

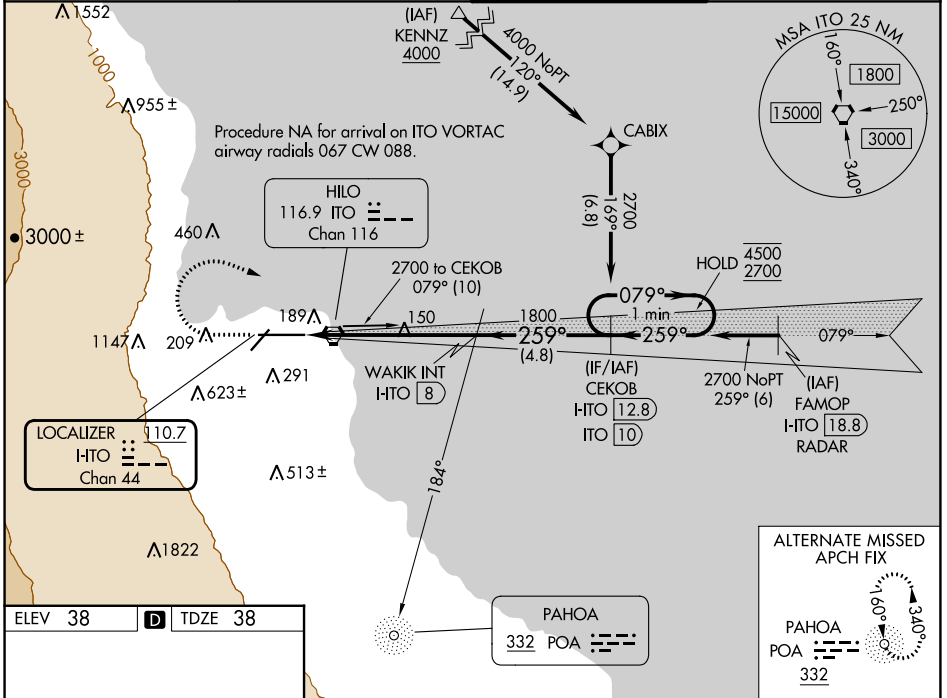
LOC/DME I-TO <b>110.7</b> Chan <b>44</b>	APP CRS <b>259°</b>	Rwy Idg <b>9800</b> TDZE <b>38</b> Apt Elev <b>38</b>
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# ILS or LOC RWY 26

HILO INTL (ITO) (PHTO)

DME required. From KENNZ: RNAV 1-GPS required.	MALSR 	MISSED APPROACH: Climb to 500 then climbing right turn to 3300 on heading 100° and on ITO VORTAC R-079 to CEKOB/ITO VORTAC 10 DME and hold, continue climb-in-hold to 3300.
<b>⚠</b> Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to S-ILS 26 all Cats. For inop ALS, increase S-LOC 26 Cat A/B visibility to 1 SM, and Cat C/D to 1 1/2 SM.		

ATIS <b>126.4</b>	HILO APP CON* <b>119.7 269.2</b>	HILO TOWER* <b>118.1(CTAF) 263.1</b>	GND CON <b>121.9</b>
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ELEV 38	<b>D</b> TDZE 38
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	500	3300	ITO R-079	CEKOB ITO 10	VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 70).																				
	Use I-TO DME when on the localizer course.				One Minute Holding Pattern																				
	<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>S-ILS 26</td> <td></td> <td>288-3/4</td> <td>250 (300-3/4)</td> <td></td> </tr> <tr> <td>S-LOC 26</td> <td></td> <td>420-3/4</td> <td>382 (400-3/4)</td> <td></td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>500-1 462 (500-1)</td> <td>540-1 502 (600-1)</td> <td>840-2 1/4 802 (900-2 1/4)</td> <td>1320-3 1282 (1300-3)</td> </tr> </table>	CATEGORY	A	B	C	D	S-ILS 26		288-3/4	250 (300-3/4)		S-LOC 26		420-3/4	382 (400-3/4)		<b>C</b> CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 1/4 802 (900-2 1/4)	1320-3 1282 (1300-3)				
CATEGORY	A	B	C	D																					
S-ILS 26		288-3/4	250 (300-3/4)																						
S-LOC 26		420-3/4	382 (400-3/4)																						
<b>C</b> CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 1/4 802 (900-2 1/4)	1320-3 1282 (1300-3)																					

