

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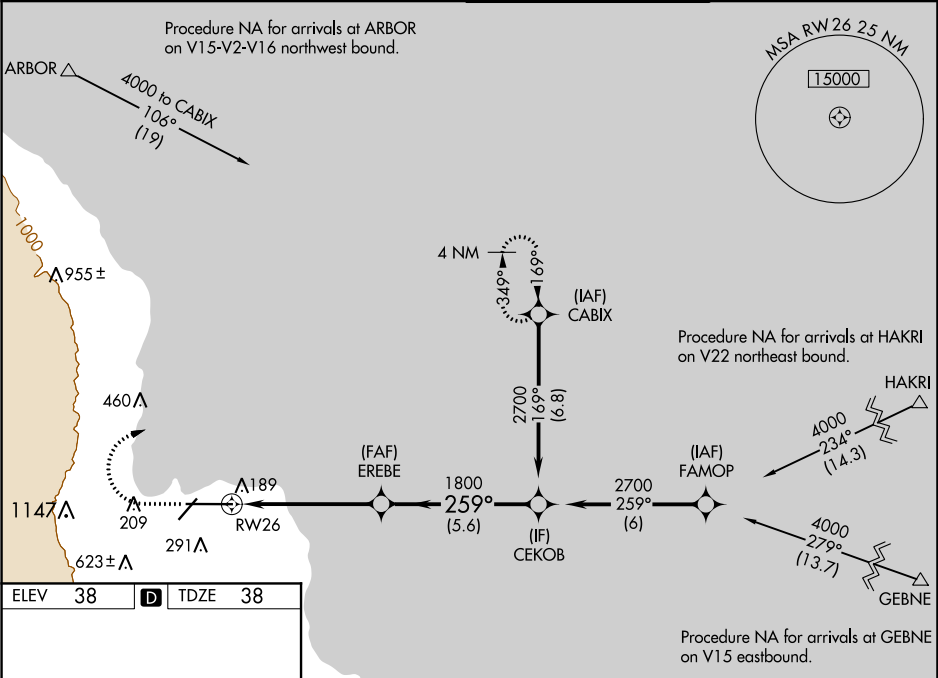
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Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to  $1\frac{1}{8}$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

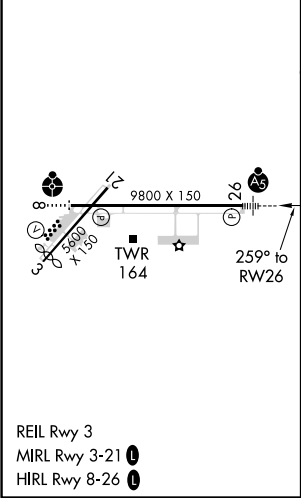
MALSR

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	<b>D</b>	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		420- <sup>3</sup> / <sub>4</sub>		382 (400- <sup>3</sup> / <sub>4</sub> )			
LNAV		MDA		440- <sup>3</sup> / <sub>4</sub>		402 (500- <sup>3</sup> / <sub>4</sub> )			
CIRCLING		500-1 462 (500-1)		600-1 562 (600-1)		880-2 <sup>1</sup> / <sub>2</sub> 842 (900-2 <sup>1</sup> / <sub>2</sub> )		1340-3 1302 (1400-3)	