

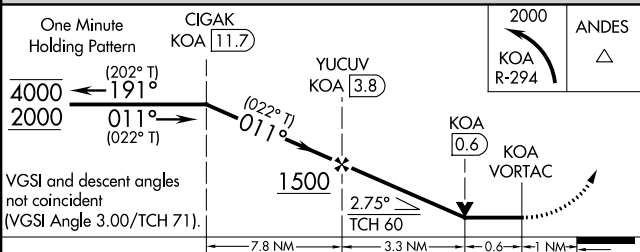
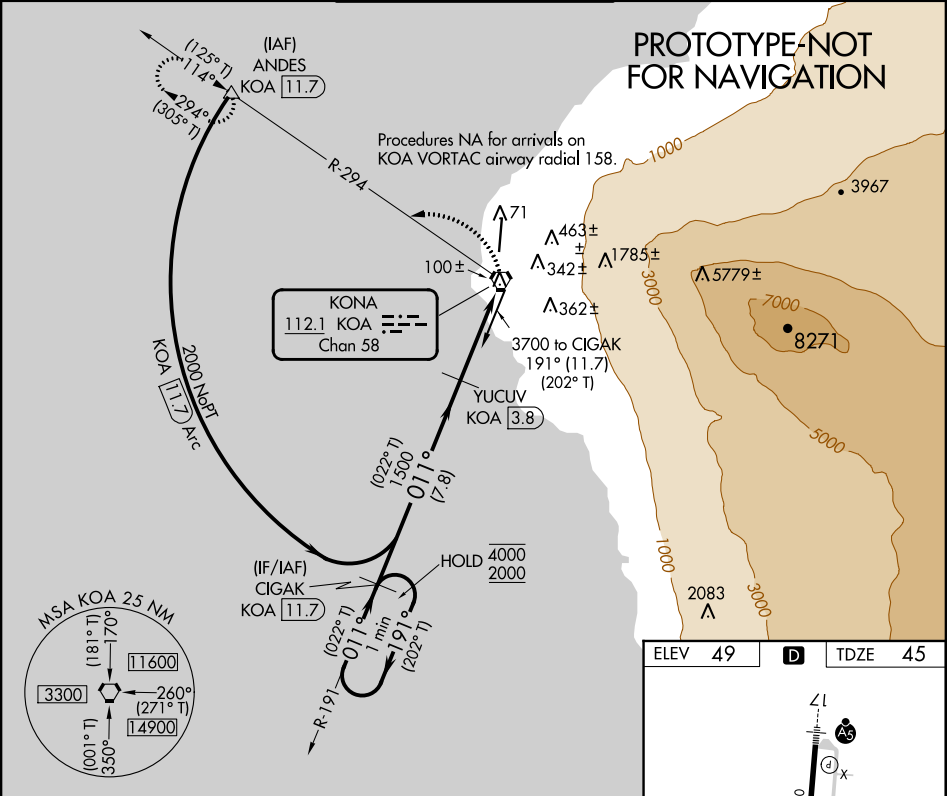
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/20/2025	APWS Task ID: F8AF8564708B4F4892E8C95988FBB9E0	APWS Project ID: 17DE5C577F434F40A7333511E3E756EE
Procedure: VOR OR TACAN RWY 35 AMDT 1		Enroute: NO	Specialist: Weston, Daniel		Agreement Number:
Airport ID: PHKO			Airport City: KAILUA-KONA		State: HI
Facility ID: KOA	Facility Type: VORTAC	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>PENDING AIRNAV DATA USED.</div> <div>AFS WAIVER LETTER: FAC ALIGNMENT GREATER THAN 5200 FEET OUTWARD FROM THE LTP (8260.3E PAR 5-2-4 a (2a)).</div> <div>AFS APPROVAL LETTER: PUBLISHING VDA LESS THAN VGSI (8260.3E, PAR 2-6-2b).</div> <div>CONTACT RAKE MCGRAW, AJV-A422 405-954-8711.</div> <div>01/13/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 08/13/2024.</div> <div>1. CHANGED REQUIRED EFFECTIVE DATE FROM ROUTINE TO 02/20/2025. -HARD DATED</div> <div>QUALITY 16 CHECKED</div> <div>QUALITY 38 CHECKED</div> <div>QUALITY 25 CHECKED</div>					

VORTAC KOA	APP CRS	Rwy Idg	7000
112.1	011°	TDZE	45
Chan 58		Apt Elev	49

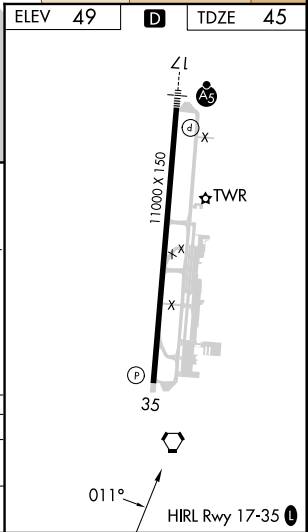
VOR or TACAN RWY 35
ELLISON ONIZUKA KONA INTL AT KEAHOLE (KOA) (PHKO)

DME required.	MISSED APPROACH: Climbing left turn to 2000 on KOA VORTAC R-294 to ANDES/KOA 11.7 DME and hold.
Circling NA east of Rwy 17-35.	