REIL Rwy 3  
MIRL Rwy 3-21  
HIRL Rwy 8-26

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

APP CRS <b>210°</b>	Rwy Idg TDZE Apt Elev	<b>5510</b> <b>31</b> <b>38</b>
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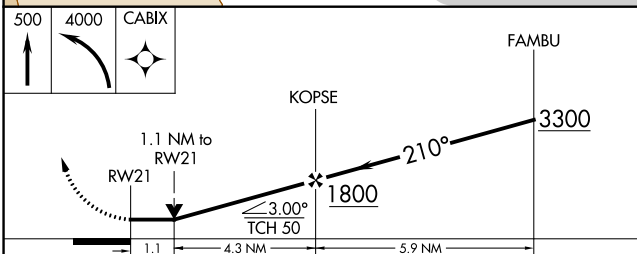
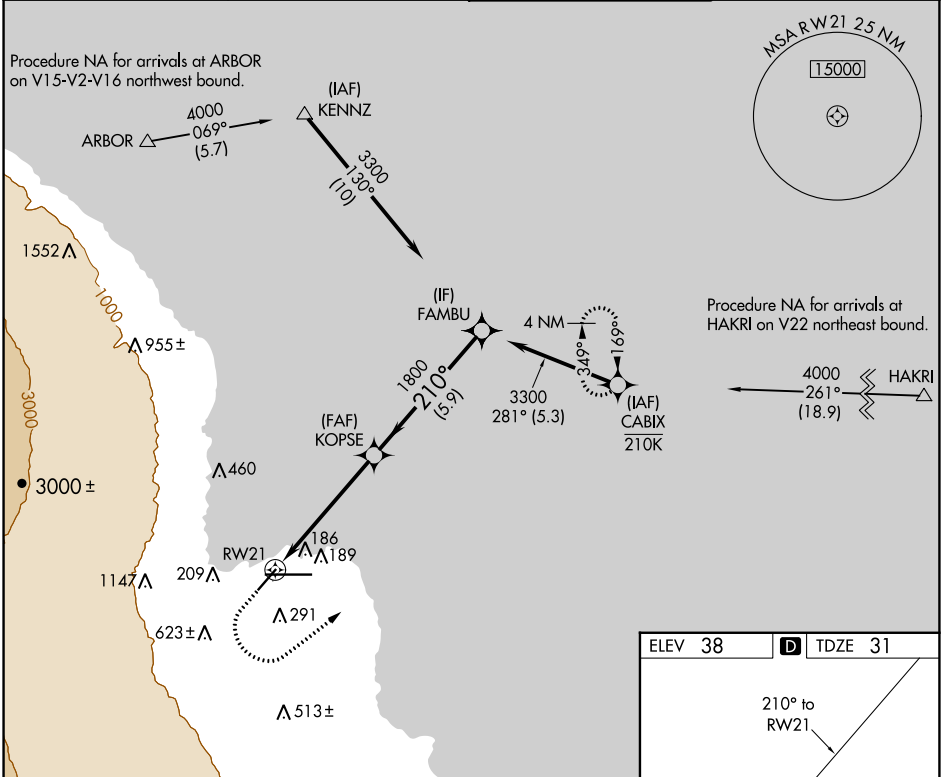
# RNAV (GPS) RWY 21

HILO INTL (ITO) (PHTO)

RNP APCH.  
 ⚠ Circling NA south of Rwy 8-26. Rwy 21 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 4000 direct CABIX and hold, continue climb-in-hold to 4000.

ATIS <b>126.4</b>	HILO APP CON* <b>119.7 269.2</b>	HILO TOWER* <b>118.1(CTAF) 0 263.1</b>	GND CON <b>121.9</b>
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ELEV 38	TDZE 31
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REIL Rwy 3  
 MRL Rwy 3-21  
 HIRL Rwy 8-26

CATEGORY	A	B	C	D
LNVA MDA	440-1	409 (500-1)	440-1 1/8	409 (500-1 1/8)
CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 1/4 802 (900-2 1/4)	1320-3 1282 (1300-3)

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

APP CRS	Rwy ldg	<b>9800</b>
<b>259°</b>	TDZE	<b>38</b>
	Apt Elev	<b>38</b>

# RNAV (GPS) RWY 26

HILO INTL (ITO) (PHTO)

