

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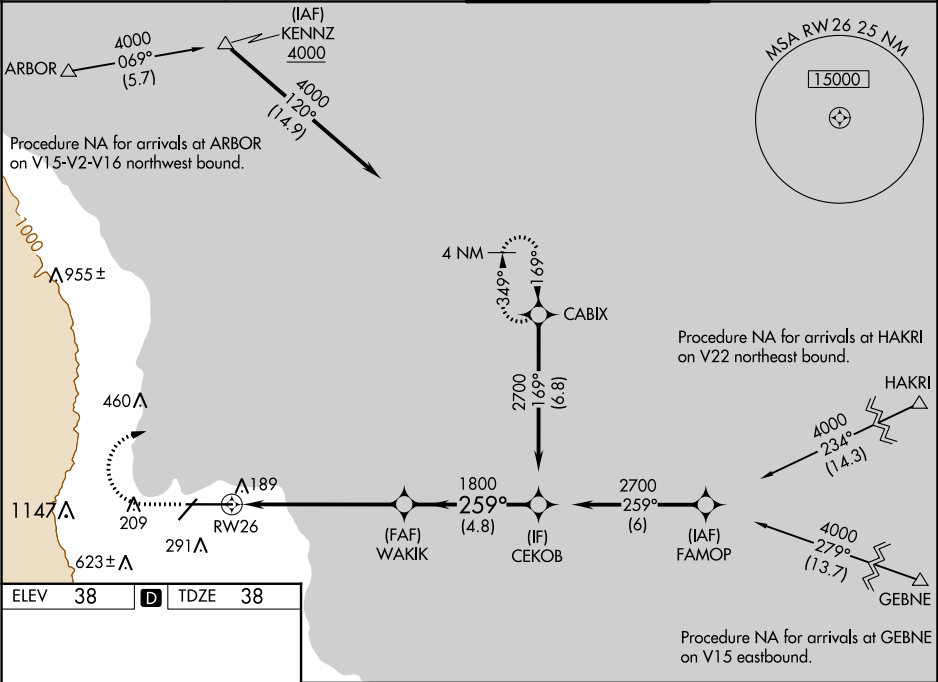
Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below $\frac{3}{4}$ SM NA. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to $\frac{3}{8}$ SM and increase LNAV Cat A/B visibility to 1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

MALSR

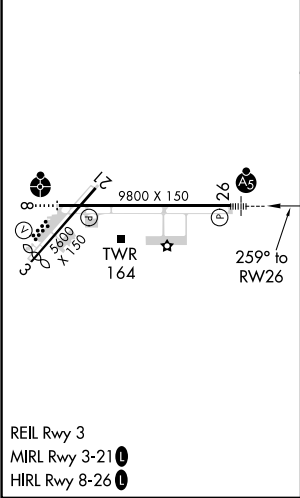
AS

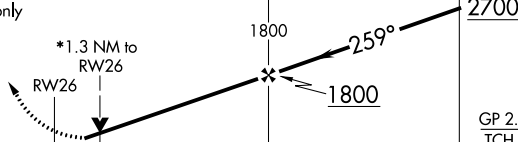
MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CABIX and hold, continue climb-in-hold to 4000.

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						CEKOB			
									
CATEGORY		A		B		C		D	
LNAV/VNAV DA		350- ³ / ₄ 312 (400- ³ / ₄)							
LNAV MDA		460- ³ / ₄ 422 (500- 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)	