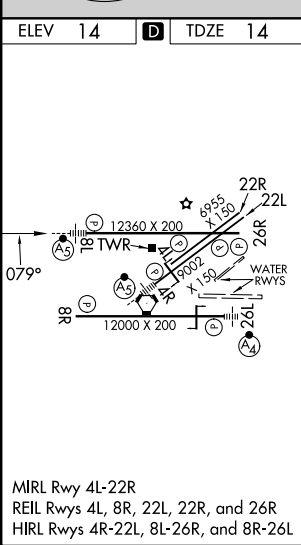
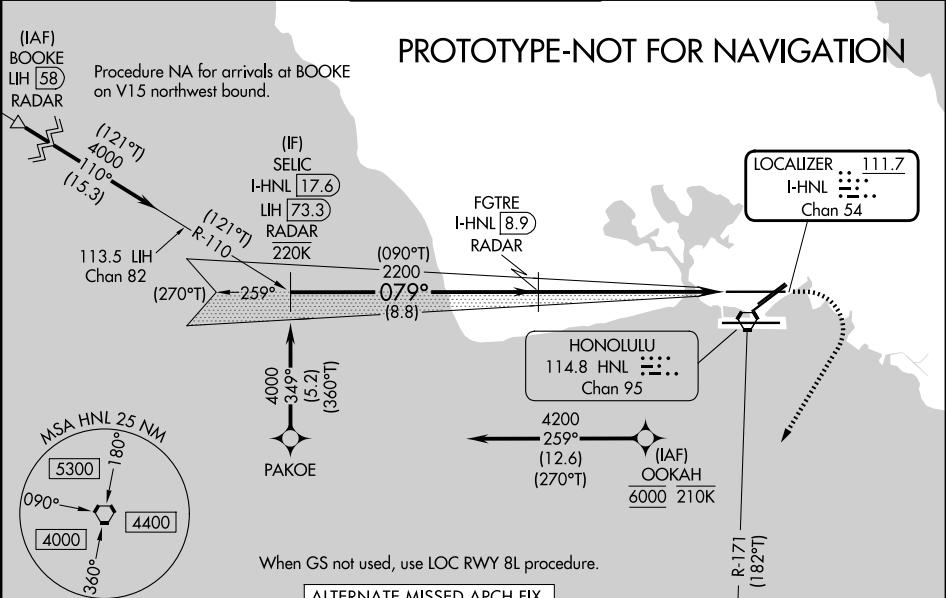
FIPC BASIC FORM								
PROCEDURE: ILS RWY 8L AMDT 26			AIRPORT NAME: DANIEL K INOUE INTL		AIRPORT ID: PHNL	SPECIAL CONTROL NO: PP-12-226-25		
FAC ID: HNL		CITY: HONOLULU			ST: HI	ORIG CHART DATE: 03/19/2026		
DFL TYPE: PROC/AR	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 0F2A2FDFF9E8499D83C8FF54D4BB89B1			
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 02/27/2026		CREW #: VN258	N #:	INSTRUMENT PROCEDURE STATUS: ☐ SAT ☒ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT		
FLIGHT INSPECTOR SIGNATURE: james hawley @ 02/27/2026 13:12			PRINTED NAME: HAWLEY, JAMES MICHAEL				NOTAM INITIATED? ☐ YES ☒ NO	
FLIGHT INSPECTOR REMARKS: Altitude from BOOKE TO SELIC should be 5000FT. This matches current ESV published and matches Flight Inspection Report dated 03/29/2024 which found lower altitudes unsat.								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

LOC/DME I-HNL	APP CRS	Rwy Ldg	12245
111.7	079°	TDZE	14
Chan 54		Apt Elev	14

ILS RWY 8L
DANIEL K INOUE INTL (HNL) (PHNL)

RNP APCH - GPS. From OOKAH.	MALSR	MISSED APPROACH: Climb to 500 then climbing right turn to 5000 on heading 200° and HNL VORTAC R-171 to ALANA INT/HNL 13.9 DME and hold, continue climb-in-hold to 5000.
DME or RADAR required.		
For inop ALS, increase Cat E visibility to ¾ SM. OOKAH transition NA for Cat E aircraft. Cat E restricted to USAF/USN aircraft.		

D-ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL
127.9 251.15	118.3 269.0	118.1 257.8 123.9 273.575 (8R/26L)	121.9 348.6	121.4 281.4