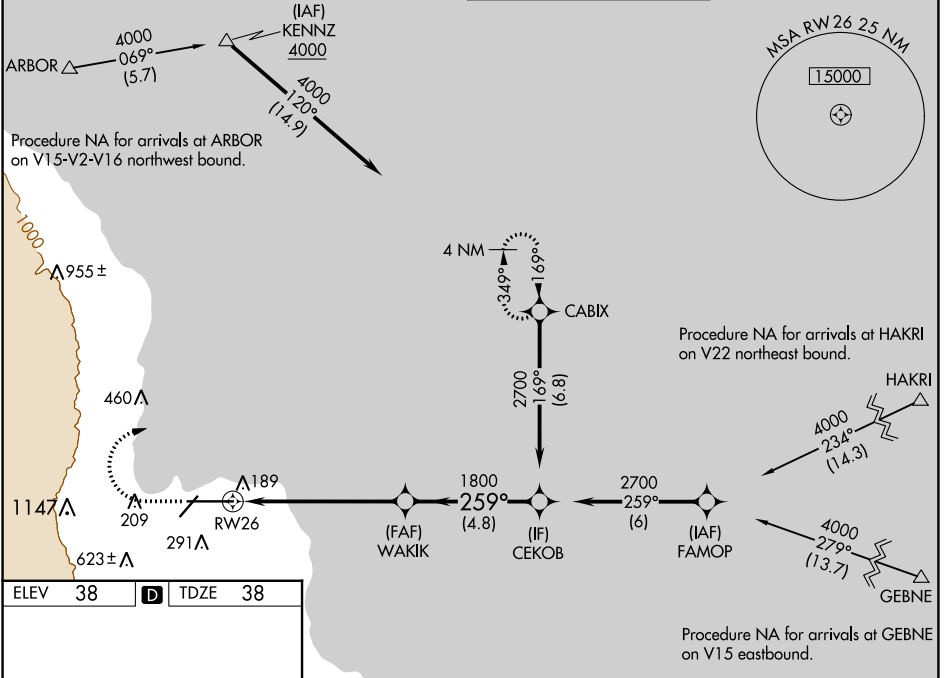
RNP APCH.

**⚠** Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 3/4 SM NA. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 3/8 SM and increase LNAV Cat A/B visibility to 1 SM.

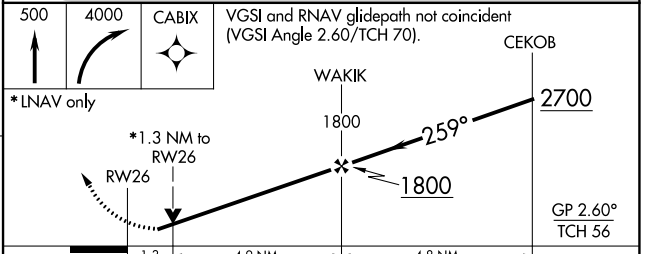
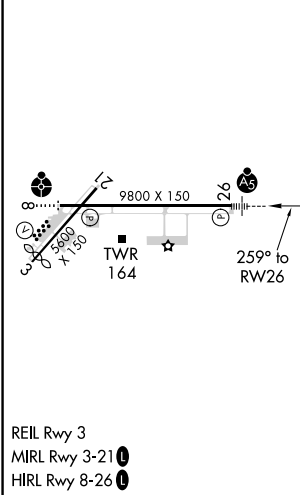
MALSR

**⚠** MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CABIX and hold, continue climb-in-hold to 4000.

ATIS <b>126.4</b>	HILO APP CON* <b>119.7 269.2</b>	HILO TOWER* <b>118.1(CTAF) 263.1</b>	GND CON <b>121.9</b>
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ELEV 38	<b>D</b>	TDZE 38
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CATEGORY	A	B	C	D
LNAV/VNAV DA		350-3/4	312 (400-3/4)	
LNAV MDA		460-3/4	422 (500-3/4)	
<b>C</b> CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 1/4 802 (900-2 1/4)	1320-3 1282 (1300-3)

