

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> PHLI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> LIHUE	<u>STATE</u> HI		
<u>AIRPORT ELEVATION</u> 152	<u>TDZE</u> 96	<u>SUPERSEDED</u> ILS OR LOC RWY 35	<u>ORIGINAL/AMENDMENT</u> 6B	<u>DATED</u> 06/20/2019	<u>MAG VAR</u> 11E	<u>EPOCH YEAR</u> 1990
<u>FACILITY</u> I-LIH	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 23 FEBRUARY 2023	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
LIH VORTAC		MORKE INT/I-LIH 11.81 DME/RADAR					168.33	10.52	4500
NAPUA/SOK VORTAC 18.68 DME	IAF	MORKE INT/I-LIH 11.81 DME/RADAR	NOPT 23 FEBRUARY 2023				290.61	6.03 (SOK R-111)	3000
MORKE INT/I-LIH 11.81 DME/RADAR	IF/IAF	AKULE INT/I-LIH 6.88 DME					349.01	4.93 (I-LIH)	1900

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.51 NM AFTER AKULE INT/I-LIH 6.88 DME OR AT I-LIH 1.37 DME

MISSED APPROACH INSTRUCTIONS:

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 12.00 DME AND HOLD, E, RT, 250.07 INBOUND, CONTINUE CLIMB-IN-HOLD TO 3000).

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 110 AND SOK VORTAC R-065 TO KREEN/SOK VORTAC 23.21 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD S MORKE, RT, 349.01 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 5000.
3. **FAC:** 349.01 **FAF:** AKULE INT/I-LIH 6.88 DME **DIST FAF TO MAP:** 5.51 **DIST FAF TO THLD:** 5.51
4. **MIN ALT:**
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1050
6. **MIN GS INCPT:** 1900 **GS ALT AT PFAF :** AKULE INT/I-LIH 6.88 DME 1900 **OM:** **MM:** **IM:**
7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 55.0
8. **MSA FROM:** LIH VORTAC 360-230 3500, 230-360 6400



EQUIPMENT REQUIREMENTS NOTES:**NOTES:**

CHART NOTE: CIRCLING NA AT NIGHT.

CHART NOTE: CIRCLING NA W OF RWY 17-35.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT LIH VORTAC ON V15 NORTHWEST BOUND.

CHART PROFILE NOTE: USE I-LIH DME WHEN ON THE LOCALIZER COURSE.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 35 CAT E VISIBILITY TO 3/4 SM AND INCREASE S-LOC 35 CAT E VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

HOLD E, LT, 250.00 INBOUND.

CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW KREEN/SOK VORTAC 23.21 DME, RT, 064.63 INBOUND.

CHART FAS OBST: 167 TREE (15-026912) 215746N/1592018W.

CHART VDP AT 2.23 DME

DISTANCE VDP TO THLD 0.86 NM.

CHART IN PLANVIEW: KREEN/SOK VORTAC 23.21 DME.

CHART CIRCLING ICON.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - NA WHEN CONTROL TOWER CLOSED.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 35	296	1/2	200	296	1/2	200	296	1/2	200	296	1/2	200	296	1/2	200
S-LOC 35	420	1/2	324	420	1/2	324	420	1/2	324	420	1/2	324	420	1/2	324
CIRCLING	520	1	368	620	1	468	620	1 1/2	468	720	2	568	740	2	588