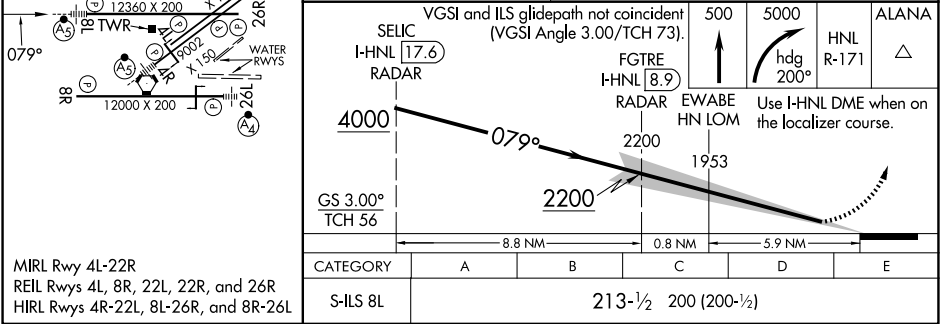
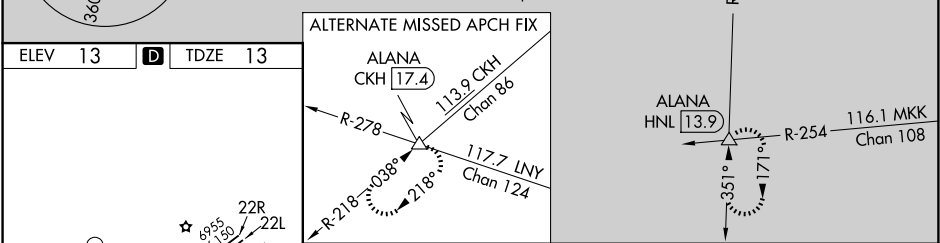
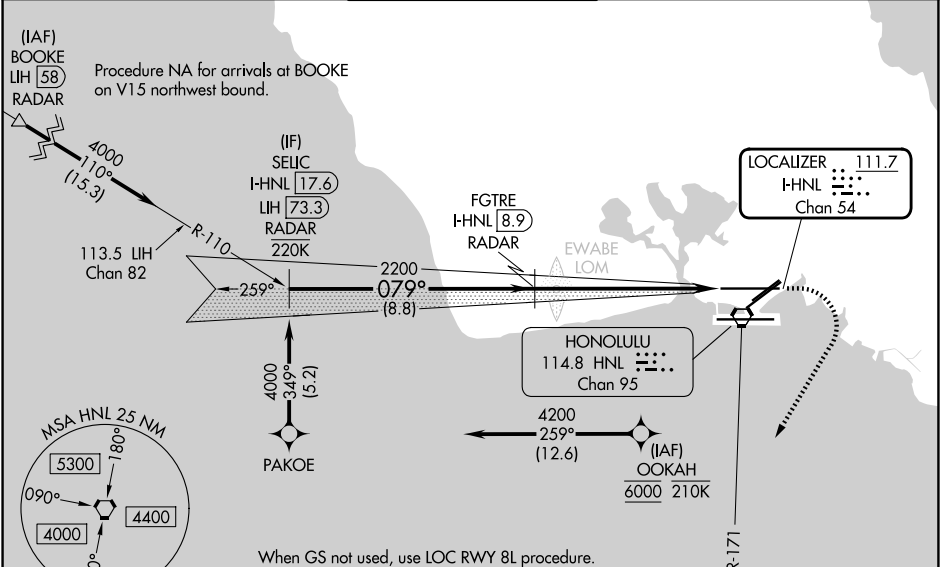
LOC/DME I-HNL	APP CRS	Rwy Ldg
111.7	079°	12245
Chan 54		TDZE 13
		Apt Elev 13

ILS RWY 8L

DANIEL K INOUE INTL (HNL) (PHNL)

RNP APCH - GPS. From OOKAH.	MAISR	MISSED APPROACH: Climb to 500 then climbing right turn to 5000 on heading 200° and HNL VORTAC R-171 to ALANA INT/HNL 13.9 DME and hold, continue climb-in-hold to 5000.
DME or RADAR required.		
For inop ALS, increase Cat E visibility to 3/4 SM. OOKAH transition NA for Cat E aircraft. Cat E restricted to USAF/USN aircraft.		

D-ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL
127.9 251.15	118.3 269.0	118.1 257.8	121.9 348.6	121.4 281.4
		123.9 273.575 (8R/26L)		



US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURE STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY
CONTROL NO:

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Waiver 1 of 1

1. FLIGHT PROCEDURE IDENTIFICATION:

HONOLULU, HI
DANIEL K INOUE INTL
ILS RWY 8L

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.58C Table 1-2-2. Indicated Airspeeds (KIAS)
Minimum Airspeed Restriction STAR/Feeder/TAA, Initial, Departure CAT E 310 KIAS

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Request to publish the ILS RWY 8L using an AT OR BELOW 220 KIAS at the SELIC the (IF), which is less than the 310 KIAS required for CAT E operations. The 220 KIAS speed restriction is needed on the KAENA Arrival and to meet requirements of FAAO 8260.3E Para 2-2-9 (c) must be charted on the Instrument Approach Procedure.

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. This speed restriction is not needed for obstacle clearance. The arrival and approach still provide the required obstruction clearance.
2. Air Traffic still has the ability to vector CAT E aircraft inside the IF to the FAF.
3. A note of "CAT E Restricted to USAF/USN Aircraft" will be added to the approach.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Removing the speed restriction from the Instrument Approach Procedure, while still charting it on the STAR is not allowed by criteria.
2. ATC and Users of the KAENA Arrival requested the speed restriction be added to the Arrival to allow for better transitioning to the approach.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS
Honolulu Control Facility (HCF) APPROACH
Department of Defense

7: SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
2/16/2024	AJV-A33	MANAGER	<i>Digitally signed by</i> JOHN BORDY Feb 16, 2024

8. AFS ACTIONS:**APPROVED****DISAPPROVED****NOT REQUIRED**

COMMENTS: Approved Based on the Equivalent Level of Safety in Block 4.

DATE**ROUTING SYMBOL****SIGNATURE**

Jim Rose
Signed By: Jim Rose wed
Mar 6 2024 10:05:52 GMT-
06:00:00 (Central Standard
Time)