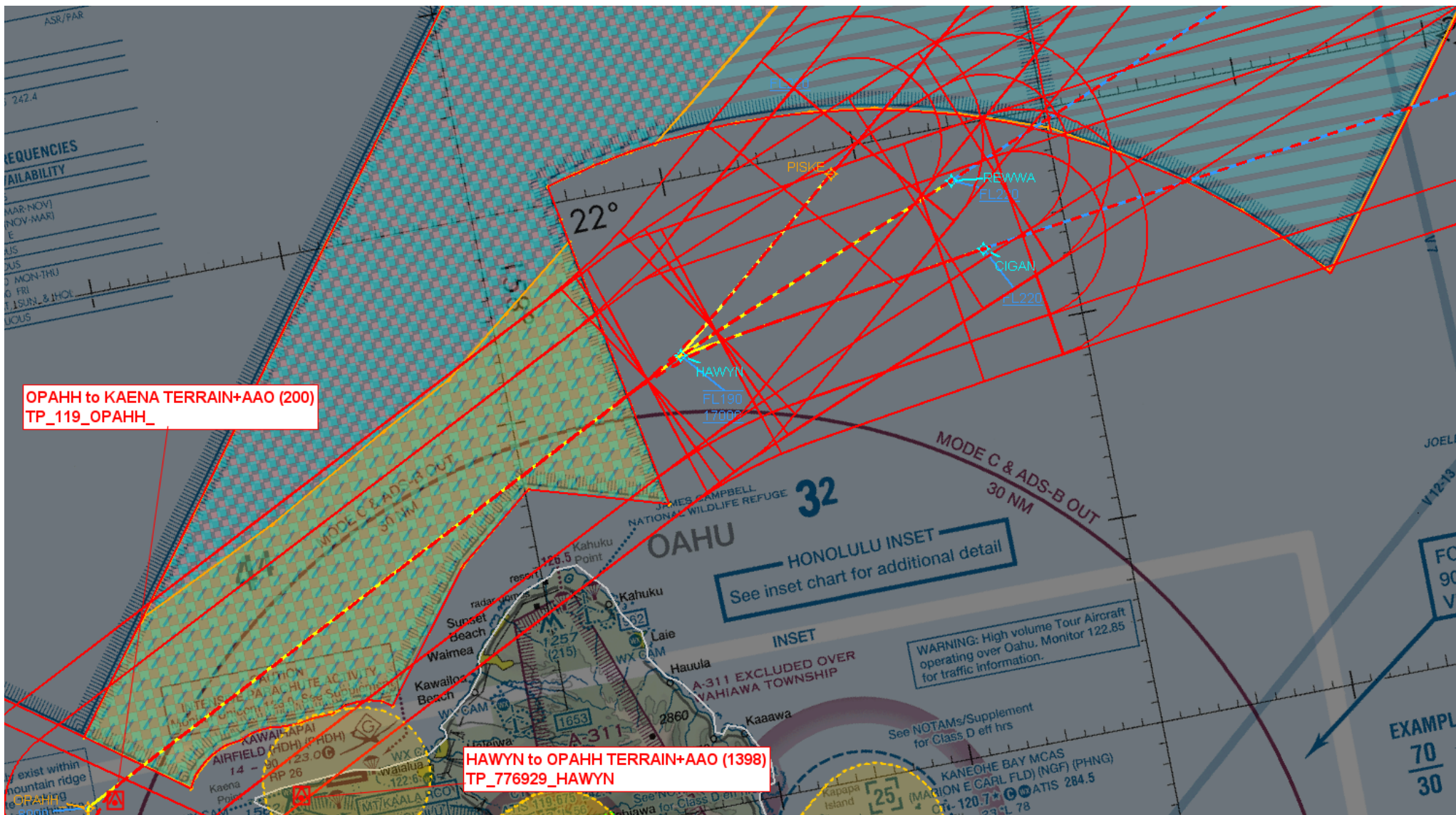


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/24/2026	APWS Task ID: BA61A5E301884471B21CC81305D89C32	APWS Project ID: E8F6CEBFB64E46409B852959C31F374B
Procedure: STAR KAENA (RNAV) SIX ARRIVAL		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: PHNL			Airport City: HONOLULU		State: HI
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: CONTACT: TARA MARTINELLI (AJV-A421) 405-954-7931. GPS ONLY PROCEDURE. 07/10/2026 QUALITY 14 CHECKED QUALITY 38 CHECKED					

