

LOC/DME I-OGG 110.1 Chan 38	APP CRS 024°	Rwy Ldg 6995 TDZE 55 Apt Elev 55
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ILS Z or LOC Z RWY 2
KAHULUI (OGG)(PHOG)

RNP APCH - GPS. From HOMA1 or KEIKI or GREHG.

DME required.

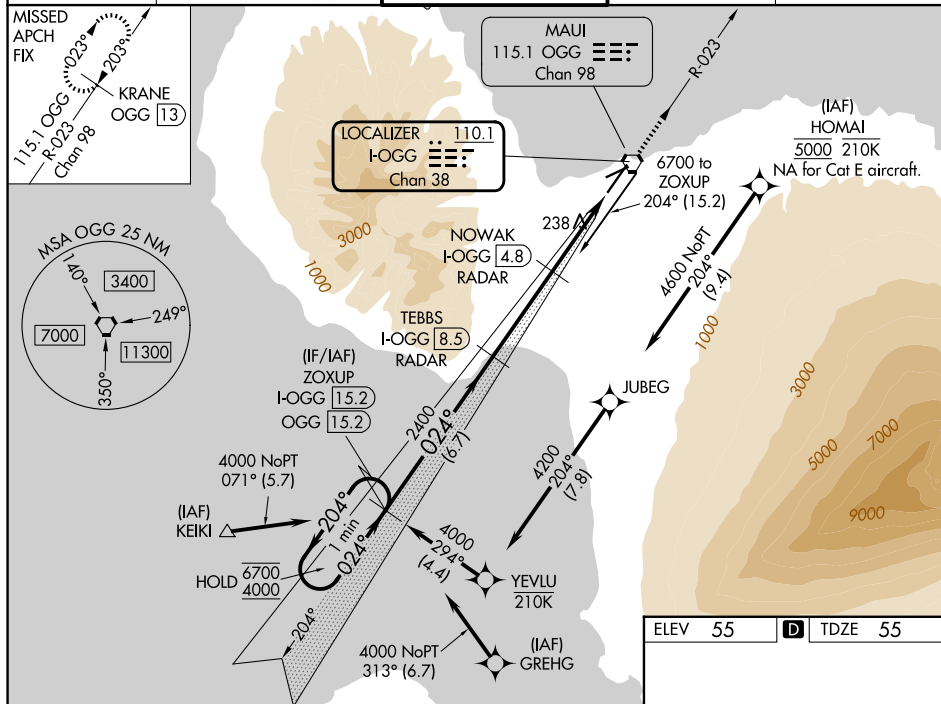
T For inop ALS, increase S-ILS 2 Cat E visibility to $\frac{3}{4}$ SM,
A and S-LOC 2 Cats C/D/E visibility to $1\frac{3}{8}$ SM.

MALSR



MISSED APPROACH: Climb to 3000 on OGG VORTAC R-023 to KRANE/OGG 13 DME and hold.

ATIS 128.6	HCF APPROACH 120.2 322.4 (N) 119.5 225.4 (S)	MAUI TOWER * 118.7 (CTAF) 0 279.6	GND CON 121.9 279.6	UNICOM 122.95
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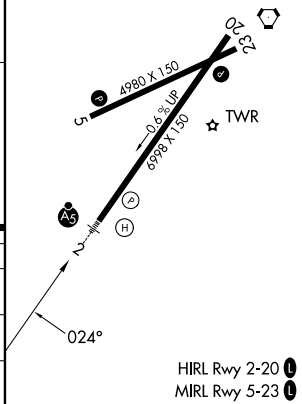


ELEV 55	D	TDZE 55
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Use I-OGG DME when on VGS1 and ILS glidepath not coincident with the localizer course. (VGS1 Angle 3.00/TCH 77).

The diagram illustrates the collision geometry between the TEBBS and NOWAK vessels. It shows the vessels' paths converging at a point marked with an asterisk. Key data points include: TEBBS (I-OGG 8.5) and NOWAK (I-OGG 4.8) at the collision point; distances of 6.7 NM, 3.7 NM, 2.3 NM, and 1.2 NM along the path; and various bearing and distance measurements (e.g., 204°, 024°, 2400, 1220).

CATEGORY	A	B	C	D	E
S-ILS 2	275-1/2 220 (300-1/2)				
S-LOC 2	520-1/2 465 (500-1/2)		520-1 465 (500-1)		
CIRCLING	520-1 465 (500-1)	620-1 565 (600-1)	800-2 1/4 745 (800-2 1/4)	1160-3 1105 (1200-3)	1720-3 1665 (1700-3)



KAHULUI, HAWAII
Amdt 27 02OCT25

20°54'N-156°26'W

KAHULUI (OGG)(PHOG)
ILS Z or LOC Z RWY 2