PAC, 25 JAN 2024 to 21 MAR 2024

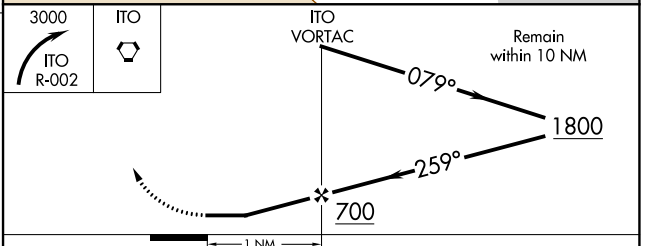
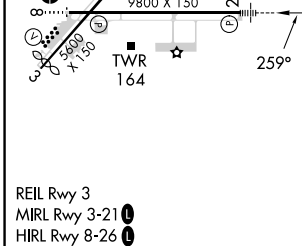
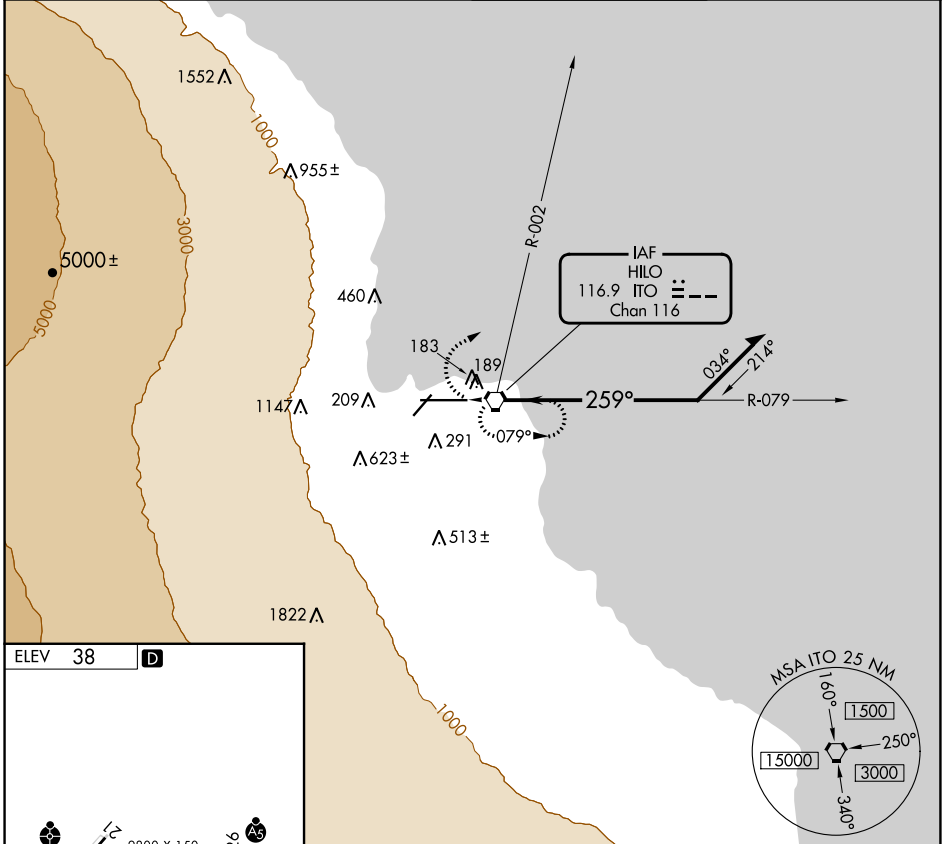
PAC, 25 JAN 2024 to 21 MAR 2024

VORTAC ITO <b>116.9</b> Chan <b>116</b>	APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>38</b>
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**VOR-B**  
HILO INTL (ITO) (PHTO)

**⚠** Circling NA south of Rwy 8-26. MISSED APPROACH: Climbing right turn to 3000 on ITO VORTAC R-002 then direct ITO VORTAC and hold.

