

APP CRS	Rwy Idg	9800
259°	TDZE	38
	Apt Elev	38

RNAV (GPS) RWY 26

HILO INTL (ITO) (PHTO)

RNP APCH.

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Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{3}{8}$ SM and increase LNAV Cat A/B visibility to 1 SM.

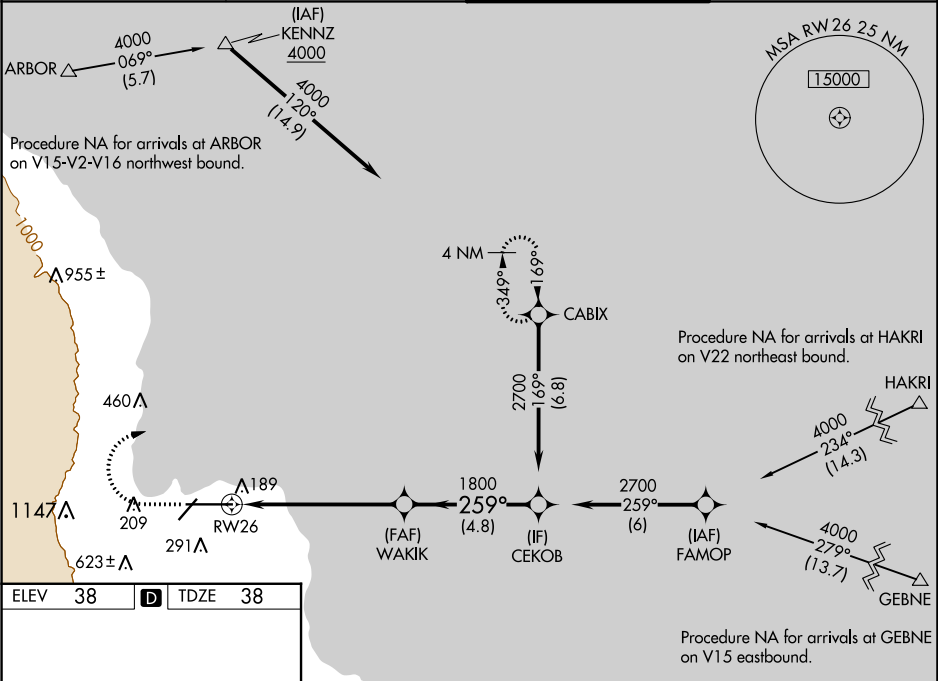
MALSR

⚠

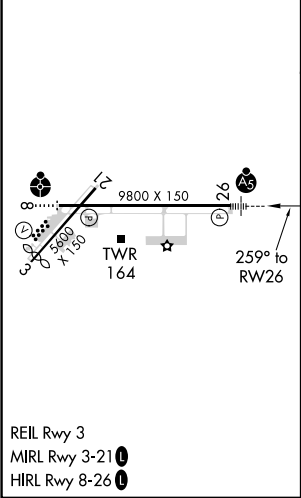
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MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CABIX and hold, continue climb-in-hold to 4000.

ATIS 126.4	HILO APP CON* 119.7 269.2	HILO TOWER* 118.1(CTAF) 0 263.1	GND CON 121.9
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ELEV	38	D	TDZE	38
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500 4000 CABIX VGSI and RNAV glidepath not coincident (VGSI Angle 2.60/TCH 70).				
*LNAV only				
*1.3 NM to RWY26				
1.3 4.9 NM 4.8 NM				
CATEGORY	A	B	C	D
LNAV/VNAV DA	350- $\frac{3}{4}$ 312 (400- $\frac{3}{4}$)			
LNAV MDA	460- $\frac{3}{4}$ 422 (500- $\frac{3}{4}$)			
CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2 $\frac{1}{4}$ 802 (900-2 $\frac{1}{4}$)	1320-3 1282 (1300-3)