FIPC BASIC FORM						
PROCEDURE: KAENA (RNAV) SIX ARRIVAL			AIRPORT NAME: DANIEL K INOUE INTL		AIRPORT ID: PHNL	SPECIAL CONTROL NO: PG-07-189-26
FAC ID: KAENA6		CITY: HONOLULU			ST: HI	ORIG CHART DATE: 12/24/2026
DFL TYPE: PROC/B	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: BA61A5E301884471B21CC81305D89C32		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE:	
					☐ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 07/31/2026	CREW #: VN085	N #:	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: kenneth e jack @ 07/31/2026 15:10			PRINTED NAME: JACK, KENNETH EARL			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: DANIEL K INOUE INTL, HONOLULU, HAWAII, KAENA SIX ARRIVAL (RNAV). Completed Sat No Flight Inspection Data Required.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		



OLD

(KAENA.KAENA5) FIG

KAENA FIVE ARRIVAL(RNAV)

AL-754 (FAA)

DANIEL K INOUE INTL (HNL) (PHNL)

HONOLULU, HAWAII

ARRIVAL ROUTE DESCRIPTION

AHHEE TRANSITION (AHHEE.KAENA5)

BITTA TRANSITION (BITTA.KAENA5)

CIGAN TRANSITION (CIGAN.KAENA5)

CLUTS TRANSITION (CLUTS.KAENA5)

DENNS TRANSITION (DENNS.KAENA5)

PISKE TRANSITION (PISKE.KAENA5)

REWWA TRANSITION (REWWA.KAENA5)

ZELDO TRANSITION (ZELDO.KAENA5)

LANDING RUNWAY 8L: From KAENA on track 116° to cross SELIC at or above 4000 and at 220K. Expect assigned instrument approach for Rwy 8L approach.

PROTOTYPE: NOT
FOR NAVIGATION

AUTOMATED AL-754 KAENA ARRIVAL_C

PAC

3 FEB 2026

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

KAENA FIVE ARRIVAL(RNAV)

(KAENA.KAENA5) FIG

HONOLULU, HAWAII

DANIEL K INOUE INTL (HNL) (PHNL)



Federal Aviation Administration

Memorandum

Date: January 9, 2025

To: To: Manager, Flight Technologies and Procedures Division, AFS-400
THRU: Manager, Flight Procedures and Airspace Group, AFS-420

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP)
Development Team, AJV-A4

Subject: Letter of Approval Request (HNL) (PHNL) KAENA ARRIVAL (RNAV)

KAENA FIVE ARRIVAL (RNAV) PISKE to HAWYN Descent Gradient - DANIEL K. INOUE INTL (HNL)(PHNL), HI.

Currently, FAAO 8260.3G, PARA 2-2-8a (1): The maximum permissible DG 10000 feet MSL and above is 330 ft/NM (approximately 3.11 degrees). Request approval to utilize a descent gradient (DG) of 433.06 feet per nautical mile between way-points PISKE and HAWYN where a DG of 330 feet per nautical mile maximum is required but not feasible. Way-point PISKE has an at or above altitude restriction of FL220 and had to be relocated approximately three miles southwest along the current route to avoid Military Special Use Airspace (SUA) boundary. Way-point HAWYN has a crossing altitude restriction between 17000 and FL190 enabling transition through the SUA. To accomplish relocating way-point PISKE on this heavily used STAR, the segment had to be shortened to avoid SUA and still allow military/civil operations to continue.

The KAENA FIVE STAR serves DANIEL K. INOUE INT Airport. The HAWYN crossing altitude restriction between FL190 and 17000 is designed to separate military aircraft transitioning enroute to SUAs. The military wanted better access going to and from the Military Operating Areas (MOA's) and Industry will have access to the KAENA STAR regardless of any activity in the SUA. The military fighters may be above or below aircraft on the STAR when transiting this area. Aircraft will either tunnel under at 16,000 or go over the top at FL200

Therefore, ZHN (HCF) is requesting a Letter of Approval to utilize the altitude restrictions at PISKE and HAWYN resulting in a descent gradient of 433.06 ft/nm as developed for the KAENA FIVE STAR for landing on Runway 8L at PHNL.