ATIS <b>126.4</b>	HILO APP CON * <b>119.7 269.2</b>	HILO TOWER * <b>118.1 (CTAF) 0 263.1</b>	GND CON <b>121.9</b>
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FAF to MAP 1 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	500-1 462 (500-1)	540-1 502 (600-1)	NA	
Min:Sec	1:00	0:40	0:30	0:24	0:20	<input checked="" type="checkbox"/> CIRCLING			

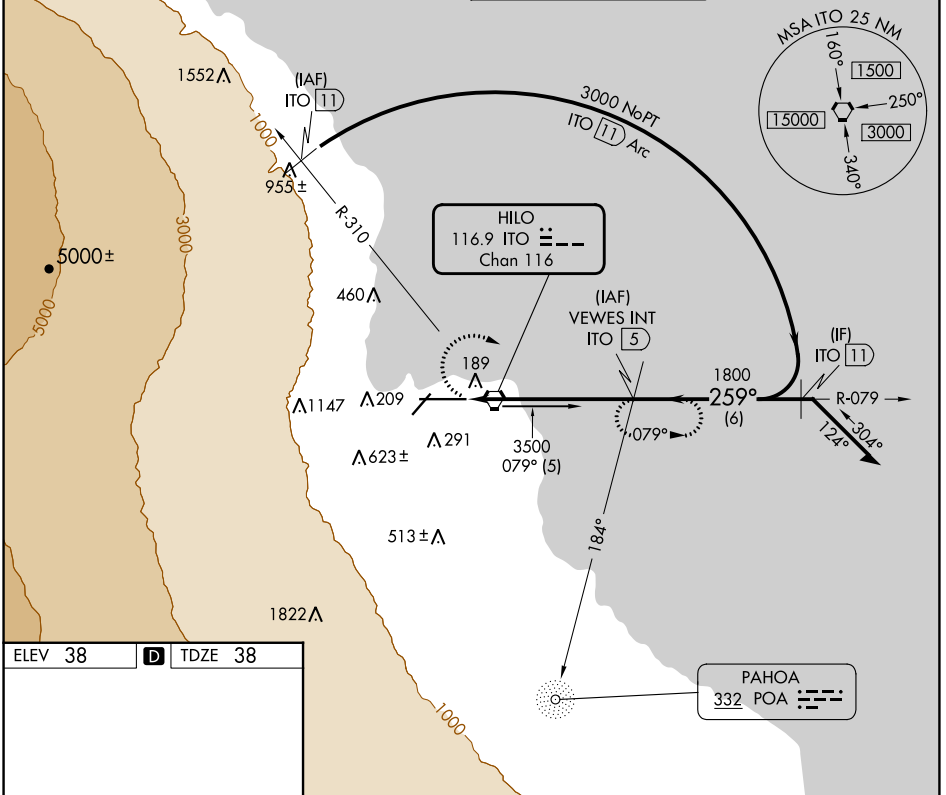
VORTAC ITO <b>116.9</b> Chan <b>116</b>	APP CRS <b>259°</b>	Rwy Idg <b>9800</b> TDZE <b>38</b> Apt Elev <b>38</b>
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# VOR/DME or TACAN RWY 26

HILO INTL (ITO) (PHTO)

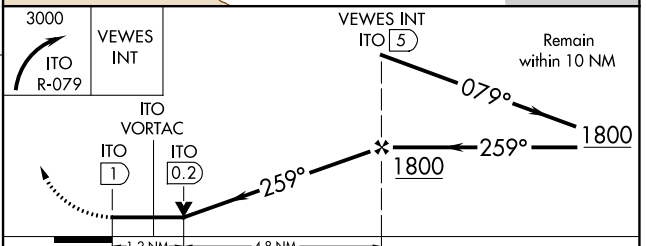
<p>For inop ALS, increase S-26 Cat A/B visibility to 1 SM and Cat D to 1 1/4 SM. Circling NA south of Rwy 8-26. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climbing right turn to 3000 on ITO VORTAC R-079 to VEVES/5 DME and hold.</p>
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ATIS <b>126.4</b>	HILO APP CON* <b>119.7 269.2</b>	HILO TOWER* <b>118.1(CTAF) 263.1</b>	GND CON <b>121.9</b>
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ELEV 38	<b>D</b>	TDZE 38
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Detailed approach diagram for RWY 26, showing altitudes (9800, 3000, 26, 164) and distances (9800 X 150, 3000 X 150). Includes a diagram of the runway and taxiway layout.



