

|                        |                             |                                        |
|------------------------|-----------------------------|----------------------------------------|
| APP CRS<br><b>184°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6500</b><br><b>98</b><br><b>152</b> |
|------------------------|-----------------------------|----------------------------------------|

RNAV (GPS) RWY 17  
LIHUE (LIH)(PHLI)

LIHUE (LIH)(PHLI)

RNP APCH-GPS.



Circling NA at night. Circling NA west of Rwy 17-35.

**MISSED APPROACH:** Climbing left turn to 3000 direct NAGAI and hold.

|                      |                                  |                                            |                         |                                                     |
|----------------------|----------------------------------|--------------------------------------------|-------------------------|-----------------------------------------------------|
| ATIS<br><b>127.2</b> | HCF CENTER<br><b>126.5 269.4</b> | LIHUE TOWER*<br><b>118.9(CTAF) 0 263.1</b> | GND CON<br><b>121.9</b> | CLNC DEL<br><b>126.5 269.4</b><br>(When twr closed) |
|----------------------|----------------------------------|--------------------------------------------|-------------------------|-----------------------------------------------------|

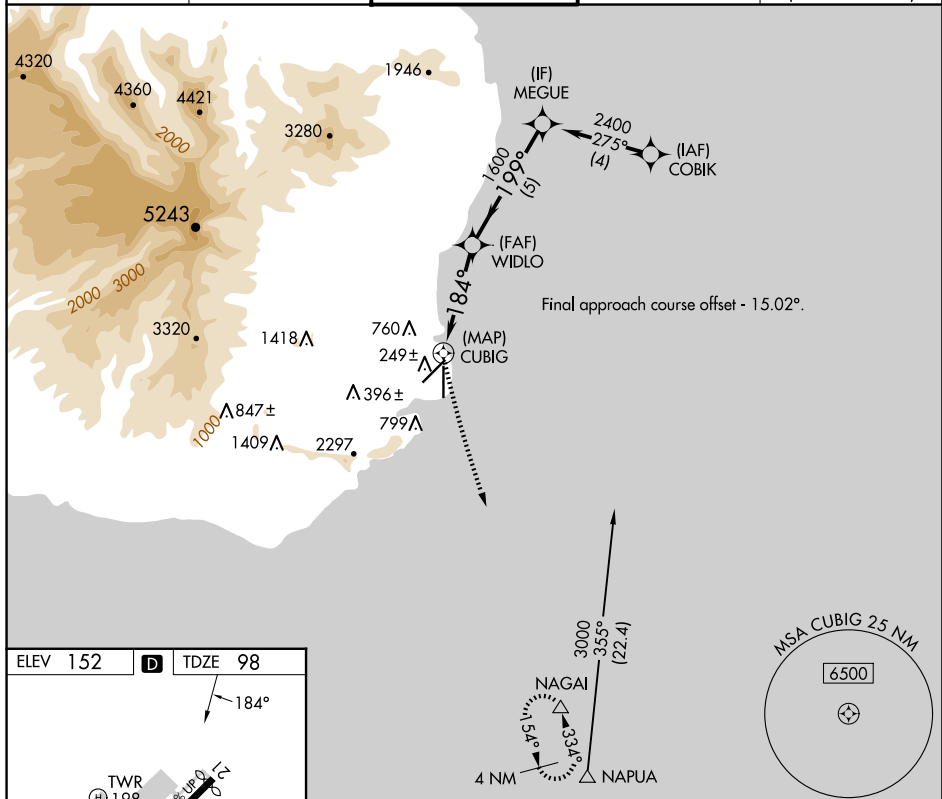


Diagram illustrating the HIRL Rwy 17-35, REIL Rwy 3, 17 and 21, and MIRL Rwy 3-21. The diagram shows a runway layout with a 6500 x 150 ft runway (17-35) and a 6500 x 150 ft taxiway (3-21). A 3.5 ft wide area (A5) is shown at the end of the taxiway. A 184-degree angle is indicated between the runway and the taxiway. The diagram also shows the HIRL Rwy 17-35, REIL Rwy 3, 17 and 21, and MIRL Rwy 3-21.

| CATEGORY          | A                    | B                      | C      | D            |
|-------------------|----------------------|------------------------|--------|--------------|
| LNAV MDA          | 940-1<br>842 (800-1) | 940-1¼<br>842 (800-1¼) | 940-2½ | 842 (800-2½) |
| <b>C</b> CIRCLING | 940-1<br>788 (800-1) | 940-1¼<br>788 (800-1¼) | 940-2½ | 788 (800-2½) |