CHANGES - REASONS

1. CHANGED FEEDER ROUTE FROM LIH VORTAC FROM "AKULE INT/I-LIH LOC/DME 6.80 DME" TO "MORKE INT/I-LIH 11.81 DME/RADAR" AND RAISED ALTITUDE FROM "4000" TO "4500" IN TERMINAL ROUTES -- PT AT AKULE CHANGED TO HIL AT MORKE PER FPT; MOUNTAINOUS TERRAIN.
2. CHANGED INITIAL COURSE NAPUA TO MORKE FROM "290.63" TO "290.61" IN TERMINAL ROUTES -- UPDATED CALCULATION IN TARGETS 6.4.
3. CHANGED INTERMEDIATE DISTANCE MORKE TO AKULE FROM "5.01" TO "4.93" IN TERMINAL ROUTES -- FIX AKULE MOVED TO MEET CURRENT PFAF CRITERIA.
4. CHANGED PRIMARY MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 ON LIH VORTAC R-070. DME AIRCRAFT CONTINUE TO KREEN/LIH 12.00 DME AND HOLD. NON-DME AIRCRAFT CONTINUE CLIMB TO 4000 THEN RIGHT TURN DIRECT LIH VORTAC AND HOLD E, LT, 250.00 INBOUND" TO "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 12.00 DME AND HOLD, E, RT, 250.07 INBOUND, CONTINUE CLIMB-IN-HOLD TO 3000)" -- REWORDED FOR CLARITY AND IAW 8260.19I, 8-6-6.D(8) WITH ADDITION OF "DME EQUIPPED".
5. ADDED ALTERNATE MISSED APPROACH AND ASSOCIATED CHART IN PLANVIEW NOTE IN ADDITIONAL FLIGHT DATA -- FPT REQUEST.
6. CHANGED PROCEDURE TURN ON PROFILE LINE 1 TO HOLD-IN-LIEU ON PROFILE LINE 2 -- FPT REQUEST.
7. CHANGED AKULE DME FROM "6.80" TO "6.88" AND DISTANCE FAF TO MAP/THLD FROM "5.42" TO "5.51" ON PROFILE LINE 3 -- FIX AKULE MOVED TO MEET CURRENT PFAF CRITERIA.
8. ADDED "INT/I-LIH 11.81 DME/RADAR" TO MORKE AND "INT/I-LIH 6.88 DME" TO AKULE ON PROFILE LINE 4 -- PROPER IDENTIFICATION.
9. ADDED "GS ALT AT PFAF: AKULE INT/I-LIH 6.88 DME 1900" ON PROFILE LINE 6 -- UPDATED IAW 8260.19I, 8-6-7.F(4).
10. CHANGED INOPERATIVE ALS NOTE FROM "INCREASE S-LOC CAT D AND E VISIBILITY TO 1 MILE" TO "INCREASE S-ILS 35 CAT E VISIBILITY TO 3/4 SM AND INCREASE S-LOC 35 CAT E VISIBILITY TO 1 SM" -- UPDATED IAW NEW INOPERATIVE TABLE.
11. DELETED "HOLD E, RT, 250.07 INBOUND" IN ADDITIONAL FLIGHT DATA -- APPLIES DME EQUIPPED AIRCRAFT ONLY.
12. CHANGED CHART FAS OBSTACLE FROM "150 SHIP 215500N/1592010W" TO "167 TREE (15-026912) 215746N/1592018W" IN ADDITIONAL FLIGHT DATA -- NEW SURVEY.
13. CHANGED VDP DME AND DISTANCE TO THLD FROM "2.17 DME/0.79 NM" TO "2.23 DME/0.86 NM" IN ADDITIONAL FLIGHT DATA -- S-LOC MDA RAISED 20 FEET.
14. DELETED "** LOC ONLY" IN ADDITIONAL FLIGHT DATA -- UPDATED IAW 8260.19I, 1-1-5.F(12).
15. ADDED "CHART CIRCLING ICON" IN ADDITIONAL FLIGHT DATA -- NEW CIRCLING CRITERIA APPLIED.
16. CHANGED ALTERNATE MINIMUMS FROM "NA WHEN TOWER CLOSED" TO "NA WHEN CONTROL TOWER CLOSED" -- UPDATED IAW 8260.19I, 8-6-11.B(4).
17. CHANGED S-LOC MDA/HAT FROM "400/304" TO "420/324" AND CHANGED CAT D/E VISIBILITIES FROM "3/4" TO "1/2" -- NEW CONTROLLING OBSTACLE; 8260.3D VISIBILITY TABLES.
18. ADDED CAT E CIRCLING -- FPT REQUEST; CIRCLING RESTRICTION WEST OF RWY 17/35 LOWERS CMDA BELOW FAF ALTITUDE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZHN, HCF APP CON, LIH ATCT, AMGR

FLIGHT CHECKED BY
COLIN D HENDERSON

Digitally signed by
JASON KRETSCHMER
Mar 22, 2022

OFFICE
FPO
DATE
03/17/2022

DEVELOPED BY
JASON KRETSCHMER (DANIEL C JOHNSEN)

Digitally signed by
JASON KRETSCHMER
Feb 09, 2022

OFFICE
AJV-A421
DATE
12/08/2021

APPROVED BY
MARLON ROBINSON

Digitally signed by
JASON KRETSCHMER
Feb 09, 2022

OFFICE
AJV-A420
DATE
TITLE
MANAGER