CATEGORY	A	B	C	D
S-26	460-3/4 422 (500-3/4)			460-1 422 (500-1)
<b>C</b> CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 1/4 802 (900-2 1/4)	1320-3 1282 (1300-3)

# VOR/DME or TACAN RWY 26

PAC, 25 JAN 2024 to 21 MAR 2024

PAC, 25 JAN 2024 to 21 MAR 2024

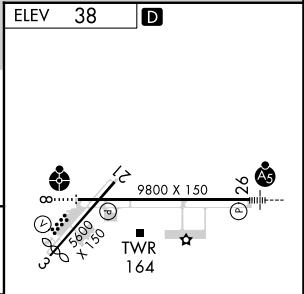
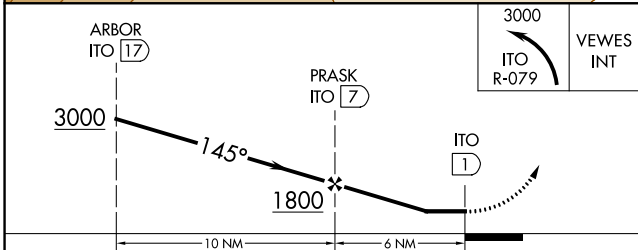
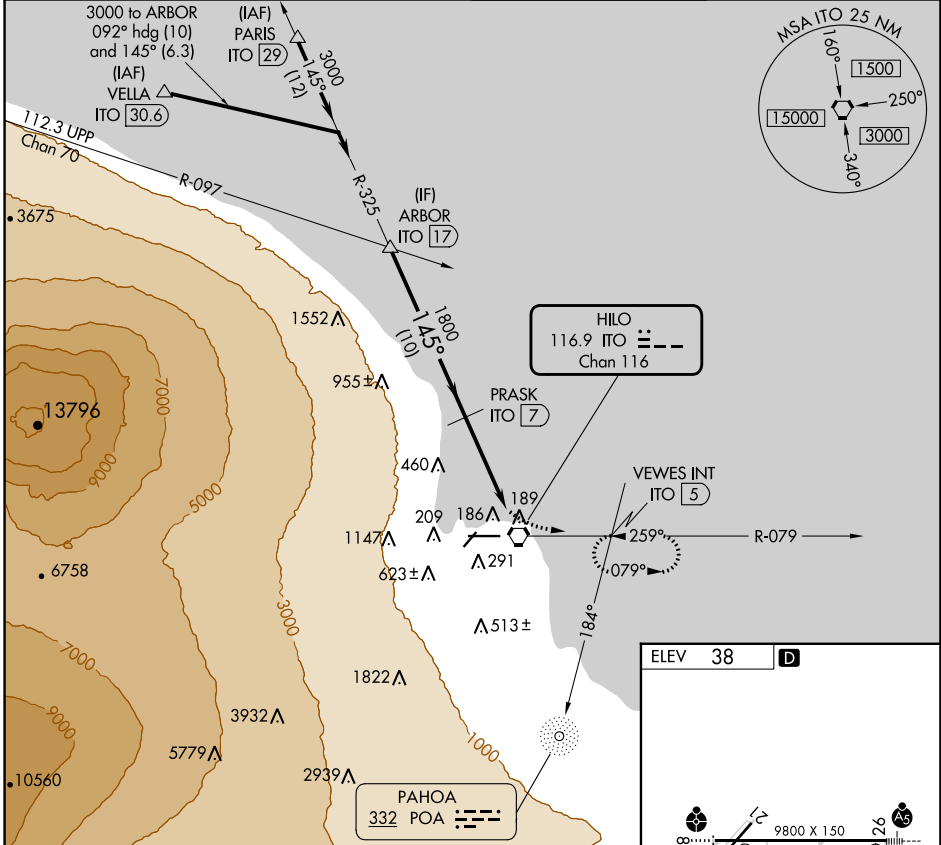
VORTAC ITO <b>116.9</b> Chan <b>116</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev <b>38</b>	N/A N/A <b>38</b>
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# VOR/DME or TACAN-A

HILO INTL (ITO) (PHTO)

**⚠** Circling NA south of Rwy 8-26. MISSED APPROACH: Climbing left turn to 3000 on ITO VORTAC R-079 to VEWES/5 DME and hold.

ATIS <b>126.4</b>	HILO APP CON* <b>119.7 269.2</b>	HILO TOWER* <b>118.1 (CTAF) 0 263.1</b>	GND CON <b>121.9</b>
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CATEGORY	A	B	C	D
<b>C</b> CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 1/4 802 (900-2 1/4)	1320-3 1282 (1300-3)

REIL Rwy 3  
MRL Rwy 3-21  
HIRL Rwy 8-26