

LOC/DME I-HUM 110.5 Chan 42	APP CRS 042°	Rwy Ldg 8950 TDZE 8 Apt Elev 13	ILS Z RWY 4R DANIEL K INOUEY INTL (HNL) (PHNL)
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From HAURY: RNAV 1-GPS required. DME or RADAR required.
DME or RADAR required for procedure entry.

HAURY transition NA for Cat E aircraft. For inop ALS, increase S-ILS 4R Cats A-D visibility to ½ SM, increase S-ILS 4R Cat E visibility to 1½ SM.

MALSRL

MISSED APPROACH: Climb to 540, Cat E climb to 780 then climbing right turn to 3000 on heading 220° and on HNL VORTAC R-171 to ALANA INT/HNL VORTAC 13.9 DME and hold. * Missed approach requires minimum climb of 318 feet per NM to 1820, (if unable to meet climb gradient use S-ILS 4R minimums).

D-ATIS 127.9 251.15	HCF APPROACH 118.3 269.0	HONOLULU TOWER 118.1 257.8 123.9 273.575 (8R/26L)	GND CON 121.9 348.6	CINC DEL 121.4 281.4
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The main chart illustrates the ILS Z RWY 4R approach. It starts from the HAURY transition (210K) and follows a 073° heading to the DEBRY I-HUM (9.4) fix. From there, it proceeds along the 042° glidepath, passing the PERLY I-HUM (6.2) fix and the 1500 ft altitude. The approach continues to the 3000 ft altitude, then turns right to follow the R-171 radial to the ALANA I-HUM (13.9) fix. The final approach is along the 042° glidepath to the runway. Key altitudes include 4000 ft at the start, 3000 ft at the turn, and 540 ft at the final approach. Frequencies shown include 110.5 for the I-HUM, 118.1 for the tower, and 123.9 for the tower. A note indicates that the procedure is NA for arrivals at ALANA on V16 eastbound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
YEPGU I-HUM 15.9	DEBRY I-HUM 9.4	PERLY I-HUM 6.2	HNL R-171	ALANA	
3000	2000	1500	540	3000	
GS 3.00° TCH 55	042°	042°	hdg 220°		
6.6 NM	3.2 NM	4.5 NM			
CATEGORY	A	B	C	D	E
S-ILS 4R*	258-½	250 (300-½)			NA
S-ILS 4R	308-½	299 (300-½)			566-1½ 557 (600-1½)

MIRL Rwy 4L-22R
REIL Rwy 4L, 8R, 22L, 22R, and 26R
HIRL Rwy 4R-22L, 8L-26R, and 8R-26L

HONOLULU, HAWAII
Amdt 2A 08SEP22

DANIEL K INOUEY INTL (HNL) (PHNL)
ILS Z RWY 4R

21°19'N-157°55'W