

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

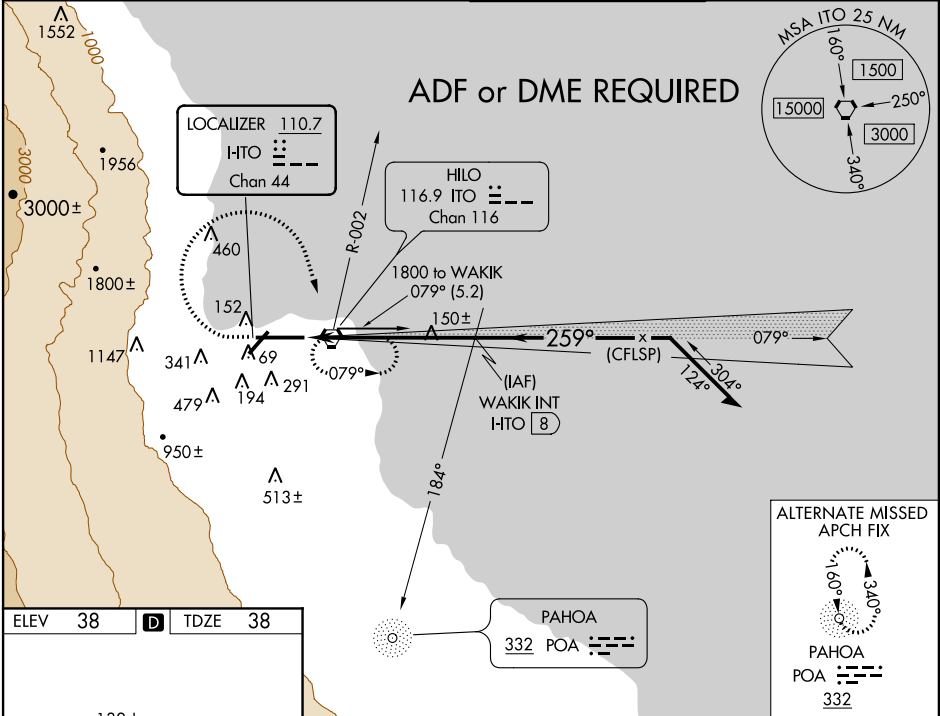
ILS or LOC RWY 26
HILO INTL (ITO) (PHTO)

NA Night landing: Rwy 21 NA. When local altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. ADF or DME required. Helicopter visibility reduction below 3/4 SM NA. For inoperative MALSR, increase S-ILS 26 all Cnts visibility to 3/8, S-LOC 26 Cat A/B visibility to 1 mile, Cat C/D to 1 1/2 mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 on heading 152° and ITO R-002 to ITO VORTAC 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

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

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

500 3300 ITO ITO

WAKIK INT I-ITO (8) VGSI and ILS glidepath not coincident (VGSI Angle 2.60/TCH 70). Remain within 10 NM

*LOC only

*I-ITO (3)

Use I-TO DME when on the localizer course.

1.2 NM 5 NM

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)		
CIRCLING	500-1 462 (500-1)	500-1 1/2 462 (500-1 1/2)	700-2 662 (700-2)	