ATIS 127.4	HCF CENTER 118.45 278.3	KONA TOWER ★ 120.3 (CTAF) 254.3	GND CON 121.9	CLNC DEL 118.6
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CATEGORY	A	B	C	D	E
S-35	600-1¼ 555 (600-1¼)		600-1½ 555 (600-1½)		
CIRCLING	600-1¼ 551 (600-1¼)		600-1½ 551 (600-1½)	600-2 551 (600-2)	



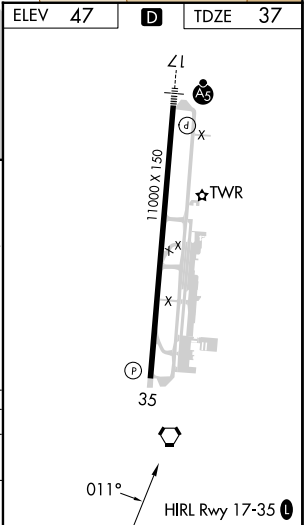
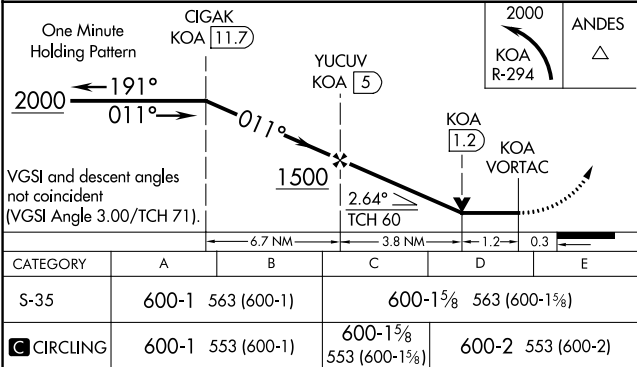
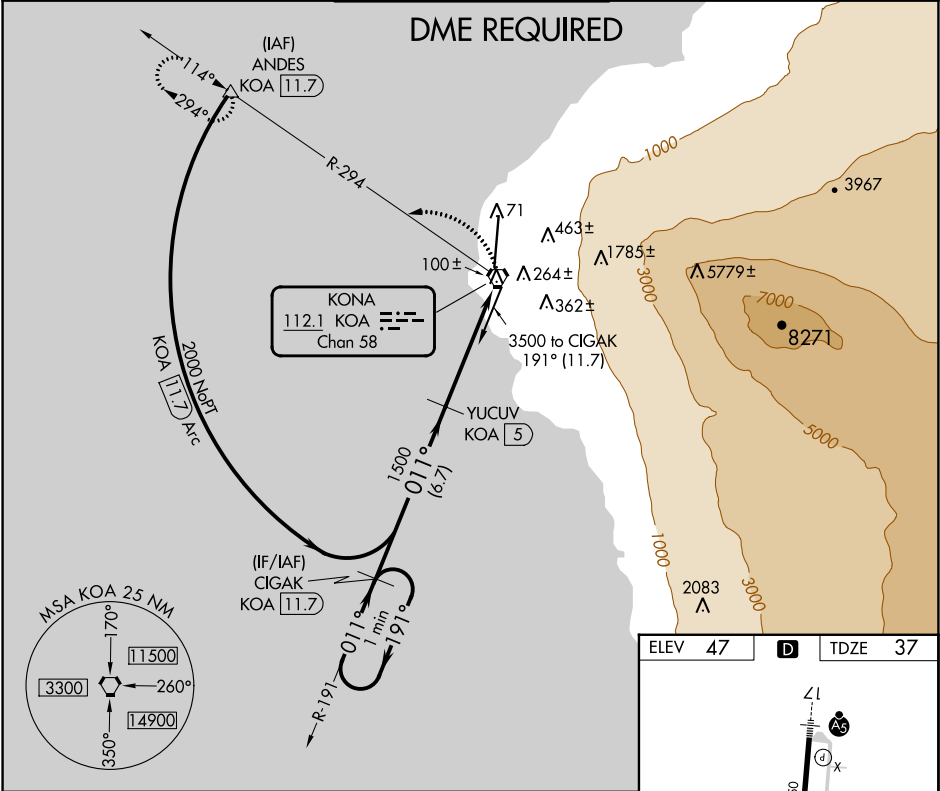
VORTAC KOA	APP CRS	Rwy Idg	11000
112.1	011°	TDZE	37
Chan 58		Apt Elev	47

