

KERMAN
VOR Y RWY 16R
CAT A/B/C/D

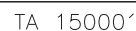


Diagram illustrating the Standard Instrument Procedures (SIP) for the 16R runway at Kona International Airport. The diagram shows a 15 NM scale bar at the bottom. The procedure starts at 15 NM from the runway, where the Initial Fix (IF) is located at 9500' (3777'). From IF, the procedure splits into two paths: CAT A/B (353°) and CAT C/D (357°). The CAT A/B path leads to the Final Approach Fix (FAF) at 7 NM from the runway, 7900' (2177'). The CAT C/D path leads to the MAPT at 1 NM from the runway, 6200' (477'). The MAPT is located at 5.2% descent. The procedure ends at the THR RWY 16R, ELEV 5723 FT. The DVOR/DME station is located at 12000' (6277') from the runway.

1-Circling not authorized BTN RDL 228 and RDL 325 clockwise direction. 2-Contour intervals are to be selected at 990 FT (300 M).

OCA(H)	A	B	C	D
Straight-in Approach	6200'(477')			
Circling	6200'(468')		6700'(968')	