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APP CRS
210°

Rwy Idg **5510**
TDZE **31**
Apt Elev **38**

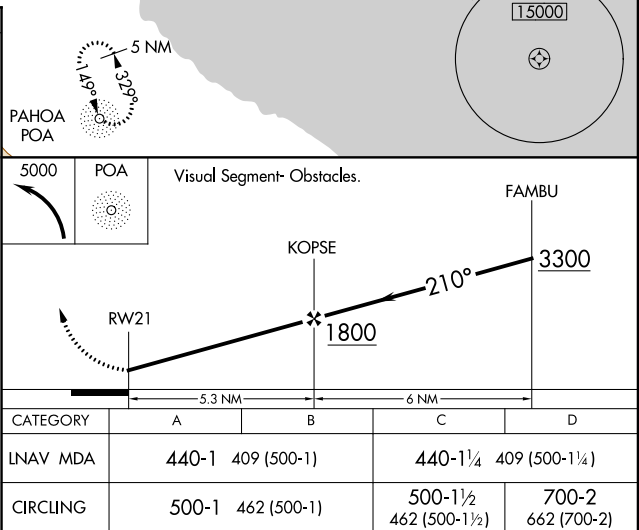
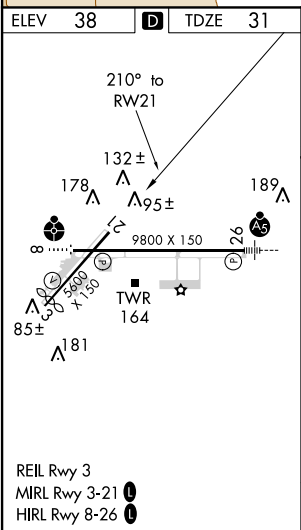
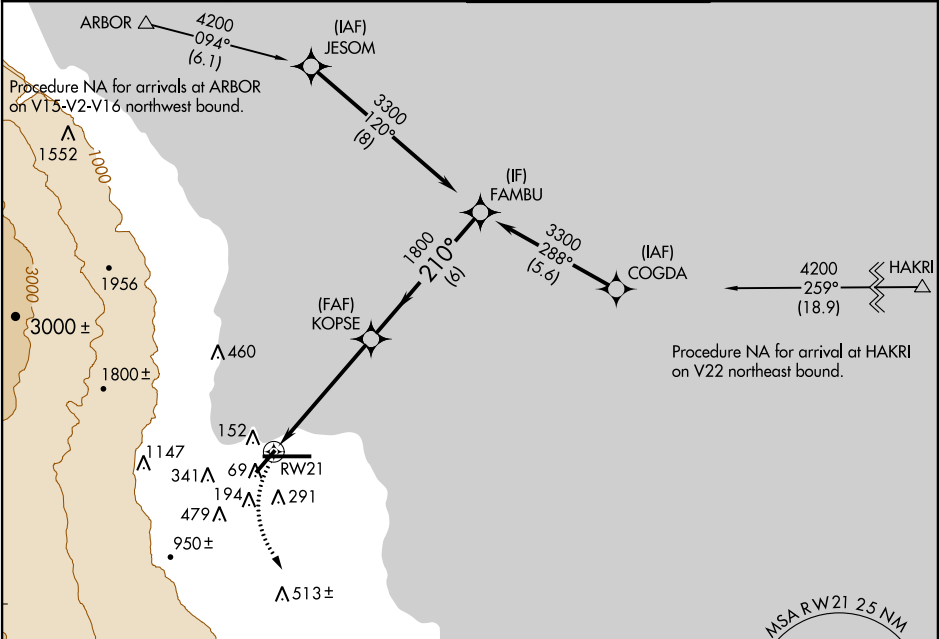
RNAV (GPS) RWY 21
HILO INTL (ITO) (PHTO)

NA

Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 21 NA.

MISSED APPROACH: Climbing left turn to 5000 direct POA NDB and hold.

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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APP CRS 259°	Rwy ldg 9800 TDZE 38 Apt Elev 38
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RNAV (GPS) RWY 26
HILO INTL (ITO) (PHTO)

T Baro-VNAV NA below -5°C (23°F). DME/DME RNP-0.3 NA.
A NA WAAS VNAV NA. For inoperative MALS R increase LNAV Cat A, B & D visibilities ½ mile. Night landing: Rwy 21 NA. Circling NA south of Rwy 8-26. Helicopter visibility reduction below ¾ SM NA.

MALSR



MISSED APPROACH: Climb to 5000
direct EKAGE then on track 335° to
ARBOR and hold.

