

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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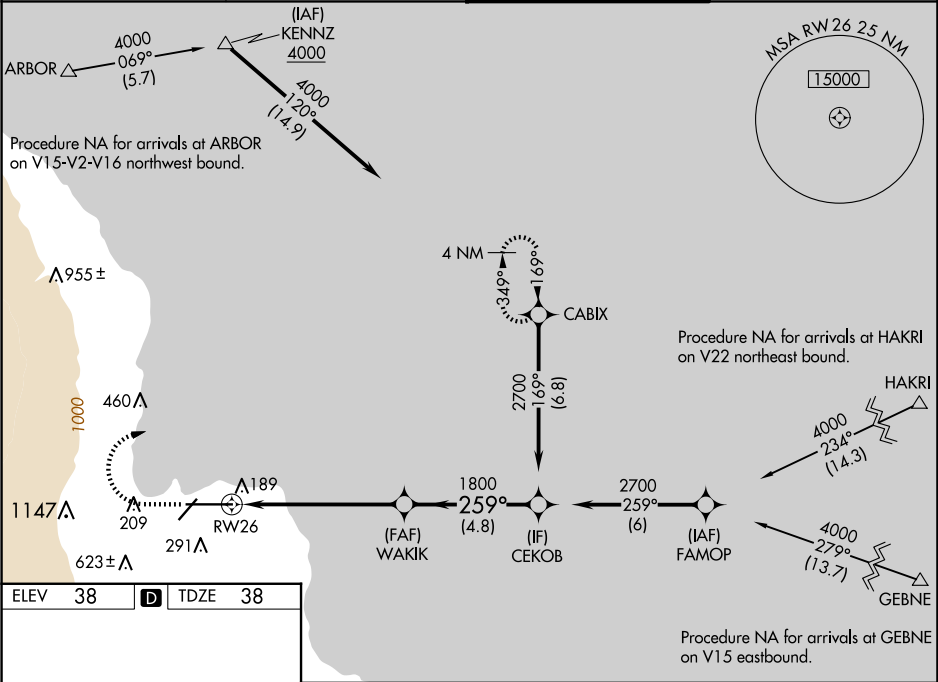
⚠

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.

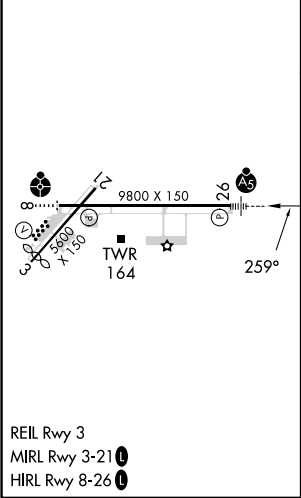
MALSR




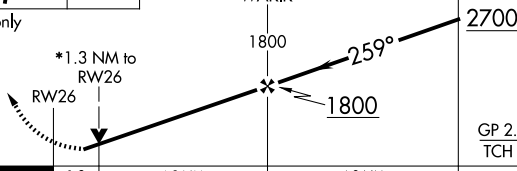

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct CABIX and hold, continue climb-in-hold to 4000.

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							
			GP 2.60° TCH 56				
CATEGORY	A		B		C		D
LNAV/ VNAV	DA		350-¾		312 (400-¾)		
LNAV	MDA		460-¾		422 (500-¾)		
 CIRCLING	500-1 462 (500-1)		540-1 502 (600-1)		840-2¼ 802 (900-2¼)		1320-3 1282 (1300-3)