

LOC/DME I-OGG <u>110.1</u> Chan 38	APP CRS 024°	Rwy Idg 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.

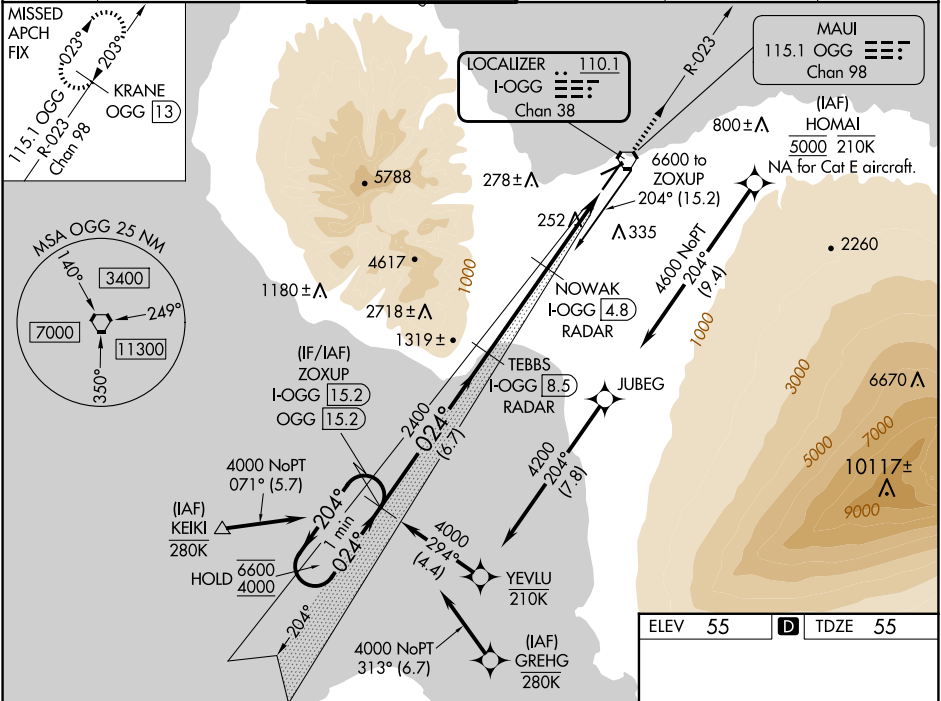
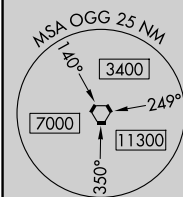
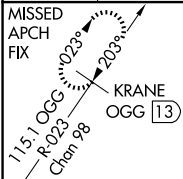
MALSR



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 (NORTH) 119.5 225.4 (SOUTH)	MAUI TOWER ★ 118.7 (CTAF) 0 279.6	GND CON 121.9 279.6	CLNC DEL 120.6 290.5	UNICOM 122.95
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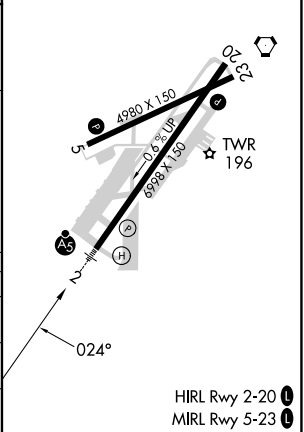
MISSED
APCH
FIX



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).

Figure 1: Collision Geometry. This diagram illustrates the collision geometry between the TEBBS and NOWAK vessels. The diagram shows the vessels' paths converging at a point marked with an asterisk. Key data points include: TEBBS (I-OGG 15.2, OGG 15.2) and NOWAK (I-OGG 8.5, OGG 4.8) at the collision point. Distances from the collision point to the vessels' positions at 0.5 seconds before impact are 6.7 NM for TEBBS and 3.7 NM for NOWAK. The diagram also shows the vessels' positions at 0.5 seconds after impact, with distances of 2.3 NM and 1.2 NM respectively. The diagram includes a heading scale from 000 to 360 degrees, a speed scale from 0 to 20 knots, and a time scale from 0 to 10 seconds. The diagram is labeled 'Figure 1' and 'Collision Geometry'.



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)	740-2 685 (700-2)	1140-3 1085 (1100-3)	1720-3 1665 (1700-3)