

APP CRS	Rwy Ldg	6500
349°	TDZE	96
	Apt Elev	153

RNAV (GPS) Y RWY 35

LIHUE (LIH)(PHLI)



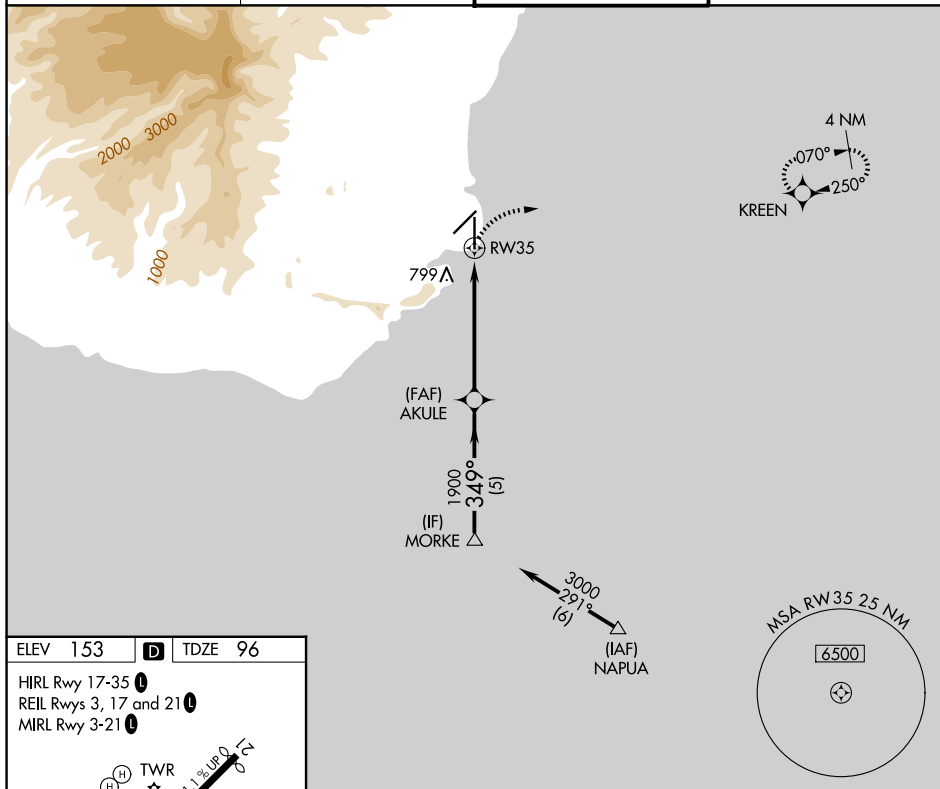
For inoperative MALSR, increase LNAV Cat A visibility to 1 mile and Cat E to 3 miles. Circling NA west of Rwy 17-35. Circling NA at night. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climbing right turn to 3000 direct KREEN WP and hold.

ATIS 127.2	HCF CENTER 126.5 269.4	LIHUE TOWER* 118.9(CTAF) 263.1	GND CON 121.9
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ELEV 153 [D] TDZE 96

HIRL Rwy 17-35 ①
REIL Rwys 3, 17 and 21 ①
MIRL Rwy 3-21 ①

Diagram illustrating the runway layout and lighting for Runway 17-35. The runway is 6500 x 150 feet. The diagram shows the runway centerline, edge lights, and various navigational aids including the Tower (TWR), Runway End Identifier Lights (REIL), and Medium Intensity Runway Lights (MIRL). The runway is marked with a 1% upward slope. A heading of 349° is indicated at the bottom.

Diagram illustrating the RW35 approach procedure. The track starts at a 3000m altitude, turns right to a heading of 349°, and then turns right again to a heading of 3000m. Key points include RW35, AKULE, and MORKE. The distance from RW35 to AKULE is 2.4 NM. The distance from AKULE to MORKE is 3 NM. The distance from the start of the turn to MORKE is 5 NM. The track is marked with a 3000m altitude point. A 3.05° TCH 55° is indicated. The diagram also shows a 2.4 NM distance from the start of the turn to RW35.