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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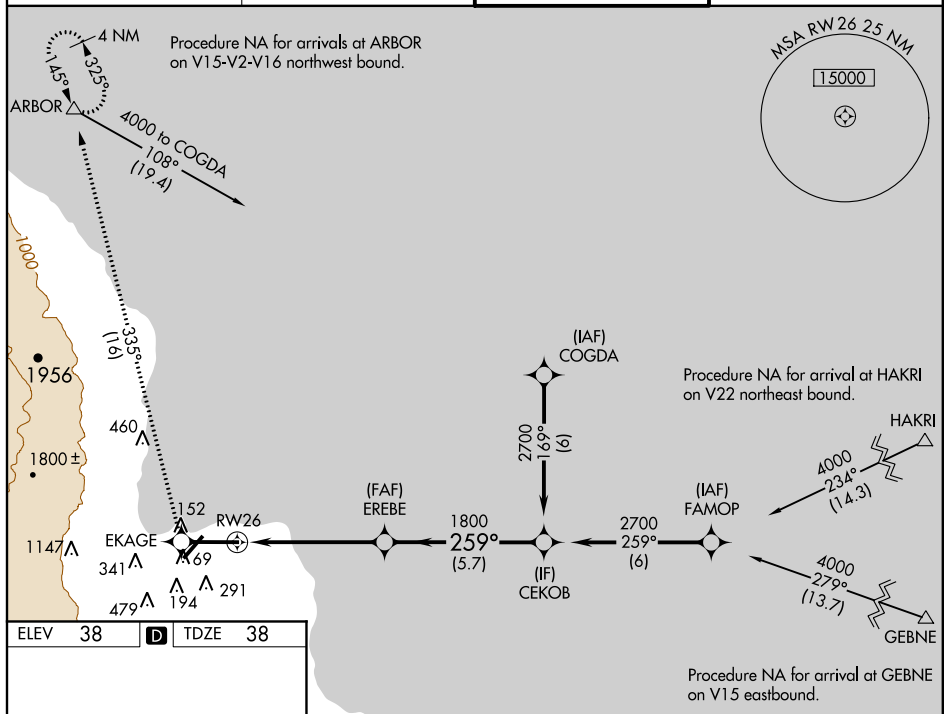


Diagram illustrating the RW26 approach procedure. The approach is a 1.2 NM segment from the start of the approach to the EREBE fix, followed by a 4.1 NM segment to the CEKOB fix, and a final 5.7 NM segment to the runway. The approach is a 259° glidepath. Key features include: 1.2 NM to RW26, 4.1 NM to EREBE, 5.7 NM to CEKOB. Elevation: 1800 ft at EREBE, 2700 ft at CEKOB. GP 3.00° TCH 53. Obstacles: 132±, 178, 189, 95±, 85±, 181, 500, 150, 164, 180.

