

LOC/DME I-ITO	APP CRS	Rwy Idg	9800
110.7	259°	TDZE	38
Chan 44		Apt Elev	38

ILS or LOC RWY 26

HILO INTL (ITO) (PHTO)

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

▼

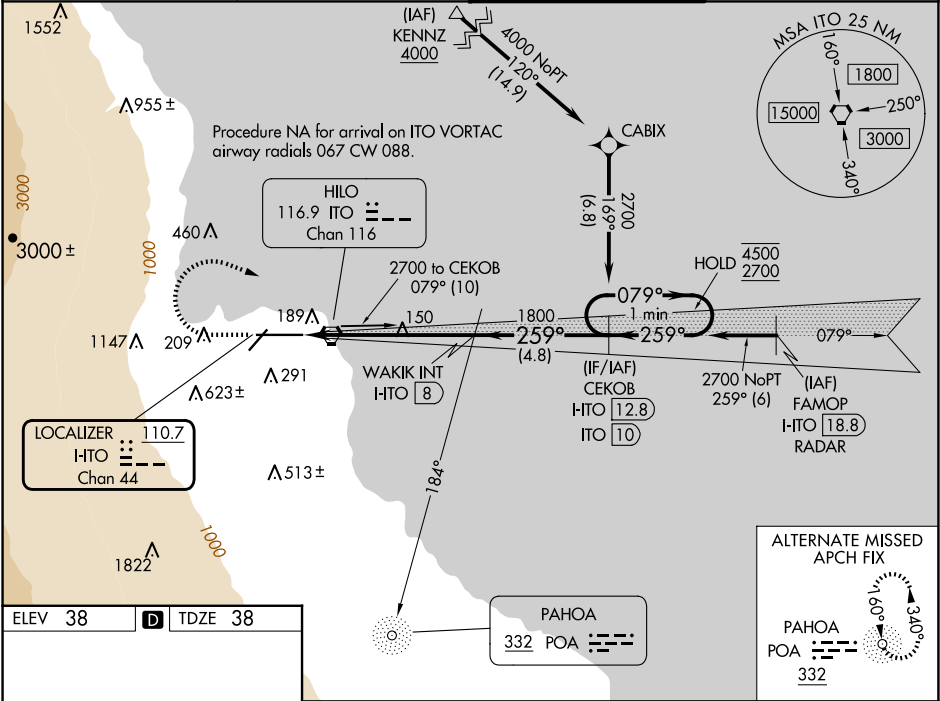
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Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 26 all Cats. For inop ALS, increase S-LOC 26 Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM.

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) 0 263.1	GND CON 121.9
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ELEV 38	D	TDZE 38
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500

3300

↑

hdg 100°

ITO R-079

CEKOB ITO 10

VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 70).

WAKIK INT I-ITO 8

CEKOB I-ITO 12.8 ITO 10

One Minute Holding Pattern

079° 4500 2700

259° 1800

259° 1800

GS 2.60° TCH 56

1.1 NM 5.1 NM 4.8 NM

CATEGORY	A	B	C	D
S-ILS 26	288-¾	250 (300-¾)		
S-LOC 26	420-¾	382 (400-¾)		
CIRCLING	500-1 462 (500-1)	540-1 502 (600-1)	840-2¼ 802 (900-2¼)	1320-3 1282 (1300-3)

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