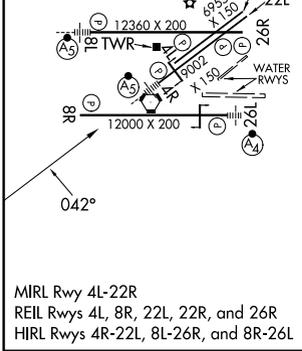
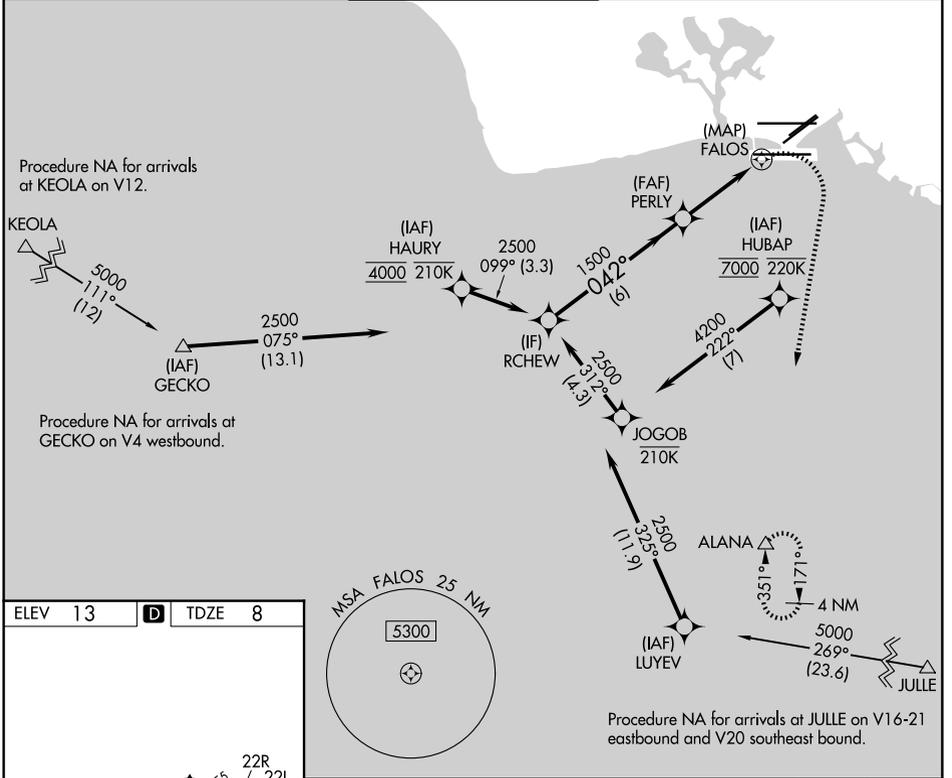


APP CRS	Rwy Ldg	<b>8950</b>
<b>042°</b>	TDZE	<b>8</b>
	Apt Elev	<b>13</b>

# RNAV (GPS) Y RWY 4R

## DANIEL K INOUEY INTL (HNL) (PHNL)

RNP APCH.		HONOLULU TOWER <b>118.1 257.8</b> <b>123.9 273.575</b> (8R/26L)		GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.4 281.4</b>
<p><b>▼</b> Circling Rwy 22R NA at night. Circling NA for Cats A and B northwest of Rwy 8L and 22R. Circling NA for Cats C and D north of Rwy 8L-26R. For inop ALS, increase LNAV Cat E visibility to 2 SM. Circling NA to sea lanes 4W, 8W, 22W, and 26W. HUBAP transition NA for Cat E aircraft. HAURY transition NA for Cat E aircraft.</p>		<p>MALSR</p> 		<p>MISSED APPROACH: Climbing right turn to 3000 direct ALANA and hold.</p>	
D-ATIS <b>127.9 251.15</b>	HCF APPROACH <b>118.3 269.0</b>				



<p>RCHEW</p> <p>2500</p> <p>042°</p> <p>1500</p> <p>3.00° TCH 55</p> <p>6 NM</p> <p>2.2 NM</p> <p>1.3 NM to FALOS</p> <p>1.3 NM</p> <p>1 NM</p>	<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).</p>				3000	ALANA																						
	<p>ALANA</p> <p>△</p>																											
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>LNAV MDA</td> <td>460-<sup>3</sup>/<sub>4</sub></td> <td>452 (500-<sup>3</sup>/<sub>4</sub>)</td> <td>460-<sup>7</sup>/<sub>8</sub></td> <td>452 (500-<sup>7</sup>/<sub>8</sub>)</td> <td>460-<sup>1</sup>/<sub>4</sub></td> </tr> <tr> <td rowspan="2">CIRCLING</td> <td>680-1<sup>1</sup>/<sub>4</sub></td> <td>760-1<sup>1</sup>/<sub>4</sub></td> <td>820-2<sup>1</sup>/<sub>4</sub></td> <td>1400-3</td> <td>NA</td> </tr> <tr> <td>667 (700-1<sup>1</sup>/<sub>4</sub>)</td> <td>747 (800-1<sup>1</sup>/<sub>4</sub>)</td> <td>807 (900-2<sup>1</sup>/<sub>4</sub>)</td> <td>1387 (1400-3)</td> <td></td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	E	LNAV MDA	460- <sup>3</sup> / <sub>4</sub>	452 (500- <sup>3</sup> / <sub>4</sub> )	460- <sup>7</sup> / <sub>8</sub>	452 (500- <sup>7</sup> / <sub>8</sub> )	460- <sup>1</sup> / <sub>4</sub>	CIRCLING	680-1 <sup>1</sup> / <sub>4</sub>	760-1 <sup>1</sup> / <sub>4</sub>	820-2 <sup>1</sup> / <sub>4</sub>	1400-3	NA	667 (700-1 <sup>1</sup> / <sub>4</sub> )	747 (800-1 <sup>1</sup> / <sub>4</sub> )	807 (900-2 <sup>1</sup> / <sub>4</sub> )	1387 (1400-3)						
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