HILO, HAWAII
Orig-D 10NOV16

19°43'N-155°03'W

HILO INTL (ITO) (PHTO)
RNAV (GPS) RWY 26

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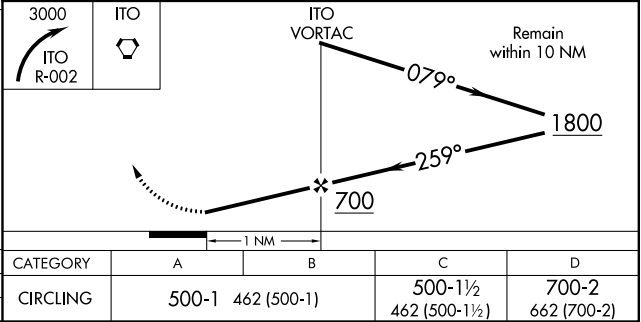
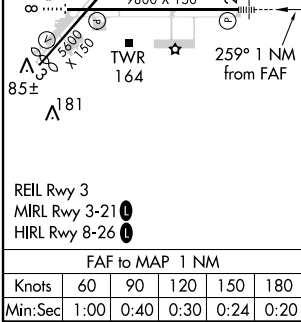
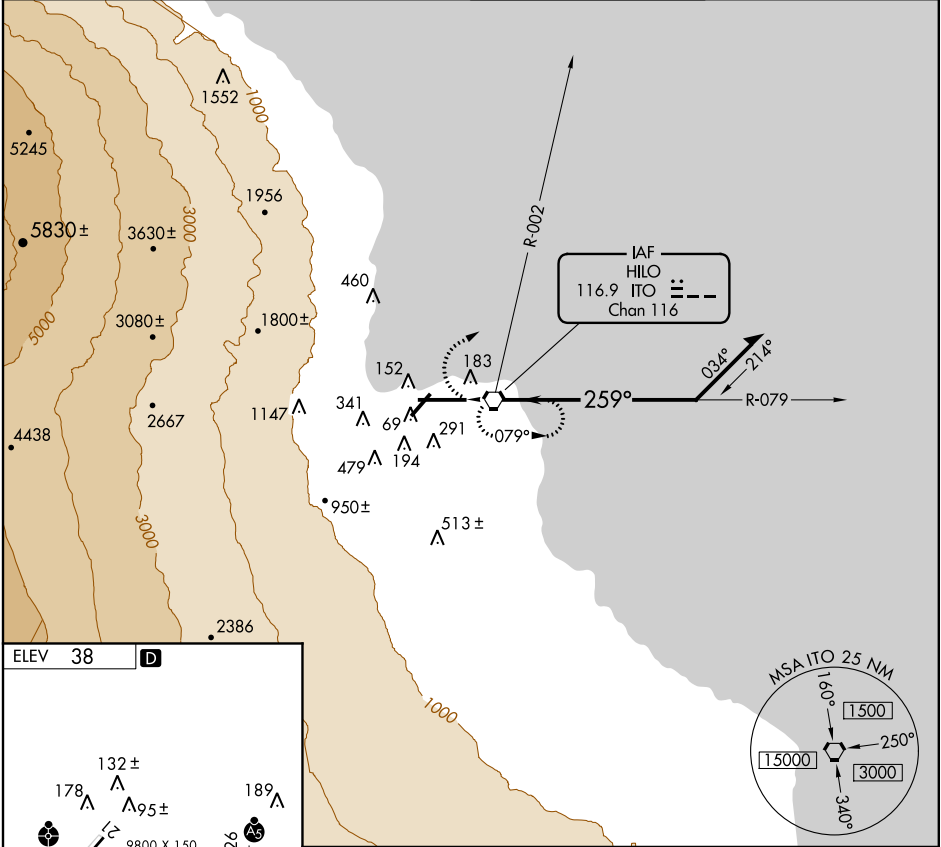
VORTAC ITO 116.9 Chan 116	APP CRS 259°	Rwy Idg TDZE Apt Elev N/A N/A 38
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VOR-B

HILO INTL (ITO) (PHTO)

 Circling NA south of Rwy 8-26. Night landing: Rwy 21 NA.	MISSED APPROACH: Climbing right turn to 3000 on ITO VORTAC R-002 then direct ITO VORTAC and hold.
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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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16315

VOR/DME or TACAN RWY 26
HILO INTL (ITO) (PHTO)

MISSED APPROACH: Climbing right turn to 3000 on ITO VORTAC R-079 to VEWES/5 DME and hold.

