

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

RNAV (GPS) Y RWY 35

LIHUE (LIH)(PHLI)

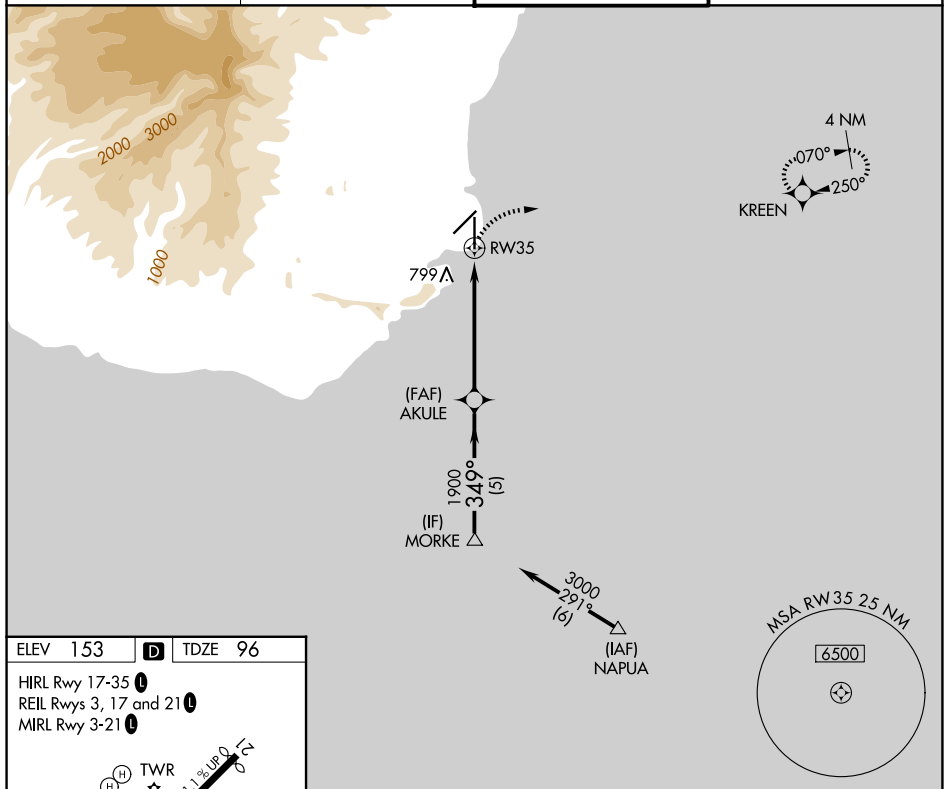
T For inoperative MALSR, increase LNAV Cat A visibility to 1 mile
A and Cat E to 3 miles. Circling NA west of Rwy 17-35.
Circling NA at night. DME/DME RNP-0.3 NA.

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
REIL Rwys 3, 17 and 21
MIRL Rwy 3-21

The diagram illustrates the lighting configuration for Runway 17-35. It features a central runway axis labeled "RWY 17-35". At the top left, there are three circular lights labeled "H" (High Intensity Runway Lights) and one star symbol labeled "TWR" (Tower). Below these are two more circular lights labeled "H". The runway axis itself has several lights: a "C" (Centerline) light at the top left, followed by a "P" (Precision) light, and then a series of "S" (Side) lights. A "V" (Visual Glideslope) light is located near the bottom right. The distance between the "P" and "V" lights is marked as "6500 X 150". The angle of the runway axis is indicated as "349°".

CATEGORY	A	B	C	D	E
LNNAV MDA	920- $\frac{3}{4}$	824 (800- $\frac{3}{4}$)	920-2 824 (800-2)	920-2 $\frac{1}{4}$ 824 (800-2 $\frac{1}{4}$)	920-2 $\frac{1}{2}$ 824 (800-2 $\frac{1}{2}$)
CIRCLING	920-1 767 (800-1)	920-1 $\frac{1}{4}$ 767 (800-1 $\frac{1}{4}$)	920-2 $\frac{1}{4}$ 767 (800-2 $\frac{1}{4}$)	920-2 $\frac{1}{2}$ 767 (800-2 $\frac{1}{2}$)	NA