OLD

VOR or TACAN RWY 35

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

DME required.		MISSED APPROACH: Climbing left turn to 2000 on KOA VORTAC R-294 to ANDES/11.7 DME and hold.		
Circling NA east of Rwy 17-35.				
ATIS 127.4	HCF CENTER 118.45 278.3	KONA TOWER★ 120.3(CTAF) 0 254.3	GND CON 121.9	CLNC DEL 118.6



1. FLIGHT PROCEDURE IDENTIFICATION:

KAILUA-KONA, HI
ELLISON ONIZUKA KONA INTL AT KEAHOLE
VOR OR TACAN RWY 35

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA ORDER 8260.3E para 5-2-4a (2a): On-airport facility. Straight-in. The angle of convergence of the FAC and the extended runway centerline must not exceed 30 degrees. The FAC should be aligned to intersect the extended runway centerline 3000 feet outward from the LTP. When an operational advantage can be achieved, this point of intersection may be established at any point between the LTP and a point 5200 feet outward from the LTP. Also, where an operational advantage can be achieved a FAC which does not intersect the runway centerline, or which intersects it at a distance greater than 5200 feet from the LTP, may be established, provided that such a course lies within 500 feet laterally of the extended runway centerline at a point 3000 feet outward from the LTP.

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

Request to publish the VOR or TACAN RWY 35 procedure where the final intersects the centerline extended 9181.84... ft from the LTP, which is greater than the maximum authorized distance of 5200.0 ft. The runway 35 threshold is being temporarily relocated 4000 FT north to accommodate required runway reconstruction. Due to the location of the KOA VORTAC in relation to the currently published runway 35 threshold, the VOR or TACAN RWY 35 procedure crosses RWY C/L extended 5194 FT from THLD and meets on-airport criteria requirements. When the threshold is relocated 4000 FT for approximately one chart cycle to accommodate reconstruction, the extended distance increases to 9181.84 ft and move the facility to an off-airport facility not meeting criteria requirements. This will be a temporary situation that will accommodate continued operations during construction when wind or opposite direction operations will not be feasible.

This is a temporary Waiver until publication of the amended VOR OR TACAN RWY 35 is published when the Runway 35 threshold is returned to its original location and the point of intersection returns to 5194 ft satisfying the requirements of 8260.3E Para 5-2-4 a (2) (a).

4. EQUIVALENT LEVEL FOR SAFETY PROVIDED:

1. Minimum MDA 600 FT will be maintained and visibility will be increased for CATS A/B by a 1/4 SM.
2. The Final and Missed Approach Obstacle Clearance Surfaces (OCS) have been evaluated to an extended area where they incorporate coverage of the nearest portion of the usable landing surface of the runway.
3. The minimum visibility has been raised to ensure that the minimum visibility is high enough for the pilots to obtain the proper visual references required for landing.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

1. Require aircraft make opposite direction approaches to circling minimums or land opposite direction to the runway in use or most aligned with the wind.
2. Relocating the KOA VORTAC temporarily during the construction is not feasible as it would require new land to be acquired and multiple procedure (Approach, Departure, Airway) amendments.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

AFS; HCF

7: SUBMITTED BY:

DATE
08/13/2024

OFFICE IDENTIFICATION
AJV-A4

TITLE
MANAGER

SIGNATURE
Lonnie Everhart

Digitally signed by
RAKE MCGRAW
Nov 05, 2024

8. AFS ACTIONS:

☐

APPROVED

☐

DISAPPROVED

☐

NOT REQUIRED

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE



Federal Aviation Administration

Memorandum

Date: 08/12/2024

To: Wade Terrell, Manager, Flight Technologies and Procedures Division THRU:
Wayne Radicke, Manager, Flight Procedures and Airspace Group

From: Lonnie Everhart, Manager, Instrument Flight Procedures (IFP), AJV-A4

Subject: Approval Request: ELLISON ONIZUKA KONA INTL AT KEAHOLE (PHKO), VOR
OR TACAN RWY 35

