


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

HILO INTL (ITO) (PHTO)

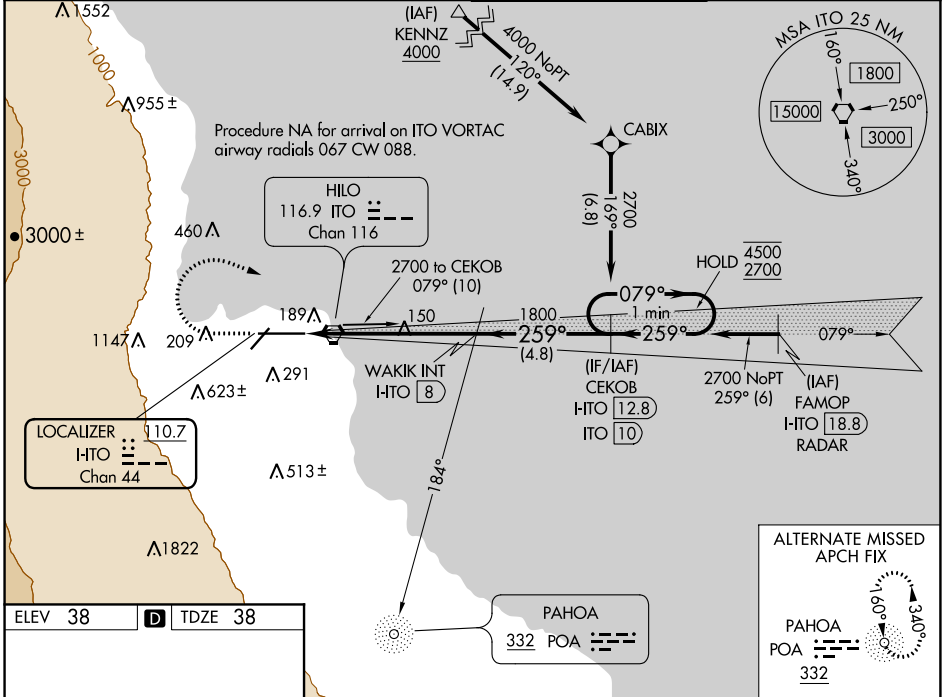
DME required. From KENNZ: RNAV 1-GPS required.

⚠ 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.

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.

ATIS 126.4	HILO APP CON* 119.7 269.2	HILO TOWER* 118.1(CTAF) 263.1	GND CON 121.9
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ELEV 38	D 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).


WAKIK INT I-TO 8 CEKOB I-TO 12.8 ITO 10 One Minute Holding Pattern

Use I-TO DME when on the localizer course.

I-TO 1.8 *I-TO 2.9 1800 259° 4500 2700

*LOC only 1.1 NM 5.1 NM 4.8 NM GS 2.60° TCH 56

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)	
C 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 