

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

RNAV (GPS) RWY 26

RNP APCH.

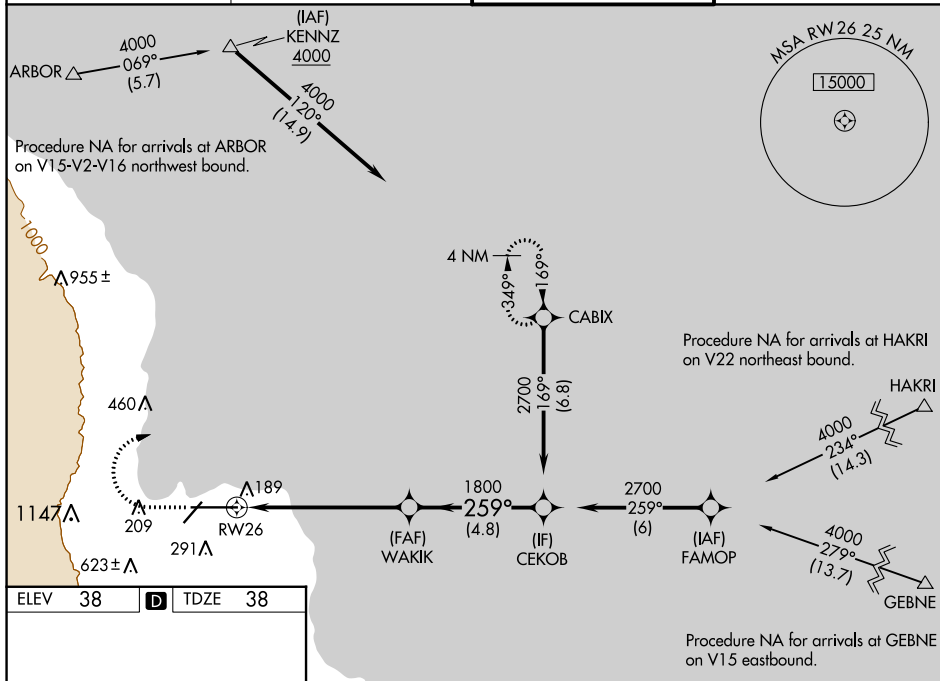
T Circling NA south of Rwy 8-26. Rwy 26 helicopter visibility reduction
A below $\frac{3}{4}$ SM NA. WAAS VNAV NA. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below 15°C or above 54°C. For inop ALS,
increase LNAV/VNAV all Cats visibility to $\frac{7}{8}$ SM and increase LNAV
Cat A/B visibility to 1 SM.

MALSR

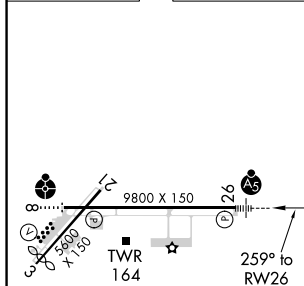


MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CABIX and hold, continue climb-in-hold to 4000.

ATIS 126.4	HILO APP CON* 119.7 269.2	HILO TOWER* 118.1(CTAF) 263.1	GND CON 121.9
----------------------	-------------------------------------	---	-------------------------



ELEV	38	D	TDZE	38
------	----	----------	------	----



500
↑

4000
↷

CABIX
✦

VGSi and RNAV glidepath not coincident
(VGSi Angle 2.60/TCH 70).

CEKOB

WAKIK

1800

259°

2700

*1.3 NM to RW26

RW26

1.3

4.9 NM

4.8 NM

GP 2.60°
TCH 56

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)