VOR OR TACAN RWY 35

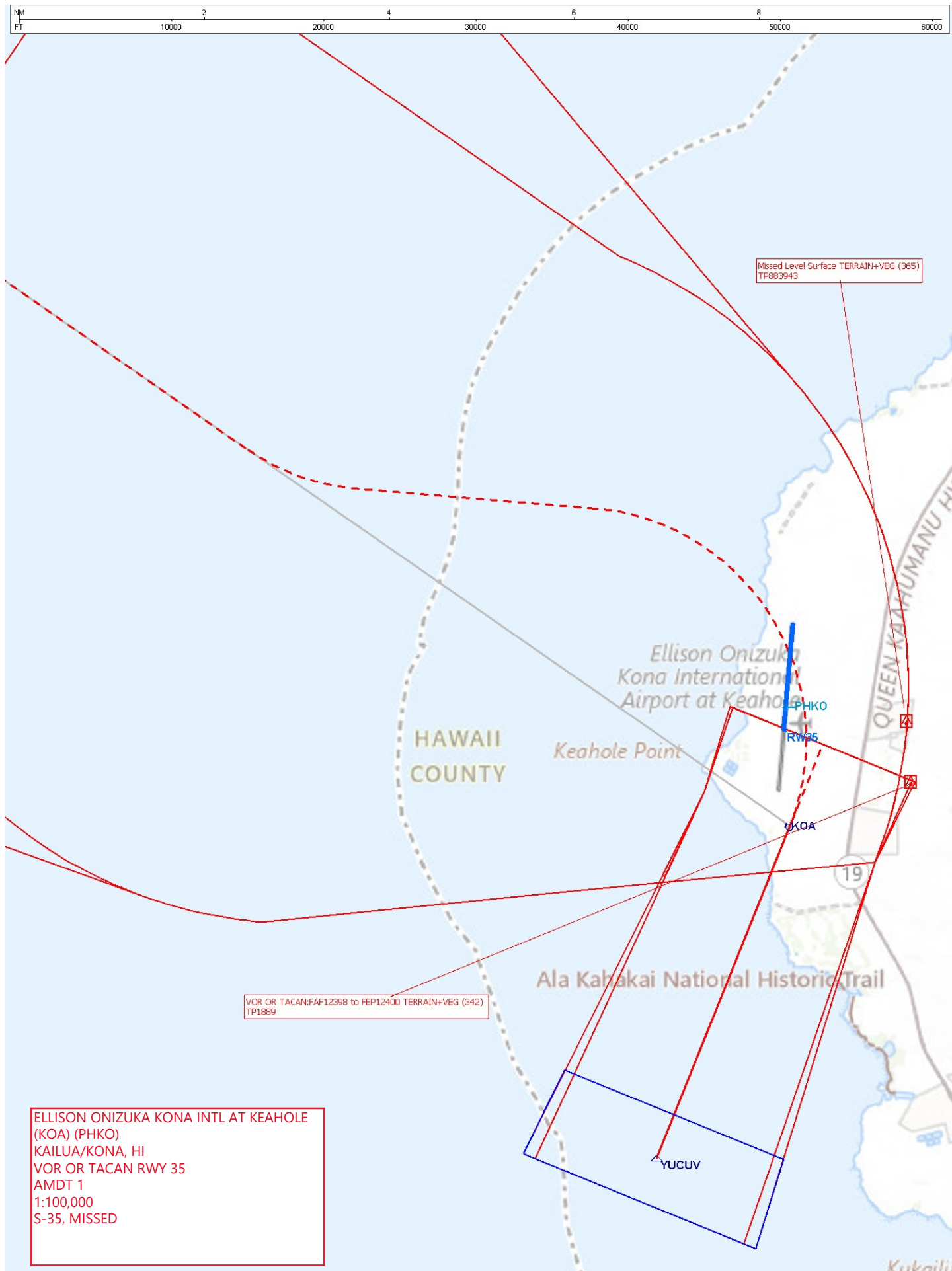
ELLISON ONIZUKA KONA INTL AT KEAHOLE KAILUA/KONA HI (PHKO)