REIL Rwy 3
MIRL Rwy 3-21 (L)
HIRL Rwy 8-26 (L)

CATEGORY	A	B	C	D
S-26	460- $\frac{3}{4}$	422 (500- $\frac{3}{4}$)		460-1 422 (500-1)
CIRCLING	500-1 $\frac{1}{2}$	462 (500-1 $\frac{1}{2}$)		700-2 662 (700-2)

HILO INTL (ITO) (PHT0)

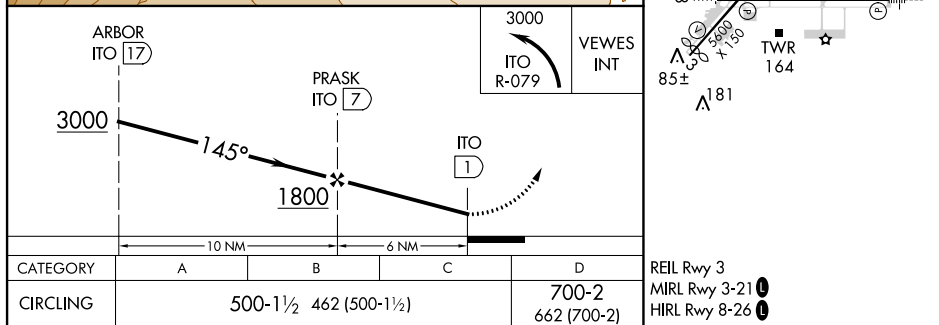
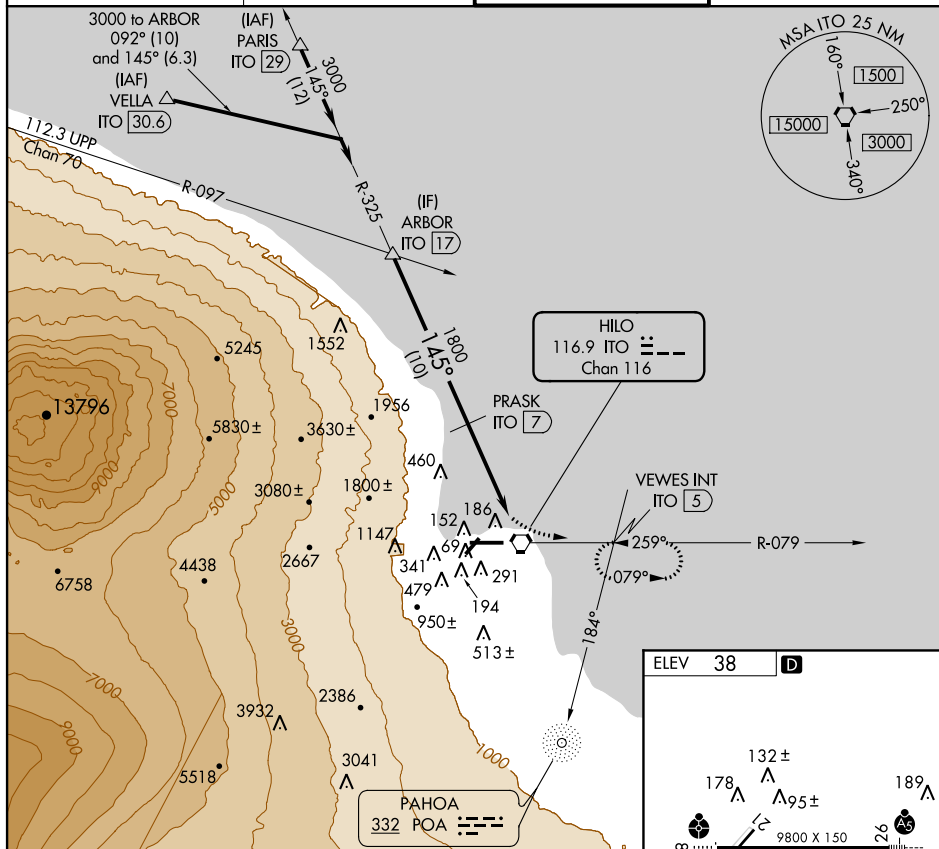
VOR/DME or TACAN RWY 26

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VOR/DME or TACAN-A
HILO INTL (ITO) (PHTO)

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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ATIS
126.4
HILO TOWER★
118.1 263.1
GND CON
121.9
D