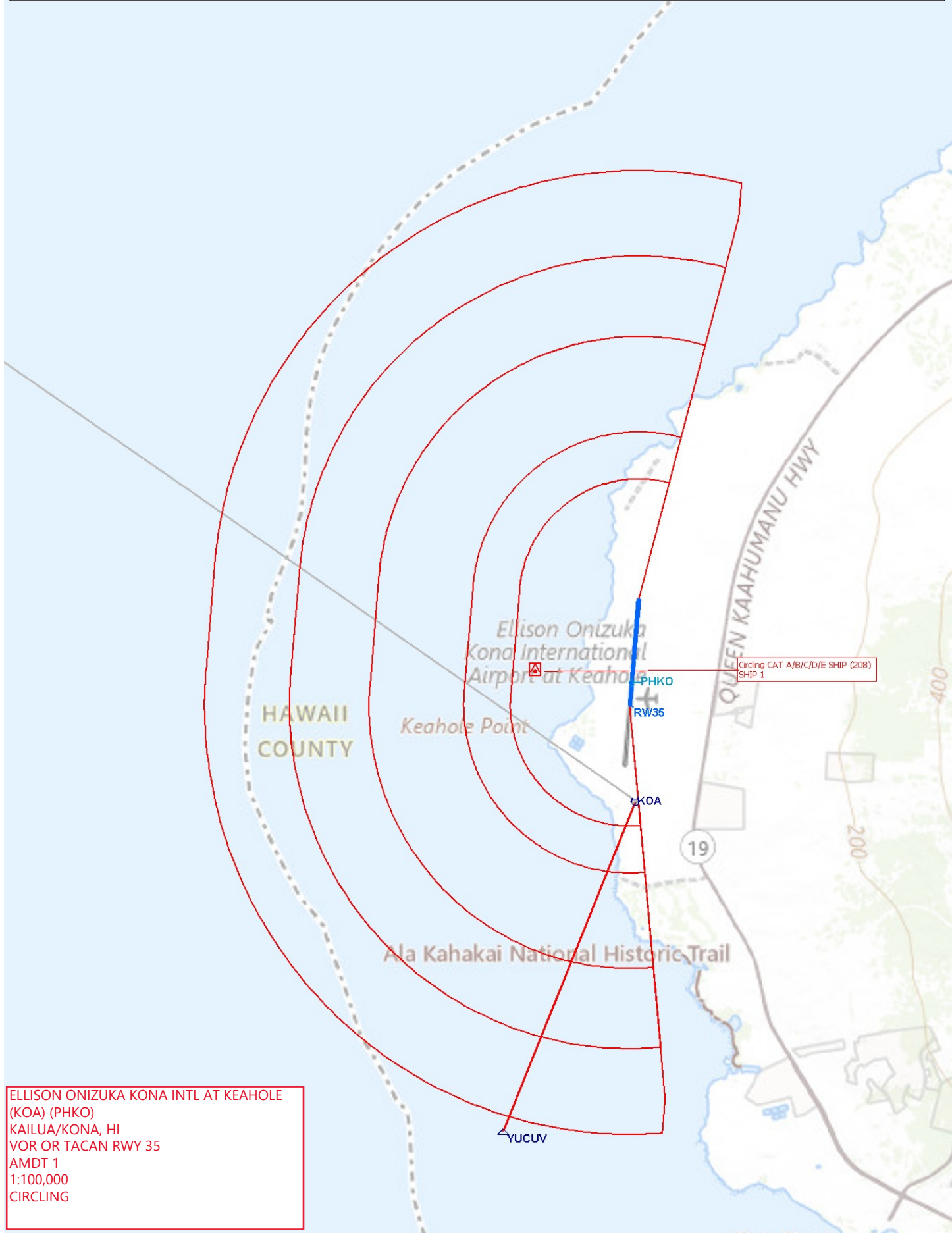
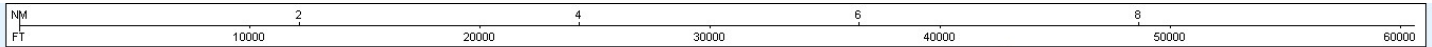
Vertical descent angle (VDA) (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway 8260.3E 2-6-2 b.

Procedural VDA/TCH is 2.642/60.0 and published VGSI is 3.00/71. Chart note "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.00/TCH 71)" will be published.

VOR OR TACAN RWY 35 ORIG-D is currently published at VDA/TCH 2.64/60.0 and VGSI is 3.00/71. PHKO has a three phase runway construction until 10/2/2025 and plans are in place to eliminate the temporary increase to 2.75/60.0 VDA due to a TARGETS flag. A 3.00/60.0 VDA will be published during the final phase of runway construction. Request to publish a temporary VDA of 2.75/60.00 until phase III construction.

If approval is not granted PHKO aircraft will have to utilize the available procedure RNAV (GPS) RWY 35 if aircraft are properly equipped for this approach. The LOC BC RWY 35 will be NA during phase II runway construction pending cancellation due to equipment beyond its usable life cycle.





ELLISON ONIZUKA KONA INTL AT KEAHOLE
(KOA) (PHKO)
KAILUA/KONA, HI
VOR OR TACAN RWY 35
AMDT 1
1:100,000
CIRCLING

